



AGENDA FOR THE CANTERBURY BANKSTOWN LOCAL PLANNING PANEL MEETING

7 March 2022 - 6.00pm

ORDER OF BUSINESS

ORDER OF BUSINESS

APOLOGIES AND DECLARATIONS

CONFIRMATION OF MINUTES OF PREVIOUS MEETING

DARANI / BANKSTOWN WARD

- | | | |
|----------|--|---|
| 1 | DA-969-2021
Public domain improvement works to Appian Way and the interface of the WSU
Bankstown Campus and Paul Keating Park | 3 |
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BURA / BASS HILL

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

DARANI / BANKSTOWN WARD

- | | | |
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| 3 | Application to Amend Bankstown Local Environmental Plan 2015: 1 and 1A
North Terrace, Bankstown | 75 |
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ITEM 3	Application to Amend Bankstown Local Environmental Plan 2015: 1 and 1A North Terrace, Bankstown (RZ-5/2019)
APPLICANT	Vicinity Centres
OWNERS	Vicinity Centres
AUTHOR	Planning

PURPOSE AND BACKGROUND

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

ISSUE

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

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

At 114,073m² (11.4ha) the subject land is the largest landholding in the CBD and is one of the most significant proposals in the Canterbury Bankstown Local Government Area (LGA) in terms of projected jobs growth, housing and economic investment. The Planning Proposal would facilitate a total of approximately 8,437 additional jobs when the site is fully redeveloped which is 60% of Council’s target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Master Plan.

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

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

- 5,000m² publically accessible open space (Public Park) along Rickard Road including a playground and urban plaza.
- Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way.
- 1,000m² multi-purpose indoor facility including two sports courts or cash contribution up to a value of \$4 million dollars to Council to deliver this facility elsewhere in the CBD.
- 200m² of 'Incubator Space' for business 'start-ups' to be fitted out as a warm shell open plan layout suitable for use as office space.
- Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown 'Complete Streets' requirements.

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

Under the existing planning controls in the Bankstown Local Environmental Plan 2015, the site benefits from significant development potential of around 400,000m² Gross Floor Area (GFA) and could be developed up to its current maximum FSR of 3.5:1 when sustainability bonuses are applied and a maximum building height of 35m to 41m across the site (equivalent to 10 to 12 storeys). This could include a mixture of residential and retail development. The key outcome of the proposal is a long term restructuring of the site to facilitate a genuine mixed use precinct that proposes to use the increased GFA of around 48,000m² (a 12% increase) to deliver a built form outcome that is consistent with the Bankstown Master Plan and concentrating densities around the rail station.

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

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

- Result in approximately 8,437 additional jobs which is 60% of Council's target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Master Plan.
- Allow the significant existing development capacity of the site to be refocussed towards the future Metro Station consistent with the height principles set out in the Bankstown Masterplan.
- Make the site more accessible to the public and integrated into the street network by adding a new road and pedestrian connections.
- Create a substantial new public park to assist Council achieve its vision within the Bankstown Master Plan of all residents in Bankstown being within a 200m to 400m walking catchment of a green open space.
- Facilitate renewal of a site that is highly constrained by long term leases.
- Increase housing choice in Bankstown CBD by increasing the stock of "built to rent", student and key worker housing.
- Deliver a range of increased building heights that will be consistent with the B4 Mixed Use Zoning of the site, its size, strategic location, and controls proposed for comparable sites within the CBD.
- Provide housing for approximately 2,500 new residents within the Bankstown CBD proximate to employment opportunities and high-quality public transport infrastructure, established services and facilities.
- Provide housing and jobs growth in a highly accessible location well served by existing and future planned public transport infrastructure.

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

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

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

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

RECOMMENDATION That -

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

- a. Permit a maximum FSR between 3:1 to 7:1 in four separate precincts and an FSR of 3.9:1 for the site overall.
 - b. Permit a maximum building height of 86m for the Town Centre Precinct, 83m for the North Terrace Precinct, 50m, 67 and 70m for the Rickard Road Precinct and 35m, 46m and 55m for the Stacey Street Precinct.
 - c. Insert a subclause to exclude the subject site from obtaining up to 0.5:1 bonus FSR under Clause 4.4A 'Additional gross floor area for more sustainable development in Bankstown CBD commercial core'. This is to provide certainty regarding the maximum FSRs that will apply to the site.
 - d. Remove the site from the existing Special Provisions Map and amend Clause 6.9 to achieve the intended outcomes as follows:
 - i. Enable residential development within the Rickard Road Precinct without the need to provide commercial premises or other non-residential purposes on the ground and first floor levels; and
 - ii. Stipulate (a) a minimum 50% of non-residential floor space within the Town Centre Precinct and (b) a minimum 40% non-residential floor space across the entire site.
2. Before the plan is finalised:
- a. Council exhibits a draft Planning Agreement in accordance with the Letter of Offer received from the proponent to deliver public infrastructure to meet the needs for the future worker, resident and visitor population, as outlined in Section 4 of this report.
 - b. A site specific DCP is prepared and exhibited with the Planning Proposal to define the development controls for the development and ensure close integration with the master planning for the Bankstown CBD, and specify the staging of the future development, as outlined in this report.
 - c. Council and the proponent continue to work with Transport for NSW (TfNSW) to address traffic and transport related matters raised in TfNSW's preliminary comments received on the Planning Proposal and to resolve the permanent location of the Bankstown bus interchange whether it is located on or off the subject site.
3. The Planning Proposal and the relevant supporting reports are updated prior to the exhibition of the Planning Proposal.
4. After the Planning Proposal, DCP and Planning Agreement have been exhibited, a report be provided to Council outlining submissions received and the proponent's response to the issues raised in this report.
5. Council seek authority from the Department of Planning and Environment to exercise the delegation in relation to the plan making functions under Section 3.36(2) of the Environmental Planning and Assessment Act 1979.

ATTACHMENTS

Click here for: [Attachment A-F](#) [Attachment G-T](#)

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

POLICY IMPACT

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

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

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

FINANCIAL IMPACT

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

The Planning Proposal will deliver a range of infrastructure items that would benefit the public at no cost to Council including a new 5,000m² public park, a multi-purpose indoor sports facility, incubator/co-working office space and new cycleways along Rickard Road and The Appian Way.

COMMUNITY IMPACT

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

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

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

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

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

DETAILED INFORMATION

1. SITE DESCRIPTION

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

Table 1: Subject site details

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

The site contains a regional shopping centre development known as “Bankstown Central” (previously known as “Bankstown Centro”) which was originally established in 1966. The site is bound by North Terrace to the south, Jacobs Street, The Mall and The Appian Way to the west, Rickard Road to the north and Stacey Street to the east. The site has dimensions of approximately 500m east to west and 270m north to south. The total site area is 114,073m². The Bankstown Central shopping centre is a 2-3 level retail development with associated car parking, loading facilities, landscaped areas. Bankstown Central accommodates anchor tenants including Myer, Target, Big W, Kmart, Woolworths, Dan Murphy’s and a new Coles Supermarket to open in 2022 in addition to approximately 260 specialty stores including a food court. The Bankstown Central site is the largest privately owned landholding within the Bankstown CBD.

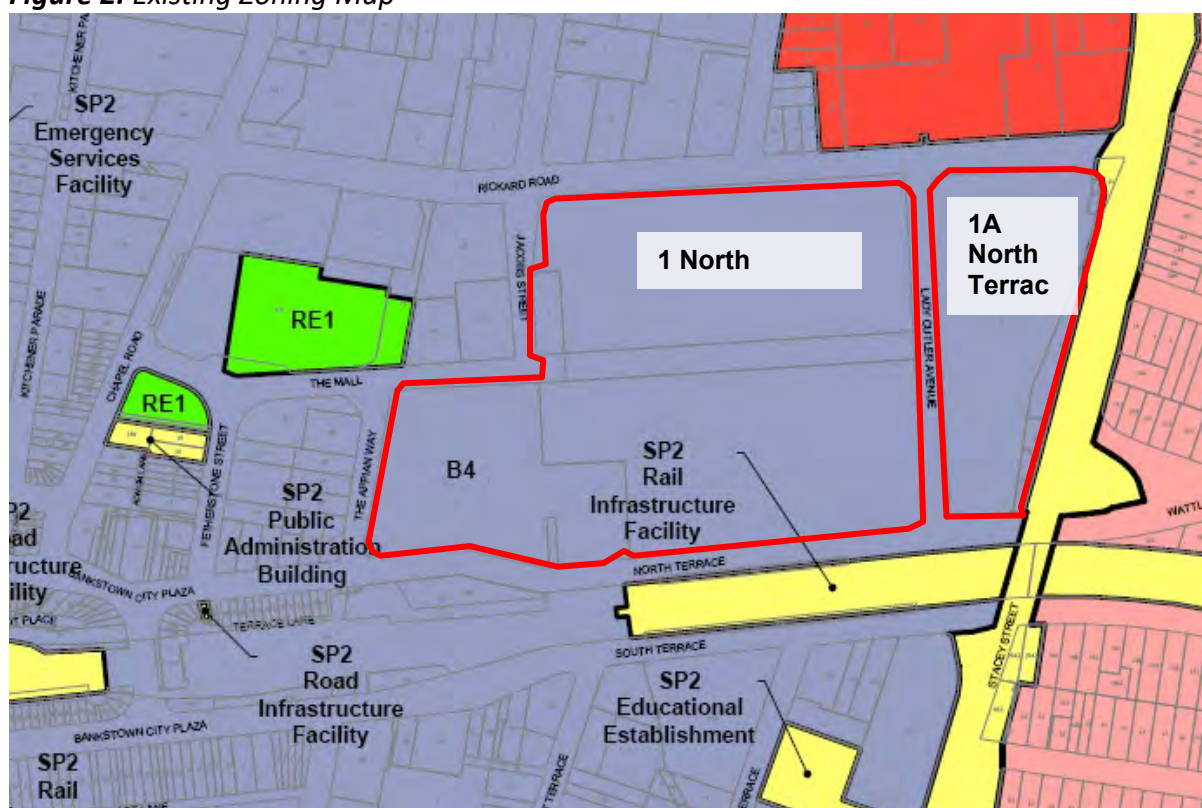
Adjacent to the site to the south is the T3 Bankstown Railway line, to the west is the established commercial shops and offices of the Bankstown CBD, to the north is a mix of medical centres and allied health services and residential apartments and to the east is the arterial road Stacey Street with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

The site is located in the heart of the Bankstown CBD and approximately 16km south west of the Sydney CBD, approximately 10km east of the Liverpool City Centre and the Parramatta CBD is located approximately 10km north.

Figure 1: Site Map (site outlined in red)



Figure 2: Existing Zoning Map



2. PROPOSAL

Background and Overview of Proposal

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

Following a preliminary assessment by Council and liaison with the proponent, Council wrote to the proponent in March 2020 to request additional information and clarification of the proposal. In July 2020 the proponent submitted an amended Planning Proposal package in response to Council's additional information request. Council wrote to the proponent in December 2020 and further information, including revisions to the Planning Proposal were submitted to Council in July 2021. Further revisions to the Planning Proposal were made and submitted to Council in February 2022, reflecting the outcome of Council's assessment of the application and the preceding discussions between Council and the proponent and the proponent's consultants.

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

Figure 3: Applicant's indicative master plan



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

- Accommodate a concept plan comprising mix of uses across the site with height and density focussed along North Terrace and near the existing Bankstown railway station and future Metro station.
- Facilitate reconfiguration of the existing shopping centre layout to accommodate the proposed additions and staged construction around the existing central retail core. .
- Provision of new public open spaces such as a new 5,000m² public park and a pedestrian boulevard running east west along northern end of site between Jacob Street and Lady Cutler Drive and public plazas throughout the site.
- Facilitate extension of Jacobs Street between The Mall and Northern Terrace for road traffic and pedestrians.
- Removal of the of the bus interchange from the site and creation of a new permanent layover, with bus stops as required, outside of the site along the proposed Jacobs Street extension. This will be subject to ongoing discussions with TfNSW and an agreement between the proponent, Council and TfNSW on the new location.

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

Control	Amendment sought by applicant
Zone	B4 Mixed Use Zone
FSR	3.9:1 (across the entire site) <i>Refer to Table 3 below for FSR details per Precinct</i>
Height of Building	Maximum building height of 86m (controlled by PANS-OPS ceiling of RL 108.2) <i>Refer to Table 3 below for building height details per Precinct</i>
Additional gross floor area for more sustainable development in Bankstown CBD commercial core (Clause 4.4A) <i>This clause provides a bonus of 0.5:1 for development that meets the sustainability criteria.</i>	Insert a subclause to exclude the subject site from the application of this clause. This is because the Planning Proposal does not seek to apply the existing 0.5:1 bonus on the basis the proposed FSRs include uplift that already factors in the maximum FSR sought to ensure certainty that future development will be able to achieve the FSRs proposed. Sustainability requirements will be included in the site specific DCP and BASIX will continue to apply to the residential component of the mixed use development or residential apartment buildings on the site.
Restrictions on development in Zone B4 Mixed Use (Clause 6.9) <i>This clause requires the ground and first floors of new buildings, or changes of use of existing buildings, to be used for</i>	Remove the site from the existing Special Provisions Map and amend Clause 6.9 to achieve the following intended outcomes: <ul style="list-style-type: none"> • Enable residential development within the Rickard Road Precinct without the need to provide commercial premises or other non-residential purposes on the ground and first floor levels; and

commercial or other non-residential uses.

- Stipulate (a) a minimum 50% of non-residential floor space within the Town Centre Precinct and (b) a minimum 40% non-residential floor space across the entire site.

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

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

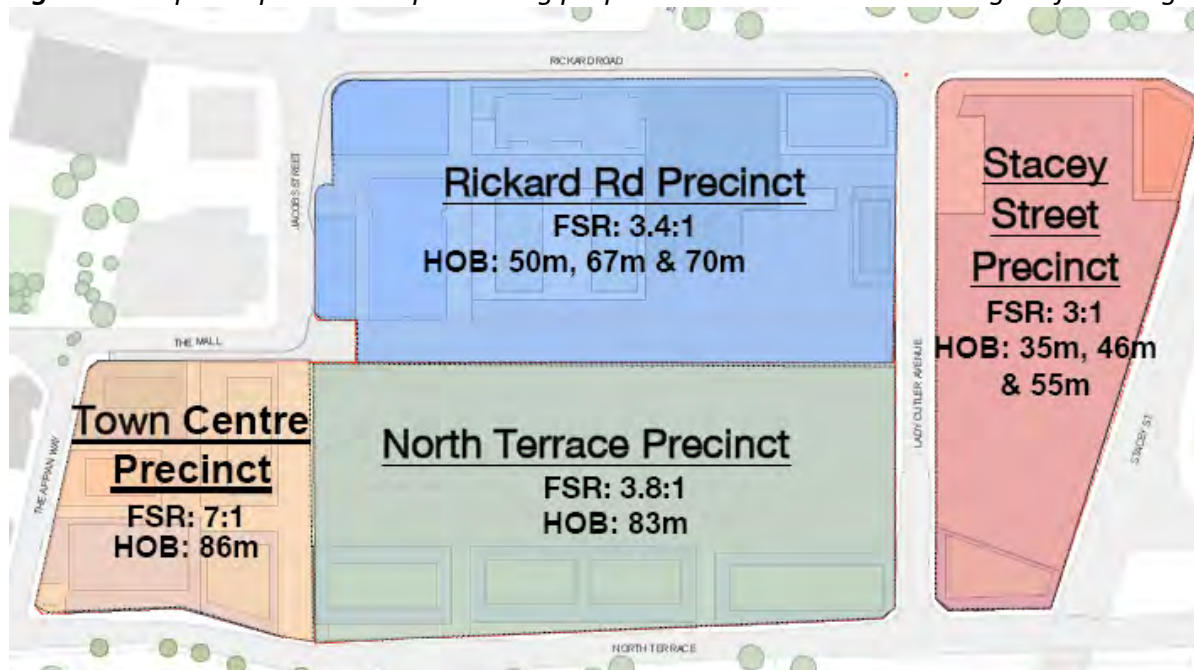


Figure 5: Existing Floor Space Ratio Map

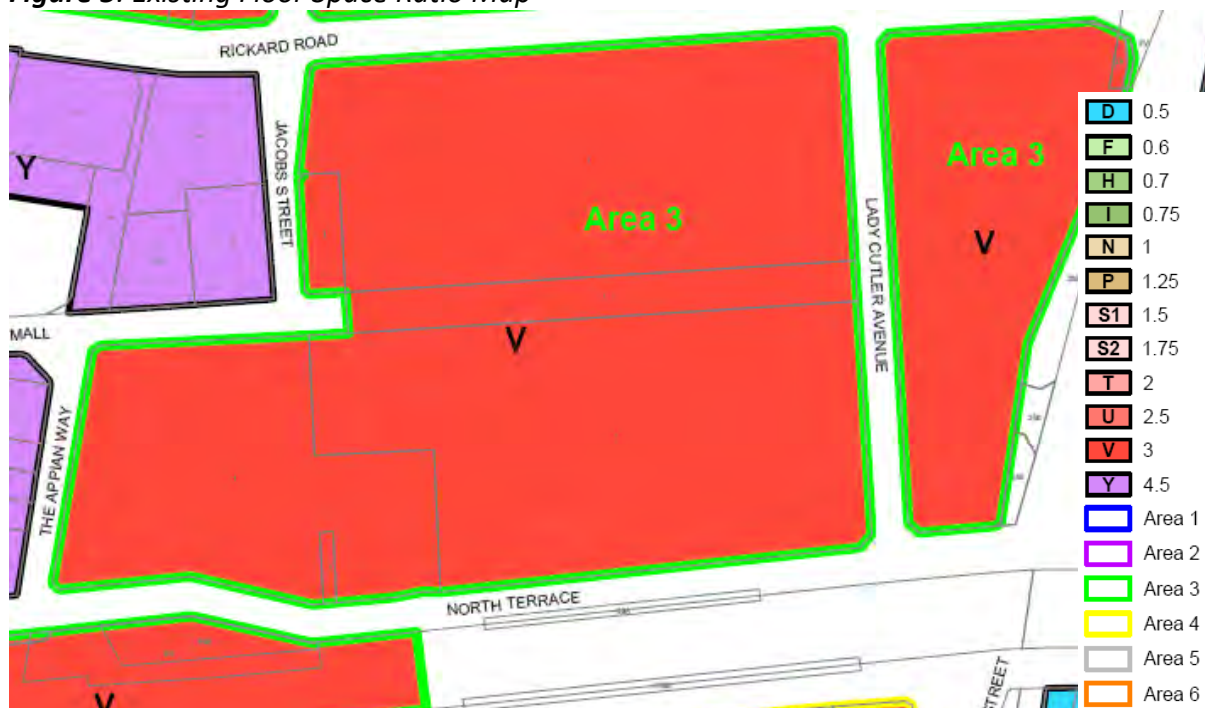


Figure 6: Applicant's Proposed Floor Space Ratio Map

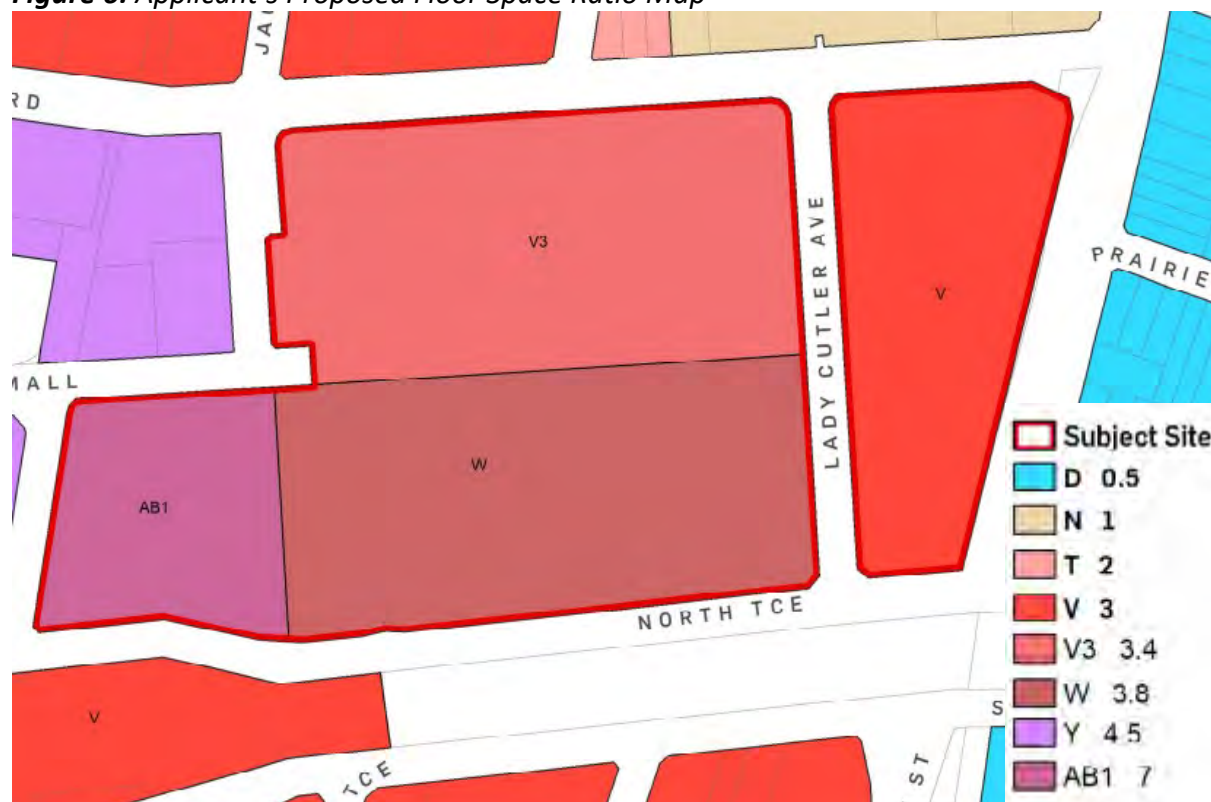


Figure 7: Existing Building Height Map

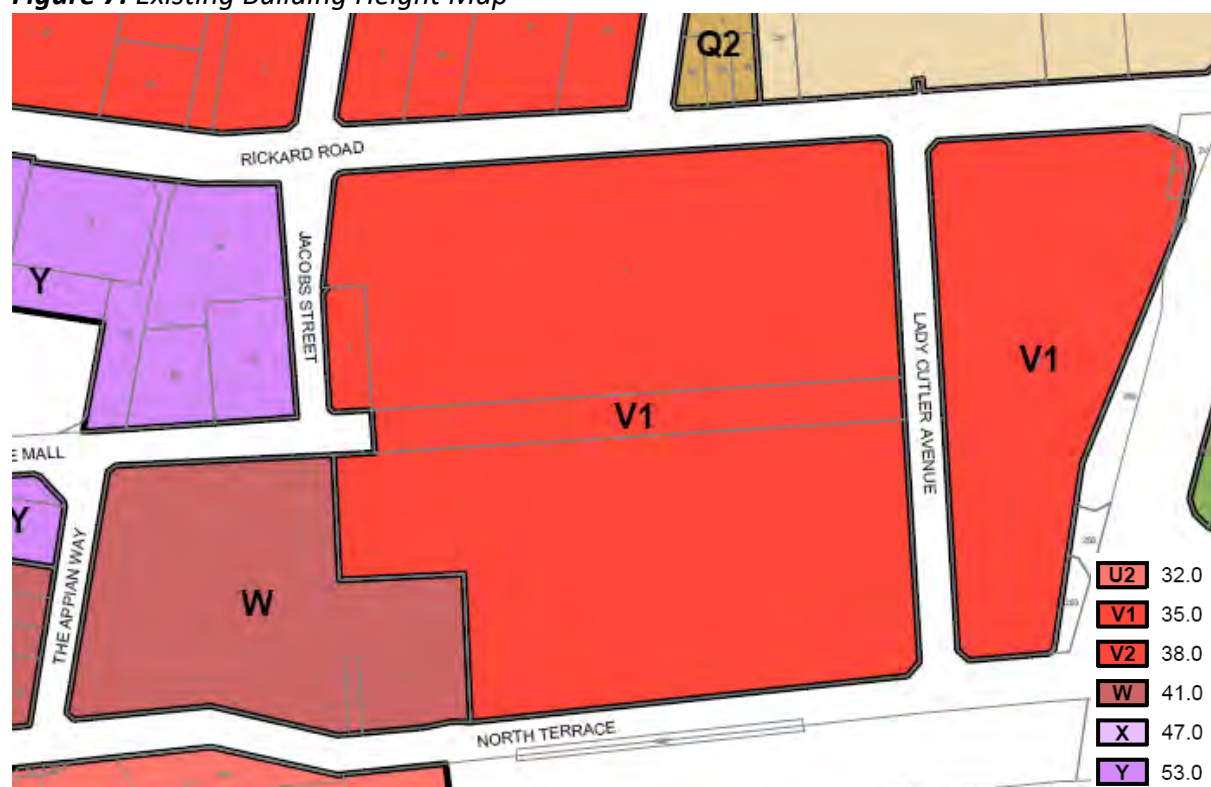


Figure 8: Applicant's Proposed Building Height Map

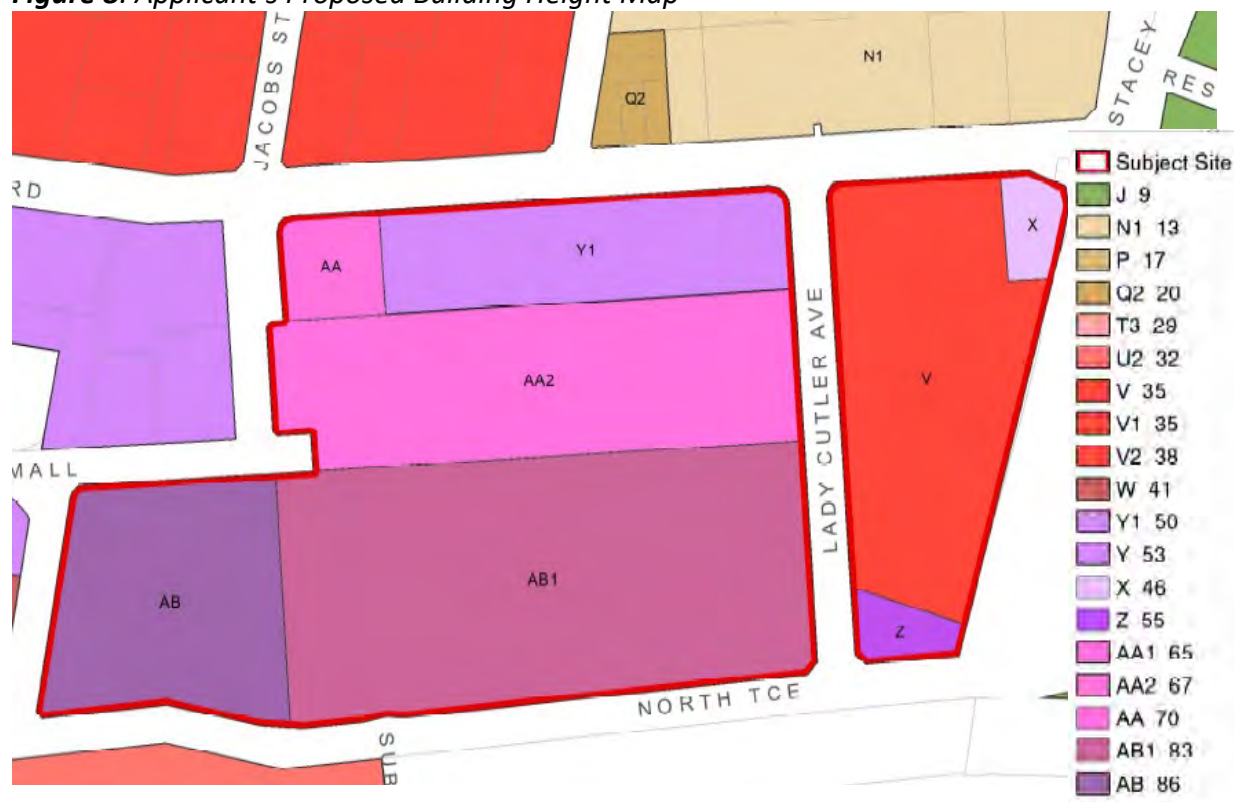
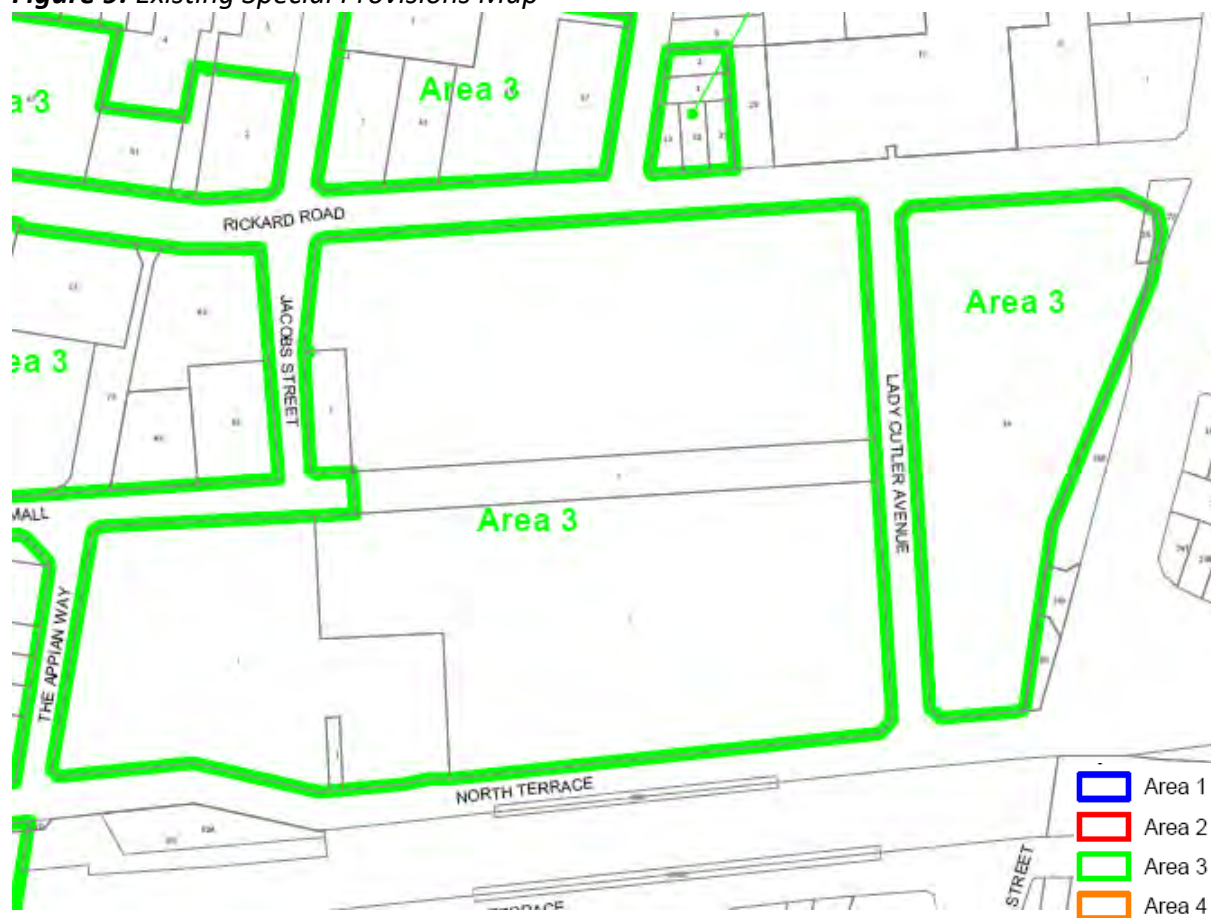


Figure 9: Existing Special Provisions Map



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

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

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

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

Development Outcome and Yields

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

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

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

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

- Retail: 15,041m² (in addition to existing 91,000m² retail floor space)
- Commercial offices: 119,117m²
- Hotel: 439 rooms plus 89 serviced apartments
- Residential: 1,255 apartments
- Student Accommodation: 694 units
- Childcare: 891m²
- New public open space: 5,000m² public park plus 5,615m² pedestrian focussed plazas and boulevards.

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

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

Precinct	Proposed Max FSR*	Maximum Proposed Building Height (storeys approximates only)	Proposed Gross Floor Area Yield
Town Centre	7:1	86m (RL 108.2 PANS-OPS), approx. 25 storeys	106,437m ²
Rickard Road	3.4:1	Precinct North - 50m and 70m, Approx. 15 to 20 storeys Precinct South - 67m, approx. 19 storeys	127,882m ²
North Terrace	3.8:1	83m, approx. 20 - 25 storeys (subject to mix of uses)	139,824m ²
Stacey Street	3:1	North Tower – 46m, approx. 11-13 storeys South Tower – 55m, approx. 16 storeys Remaining central shopping centre core retained at 35m	73,380m ²
Total	3.9:1	-	447,523m²

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

The Planning Proposal will increase from the existing 3.5:1 (inclusive of the 0.5:1 sustainability bonus under Clause 4.4A) to a maximum FSR of 3.9:1 for the site overall. It is not proposed apply the LEP sustainability bonus to the site. The total GFA of the site when developed to the maximum proposed FSR is 447,523m², which is 48,268m² more than the maximum possible floor space under the existing 3.5:1 FSR across the site.

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

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

Letter of Offer for Delivery of Public Infrastructure

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

- 5,000m² publically accessible open space (Public Park) along Rickard Road including a playground and urban plaza.
- Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way.
- 1,000m² multi-purpose indoor facility including two sports courts or cash contribution up to a value of \$4 million dollars to Council to deliver this facility elsewhere in the CBD.
- 200m² of 'Incubator Space' for business 'start-ups' to be fitted out as a warm shell open plan layout suitable for use as office space.
- Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown 'Complete Streets' requirements.

Development Application for Commercial Development

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

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

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

Overall, the buildings incorporate 29,686m² of office floor space and approximately 6,000m² of retail floor space. The approved development was designed to the maximum 35m building height currently applicable under the BLEP 2015.

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

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

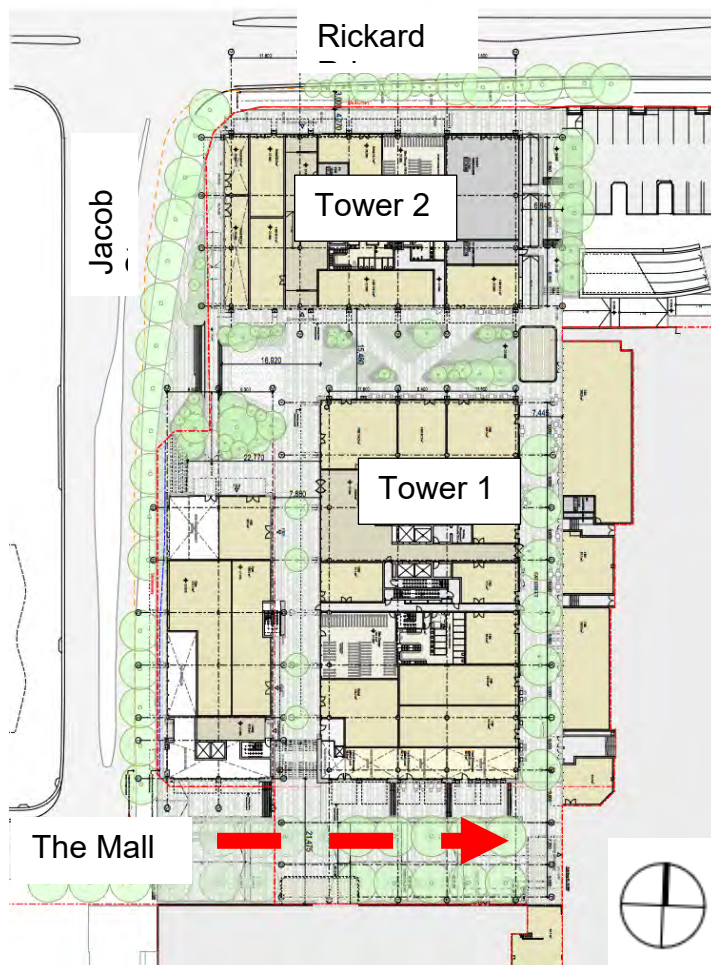


Figure 11: Approved commercial development (DA-528/2020) as viewed from Jacob Street. The extension of The Mall is shown on the right.



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



3. SUMMARY

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

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

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

- Provide development capacity that is consistent with the strategic policy direction and vision for Bankstown CBD as the City's preeminent Strategic Centre as set out in Council's Local Strategic Planning Statement and the Bankstown Masterplan.
- Result in approximately 8,437 additional jobs which is 60% of Council's target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Master Plan.
- Allow the significant existing development capacity of the site to be refocussed towards the future Metro Station consistent with the height principles set out in the Bankstown Masterplan.
- Make the site more accessible to the public and integrated into the street network by adding a new road and pedestrian connections.
- Create a substantial new public park to assist Council achieve its vision within the Bankstown Master Plan of all residents in Bankstown being within a 200m to 400m walking catchment of a green open space.
- Facilitate renewal of a site that is highly constrained by long term leases.
- Increase housing choice in Bankstown CBD by increasing the stock of "built to rent", student and key worker housing.
- Deliver a range of increased building heights that will be consistent with the B4 Mixed Use Zoning of the site, its size, strategic location, and controls proposed for comparable sites within the CBD.
- Provide housing for approximately 2,500 new residents within the Bankstown CBD proximate to employment opportunities and high quality public transport infrastructure.
- Provide housing and jobs growth in a highly accessible location well served by existing and future planned public transport infrastructure.

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

4. ASSESSMENT

4.1 Consistency with Strategic Planning Framework

4.1.1 Greater Sydney Region Plan – A Metropolis of Three Cities

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

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

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

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

4.1.2 South District Plan

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

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

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

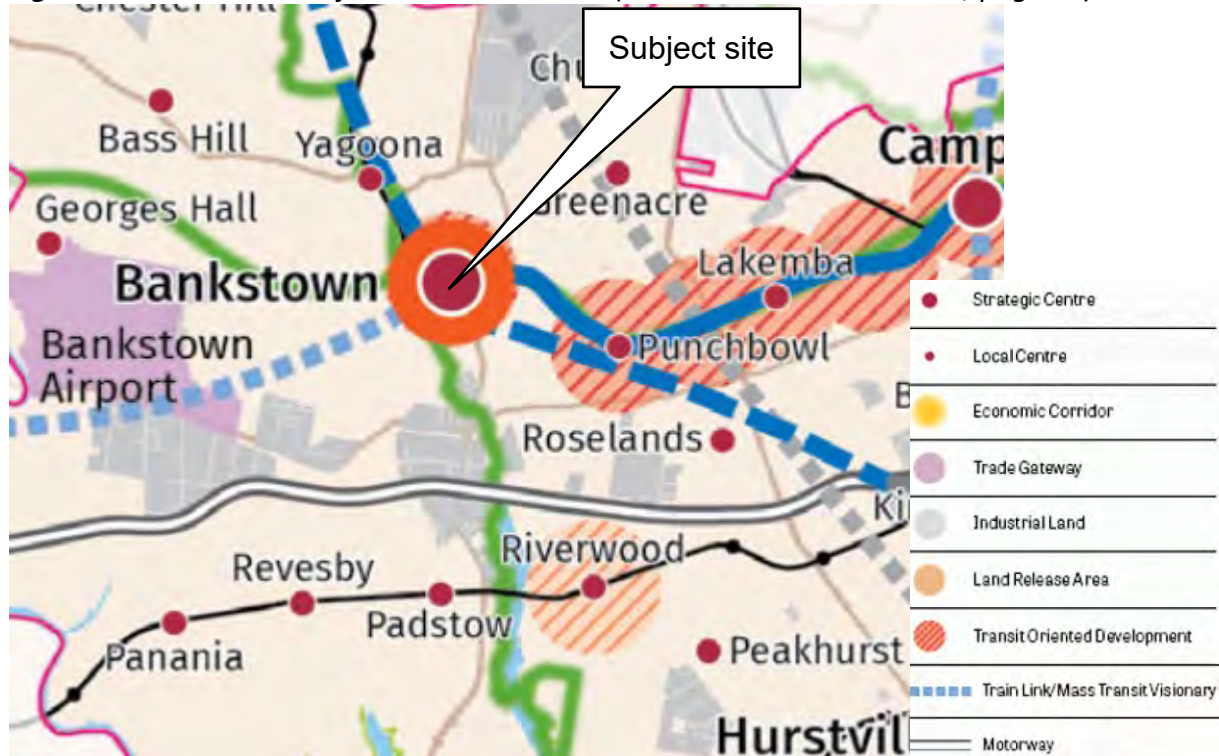
The proponent has committed to the delivery of public infrastructure and benefits including a new public park, an indoor multi-purpose facility, incubator space/co-working offices, cycleways and extension of Jacob Street to improve connectivity within the Bankstown CBD. These facilities will enhance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

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

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

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

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



4.1.3 Local Strategic Planning Statement – ‘Connective City 2036’

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

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

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



The Planning Proposal is consistent with the primary objectives of the LSPS as it relates to the site, including providing high density housing near public transport, evolution of larger centres into vibrant urban places, provision of commercial and street-fronting retail space, local jobs and civic places. The Proposal will facilitate the delivery of residential accommodation and employment floor space on a site that is suitable for the scale and intensity proposed given the size of the site, its location within the CBD and near public transport infrastructure, the minimal overall amenity impacts to the adjacent areas and connectivity to nearby centres.

4.1.4 Bankstown City Centre Master Plan

As recommended in the Bankstown City Master Plan (Master Plan), Council resolved for the Bankstown Central application to proceed independently of the Master Plan, as it requires more detailed analysis and assessment given the size and complex nature of the site. The Master Plan provides direction on desired future through-site links, the location of open space and the seeking a minimum 50% of total floor space on the Town Centre Precinct of the Bankstown Central site to be employment-generating uses. The Master Plan identifies the opportunity for multi-purpose indoor sports facilities to be delivered as part of any redevelopment of key sites such as Bankstown Central (Action 1.1.5).

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

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

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

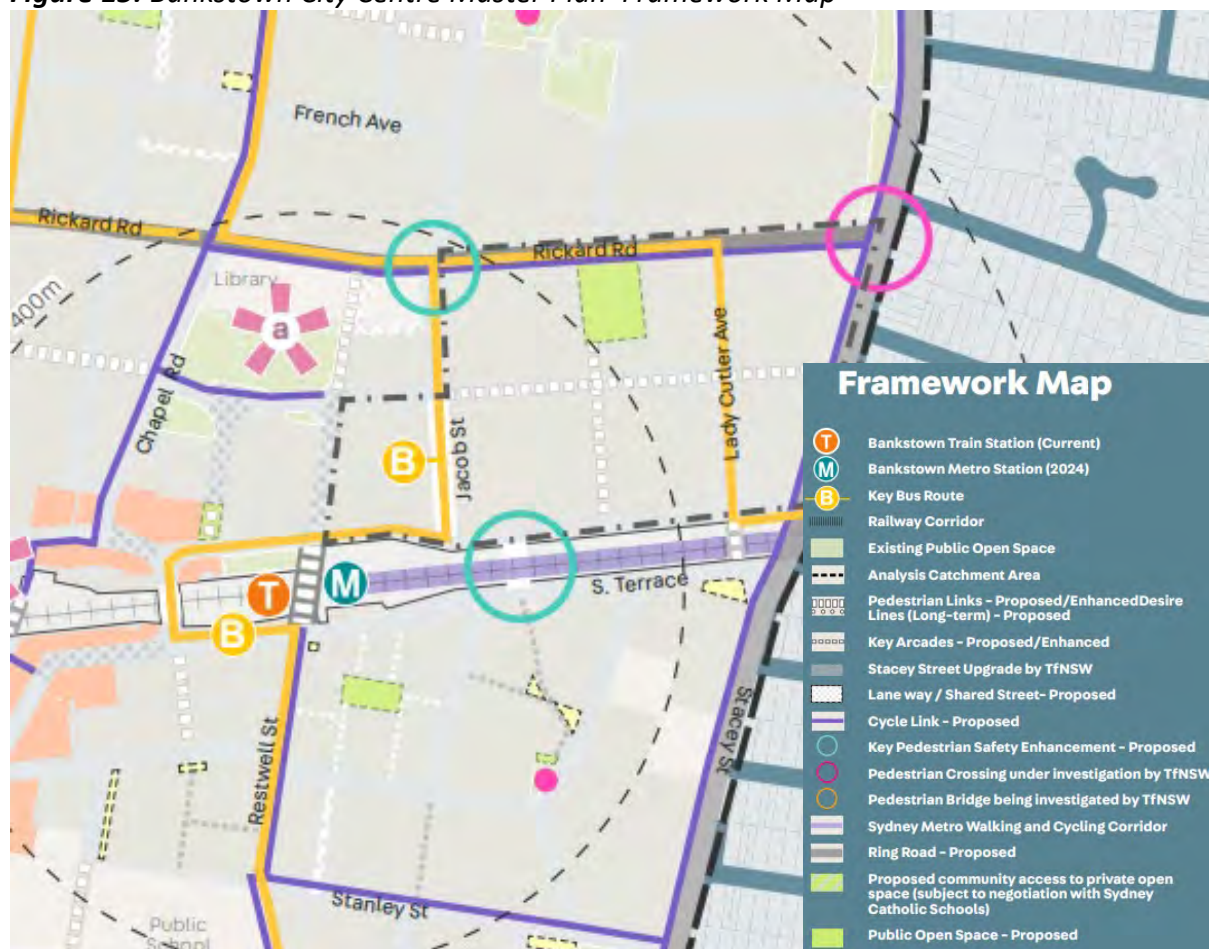
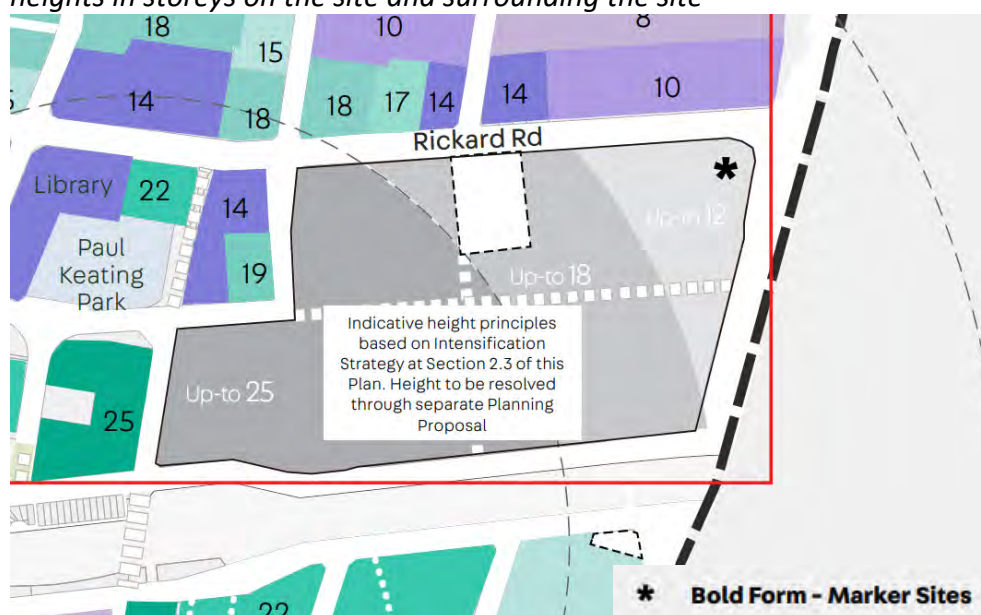


Figure 16: Bankstown City Centre Master Plan 'Bankstown Land and Zoning Map'



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



4.2 Urban Design and Concept Structure Plan

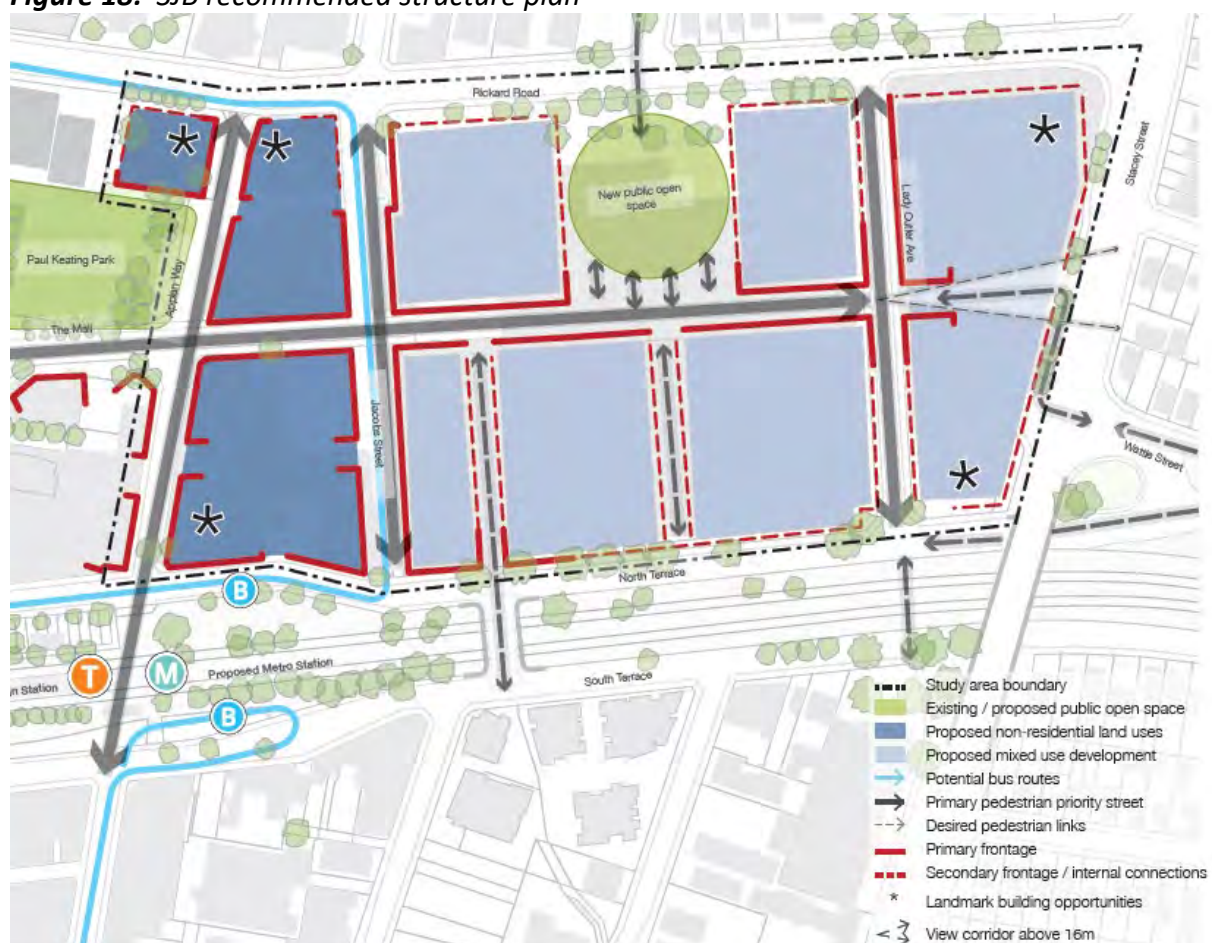
Council officers have held constructive discussions with the landowner and provided feedback on future master planning for the Bankstown Central site since 2015. Urban design and structure planning work was also undertaken in 2019 and urban design principles provided to the proponent as a guide for a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

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

1. A new central open space/public park of 5,000m².
2. Jacobs Street is extended between Rickard Road and North Terrace.
3. An east-west link as an extension of The Mall running between Jacobs Street and Lady Cutler Drive.
4. Land bound by the Appian Way, Rickard Road, Jacobs Street and North Terrace to be reserved for commercial land uses. Residential land uses to be minimised in order to facilitate employment generating floor space and uses.
5. Pedestrian linkages between North Terrace and the new east west link.
6. Active frontages onto all streets and open spaces.
7. Breaking up the site into smaller city blocks with new roads and internal pedestrian connections to make the site more permeable for pedestrians, outward facing with active frontages and better integrated with the surrounding area.
8. Optimise the site layout to facilitate the easy movement of people to and from public transport facilities and interchanging with other transport modes.
9. Encourage walking by locating car parking on the periphery of the centre.
10. Appian Way is the primary north south pedestrian link for the centre (noting the 'centre' includes land beyond the site to the east).

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

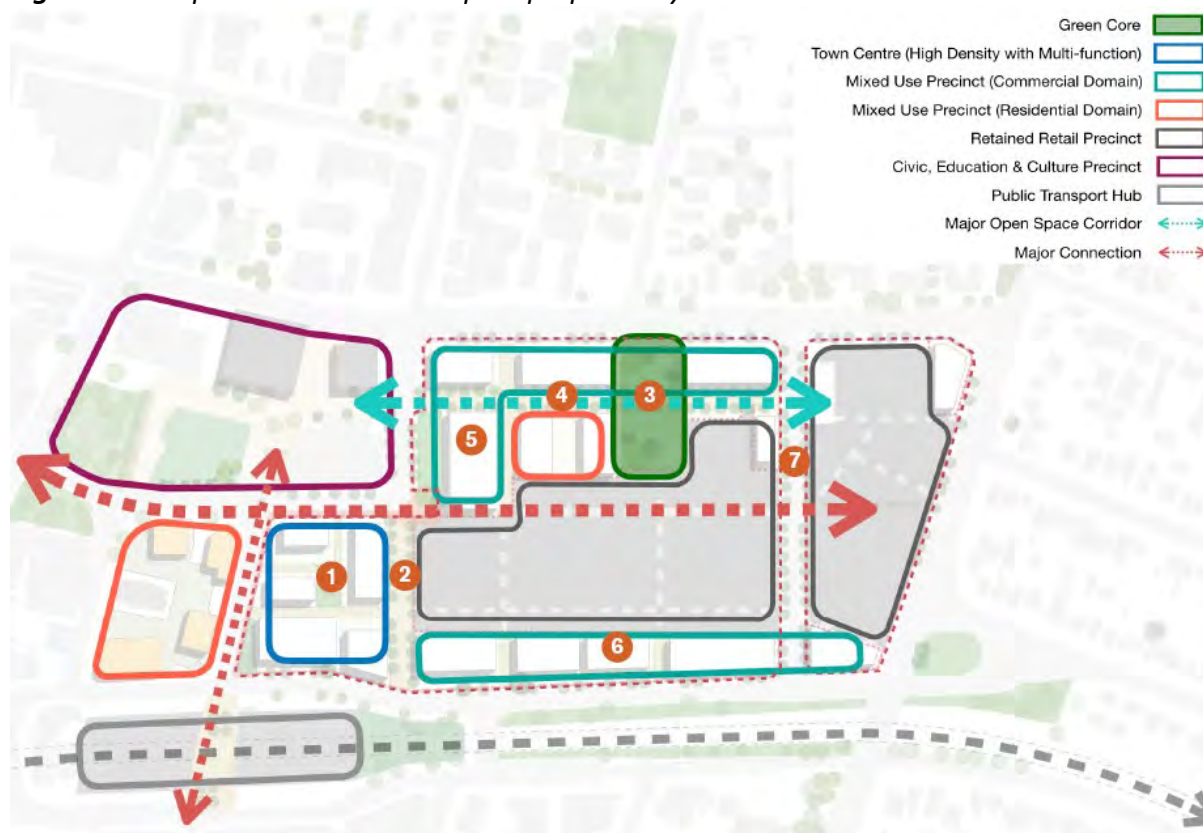
Figure 18: SJB recommended structure plan



The structure plan submitted by the proponent adheres to most of the principles developed by Council, and importantly provides a 5,000m² public park located on Rickard Road, extends Jacob Street and commits to 50% minimum employment generating uses for the Town Centre Precinct. Some of the differences between the 10 key urban design “structuring elements” developed by SJB Architects and the Planning Proposal include:

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

Figure 19: Proponent’s site master plan prepared by FJMT



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

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

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

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

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

Environmental Sustainability

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

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

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

4.3 Floor Space Ratio

The Planning Proposal seeks an increase in FSR for the site overall from 3.5:1 to 3.9:1 which equates to approximately 48,300m² of additional floor space. The existing and proposed FSRs for each precinct are as follows:

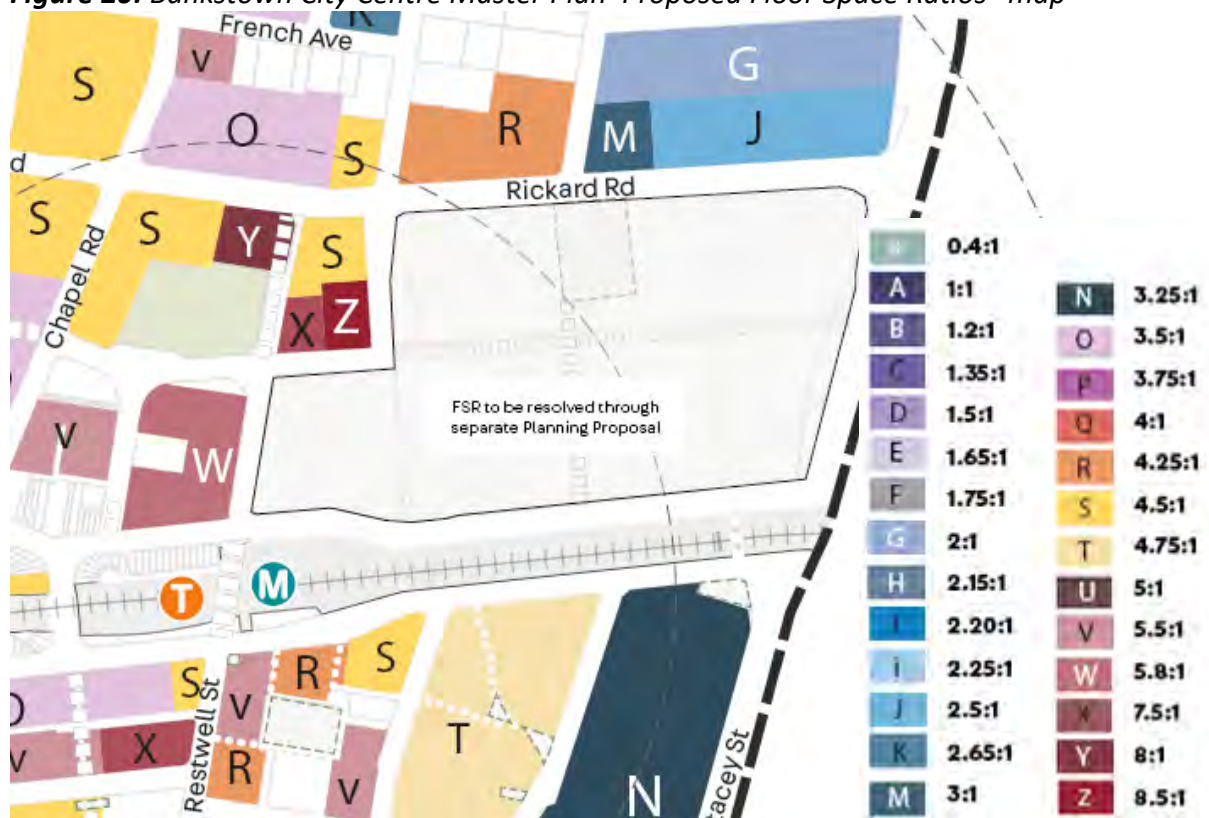
Table 4: Summary of current and proposed Floor Space Ratios for the subject site

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

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

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

Figure 20: Bankstown City Centre Master Plan ‘Proposed Floor Space Ratios’ map



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

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

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

4.4 Building Height

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

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

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

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

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

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

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

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

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

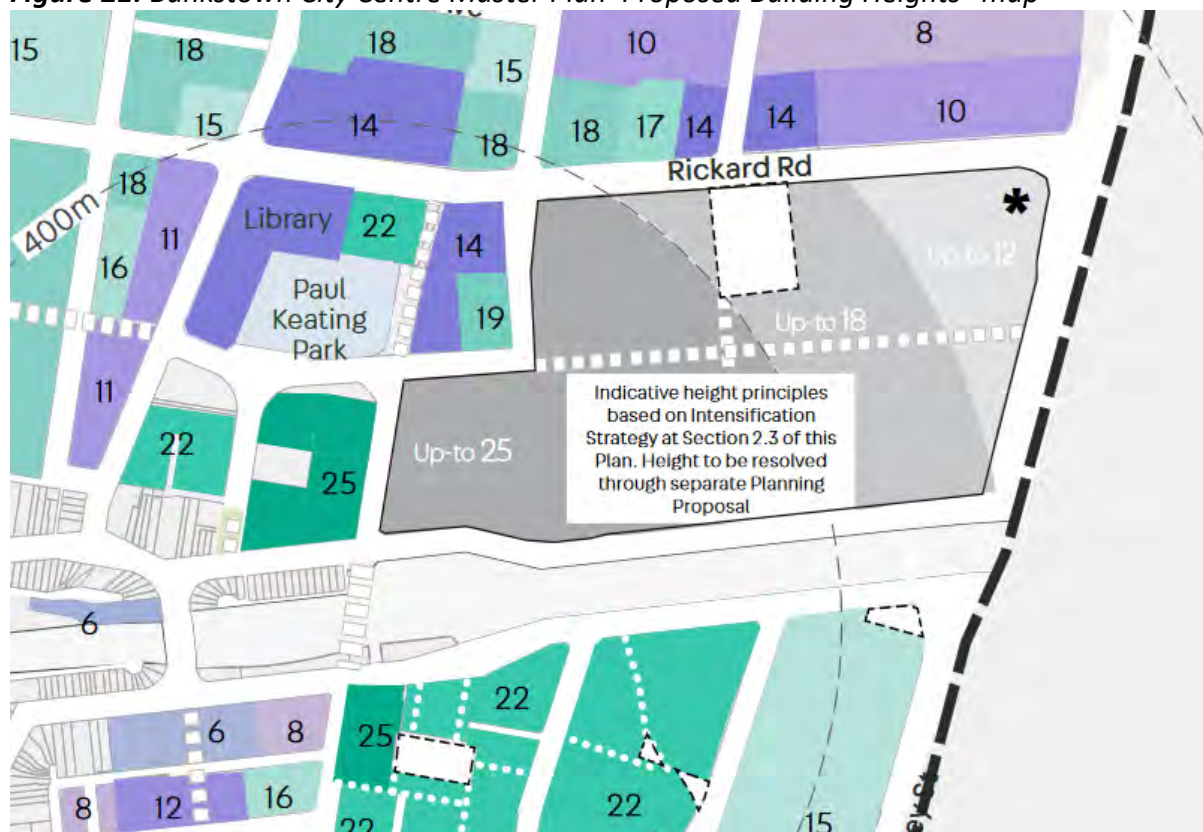
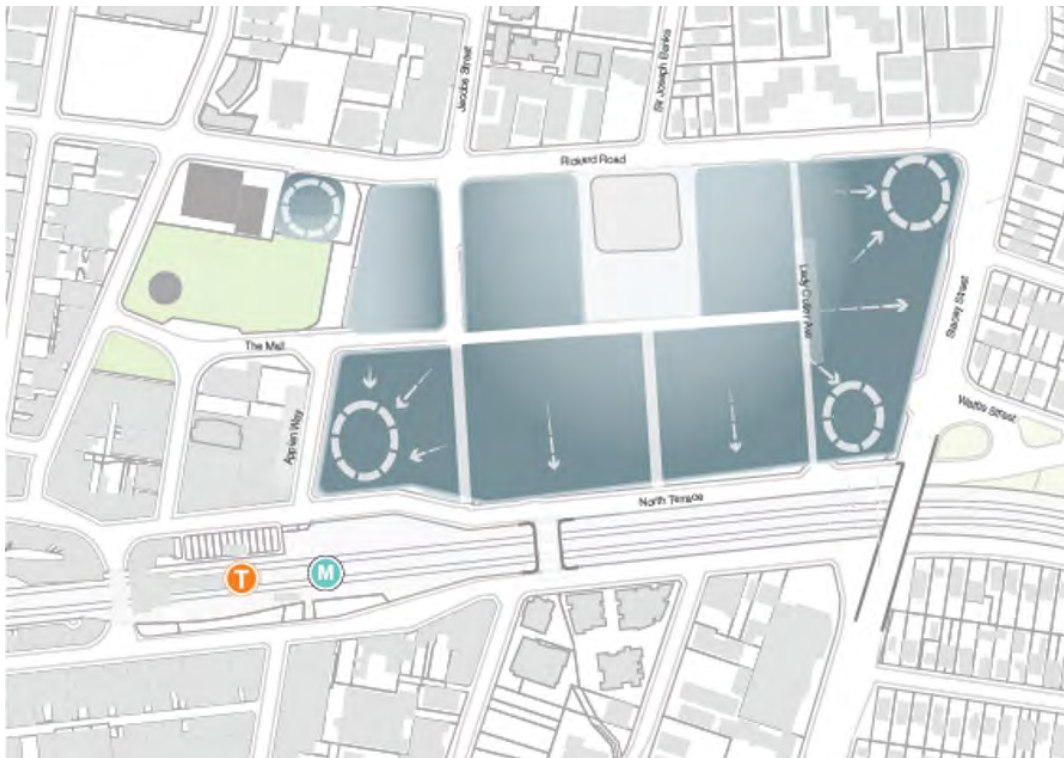


Figure 22: Recommended landmark tower locations (circled) from Council's suggested structure plan



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

Town Centre Precinct and North Terrace Precinct

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

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

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

Site plan of the proposed shopping centre development at the intersection of Cutler Avenue and North Terrace. The plan shows a grey shaded area for the 'Retained shopping centre (grey shaded area)'. Three callouts identify key features:

- North-south oriented tower**: A green rectangular area with dimensions 17,352.8 m² and 8,500.0 m².
- Outline of east-west oriented tower footprint**: A dashed green rectangular area with dimensions 8,514.0 m² and 2,700.0 m².
- East-west oriented tower**: A green rectangular area with dimensions 17,352.8 m² and 10,000.0 m².

The plan also shows a 'Mail Extension' to the north, 'CUTLER AVENUE' to the east, and 'NORTH TERRACE' to the south. Dimensions and bearings are indicated throughout the plan.

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

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

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

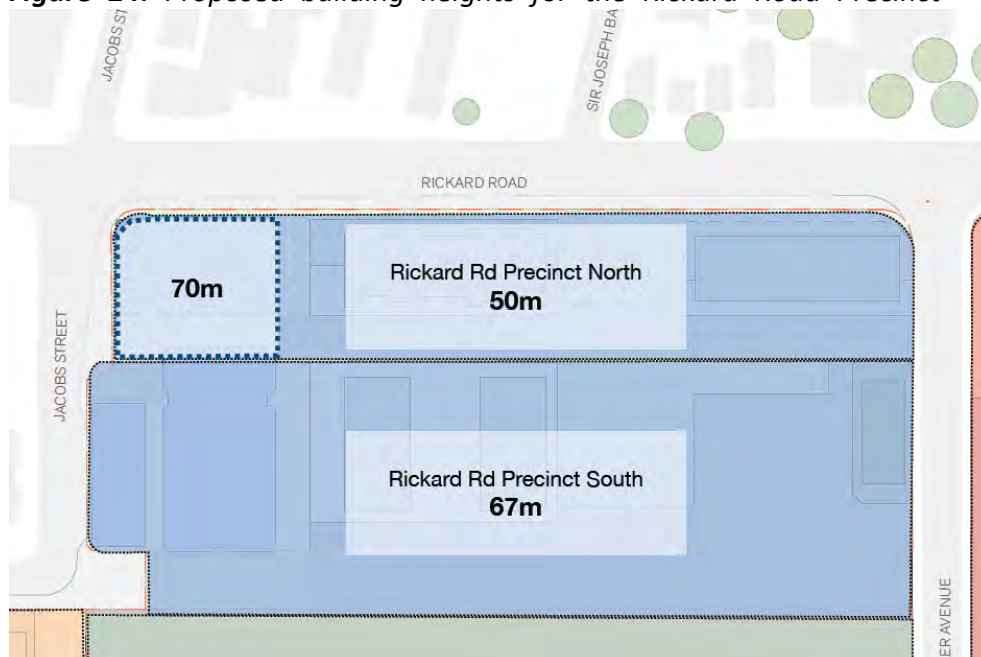
The Stacey Street Precinct is proposed to be developed as the final two stages by the proponent, likely after 2032. The proponent has advised that leases for the two largest tenancies within the Stacey Street Precinct, Woolworths and Big W, expire in 2046. Dan Murphy's lease expires in 2036. The constraints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

Rickard Road Precinct

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

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

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



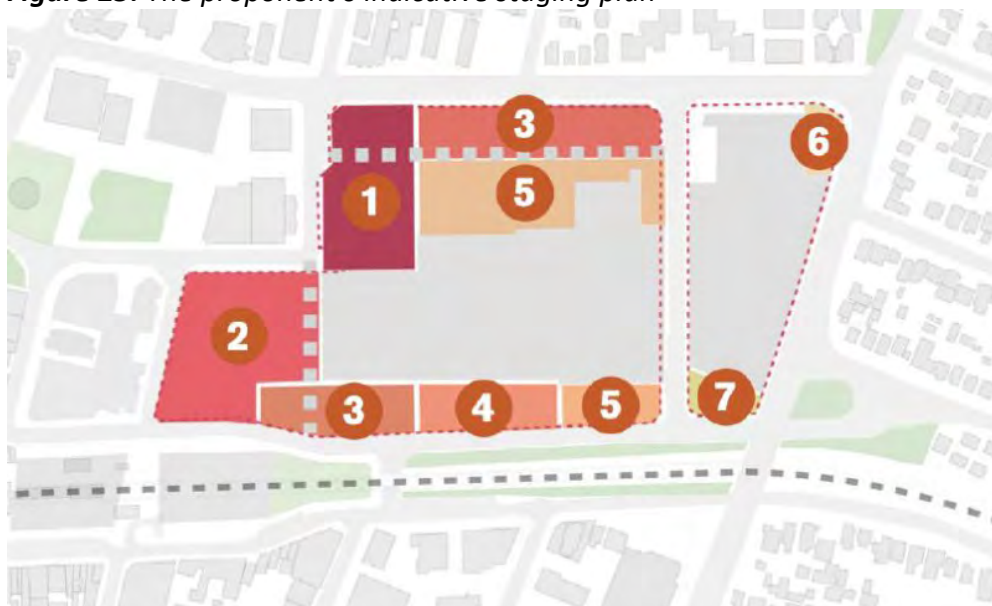
4.5 Staging

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

Stage	Indicative Timeframe
<i>Stage 1: Bus Precinct</i>	<i>2020-2025</i>
<i>Stage 2: Town Centre</i>	<i>2022-2027</i>
<i>Stage 3: North Terrace West + Rickard Road North</i>	<i>2023-2029</i>
<i>Stage 4: North Terrace Centre</i>	<i>2028-2032</i>
<i>Stage 5: North Terrace East + Rickard Road South</i>	<i>2030-2034</i>
<i>Stage 6: Stacey Street Precinct North</i>	<i>2032-2036</i>
<i>Stage 7: Stacey Street Precinct South</i>	<i>2034-2038</i>

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

Figure 25: The proponent's indicative staging plan



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

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

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

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

4.6 Affordable Housing

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

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

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

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

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

While the application is being progressed separately to the Bankstown Master Plan Planning Proposal, it is important that it reflects its principles. One of the key principles of the Master Plan is for key sites to include delivery of 50% employment generating floor space in the Town Centre Precinct. The proposal adopts this requirement and also proposes 40% employment generating floor space across the site overall and new public open space and a multi-purpose sporting facility. If the site were within the Master Plan area, there would not be a requirement to deliver affordable housing. It is acknowledged that the controls within the Master Plan in relation to uplift were not necessarily envisaged to apply to large sites of the scale of the Bankstown Central site (11.4ha) and therefore comparisons of the site with surrounding, much smaller sites which are subject to the Master Plan incentive planning mechanisms, is not an instructive comparison.

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

As noted in this report, the Planning Proposal has the potential to supply 60% of Council's target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Master Plan. This is a significant contribution towards fulfilling the targets of Council and may reduce development pressures on other areas within the LGA. In addition, the Letter of Offer submitted by the proponent will include provision of public infrastructure that will benefit the residents and workers on the site in the future, as well as people that visit from outside of the site.

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

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

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

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

4.7 Public Benefit/Infrastructure Needs

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

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

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

<p>2 Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way to North Terrace</p>	<p>The Proponent to demolish and clear the land of all structures and improvements where the Jacobs Street extension is to be located within the eastern side of the Town Centre Precinct. That part of the site would be then handed over to Council to construct the road prior to the first OC being granted for redevelopment of the Town Centre Precinct.</p> <p>Upon Council's completion of the road works the land will be subdivided, and ownership transferred to Council. All costs associated with the land subdivision would be borne by the Proponent.</p> <p>Council comment: Council does not object in principle to the proposed delivery and timing of this item. However the transfer of ownership of the future Jacobs Street extension to Council should occur at the time of the first OC as they are likely to be multiple OCs related to this Precinct.</p> <p>It is Council's expectation that the design and construction of the Jacobs Street extension would be delivered by the applicant (in consultation with Council) as a requirement of any future DA for the Town Centre Precinct as is the standard practice for other large scale redevelopment in the Canterbury Bankstown LGA.</p>
<p>3 Deliver a 1,000m² Multi-Purpose Facility (MPF) for two indoor courts and enter into long term lease with Council to operate.</p>	<p>Council to provide the Proponent with a 30-year triple net lease for \$1 net rent plus outgoings including land tax in relation to the MPF. The intention being the MPF is leased with a "peppercorn" rent with ongoing maintenance and operational costs to be borne by Council and offset with income generated from its operation.</p> <p>The delivery of the MPF will be subject to DA approval and the MPF GFA is to be allocated based on bonus GFA over and above the FSR allocated to the Land as shown on the FSR map or otherwise available to the site.</p> <p>If a suitable location is not identified and agreed between the proponent and Council the proponent will provide a monetary contribution of up to \$4million to Council for construction of the facility elsewhere within the Bankstown area.</p> <p>Council comment: Council accepts ongoing management of the facility and does not object in principle to the proposed 'peppercorn rent' arrangement, however the costing for the \$4million monetary contribution has not yet been reviewed by Council. Council has yet to form a position on offsetting the MPF GFA as additional FSR over and above the proposed FSR of 3.9:1.</p>

<p>4 Deliver 200m² of Incubator Space to be fitted out as a warm shell open plan layout suitable for use as office space and enter into long term lease with Council to operate.</p>	<p>Council to provide the Proponent with a 30-year triple net lease for \$1 net rent plus outgoings including land tax. The intention being the Incubator Space is leased with a “peppercorn” rent with ongoing maintenance and operational costs to be borne by Council and offset with any income generated from its operation.</p> <p>The delivery will be subject to DA approval and the Incubator Space’s GFA is to be allocated based on bonus GFA over and above the FSR allocated to the Land as shown on the FSR map or otherwise available to the site.</p> <p>Council comment: Council accepts ongoing management of the facility and does not object in principle to the proposed ‘peppercorn rent’ arrangement, however Council has yet to form a position on offsetting the incubator space GFA as additional FSR over and above the proposed FSR of 3.9:1.</p>
<p>5 Completion of proposed town centre separated cycleway along the southern side of Rickard Road and the eastern side of The Appian Way frontages to the site in accordance with Complete Streets requirements.</p>	<p>Works to be delivered in accordance with Complete Streets requirements and staged to align with the delivery of each adjoining building within the detailed concept masterplan.</p> <p>Council comment: Council does not object in principle to the proposed delivery and timing of this item. However in the event there is an opportunity to deliver the works prior to when the proponent proposes, Council should be able to seek funding for the works from the proponent and the item removed from the Planning Agreement.</p>

4.8 Transport and Access

Vision for Bankstown CBD under the Master Plan and Complete Streets

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

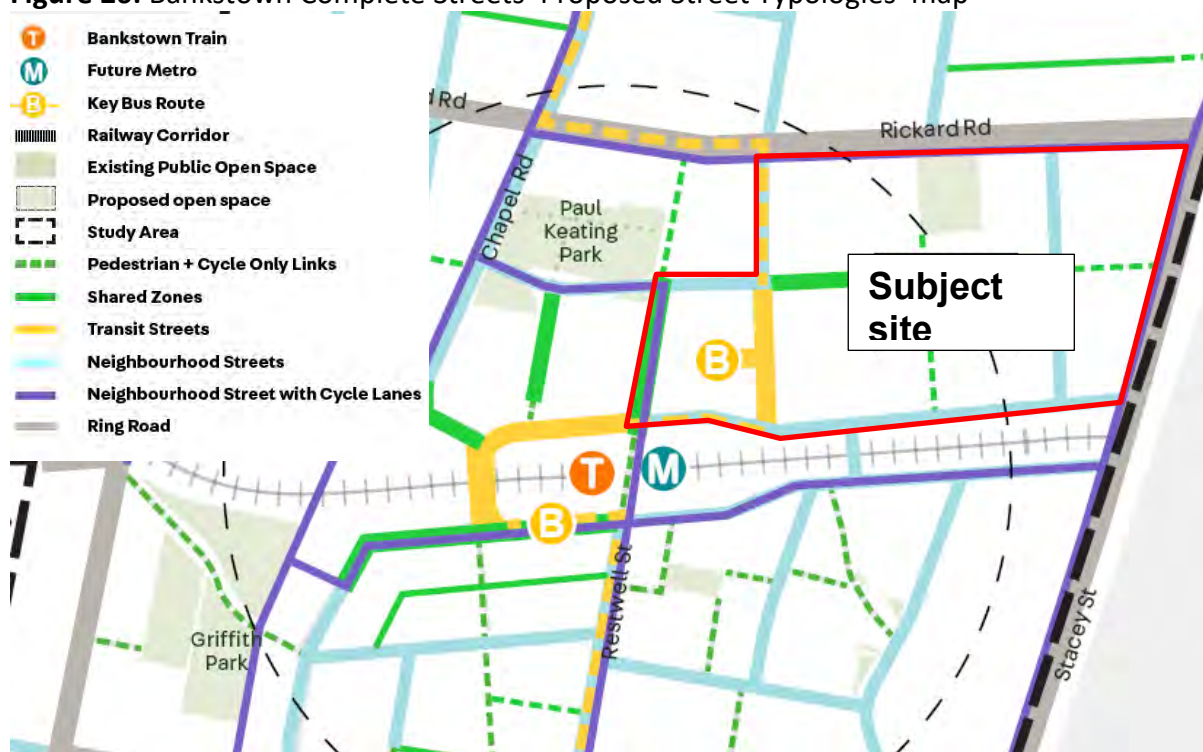
The key strategies of Complete Streets relevant to the Planning Proposal are:

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

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

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

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



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

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



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

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

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

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

Permanent Bus Interchange Location - Council's Position

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

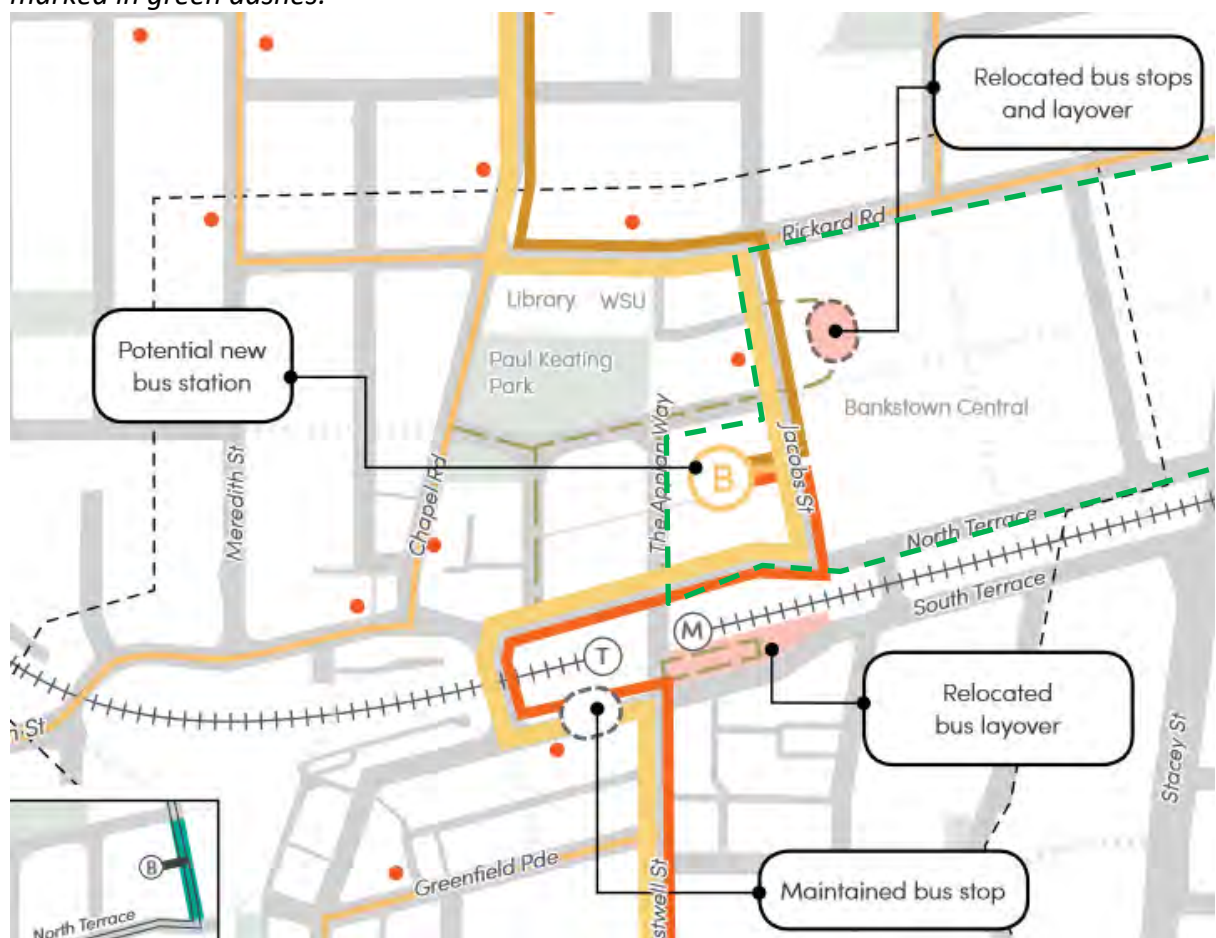
On 14 May 2021, Council approved a development application for minor partial demolition of elements of the existing Bankstown Central shopping centre. The approved works will accommodate the relocation of the existing bus interchange to a new interim location for bus layover within the site, between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

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

[illegible]

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

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



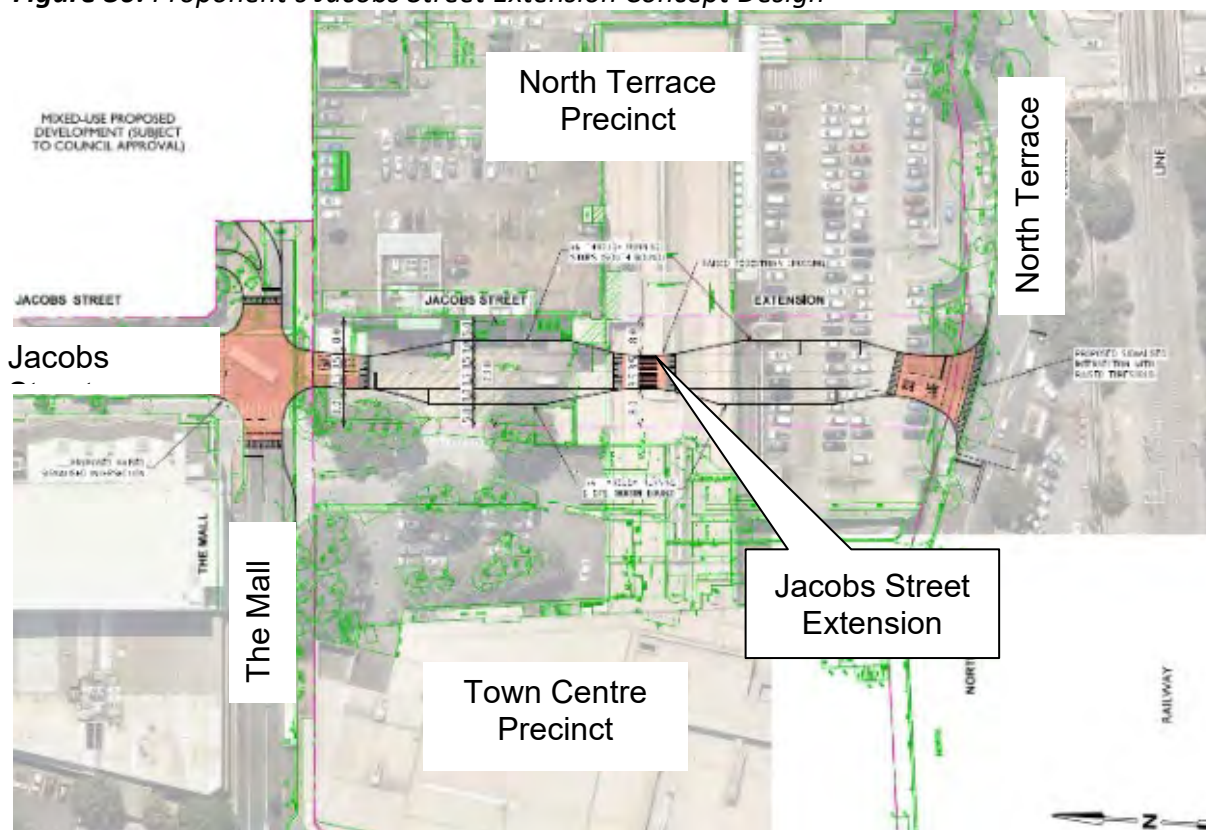
Permanent Bus Interchange Location – Proponent’s Position

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

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

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

Figure 30: Proponent's Jacobs Street Extension Concept Design



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

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

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

Permanent Bus Interchange Location – Way Forward

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

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

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

Early Engagement with TfNSW

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

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

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

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

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

Transport for NSW Issue	Council Response
<p><u>Existing conditions assessment</u></p> <p>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.</p>	<p>Response: Council has completed this work as part of Bankstown Complete Streets.</p> <p>Council and the proponent's traffic consultant can work together to review and amend the existing traffic modelling prepared for Bankstown Complete Streets if necessary to reflect any changes to existing conditions since the model was completed.</p>
<p><u>Connections</u></p> <p>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.</p> <p>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.</p>	<p>Response: Bankstown Complete Streets already provides details on how the road and transport infrastructure will be improved to cater for planned growth across the entire CBD, including the Bankstown Central site. The Bankstown City Centre Master Plan also provides details on how walking and cycling will integrate with the future Metro.</p> <p>Details on the pedestrian and cycling connections will be included in the site specific DCP and will be consistent with Bankstown Complete Streets. The proponent will be required to address this in the DA stage of the project.</p>
<p>Investigate opportunities for a permanent bus interchange in consultation with TfNSW and Council.</p>	<p>Response: Council has approached TfNSW on this matter with no clear direction or resolution from TfNSW. Council will continue to prioritise this matter and seek to progress towards a decision with TfNSW and Vicinity.</p> <p>Council considers this matter can progress concurrently with the Planning Proposal and should be resolved before exhibition of the Planning Proposal occurs.</p>
<p><u>Traffic generation rates</u></p> <p>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.</p>	<p>Response: Council's traffic impact assessment peer review has identified some additional information that is required to provide justification for traffic generation rates used by the proponent.</p> <p>Council will request this information post-Gateway and update the Planning Proposal and support reports prior to exhibition.</p>
<p><u>Transport Modelling</u></p> <p>The following three stage modelling approach should be considered:</p> <ol style="list-style-type: none"> 1. Strategic transport modelling using existing model resources (i.e. STM and STFM) to identify travel 	<p>Response: 'Aimsun' microscopic modelling has already been independently completed which informed the Bankstown Complete Streets analysis and recommendations.</p>

Transport for NSW Issue	Council Response
<p>demands, patterns and mode splits.</p> <p>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).</p> <p>3. Intersection modelling - based on the flows from the above modelling exercise.</p>	<p>Council has provided the microscopic modelling results to TfNSW along with the supporting reports and documents including the Traffic Modelling Report, Transport and Place Analysis and Workshop Summary.</p>
<p>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.</p>	<p>Response: As above, Bankstown Complete Streets already provides details on how the road and transport infrastructure will be improved to cater for planned growth across the entire CBD, including the Bankstown Central site.</p>
<p>The proponent's traffic consultant should collaborate with TfNSW and Council to identify and agree on the geographical boundary/extent of the model study area which will be based on the output from the strategic models (Item #1 above), key travel links to measure impacts of development traffic on travel time and intersections to be modelled.</p>	<p>The detailed microsimulation model completed for Bankstown Complete Streets can be reviewed and adjusted by Council and/or the proponent in consultation with TfNSW if required. There should be no need to create a new traffic model.</p> <p>This matter can be undertaken post-Gateway and resolved before the matter is reported to Council post-exhibition.</p>
<p><u>Identified Road and Transport Infrastructure</u></p> <p>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.</p>	<p>Response: To be addressed in site specific DCP and DA stage.</p> <p>Bankstown Complete Streets identifies transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use across the entire CBD including the Bankstown Central site.</p> <p>The proponent has provided an indicative staging plan that comprises seven stages to 2036 and potentially beyond. Council will work with the proponent and TfNSW as required to ensure necessary transport infrastructure is delivered at each stage of the development. This can be addressed within the site specific DCP and be required to be detailed at the DA stage when the final design and development yields are confirmed.</p>

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

Assessment of the Traffic and Transport Implications of the Planning Proposal

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

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

- *Recommendation 4 – Car parking:* further detailed justification will be required during subsequent applications to ensure adequate parking is provided for the various uses. This should consider all land uses, temporal parking demands, and the cross-utilisation of parking spaces.
- *Recommendation 5 – Traffic generation:* The rates for residential hotel and student accommodation are accepted. It is acknowledged that adopting reduced parking rates would result in reduced trip rates. Further clarification is regarding the retail and commercial trip generation used in the modelling. Further justification will be required during subsequent applications to ensure road network impacts are adequately considered and mitigated.

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

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

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

- *Recommendation 1 – Walking and cycling:* confirm safe and compliant connectivity to the surrounding network, and adequate internal provisions (i.e., bicycle parking, end of trip facilities etc.). A Green Travel Plan is recommended to be prepared with any DAs lodged.
- *Recommendation 2 – Public transport:* further stakeholder engagement will be required to ensure that the relocation of the bus interchange and creation of a transit only Jacob Street extension outcomes are consistent with the requirements of the subject site and TfNSW.
- *Recommendation 3 – Loading and logistics:* a Servicing Management Plan is to be prepared during subsequent DA stages to confirm the capacity of the existing loading dock to accommodate increased servicing demands generated by the proposed development, and the appropriateness of the existing loading dock to service the entire development safely and efficiently.

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

4.9 Economic implications

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

The proposal will have significant direct and indirect economic implications on the Bankstown CBD and overall LGA by virtue of the magnitude of potential economic stimulation generated by redevelopment of the large 11.4ha site. The Planning Proposal has the capacity to deliver approximately 8,437 additional jobs when the site is fully redeveloped which is 60% of Council’s target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Master Plan.

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

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

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

- Consideration of existing short-term accommodation in the area and clarification of how catchment share estimates were calculated to establish visitor nights.
- Further details on the likely mix of tenancies in the proposed additional 15,041m² retail floor space.
- Refining student population numbers for the WSU Bankstown CBD campus and longer term targets within Council's LSPS.

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

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

5. CONCLUSION

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

- Provide development capacity that is consistent with the strategic policy direction and vision for Bankstown CBD as the City's preeminent Strategic Centre as set out in Council's Local Strategic Planning Statement and the Bankstown Masterplan.
- Result in approximately 8,437 additional jobs which is 60% of Council's target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Master Plan.
- Allow the significant existing development capacity of the site to be refocussed towards the future Metro Station consistent with the height principles set out in the Bankstown Masterplan.
- Make the site more accessible to the public and integrated into the street network by adding a new road and pedestrian connections.
- Create a new public park to assist Council achieve its vision within the Bankstown Master Plan of all residents in Bankstown being within a 200m to 400m walking catchment of a green open space.
- Facilitate renewal of a site that is highly constrained by long term leases.
- Increase housing choice in Bankstown CBD by increasing the stock of "built to rent" and student housing.
- Deliver a range of increased building heights that will be consistent with the B4 Mixed Use Zoning of the site, its size, strategic location, and controls proposed for comparable sites within the CBD.

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

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

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

6. NEXT STEPS

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

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

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

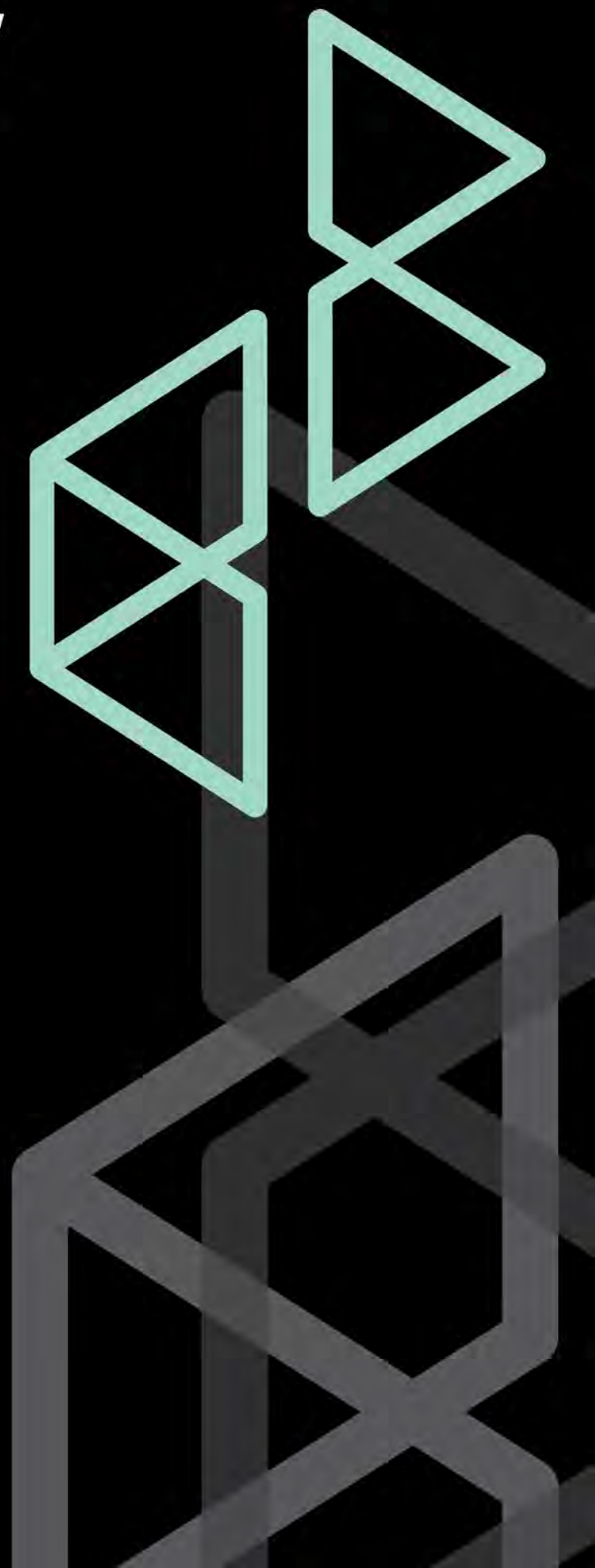
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Draft Planning Proposal

**1 & 1A North Terrace
Bankstown
“Bankstown Central”**

February 2022





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J.	Applicant's Community Needs Analysis
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S.	Transport for NSW Preliminary Comments Letter
T.	Applicant's Traffic Consultant Response to TfNSW letter dated 24 December 2021



Planning Proposal Versions

Proponent Version:

Revision	Author	Date
1	Urbis	20 December 2019

Council Versions:

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



Introduction

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

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

- Accommodate a concept plan comprising mixture of uses across the site up with height and density focussed along North Terrace and near the existing Bankstown Railway Station and future Metro Station.
- Facilitate reconfiguration of the existing shopping centre layout to accommodate the proposed additions and staged construction of approximately 18 towers around the retained central core of the shopping centre with exception of the Town Centre Precinct (Target site) which will involve construction of new towers following demolition of all existing structures within that precinct.
- Provision of new public open spaces such as a new 5,000m² public park and a pedestrian boulevard running east west along northern end of site between Jacob Street and Lady Cutler Drive and public plazas throughout the site.
- Facilitate extension of Jacobs Street between The Mall and Northern Terrace for road traffic and pedestrians.
- Relocation of the bus interchange and layover to a new permanent location either within or outside of the site subject. This will be subject to ongoing discussions with TfNSW and an agreement between the proponent, Council and TfNSW on the new location.

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

- Retail: 15,041m² (in addition to existing 91,000m² retail floor space).
- Commercial offices: 119,117m².
- Hotel: 439 rooms plus 89 serviced apartments.
- Residential: 1,255 apartments.
- Student Accommodation: 694 units.
- Childcare: 891m².
- New public open space: 5,000m² public park plus 5,615m² pedestrian focussed plazas and boulevards.



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

- 5,000m² publicly accessible open space (Public Park) along Rickard Road including a playground and urban plaza.
- Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way.
- 1,000m² multi-purpose indoor facility including two sports courts.
- 200 m² of 'Incubator Space' for business 'start-ups' to be fitted out as a warm shell open plan layout suitable for use as office space.
- Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown 'Complete Streets' requirements.

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

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

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

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



Part 1 – Intended Outcomes

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

Table 1: Subject site details

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

Figure 1: Site Map





The intended outcomes of this Planning Proposal are:

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



Part 2 – Explanation of Provisions

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

- Amend the “Height of Buildings Map” to increase building height from 35m/41m up to PANS-OPS RL108.2 (a maximum building height of 86m is proposed).
- Amend the “Floor Space Ratio Map” (FSR) to change the FSR from 3:1 (plus 0.5:1 sustainability bonus via Clause 4.4A) to FSRs up to 7:1, 3.8:1 and 3:4:1 across parts of the site.
- Amend Clause 4.4A ‘Additional gross floor area for more sustainable development in Bankstown CBD commercial core’ to exclude the subject site from the application of this clause. This is because the Planning Proposal does not seek to apply the existing 0.5:1 bonus on the basis the proposed FSRs include uplift that already factors in the maximum FSR sought to ensure certainty that future development will be able to achieve the FSRs proposed.
- Amend Clause 6.9 ‘Restrictions on development in Zone B4 Mixed Use’ to achieve the following intended outcomes:
 - Enable residential development within the Rickard Road Precinct without the need to provide commercial premises or other non-residential purposes on the ground and first floor levels; and
 - Stipulate (a) a minimum 50% of non-residential floor space within the Town Centre Precinct and (b) a minimum 40% non-residential floor space across the entire site.

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



Part 3 – Justification

Section A–Need for the Planning Proposal

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

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

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

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

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

- 5,000m² publicly accessible open space (Public Park) along Rickard Road including a playground and urban plaza.
- Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way.



- 1,000m² multi-purpose indoor facility including two sports courts.
- 200 m² of 'Incubator Space' for business 'start-ups' to be fitted out as a warm shell open plan layout suitable for use as office space.
- Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown 'Complete Streets' requirements.

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

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

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

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

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

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



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

Section B–Relationship to strategic planning framework

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

3.1 Greater Sydney Region Plan ‘A Metropolis of Three Cities’

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

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

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



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



Objective	Consistent / Rationale
Objective 14: A Metropolis of Three Cities - integrated land use and transport creates walkable and 30 minute cities	<p>Yes.</p> <p>Bankstown is a Strategic Centre in the Greater Sydney Region Plan. The site is located adjacent to the Bankstown railway station and future Metro station that will commence operation in 2024. A bus interchange is located within the boundaries of the site and will be relocated to permanent location subject to an agreement between TfNSW, Council and Vicinity.</p> <p>The site will include provision of new public footpaths and delivery of cycleways within the Bankstown CBD. The site therefore has excellent public transport connectivity to the surrounding region and broader Sydney Metropolitan Network.</p>
Objective 22: Investment and business activity in centres	<p>Yes.</p> <p>The Planning Proposal will facilitate an additional 119,117m² of commercial and 15,041m² of retail floor space on site. In total, approximately 8,437 jobs are estimated to be generated by the proposal through the eventual redevelopment of the site.</p>
<p><u>Discussion</u></p> <p>The Planning Proposal achieves consistency with the aims and objectives of the <i>Greater Sydney Region Plan – A Metropolis of Three Cities</i>. The Planning Proposal will deliver a new precinct that will offer a range of diverse housing choice through a mix of dwelling types including the emerging build to rent accommodation and student housing typologies. As a mixed use precinct the proposal has strategic planning merit as it accords with the key Greater Sydney Region Plan objectives under “A city for people” (Objectives 6, 7 and 8) and “Housing the city” (Objectives 10 and 11).</p> <p>The Planning Proposal would facilitate a total of approximately 8,437 additional jobs when the site is fully redeveloped which is 60% of Council’s target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Master Plan. The quantum of commercial floor space is considered acceptable for the site and is consistent with the strategic policy objectives of NSW Government and Council for commercial office and associated uses to be located within Bankstown CBD, an important Strategic Centre and Health and Education Precinct.</p> <p>The proposal provides a network of internal streets, public footpaths and shared cycleways that connect to the proposed public parks on the site and adjoining the site. The proposal has the attributes of a walkable community.</p> <p>The site has excellent access to existing and future public transport, including rail, Metro and bus services. The site is located within the Bankstown Strategic Centre and due to its location, and range of land uses proposed, is able to fully fulfil the objectives of providing future residents a 30 minute city. The proposal therefore will achieve consistency with Objective 14 “A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities”.</p>	



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

3.2 South District Plan

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

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



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



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

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

4.1 Community Strategic Plan 'CBCity 2028'

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

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

4.2 Local Strategic Planning Statement 'Connective City 2036'



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

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

The Planning Proposal is consistent with the primary objectives of the LSPS as it relates to the site, including providing high density housing near stations, evolution of larger centres into vibrant urban places, provision of commercial and street-fronting retail space, local jobs and civic places. The Proposal will facilitate the delivery of a substantial quantum of residential accommodation and employment floor space on a site that is suitable for the scale and intensity proposed given the size of the site, its location within the CBD and near public transport infrastructure, the minimal overall amenity impacts to the adjacent areas and connectivity to nearby centres.

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

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



4.3 Bankstown CBD Local Area Plan

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

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

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

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

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

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

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



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

4.4 Affordable Housing Strategy 2020

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

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

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

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

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

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



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

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

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

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

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

4.5 Employment Lands Strategy 2020

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

- 17,000 baseline target for jobs by 2036.



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

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

The Planning Proposal will provide 119,117m² of commercial and 15,041m² of additional retail floor space on the site which equates to around 24% to 49% of the baseline to high targets for employment generating floor space within the Bankstown CBD.

The employment lands strategy identifies that the Bankstown local centre lacks character, good quality pedestrian connections, civic spaces and public domain. Public domain works including streetscape upgrades along Appian Way, a 5,000m² public park and separate public plaza and an east west pedestrian link are also proposed for the site totalling around 10,000m² of pedestrian focussed space on the site, is consistent with the objectives of the Employment Lands Strategy.

4.6 Housing Strategy 2020

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

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

Overall, the proposal is consistent the vision and objectives of the LSPS, as it will provide additional dwellings in Bankstown which are aligned with the Dwelling Targets of the Greater Sydney Region Plan and supporting South District Plan. Further, as the proposal is the significant site in the Bankstown CBD, the proposed renewal of the site will have the potential to act as a catalyst to renewal elsewhere within the Bankstown CBD and deliver significant public benefits.

4.7 Bankstown City Centre Master Plan



As recommended in the Bankstown City Master Plan (Master Plan), Council resolved for the Bankstown Central application to proceed independently of the Master Plan, as it requires more detailed analysis and assessment given the size and complex nature of the site. The Master Plan provides direction on desired future through-site links, the location of open space and the seeking a minimum 50% of total floor space on the Town Centre Precinct of the Bankstown Central site to be employment-generating uses. The Master Plan identifies the opportunity for multi-purpose indoor sports facilities including one centre of at least 1,500m² with courts as part of any redevelopment of the key sites such as Bankstown Central (Action 1.1.5).

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

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

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

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

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

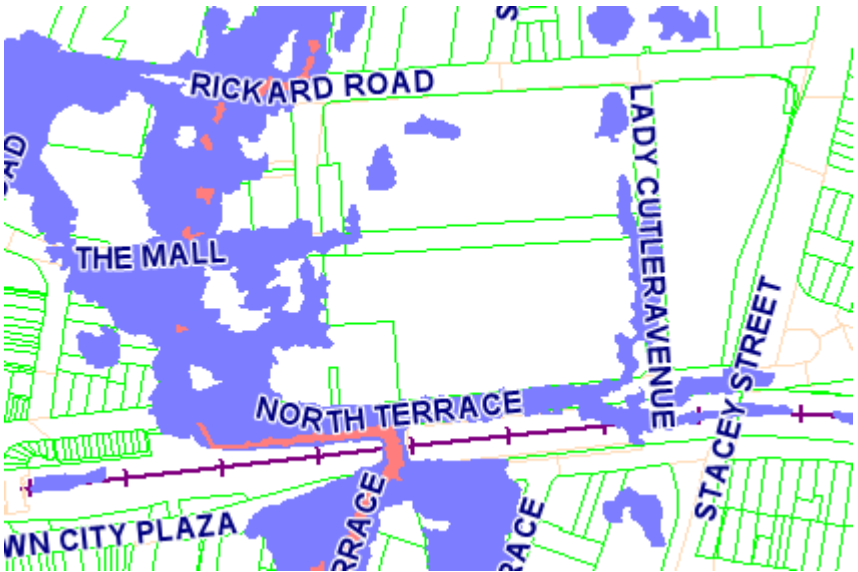


6. Is the Planning Proposal consistent with applicable Ministerial Directions? (s9.1 Directions)

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

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



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



Direction	Consistent / Rationale
	<p><i>“Ministerial Direction 4.3 Flood Prone Land Objectives:</i></p> <p><i>The Draft Bankstown City Centre Master Plan has been developed generally in accordance with the objectives of Ministerial Direction 4.3 Flood Prone Land. The Master Plan has been developed in consultation with:</i></p> <ul style="list-style-type: none"> <i>• Bankstown DCP (2015)</i> <i>• Bankstown Development Engineering Standards (2009)</i> <i>• Salt Pan Creek Stormwater Catchment Study (Bewsher/BMT, 2009)</i> <i>• Salt Pan Creek Catchments Floodplain Risk Management Study and Plan (Bewsher, 2013)</i> <p><i>The above planning and policy documents are based on the principles with the NSW Flood Prone Land Policy and NSW Floodplain Development Manual (2005).</i></p> <p><i>Industry Peer Review:</i></p> <p><i>Notwithstanding the above comments, it is recommended that the Draft Master Plan be reviewed by a suitably qualified industry expert experienced in the matters of floodplain development with respect to the NSW Flood Prone Policy and NSW Floodplain Development Manual (2005).”</i></p>
Direction 5.10 – Implementation of Regional Plans	Consistent. This direction aims to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in the Greater Sydney Region Plan - A Metropolis of Three Cities. As discussed above, the proposal is consistent with this plan and thus the Direction.
Direction 6.1 – Approval and Referral Requirements	Consistent. This Planning Proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation or referral.
Direction 6.3 Site Specific Provisions	<p>Consistent, as the LEP contains existing site specific provisions that apply to development on the site (per Clause 4.4A of the BLEP 2015 ‘4.4A Additional gross floor area for more sustainable development in Bankstown CBD commercial core’ and Clause 6.9 ‘6.9 Restrictions on development in Zone B4 Mixed Use’.</p> <p>The Planning Proposal seeks to exclude the site from Clause 4.4A which will remove the 0.5:1 maximum bonus applicable to the site. The proposal also seeks to exclude the site from Clause 6.9 so that the northern part of the site (within the Rickard Road Precinct) will be able to be developed with residential apartment buildings without the need to provide non-residential floor space at ground and first floor levels.</p>



Section C–Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

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

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

Natural hazards

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

Contamination

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

Traffic, car parking and vehicle servicing

Vision for Bankstown CBD under the Master Plan and Complete Streets

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

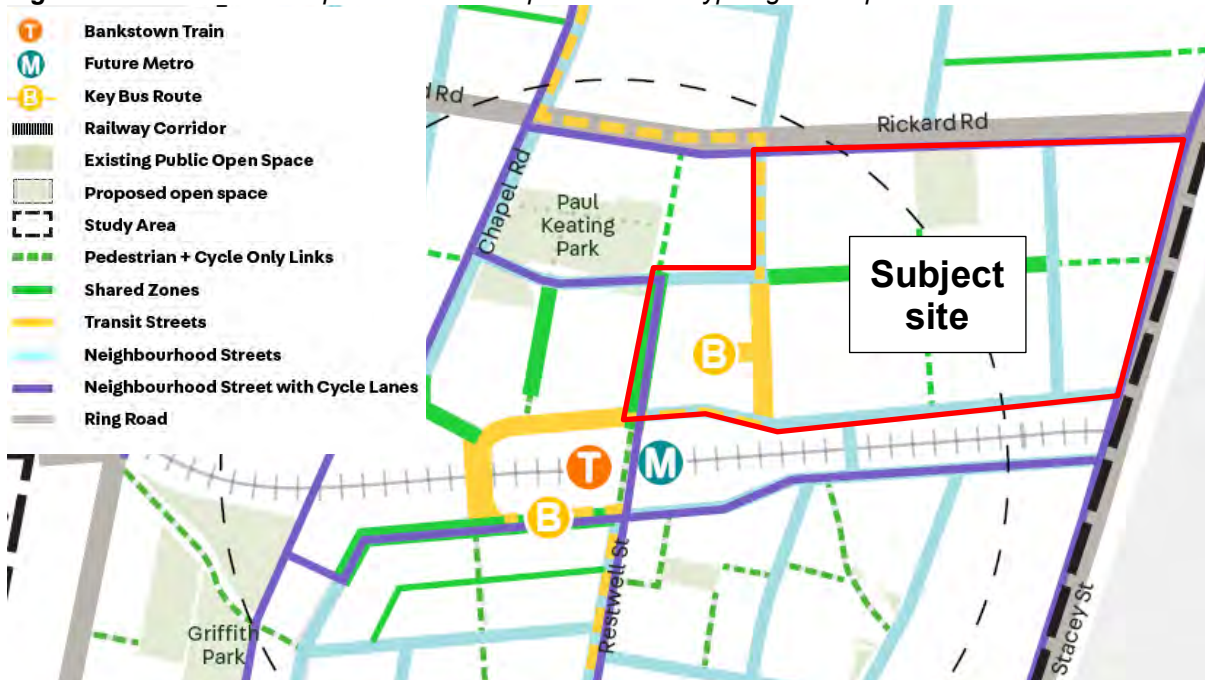


The key strategies of Complete Streets relevant to the Planning Proposal are:

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

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

Figure 2: Bankstown Complete Streets ‘Proposed Street Typologies’ map



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



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

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



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



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

Permanent Bus Interchange Location - Council's Position

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

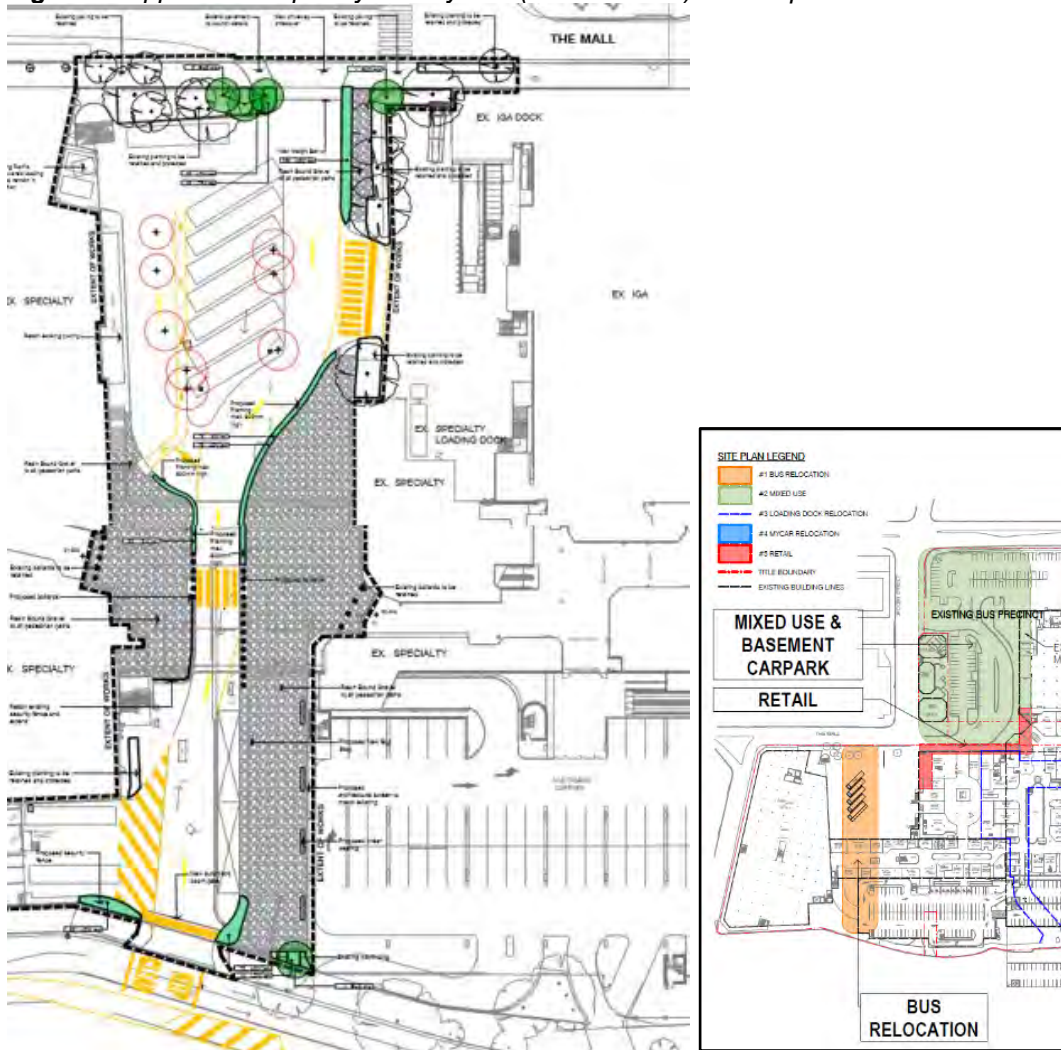
On 14 May 2021, Council approved a development application for minor partial demolition of elements of the existing Bankstown Central shopping centre. The approved works will accommodate the relocation of the existing bus interchange to a new interim location for bus layover within the site, between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



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

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

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



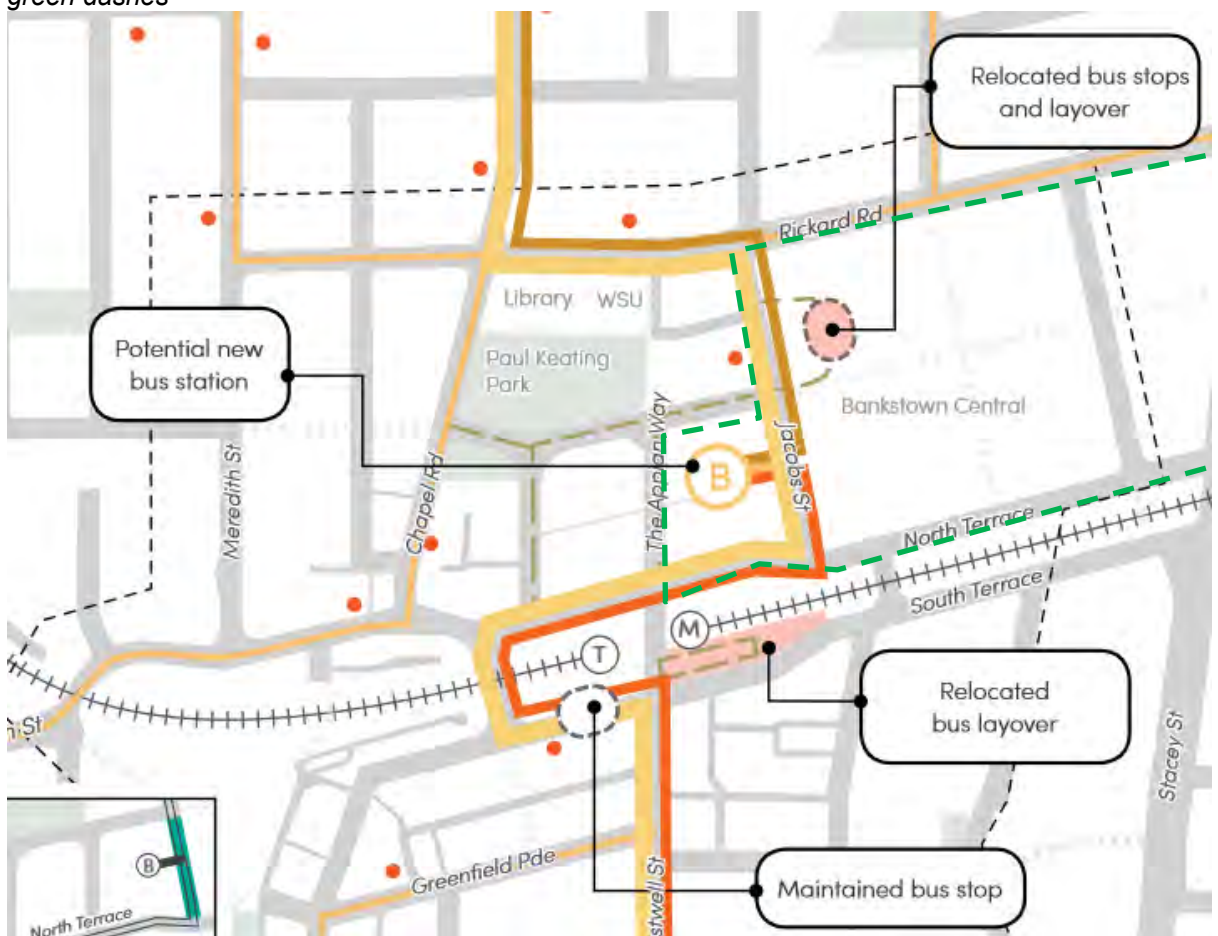
Council's Complete Streets nominates the bus interchange in the Town Centre Precinct as a new permanent location as part of a reconfiguration and rationalisation of the bus routes that run through the Bankstown CBD. The reasons for this preferred permanent location are:

- Simplified north-south bus services along one route.



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

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



Permanent Bus Interchange Location – Proponent’s Position

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

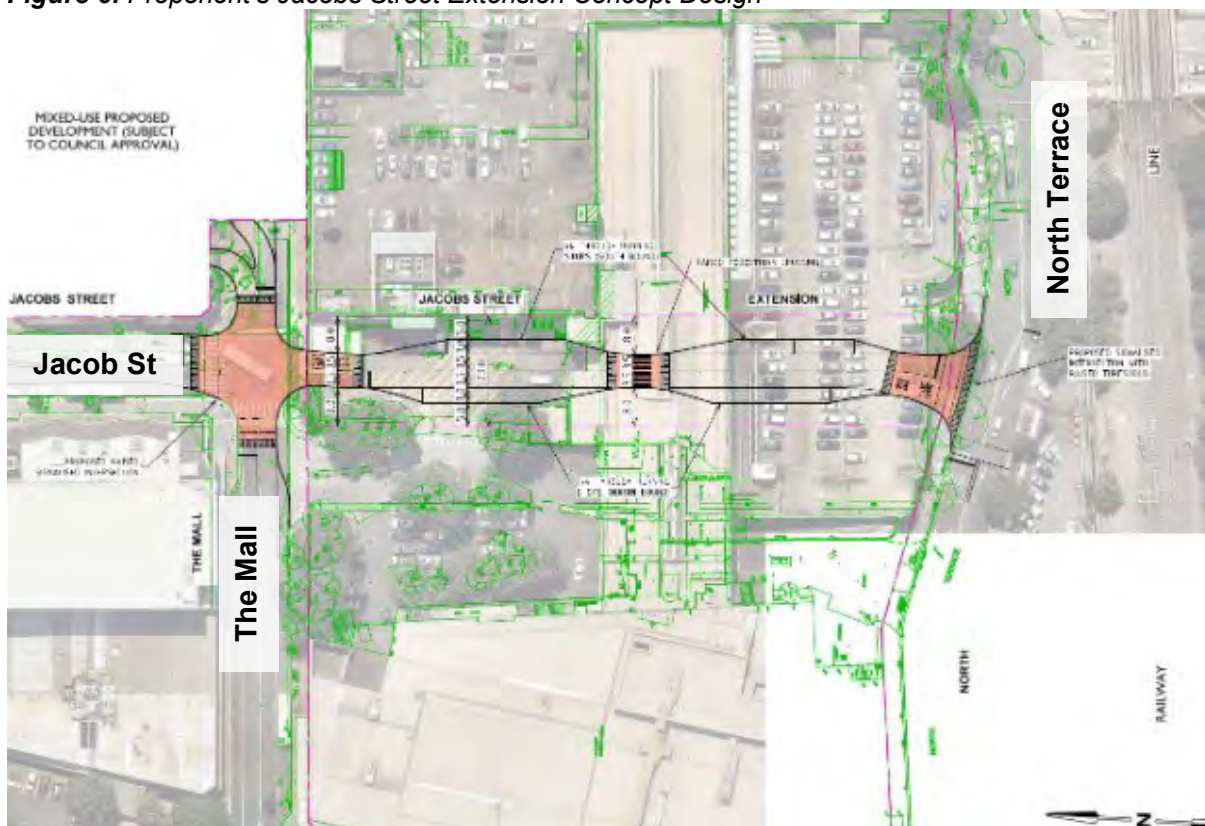
- It supports the provision of a productive CBD by avoiding the inefficient use of land.



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

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

Figure 6: Proponent's Jacobs Street Extension Concept Design





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

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

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

Permanent Bus Interchange Location – Way Forward

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

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

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

Early Engagement with TfNSW

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



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

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

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

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

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

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



<p>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.</p>	<p>growth across the entire CBD, including the Bankstown Central site. The Bankstown City Centre Master Plan also provides details on how walking and cycling will integrate with the future Metro.</p> <p>Details on the pedestrian and cycling connections will be included in the site specific DCP and will be consistent with Bankstown Complete Streets. The proponent will be required to address this in the DA stage of the project.</p>
<p>Investigate opportunities for a permanent bus interchange in consultation with TfNSW and Council.</p>	<p>Response: Council has approached TfNSW on this matter for several years with no clear direction or commitment to resolve this matter received from TfNSW. Council will continue to prioritise this matter and seek to progress towards a decision with TfNSW and Vicinity.</p> <p>Council considers this matter can progress concurrently with the Planning Proposal and should be resolved before exhibition of the Planning Proposal occurs.</p>
<p><u>Traffic generation rates</u> 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.</p>	<p>Response: Council's traffic impact assessment peer review has identified some additional information that is required to provide justification for traffic generation rates used by the proponent.</p> <p>Council will request this information post-Gateway and update the Planning Proposal and support reports prior to exhibition.</p>
<p><u>Transport Modelling</u> The following three stage modelling approach should be considered:</p> <ol style="list-style-type: none"> 1. Strategic transport modelling using existing model resources (i.e. STM and STFM) to identify travel demands, patterns and mode splits. 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). 	<p>Response: 'Aimsun' microscopic modelling has already been completed by Stantec traffic consultants which informed the Bankstown Complete Streets analysis and recommendations.</p> <p>Council has provided the microscopic modelling files to TfNSW along with the supporting reports and documents including the Traffic Modelling Report, Transport and Place Analysis and Workshop Summary.</p>



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



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

Assessment of the Traffic and Transport Implications of the Planning Proposal

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



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

- *Recommendation 4 – Car parking:* further detailed justification will be required during subsequent applications to ensure adequate parking is provided for the various uses. This should consider all land uses, temporal parking demands, and the cross-utilisation of parking spaces.
- *Recommendation 5 – Traffic generation:* The rates for residential hotel and student accommodation are accepted. It is acknowledged that adopting reduced parking rates would result in reduced trip rates. Further clarification is regarding the retail and commercial trip generation used in the modelling. Further justification will be required during subsequent applications to ensure road network impacts are adequately considered and mitigated.

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

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

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

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



- *Recommendation 1 – Walking and cycling:* confirm safe and compliant connectivity to the surrounding network, and adequate internal provisions (i.e., bicycle parking, end of trip facilities etc.). A Green Travel Plan is recommended to be prepared with any DAs lodged.
- *Recommendation 2 – Public transport:* further stakeholder engagement will be required to ensure that the relocation of the bus interchange and creation of a transit only Jacob Street extension outcomes are consistent with the requirements of the subject site and TfNSW.
- *Recommendation 3 – Loading and logistics:* a Servicing Management Plan is to be prepared during subsequent DA stages to confirm the capacity of the existing loading dock to accommodate increased servicing demands generated by the proposed development, and the appropriateness of the existing loading dock to safely and efficiently service the entire development.

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

Provision of public open space

The urban design study prepared by SJB Architects in 2019 for Council identified the need for the site to provide a public park of around 5,000m². This was further reinforced by the community and social infrastructure needs peer review commissioned by Council during the assessment of the Planning Proposal. The Bankstown Master Plan has also identified that there is a public open space deficiency within the site and near the site and the provision of a new public park on the site will address this issue. The Letter of Offer and concept design submitted by the proponent includes new public open spaces such as a new 5,000m² public park plus 5,615m² of pedestrian focussed plazas and pathways such as the pedestrian boulevard running east west along northern end of site between Jacob Street and Lady Cutler Drive and public plazas throughout the site.

Overshadowing

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



Urban Design and Concept Structure Plan

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

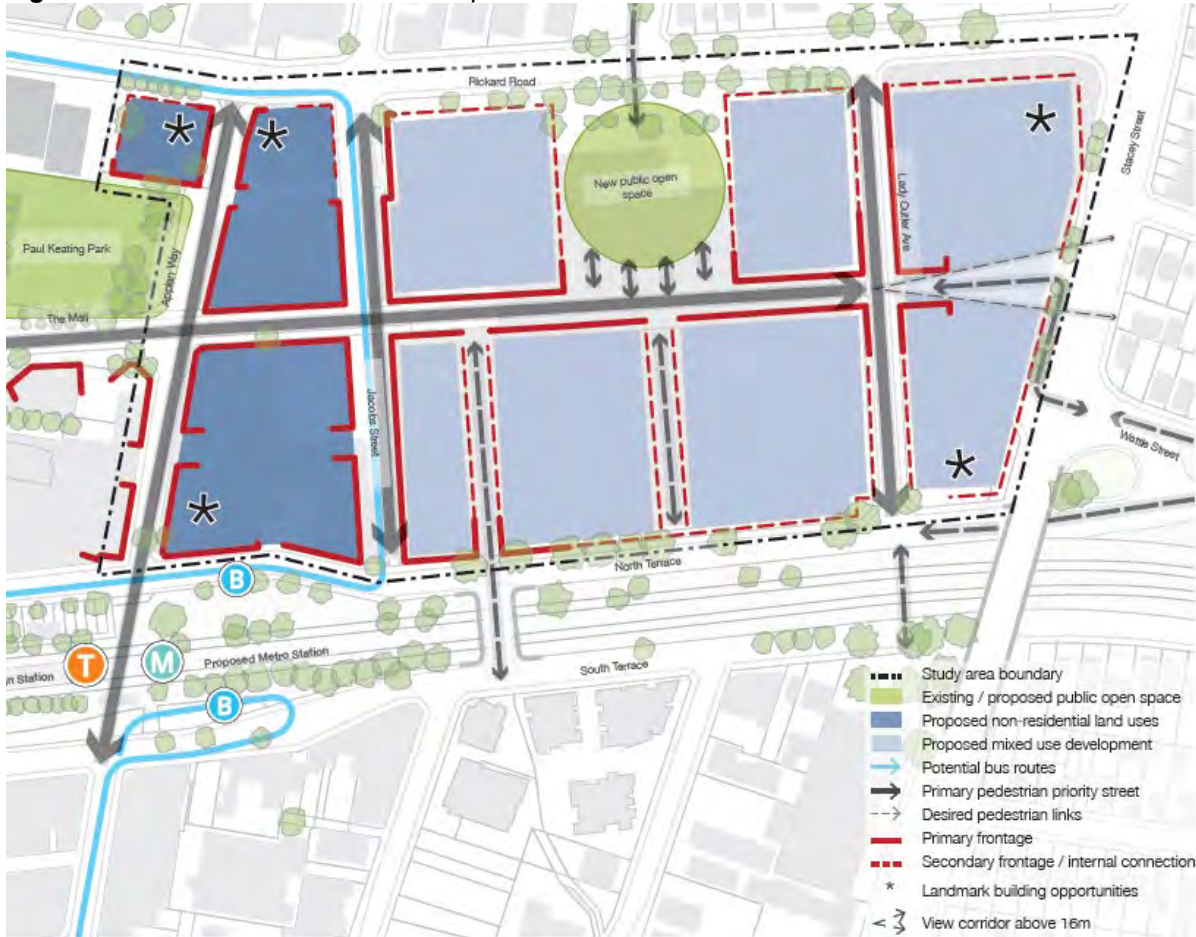
The amended Planning Proposal generally reflects the dialogue between Council and the proponent, and incorporates key urban design principles developed by a Council commissioned Urban Design Study prepared by urban design consultants SJB Architects. SJB's *Bankstown Central Urban Design Study* issued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

1. Appian Way is the primary north south pedestrian link for the centre.
2. A new central open space of approximately 5,000m².
3. Jacobs Street extended between Rickard Road and North Terrace.
4. East West link as an extension of The Mall running between Jacobs Street and Lady Cutler Drive.
5. Land bound by the Appian Way, Rickard Road, Jacobs Street and North Terrace to be reserved for commercial land uses. Residential land uses to be discouraged.
6. Pedestrian linkages between North Terrace and the new east west link.
7. Active frontages onto all streets and open spaces.
8. Breaking up the site into smaller, finer grained blocks with new roads and internal pedestrian connections to make the site more accessible, outward facing and integrated with the surrounding area and more permeable for pedestrians.
9. Optimum arrange of public transport facilities to facilitate the movement of people to the centre and interchanging with other transport modes.
10. Encourage walking by locating car parking on the periphery of the centre.

The SJB structure plan is shown at Figure 7.



Figure 7: SJB recommended structure plan

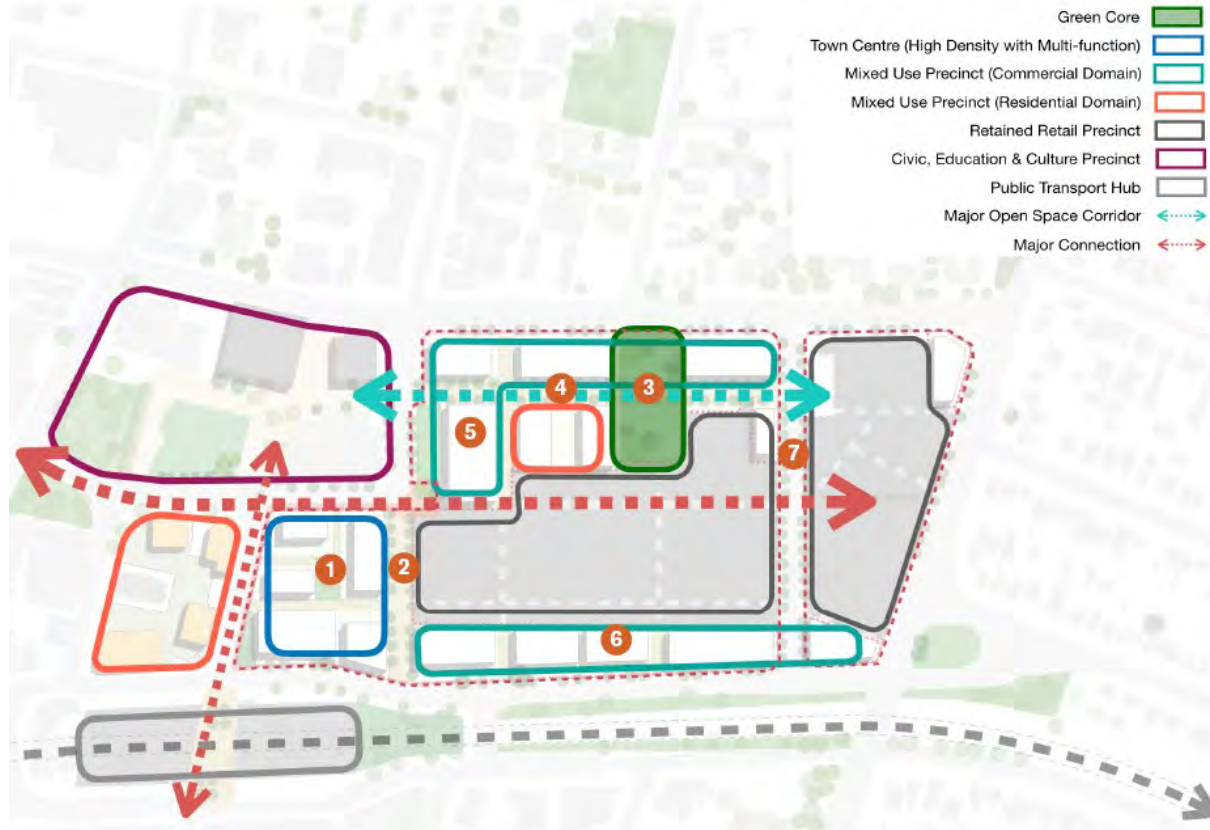


The structure plan submitted by the proponent adheres to most of the principles developed by Council and SJB Architects, and importantly provides a 5,000m² public park located on Rickard Road, extends Jacob Street and commits to 50% minimum employment generating uses for the Town Centre Precinct. Some of the differences between the 10 key urban design “structuring elements” developed by SJB Architects and the Planning Proposal include:

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



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



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

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

Building heights

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



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

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

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

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

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

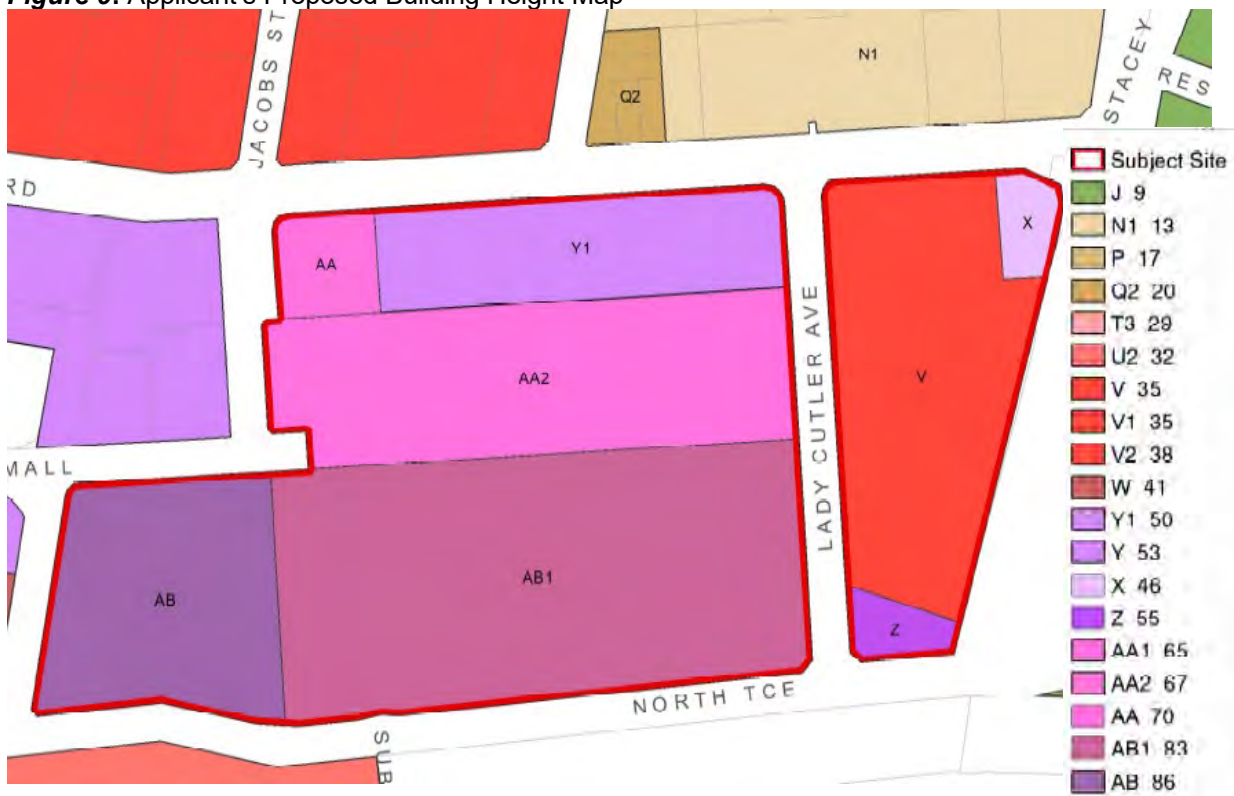
The Planning Proposal building heights are compatible with the building heights envisaged for the site as recommended in the urban design study prepared by SJB Architects for Council in 2019. The SJB Study recommended landmark towers in the north east, north west, south west and south east corners of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



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

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

Figure 9: Applicant's Proposed Building Height Map



Floor space ratio

The Planning Proposal seeks an increase in FSR for the site overall from 3.5:1 to 3.923:1 which equates to approximately 48,300m² of additional floor space. The existing and proposed FSRs for each precinct are as follows:

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



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

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

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

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

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

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

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

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

- The proposal facilitates an estimated additional 136 new local businesses onto the site.
- Additional 11,000m² of new public open space.
- The increased worker, resident and visitor population at the site has the potential to generate an additional \$88 million annual retail spend, which will contribute to improving the performance of existing retailers within the centre as well as supporting new local retail businesses.
- Increased site permeability and connectivity via walking and cycling.



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

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

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

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

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

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



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

Section D–State and Commonwealth interests

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

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

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

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

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

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

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



Part 4 – Maps

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



Part 5 – Community Consultation

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

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

Written notification to public authorities including:

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

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



Part 6 – Project Timeline

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

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



APPENDIX A–State Environmental Planning Policies

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



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



APPENDIX B—Ministerial Directions

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



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

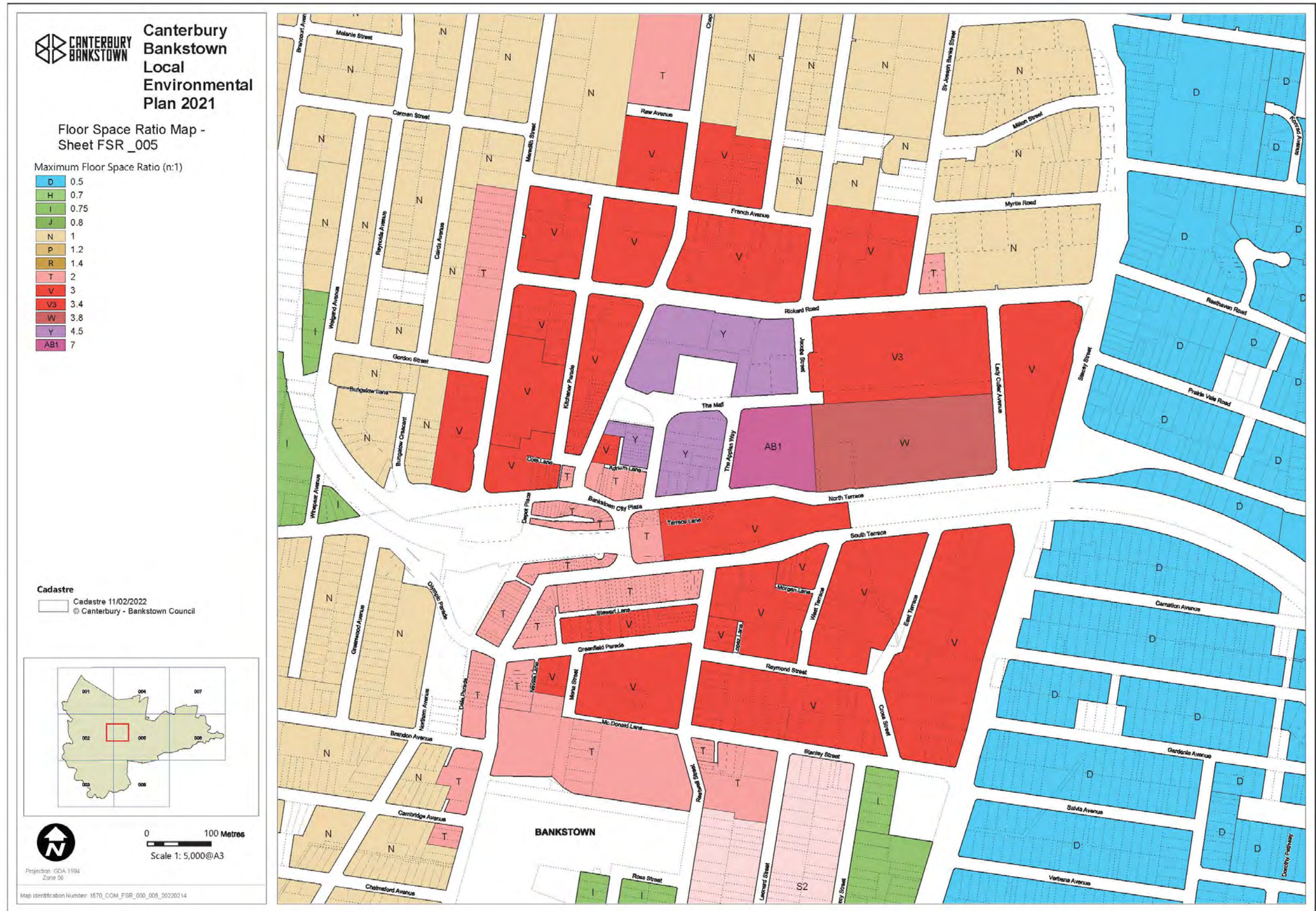


6.3	Site Specific Provisions [01/07/09]	Yes	Yes
Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney [Revoked]	N/A	N/A
7.2	Implementation of Greater Macarthur Land Release Investigation [Revoked]	N/A	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy [Revoked]	N/A	N/A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

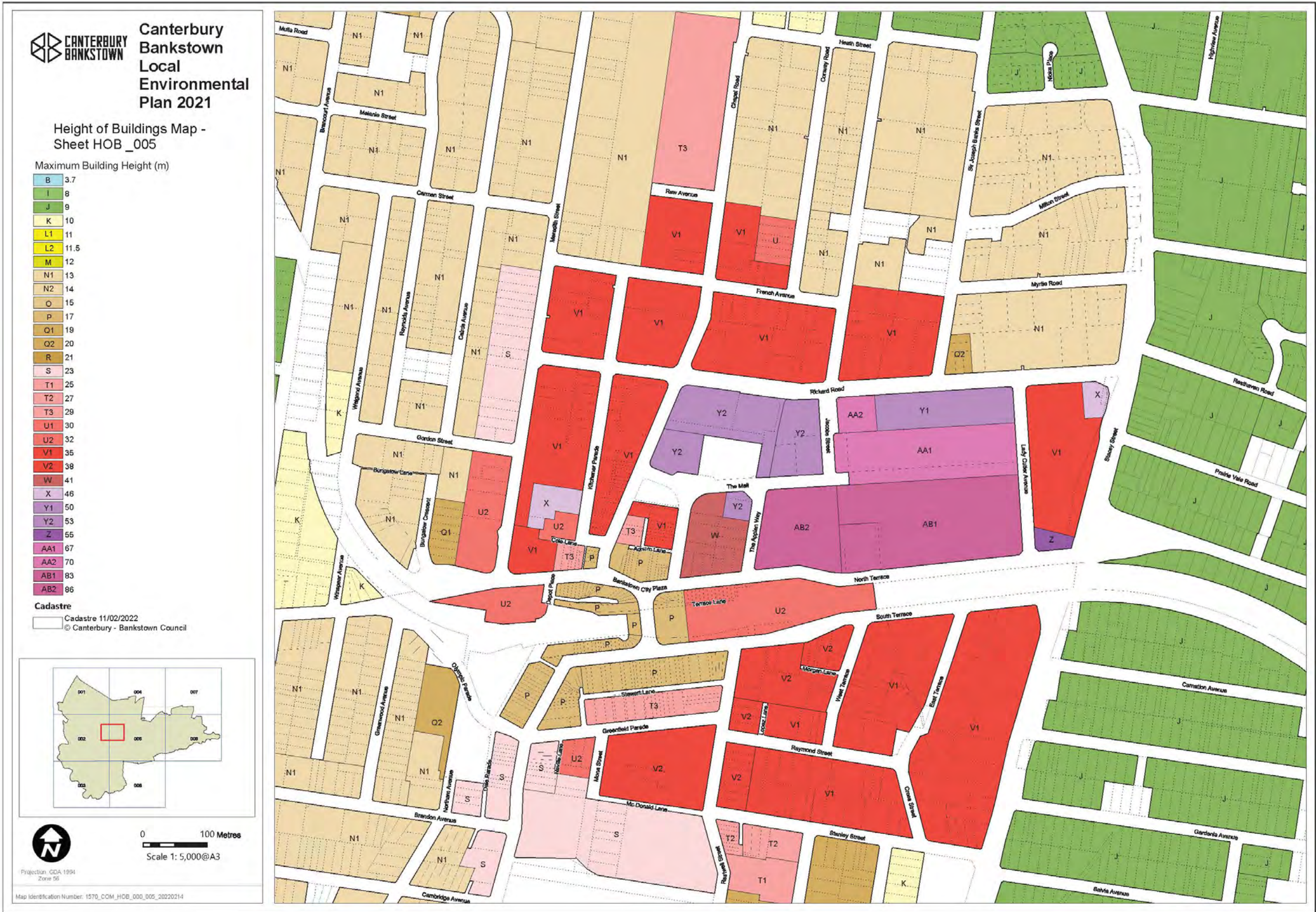


APPENDIX C—Local Environmental Plan Maps

Proposed Floor Space Ratio Map



Proposed Height of Buildings Map



4 February 2022

Canterbury Bankstown City Council
PO Box 8
BANKSTOWN NSW 1885

By Email:
Patrick.Lebon@cbc.city.nsw.gov.au

Attention: Patrick Lebon, Senior Strategic Planner

Dear Patrick,

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

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

Land to which the VPA relates

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

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

Background

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

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

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

- Delivery of public art under the site specific DCP within the site which will be informed by a Public Art Plan prepared by Vicinity prior to exhibition, including Aboriginal heritage interpretation.
- Upgrade of the footpaths along the frontages of the new buildings around the perimeter of the site to the Complete Streets requirements between the boundary of the Land and the new kerb alignment, with immediately adjacent portions of intersections upgraded to the extent they require modification to facilitate the development of the site over time.
- In addition to the main 5,000sqm park, various open spaces are proposed and will be further developed as part of Development Applications for each Precinct of the development of the site.
- A high standard of sustainability which allows the base FSR to increase from 3:1 to 3.5:1 under Council's sustainability bonus scheme currently available via clause 4.4A.
- The Proponent intends to provide a Statement of Intent in January 2022 regarding future affordable housing provision at the site, noting this will not be a mandatory requirement if employment generating floor space of 50% for the Town Centre Precinct and 40% across the site, including the Town Centre Precinct and existing shopping centre, will be delivered. However, this will be explored by the Proponent as residential uses are originated in accordance with the detailed concept masterplan.

Proposed development to which the VPA relates

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

Parties to the VPA

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

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

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

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

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

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

Timing and commencement

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

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

Enforcement

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

Conditions of the VPA offer

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

Conclusion

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

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

Yours faithfully

A handwritten signature in blue ink, appearing to read "Chris Pratt", is written over a faint, light blue circular background.

Chris Pratt
Project Director
Vicinity Centres

4 February 2022

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

Dear Simon,

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

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

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

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

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

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

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



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

Yours faithfully

A handwritten signature in blue ink, appearing to read "Chris Pratt". The signature is fluid and cursive, with the first name "Chris" and the last name "Pratt" clearly distinguishable.

Chris Pratt
Project Director

PLANNING PROPOSAL

BANKSTOWN CENTRAL SHOPPING CENTRE, BANKSTOWN

20 DECEMBER 2019
P0006525
FINAL
PREPARED FOR VICINITY CENTRES

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Jacqueline Parker
Associate Director	Nik Wheeler
Consultant	Callum Sangkuhl
Project Code	P0006525
Report Number	FINAL

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EXECUTIVE SUMMARY

OVERVIEW

This planning proposal has been prepared by Urbis Pty Ltd on behalf of Vicinity Centres PM Pty Ltd (**the proponent**). It is to initiate an amendment to the *Bankstown Local Environmental Plan 2015* (BLEP 2015) with respect to Bankstown Central Shopping Centre site located at 1 North Terrace, Bankstown (**the site**).

The intended outcome of this planning proposal is to:

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

This planning proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning's 'Guide to Preparing Planning Proposals.'

INTENDED DEVELOPMENT OUTCOME

The intended outcome of this planning proposal is to facilitate the redevelopment of the site for a range of uses consistent with the intended future development character of Bankstown CBD as set out in NSW planning policy. To inform the assessment of this planning proposal, a concept masterplan has been prepared by FJMT. This sets out a range of potential future uses and building typologies to inform and verify the proposed height and FSR controls.

It is noted that this concept masterplan assumes a particular mix of uses and building typologies for the purposes of assessing the merits of the planning proposal. As the development timeline to achieve the quantum of development envisaged by the concept masterplan is long (40+ years) it is recognised that the building typology and use mix may change and evolve over time to respond to market conditions.

The assumed mix provided for in the concept masterplan informing the planning proposal comprises the following:

- Relocation of the bus interchange and layover from within the site.
- Reconfiguration of the existing shopping centre layout to accommodate the proposed additions. This results in a significant upgrade to the retail experience for customers and visitors to the centre.
- Development of eighteen (18) towers containing a mixture of uses across the site.
- Provision of open spaces such as a city park and green boulevards acting as places of recreation and through site links which will be activated and contribute to placemaking and the night-time economy.

The key assumptions informing the concept masterplan are addressed in **Table 1**.

Table 1 – Key Assumptions informing the concept proposal

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

Land Use	Gross Floor Area (GFA)	Assumed Accommodation Yield
Retail (retained from current provision)	91,110 sqm	NA
Commercial	105,996 sqm	NA
Hotel	29,298 sqm	656 Hotel Rooms
Residential	86,418 sqm	929 Apartments (5% Affordable Housing)
Residential (Student Accommodation)	59,976 sqm	1664 Student Accommodation Rooms
Residential (Serviced Apartments)	6,485 sqm	84 Serviced Apartments

Overall, the proposal will enable the redevelopment and renewal of a significant landholding in the centre of Bankstown CBD for a range of uses commensurate with the intended future role of Bankstown as a Health and Education Innovation Precinct. These uses will be well serviced by existing and planned mass transit infrastructure. Furthermore, the proposal will support the renewal of an aging retail asset in a manner that will better serve the local community and regional catchment of Bankstown Central. The proposal is consistent with Government Policy which supports higher density in existing centres with public transport connections.

The planning proposal for, primarily, increased building height will help realise a range of benefits to the Bankstown CBD and local community. These are summarised as follows:

- Incentivising the redevelopment of this significant landholding in the centre of the Bankstown CBD and attracting investment to the locality.
- Encouraging densification of uses, through taller building forms than currently available, in close proximity to the existing Bankstown Railway Station, future Metro station and relocated bus interchange, in a manner that will facilitate patronage of these transport services.
- The creation of a true mixed-use precinct, including retail, commercial, hotel, residential, health and student accommodation offerings that will complement the location of the Western Sydney University Campus (Bankstown) and Bankstown Hospital relocation, both in close proximity to the subject site.
- The significant improvement in the public domain in the heart of the CBD, including the provision of significant areas of publicly accessible open spaces.
- The proposal responds to the State planning policies which seek to capitalise on existing infrastructure by concentrating development densities that maximise access to existing and planned upgrades to key public transport links.
- The proposal will respond positively to the Greater Sydney Commission and NSW Department of Planning's identification of Bankstown CBD as a Health and Education Innovation Precinct.
- The proposed Bankstown Central Concept Masterplan will provide an estimated additional population of 11,230 residents, visitors and workers each day into the Bankstown Central site.
- Future open space provision on the site will total 11,100sqm with a large central space of 4,5000 sqm.
- This new population will inject \$88 million additional retail spending each year which will support retail businesses in the within the local economy.
- The anticipated non-residential floorspace will generate in the order of 8,437 additional jobs to the Bankstown CBD.
- The proposal will provide an estimated additional 136 new local businesses onto the site.
- The new community will be catered for by the existing Bankstown – Lidcombe Hospitals.

- Future childcare facilities are capable of being accommodated on site to cater for prospective demand.
- The proposal is unlikely to generate demand for an additional primary or high school.

PLANNING OUTCOMES

The planning outcomes sought by this Planning Proposal will result in the change to the Bankstown LEP 2015 to reflect the following:

- A height control of 108.2 RL across the entirety of the site;
- A Floor Space Ratio Allocation of 3.5:1 across the entirety of the site;
- Amending the active frontages requirement to allow residential uses to occur on the lower two levels of future redevelopment in specific locations; and
- Retention of the B4 mixed use zoning across the entirety of the site.

The Planning Proposal is supported by a draft Site-Specific Development Control Plan which is included at Appendix A. This sets out the intended:

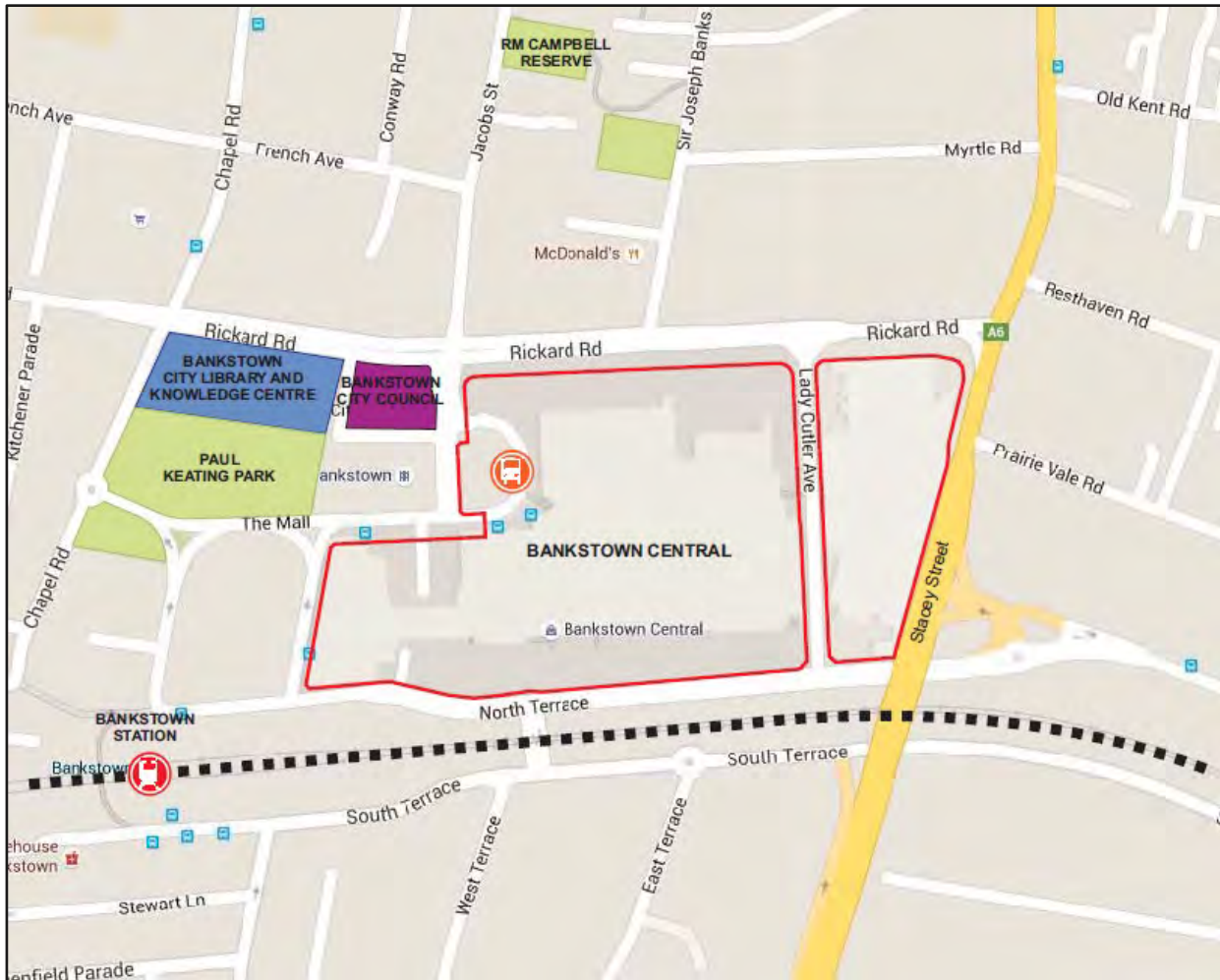
- Site specific development objectives; and
- Site specific detailed development controls.

1. INTRODUCTION

This Planning Proposal has been prepared by Urbis on behalf of Vicinity Centres PM Pty Ltd (the “Proponent”) requesting the preparation of a Local Environmental Plan (LEP) amendment (Planning Proposal) and accompanying site specific DCP for the Bankstown Central Shopping Centre site located at 1 North Terrace, Bankstown (the Site).

Figure 1 shows the location and extent of the Bankstown Central Shopping Centre site.

Figure 1 – Bankstown Central Site shown outlined in red



Source: Urbis

The current principal planning instrument for the subject site is *Bankstown Local Environmental Plan 2015* (BLEP). Under BLEP the entire site is zoned B4 Mixed Use. This zoning currently permits *Boarding Houses* (student accommodation), *Commercial premises*, *Health Services Facility*, *Hotel or motel accommodation*, *Residential flat buildings* and *Shop top housing* amongst other uses.

The Greater Sydney Commission's South District Plan outlines that Bankstown is a Strategic Centre, where high levels of growth, both commercial and residential, along with public transport improvements are to be encouraged and supported. This is reinforced by other significant NSW Government policies to stimulate and encourage urban renewal, additional housing and employment growth. The Sydney Metro City & Southwest Project will upgrade and convert stations to Metro standards including Bankstown Station, providing improved transport services to Liverpool the Sydney CBD.

This broader planning strategy for Bankstown has informed Vicinity's decision to undertake considerable planning, design and market investigations to explore further opportunities at this key site, Bankstown Central, in order to help deliver on the strategic initiatives for Bankstown CBD. To this end, Vicinity has undertaken a series of discussions with Canterbury-Bankstown Council to discuss various opportunities for future redevelopment on the site.

This report has been prepared to assist Canterbury Bankstown Council (Council) in the preparation of a Planning Proposal for an amendment to the *Bankstown Local Environmental Plan 2015* (BLEP) pertaining to

- the Height of Buildings Map,
- the Floor Space Ratio (FSR) Map and
- the map associated with Clause 6.9 of the LEP

as they apply to the land, in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

A summary of the changes sought to Bankstown LEP in order to realise the potential for redevelopment of this site and support the redefining of Bankstown CBD is set out in **Table 2** below.

Table 2 – Proposed Development Parameters

Control	Existing LEP Provision	Proposed Amendment
Zoning	B4 Mixed Use	B4 Mixed Use (no change)
Height of Building	Part 35m / Part 41m	108.2 RL
FSR	3:1 (as mapped), plus 0.5:1 sustainability bonus via clause 4.4A	3.5:1 (no effective change)
Restrictions on development in Zone B4 Mixed Use Clause 6.9	Development consent must not be granted to the erection of a building, unless the consent authority is satisfied that the ground floor and first floor of the building are to be used for the purposes of commercial premises or other non-residential purposes after the erection or change of use.	The mapping to this clause is proposed to be amended so to enable residential development to the ground at the main street frontages to the northern part of the site.

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

The proposed amendments to the BLEP will facilitate development which:

- Recognises the site's strategic location within a close proximity to the Bankstown Metro Station which provides opportunities for significant jobs provision close to public transport, employment areas and Bankstown CBD.
- Based on the concept masterplan, will generate an additional 8,437 jobs, which will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.
- Will accommodate an estimated 13,058 new residents each day, who will spend an estimated \$88 million on retail each year upon completion of the proposed development.
- Enables the planned redevelopment of the Bankstown Central Shopping Centre to accommodate future Commercial, Residential, Medical, Student Accommodation, Serviced Apartments, Hotel, Retail, and Childcare uses at this key location to continue to provide a wide range of services, facilities and employment opportunities to the surrounding catchment and greater community.
- Sets building heights that respond to the height limits associated with Bankstown Airport, consistent with the Aeronautical advice provided with this application, enabling densification of uses close to the Railway and future Metro stations.
- Proposes development densities that can be safely and efficiently accommodated within the existing transportation network, including the road network.

- Provides opportunities for improvement in the wider public domain, including improved provision of publicly accessible open space, improved building interfaces with the public domain, and the delivery of State and local government place policies for the CBD.

1.1. REPORT STRUCTURE

The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment (DPE) including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals* (both 2018). It includes the following:

- Description of the subject site and its context;
- An overview of the strategic context of the site;
- A summary of the local planning controls;
- An overview of the key elements of the Planning Proposal;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provision of the proposal;
- Justification for the proposal;
- Mapping to accompany the proposal;
- Description of the community consultation process expected to occur regarding the proposal; and
- An approximate project timeline.

1.2. SUPPORTING INFORMATION

The Planning Proposal is supported by the following documentation:

- Concept Design and Urban Design Report prepared by FJMT (**Appendix A**).
- Preliminary Traffic Impact Assessment prepared by CBRK (**Appendix B**).
- Preliminary Aeronautical Height Assessment prepared by Landroum & Brown (**Appendix C**).
- Community Needs Analysis prepared by Urbis (**Appendix D**)
- Economic Analysis prepared by Urbis (**Appendix E**)
- LEP Mapping prepared by Urbis (**Appendix F**)
- Landscape Masterplan prepared by Urbis (**Appendix G**)
- Development Control Plan prepared by Urbis (**Appendix H**) Record of Feedback from Council on Bankstown Central Master Plan (**Appendix I**) Masterplan (**Appendix I**)

2. THE SITE BANKSTOWN CENTRAL

2.1. REGIONAL CONTEXT

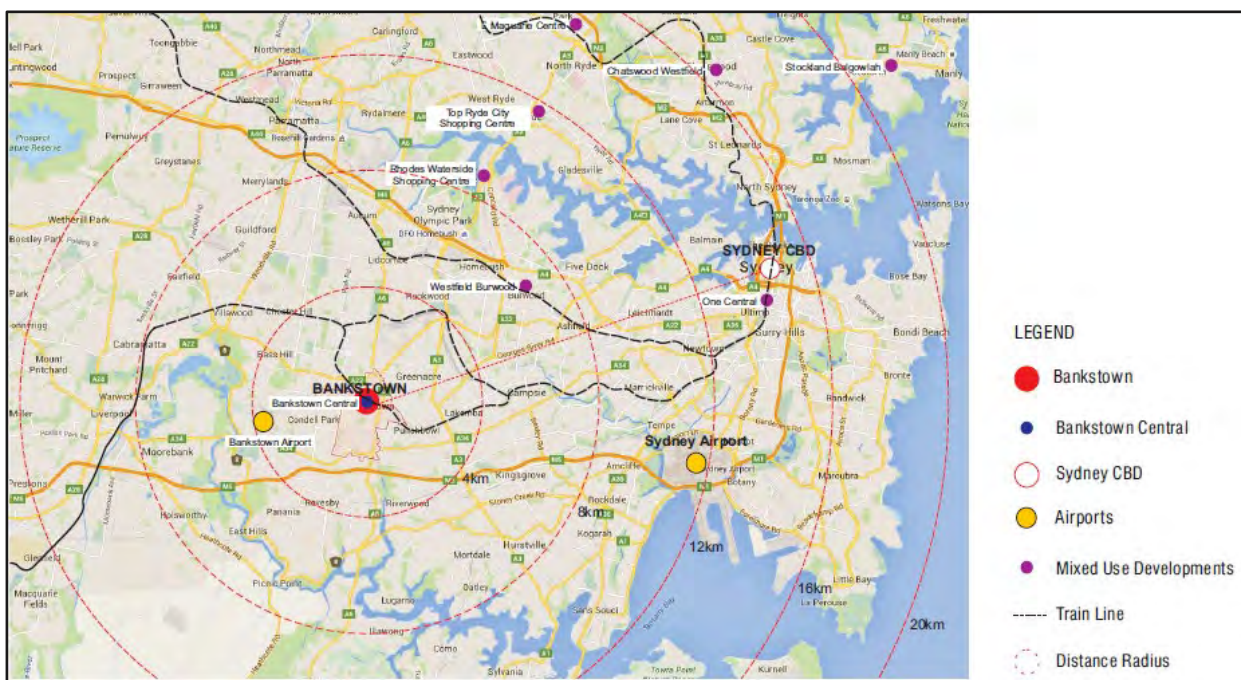
Bankstown Central Shopping Centre is located at the heart of Bankstown CBD in the City of Canterbury Bankstown Local Government Area (LGA). Bankstown is a mixed-use centre in south western Sydney that plays a regional role in providing employment opportunities and services for the wider population.

Canterbury Bankstown Council is located within the South District, which also includes Georges River and Sutherland Councils.

The site is located approximately 16km south west of the Sydney CBD, approximately 10km east of the Liverpool City Centre and the Parramatta CBD is located approximately 10km north.

Bankstown's location, in the context of the Sydney Metropolitan Area is illustrated in the map provided at **Figure 2**.

Figure 2 – Regional Context of the site



2.2. LOCAL CONTEXT

Bankstown Central Shopping Centre forms a significant landholding at the centre of Bankstown CBD, adjacent to Bankstown railway station and the future Bankstown Metro Station. The land use character of Bankstown CBD currently presents a mix of retail offering within the Shopping Centre, the civic precinct to the west, newly constructed mixed-use commercial/residential buildings and older low-density housing stock to the north.

Bankstown is dissected east-west by the Railway Line and north-south by Stacey Street which separates the current land uses consisting of:

Transport

- Bankstown railway station – located approximately 20m south of the site, linking Bankstown to four primary employment districts; Macquarie Park, Chatswood, North Sydney, and Sydney CBD. The station will be upgraded to a Metro Station as part of the Sydney Metro City & Southwest Project.

Civic

- Bankstown Civic Centre.
- Bankstown Court House.

Community

- Bankstown City Library and Knowledge Centre.
- Paul Keating Park.
- Bankstown Sports Club.
- Bankstown Memorial Park.
- Bankstown RSL.

Commercial

- Commercial/retail strip fronting South Terrace.
- Commercial uses scattered within a 300m radius of Bankstown Station.

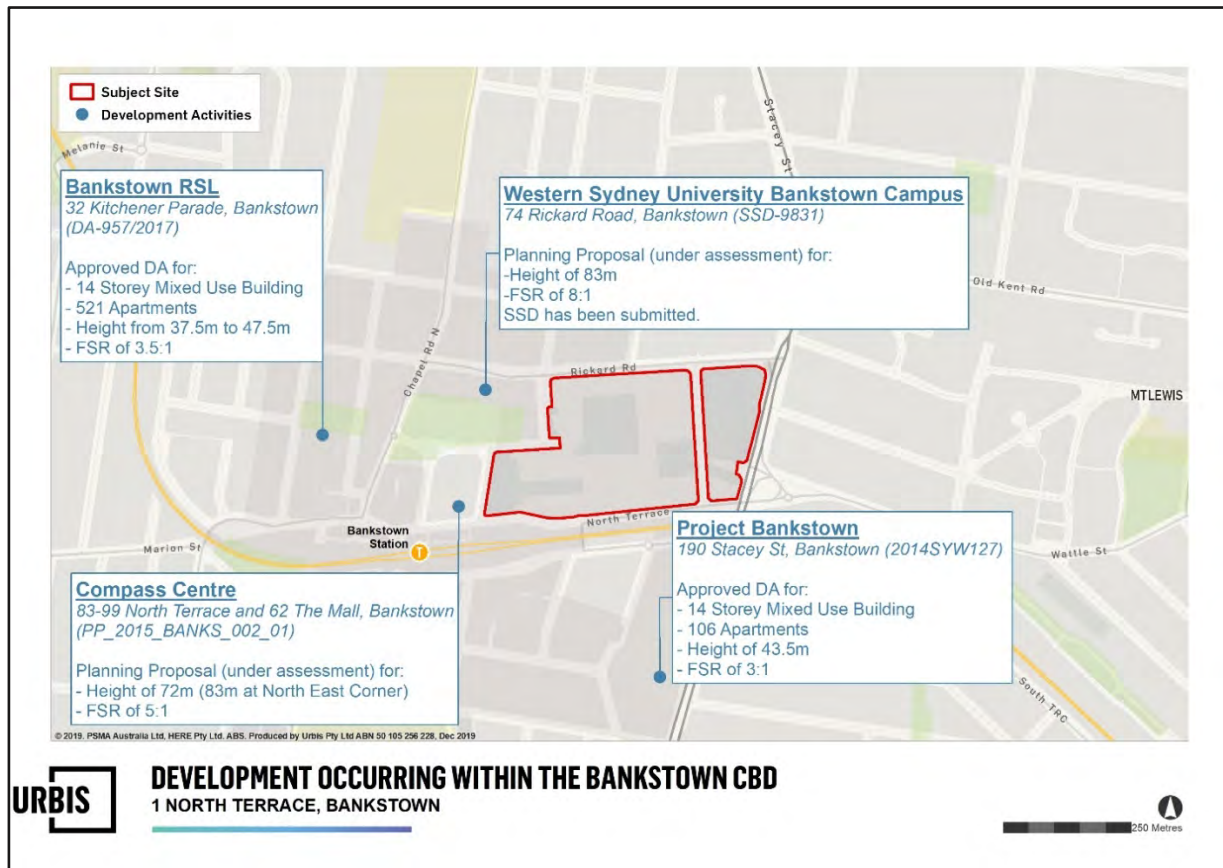
2.3. FUTURE DEVELOPMENT IN BANKSTOWN CBD

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

- To the north is the proposed Western Sydney University Bankstown Campus, which has a planning proposal under assessment for an 83 metre building height (PANS OPS of 108.1m applies at that location) and a Floor Space Ratio of 8:1. At the time of writing, the Planning Proposal has been endorsed by Council however is yet to receive gateway determination. A State Significant Development application has been submitted to the NSW Department of Planning, Infrastructure & Environment (DPIE) for construction of the University campus and is currently under assessment.
- To the south is Project Bankstown located at 190 Stacey Street. A development consent has been issued on this site for a 14-storey mixed use development comprising of 106 residential units and commercial units. The built form outcome will be 43.5 metres in height with an FSR of 3:1.
- To the west is Compass Centre located at 83-99 North Terrace. The site is subject to planning proposal in the final stages of gazettal. The proposal seeks building height of 72 metres (PANS OPS of 108.1m applies at that location) and a floor space ratio of 5:1. A development application is also in assessment phase for construction of four residential flat buildings containing 471 apartments.
- Further to the west is the Bankstown RSL Club located at 32 Kitchener Parade. Development consent has been issued on this site for a 14-storey mixed use development comprising of 521 residential apartments and other uses. The Height ranges across the site from 37.25m to 47.5m, with an FSR of 3.5:1.

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

Figure 3 – Development activity occurring within a close proximity.



Source: Urbis

2.4. THE SITE

Bankstown Central comprises two large land parcels to the east and west of Lady Cutler Avenue, totalling 113,920m² in area and is bound by the following streets, as shown in the aerial and site location plan provided at **Figure 4** below.

- To the north: Rickard Road.
- To the east: Stacy Street.
- To the west: Jacobs Street, The Mall, The Appian Way.
- To the south: North Terrace.

Figure 4 – Site Aerial



Source: Nearmap

The legal description of the site comprises the following lots and deposited plans as set out in **Table 3**.

Table 3 – Bankstown Central Subject Site Details

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

2.5. SITE DETAILS AND EXISTING DEVELOPMENT

Bankstown Central is a regional shopping centre originally constructed in 1966. The existing centre constitutes a 2-3 level development with associated car parking, loading facilities and landscaped areas. Bankstown Central accommodates Myer, Target, Big W, Kmart, Woolworths and Supa-IGA in addition to approximately 260 specialty stores including a food court.

Images of the existing development on the site are shown at **Figure 5**.

Figure 5 – Existing Site Photographs



Picture 1 – View of Centre from Junction of Appian Way and North Terrace

Source: Google Earth



Picture 2 – View northwards along Lady Cutler Avenue

Source: Google Earth



Picture 3 – View Westwards along Rickard Avenue

Source: Google Earth



Picture 4 – View eastwards along The Mall towards the bus interchange and centre entrance

Source: Google Earth

The site has a cross fall of approximately 14m from north (Rickard Road) to the south (North Terrace).

2.6. EXISTING ACCESS ARRANGEMENTS

2.6.1. Pedestrian Access

Main pedestrian entrances are provided to the site via The Appian Way, through the bus interchange accessed from Jacobs Street and at Lady Cutler Avenue on both the eastern and western sides of the Centre. Pedestrian access is also via the car parking structures.

2.6.2. Vehicular Access and Parking

Vehicular access is provided from the following streets surrounding the site:

Rickard Road frontage

- Access to an at-grade car park is provided from Rickard Road. This entry also provides access to rooftop parking. A vehicular exit is provided approximately 50m east along Rickard Road.
- At-grade access is also provided from The Mall.

Lady Cutler Avenue frontage

- An entry and exit point to at grade parking at the western portion of the centre is provided from Lady Cutler Avenue.
- An entry and exit point to basement parking at the eastern portion of the centre is provided from Lady Cutler Avenue.

Stacey Street frontage

- A signalised intersection along Stacey Street provides access to parking areas on the eastern portion of the centre.

North Terrace frontage

- Two entry points are provided to the above ground parking adjacent to North Terrace.

Jacobs Street frontage

- An entry point to the at-grade car park is provided from Jacobs Street.

2.7. SITE SURROUNDS

Bankstown Central is immediately surrounded by the following:

- To the north of the site are Rickard Road and The Mall. On the opposite side of Rickard Road are low scale commercial uses and Macdonald's, located at the corner of Rickard Road and Sir Joseph Banks Street. Further north is low to medium density residential uses.
- To the east of the site is Stacey Street. The opposite side of Stacey Street is predominantly characterised by low density residential uses.
- To the south of the site is North Terrace. On the opposite side of North Terrace is the railway line including Bankstown Station to the south west. Further south is Bankstown Plaza, including a number of low scale commercial tenancies fronting South Terrace and medium high-rise residential development.
- To the west of the site is Jacobs Street and The Appian Way. On the opposite side of Jacobs Street is Bankstown Civic Centre - currently the tallest building in Bankstown at 50m and Hoyts Cinema. Paul Keating Park and the Bankstown Library are located to the north west of the site.

2.8. OPPORTUNITIES AND CONSTRAINTS

As with most urban redevelopment sites, the subject land is influenced by a wide variety of opportunities and constraints which have been considered in the site analysis and concept masterplan and are documented in detail below.

2.8.1. Key Opportunities

One of the key opportunities on the site is the ability to utilise Transport Orientated Development (TOD) principles. TOD is a planning concept that promotes high quality, medium to high-density mixed-use development within a ten-minute walk of established or planned rail and bus way stations (approximately an 800m radius). This principle is further realised and identified as a significant opportunity for the site by the Bankstown Metro Station integration due for completion in 2024.

The attributes and opportunities presented by the site that can be utilised through the proposal are set out in **Table 4** below.

Table 4 – Key Site Opportunities

Key Site Opportunities	The Proposal
Fine grain precinct	<p>The site can accommodate a fine grain street and access network which can support compact high-density development that provides connections to the Bankstown Train Station and future Metro Station.</p> <p>The provision of streets, lanes and arcades through the large land holding will offer alternative pedestrian and cycling routes which will provide greater site permeability than the existing large uninterrupted street block.</p> <p>The site can accommodate effective connections to the existing and cultural centres which surround the site.</p>
Density	<p>The site can support a high development density given its proximity to public transport options, access to established services, capacity of the surrounding road network and nearby complementary land uses.</p>
Housing Variety	<p>The proposal will increase student housing, hotel uses, serviced apartments and residential housing availability and choice within the area. Vicinity Centres seeks to provide residential accommodation in a leasehold arrangement, such as 'build to rent' (rather than 'build to sell') which will further diversify the residential accommodation offer on the site and in the locality.</p>
Mixed Use Development	<p>Mixed use development will make efficient use of existing services and infrastructure in this strategic location.</p> <p>The proposal provides the opportunity to develop new student housing and residential dwellings a build to rent typology which will help meet housing targets and reduce the need for land release on the metropolitan fringe.</p> <p>It will also provide an opportunity to strengthen the retail and commercial offer into the future to maintain Bankstown Central as a key shopping and employment destination within the South District.</p>
Accessibility and Connectivity	<p>Pedestrian access from the site to transport and key facilities and services within Bankstown is enabled through the ease of access to the Bankstown railway station, which will undergo construction and integration with the Metro link which is due for completion in 2024. This provides a number of opportunities to provide TOD high density development outcomes.</p>

Key Site Opportunities	The Proposal
	<p>With the construction of the Bankstown Metro Station there is the opportunity to integrate the existing bus network with the metro station. Having the bus interchange within or close by to the station provides a more convenient and accessible transport network.</p> <p>The surrounding centre has a wide range of community and civic facilities, including the Bankstown Library Centre, the Council offices located around Paul Keating Park, the Bankstown Arts Centre, Bankstown Memorial Oval sporting facilities and the Bankstown RSL.</p> <p>The site's location is in close proximity to Southern Sydney Institute of TAFE – Bankstown and a number of high schools and private secondary schools.</p> <p>The Western Sydney University Bankstown Campus will be located adjacent to the site once approved and constructed. Bankstown Hospital is also located within the surrounding context of the site.</p>
Public Domain	<p>The concept masterplan envisages the introduction of Commercial, Residential, Student Accommodation, Serviced Apartments, Hotel and Childcare activities onto the site and ensures its retail function can continue to be strengthened into the future.</p> <p>In combination, these uses will increase pedestrian activity on the site and on surrounding streets, contributing to the vibrancy of the public domain. The redevelopment of the site has the potential to act as a catalyst for public domain improvements in Bankstown, both Proponent and Council led, to provide for varied and attractive places that offer opportunities for meeting and gathering in public places.</p> <p>Overall, the site presents the opportunity to upgrade and increase vibrancy in and around the Bankstown Station Precinct area by increasing population densities and creating opportunities for public interaction through the integration of different user demographics such as workers, shoppers, students and residents of all ages.</p> <p>The proposal seeks to provide open spaces such as a city park and green boulevards acting as through site links and places of recreation which will be activated and contribute to placemaking and the night-time economy.</p>
Connection to surrounding land uses	<p>The proposal will contribute to the rejuvenation of the Bankstown CBD in conjunction with other nearby development proposals including the adjacent Compass Centre.</p> <p>The proposal will facilitate improvements to the residential interface to Rickard Road and to the public domain interface at the closest point to the railway station.</p> <p>The proposal will also allow the Western Sydney University Bankstown Campus students and other members of the community to utilise the centre through the public domain improvements which will improve connectivity throughout the site.</p>

Key Site Opportunities	The Proposal
Sydney Metro City & Southwest	<p>The Sydney Metro City & Southwest will upgrade and convert all 11 stations between Sydenham and Bankstown to Metro Standards. Bankstown Station will undergo integration into the metro link. Bankstown Central site is a key location in which to leverage off the metro upgrades.</p> <p>The proximity to the train station provides this site with a strategically supported basis for the accommodation of high-density mixed-use development which strengthens the existing retail component to achieve additional housing and jobs around the station to support future growth.</p> <p>The significance of the site presents the opportunity to be a key catalyst in the transformation of Bankstown CBD, centres around the Bankstown Metro Station.</p>

2.8.2. Key Constraints

The key physical constraints which have been analysed and addressed in the preparation of the masterplan concept for the site are set out in **Table 5**.

Table 5 – Key Site Constraints

Key Site Constraints	The Proposal
Staged redevelopment	<p>Due to the ongoing operation of the shopping centre retail components, the redevelopment of the centre must occur in stages to maintain operation.</p> <p>The site also has structural constraints and existing retail lease contracts which influence the design and will ultimately inform the staging of future redevelopment.</p>
Topography	The topography of the site changes in elevation by 14m from the highest point which occurs on the north east corner of the site at the intersection of Rickard Road and Stacey Street. The lowest corner is at the North Terrace and The Appian Way.
Flooding	The site is affected by flooding in the western portion of the site which is already developed. Specific responses to flooding will be required around the Mall and the Appian way at the DA Stage.
Views	The need to provide for a built form which appropriately responds to the existing views from the surrounding Bankstown town centre and the surrounding low scale residential areas.
Solar Access	The need to protect solar access to existing surrounding residential development and provide appropriate levels of solar access to the proposed residential towers.
Bus Movements	Bus movements to the interchange located on the site hinder pedestrian movement on site to the Bankstown Train Station.
Vehicular Access	Vehicular movement to and from the site is constrained by the existing vehicle access points and the capacity of the surrounding road network. The proposal also presents an opportunity to re-consider the site access arrangements,

Key Site Constraints	The Proposal
	<p>including separating vehicle access points for land uses and rationalising vehicle access for the site.</p> <p>Access under the railway line to the south presents a constraint.</p>
Pedestrian Access	Many of the pedestrian access points are currently underutilised, inaccessible and not easily identifiable given the quality of the existing public domain environment and the existing street interface. This is also identified as an opportunity to make significant improvements to the surrounding public domain.
Noise	Residential development is required to respond to noise which comes primarily from high volumes of traffic on the surrounding streets and the existing railway line to the south.
Height Plane	<p>The 2019 Draft Bankstown Airport Masterplan indicates that the site is located in the RL108.2m zone shown on the PANS-OPS map.</p> <p>The PANS-OPS height plane provides limitations on building heights across the site. The proposed LEP Maximum Building Heights have been modelled in accordance with the PANS-OPS height plane to ensure they will not adversely affect the safety and regularity of the Bankstown Airport operations.</p> <p>A Preliminary Height Assessment has been undertaken by Landroum and Brown Worldwide of the proposed redevelopment in relation to the Sydney Region Obstacle Limitation Surfaces (OLS), Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surfaces and Radar Terrain Clearance Chart (RTCC). This assessment is attached at Appendix C.</p>
Protection of the Retail Asset	Due to the shopping centre's existing retail areas there are limited locations to locate commercial and residential buildings on the site. Accordingly, future development can be accommodated around the perimeter of the site which requires an increase in height to support both investment in additional commercial, residential and other uses at the site.

3. EXISTING PLANNING FRAMEWORK

The principal Local Environmental Planning Instrument currently applying to the site is *Bankstown Local Environmental Plan 2015* (BLEP). The key local planning controls relevant to the Planning Proposal application are listed below:

3.1.1. Zoning

The site is zoned B4 Mixed use. The objectives of the zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To maintain the role of the Bankstown CBD as a major metropolitan centre.*

The following land uses are permissible with the consent of Council:

Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Tank-based aquaculture;

The uses sought by the Planning Proposal are permissible with consent in the zone.

3.1.2. Height of Buildings

Clause 4.3 of the LEP provides the maximum building heights for the site as:

- 35m on the eastern section of the site (annotated V1).
- 41m on the corner of The Appian Way, North Terrace and The Mall (annotated W).

Figure 6 – Bankstown LEP Maximum Building Height Map (subject shown in red)



Clause 5.6 of the LEP provides that additional height may be granted by Council for the incorporation of a high quality designed and integrated architectural roof feature.

3.1.3. Floor Space Ratio (FSR)

Clause 4.4 of the LEP provides a maximum 3:1 FSR across the site, as shown on **Figure 7** below (annotated V).

Figure 7 – Bankstown LEP: Maximum FSR Map (subject shown in red)



Clause 4.4A of the LEP provides that a bonus 0.5:1 FSR is applicable to development on the site where certain energy and water targets are met. This may result in a total maximum FSR across the site of 3:1.

3.1.4. Restriction on Development in Zone B4 Mixed Use

Clause 6.9 of the LEP states that development consent must not be granted to the erection of a building, or a change of use of a building, unless the consent authority is satisfied that the ground floor and first floor of the building are to be used for the purposes of commercial premises or other non-residential purposes.

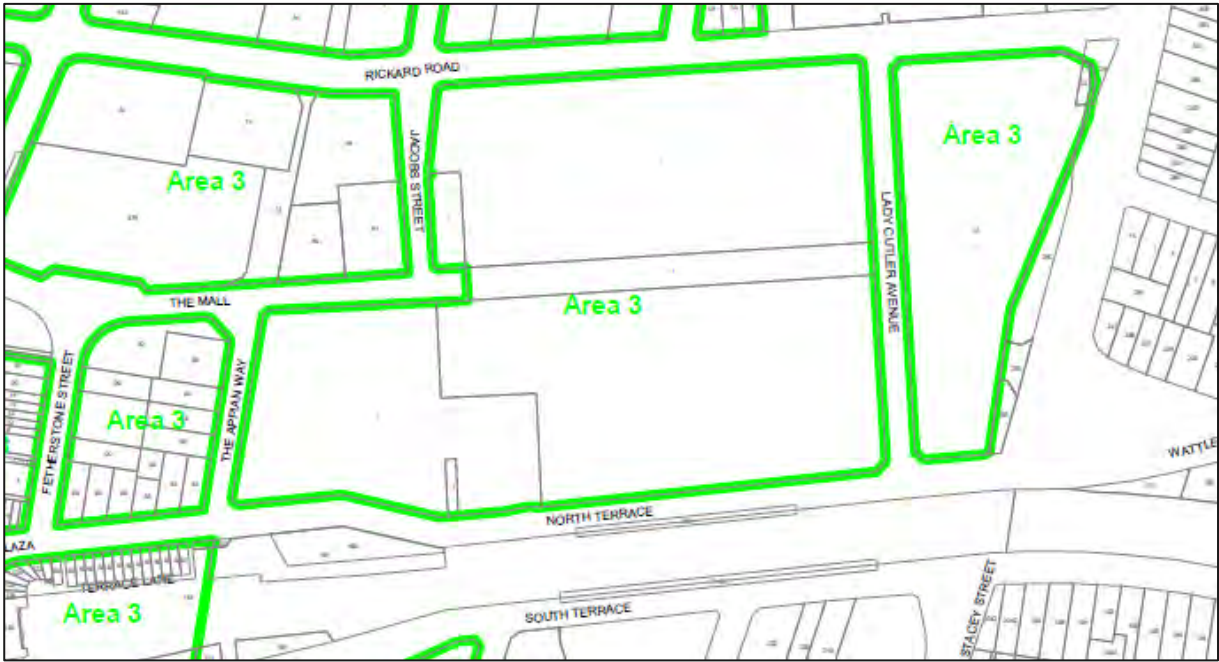
The objectives of this control are:

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

The LEP map Special Provisions Map Sheet SPV_005, as shown in **Figure 8**, demonstrates the frontages where this Clause applies to the subject site. The relevant subclause which affects future development at the site is No. (3) which states that:

“Development consent must not be granted to the erection of a building, or a change of use of a building, on land to which this clause applies unless the consent authority is satisfied that the ground floor and first floor of the building are to be used for the purposes of commercial premises or other non-residential purposes after the erection or change of use.”

Figure 8 – LEP Special Provisions Map



4. PRE-PLANNING PROPOSAL MEETINGS

Vicinity Centres, along with its project team, have been in discussions with Council over the course of the past two years regarding a possible redevelopment scheme and Planning Proposal for Bankstown Central Shopping Centre. Various iterations of a masterplan concept have been developed and presented to Council staff.

Most recently, Vicinity and its project team met with senior staff in Council's City Planning team on 13 December 2019 regarding the subject planning proposal. The proponent discussed the proposed Master Plan, the redevelopment potential and opportunities for the site.

Council provided written feedback regarding the masterplan concept, in light of Council's planning and development aspirations for Bankstown CBD. The key elements are discussed in Table 6.

Table 6 – Pre-Planning Proposal discussions

Council Comment (Summarised)	Response
<p><i>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:</i></p> <ul style="list-style-type: none"> • <i>Council's endorsed Local Strategic Planning Statement, Connective City 2036 (endorsed by Council on 10 December 2019);</i> • <i>Bankstown CBD and Bankstown Airport Place Strategy (endorsed by Council on 10 December 2019); and</i> • <i>Bankstown Complete Streets.</i> 	<p>This planning proposal has addressed the:</p> <ul style="list-style-type: none"> • Local Strategic Planning Statement, <i>Connective City 2036</i> • <i>Bankstown CBD and Bankstown Airport Place Strategy</i> • <i>Bankstown Complete Streets.</i> <p>These documents are discussed in Sections 5 & 10.</p>
<p><i>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.</i></p> <p><i>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.</i></p>	<p>The proposal generates a high level of permeability and open space provision and has a high employment focus which is aligned to Council's intentions for the mixed-use site.</p> <p>The proposal has considered the Bankstown Central Urban Design Principles which is discussed in Section 5 & 10.</p>
<p>Strategic context</p> <p><i>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.</i></p> <p><i>Council's vision for the Bankstown City Centre is to accommodate 25,000 jobs and 25,000 students by</i></p>	<p>The proposal leverages the site's proximity to Bankstown Train Station and the future Bankstown Metro Station.</p> <p>The proposal seeks to provide commercial and student accommodation land uses and floor space which will provide opportunities for job provision.</p> <p>The proposal will provide an assumed 106,000 sqm of commercial office space which will help</p>

Council Comment (Summarised)	Response
<p>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.</p>	<p>contribute to the creation of 8,437 jobs within the site. Which will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.</p> <p>The masterplan concept will further provide an assumed 1,664 bed student housing facility which will directly support the anticipated student population generated by the currently proposed Western Sydney University campus.</p> <p>The masterplan concept has been prepared in consideration of the adopted Bankstown Complete Streets project.</p>
<p>Master Plan</p> <p><i>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.</i></p> <p><i>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.</i></p>	<p>The Proposal seeks to provide above and beyond the recommended 40% non-residential floor space, which is documented in the masterplan concept at Appendix A. The proposal seeks to provide approximately 60% employment generating land uses.</p> <p>It is considered that current market demand is not sufficiently high to achieve 100% non-residential floorspace in the south western corner of the site (Stage 1 & 2). Development in this precinct should allow a range of uses to maximise short term development opportunity and to create a catalyst for future investment in Bankstown CBD.</p> <p>Creating a mixed-use precinct in the south western corner of the site will not detract from the anticipated future jobs generation on the site, given the strong retail and commercial floor space yields anticipated.</p> <p>Further, it is Vicinity's intention that residential accommodation to be provided on the site will be in a leasehold (build to rent) format, which ensures buildings are held in long term single ownership and can be redeveloped or repurposed should market conditions drive demand for further commercial floorspace.</p>
<p>Housing</p> <p><i>Master Planning of the site should consider the following housing actions of Connective City 2036:</i></p> <ul style="list-style-type: none"> • <i>Test up to 15 per cent of new residential floor space as affordable housing, subject to viability;</i> 	<p>The provision of affordable housing will be completed at the individual DA stage which will be subject to market conditions and viability.</p> <p>The proposal seeks to grow Bankstown into a regionally significant centre and destination within Greater Sydney and the South District.</p>

Council Comment (Summarised)	Response
<ul style="list-style-type: none"> • <i>Grow Bankstown to fulfil its role as a regionally significant CBD, including high density residential</i> • <i>Provide housing typologies that support the role of Bankstown – this includes key worker housing, executive housing, student housing and visitor and tourist accommodation.</i> 	<p>The proposal seeks to provide a wide variety of housing typologies such as student housing, serviced and residential apartments in a build to rent format. The provision of these typologies will support the identified future role of Bankstown and will diversify housing opportunities from traditional market housing.</p>
<p>Movement</p> <p><i>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:</i></p> <ul style="list-style-type: none"> • <i>The extension of Jacob Street to North Terrace as a public street;</i> • <i>Extension of The Mall as an east-west street to Stacey Street; and</i> • <i>Provision of a new pedestrian connection from Rickard Road to North Terrace via a new north-south connection and park.</i> <p><i>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.</i></p>	<p>The proposal provides for an extension of Jacobs Street to North Terrace as a public street.</p> <p>The masterplan concept does not provide for a 20m wide extension of The Mall through to Lady Cutler Avenue and Stacey Street. However, it provides alternative opportunities for cross site linkages.</p> <p>The masterplan concept provides a pedestrianised garden boulevard running between Jacobs Street and Lady Cutler Ave which provides connections to Stacey Street.</p> <p>The masterplan concept also incorporates a new green open space along Rickard Road which creates a connection through the existing Shopping Centre to North Terrace.</p> <p>Pedestrian connections will also be provided north-south and east-west through the retail shopping centre which will be resolved through specific DA design resolution.</p>
<p>Public domain</p> <p><i>The below considerations for public domain are recommended based on the site-specific urban design principles and Complete Streets:</i></p> <ul style="list-style-type: none"> • <i>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.</i> 	<p>The proposal includes a City Park which is approximately 4,500sqm in area, fronting Rickard Road.</p> <p>The proposal will allow for at least 50% of the city park and fun park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June.</p> <p>Dedication of the City Park will be subject to future discussions with Council post gazettal of this Planning Proposal.</p> <p>The proposal has considered the adopted Bankstown Complete Streets Plan. Detailed Street improvements will be subject to individual DAs.</p>

Council Comment (Summarised)	Response
<ul style="list-style-type: none"> Integrate the proposed upgrades to existing streets as shown in the Council adopted Bankstown Complete Streets Plan. 	
<p>Access and Parking</p> <p>The site-specific urban design principles and Connective City 2036 set out the following considerations for access and parking across the site:</p> <ul style="list-style-type: none"> 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. 	<p>The proposal commits to the provision of additional car parking on site. Parking provision and location will be subject to future DAs.</p>
<p>Built Form</p> <p>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.</p> <p>The site-specific urban design principles provide detailed street wall and tower guidance for consideration.</p>	<p>The masterplan concept has located the highest density towards Bankstown Station, Stacey Street and along North Terrace.</p> <p>The urban design principles have been considered as part of the design process.</p> <p>The subject planning proposal will not detract from achievement of this principle.</p>
<p>Staging</p> <p>It is requested that staging and the delivery of any public benefit be clearly articulated in an overall site master plan and future applications.</p>	<p>The masterplan concept details how the 11ha site is envisaged to be developed in stages. Public benefit provision will be subject of future discussions with Council and future Development Applications.</p>
<p>Target site</p> <p>In addition to the above comments, it is recommended the following be considered as part of the planning and design of the target site:</p> <ul style="list-style-type: none"> 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. 	<p>The masterplan concept provides for the extension of Jacobs Street through to North Terrace in order to support both an interim and long-term bus movement solution through the CBD. Vicinity has been in discussions with TfNSW and bus operators about the relocation of the bus interchange from Vicinity's landholding.</p> <p>These matters will be considered during detailed design and future discussions with Council and Transport for NSW.</p>

Council Comment (Summarised)	Response
<ul style="list-style-type: none"> Continue to work with Council and Transport for NSW on a solution for bus movement, interchange and layover within the Bankstown City Centre. 	

5. PLANNING POLICIES INFORMING THIS PLANNING PROPOSAL

5.1. THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The *Environmental Planning and Assessment Act 1979* (the Act) is the principal planning legislation within NSW and sets out the structure of environmental planning and assessment within the State. It contains a range of 'Objects' of the Act at Clause 1.3, which are as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

This Planning Proposal will assist in achieving the above through enabling the redevelopment and renewal of a significant landholding in the centre of Bankstown CBD, into a new mixed-use precinct with a diversity of uses, including retail, commercial, residential and new open space.

Ultimately this Planning Proposal will facilitate a scheme that will serve to enhance the social and economic welfare of the community; facilitate future ecologically sustainable development; allow the future delivery of affordable housing (subject to market conditions and viability); promote good design and amenity within the built environment; promote the proper construction of buildings; and allow for community participation in the proposal when it is exhibited following the grant of Gateway approval.

As such, this proposal would accord with Objects of the Act (a), (b), (c), (d), (g), (h) and (j).

5.2. GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES

The Greater Sydney Region Plan – A Metropolis of Three Cities (the Plan) was published by the Greater Sydney Commission (GSC) in March 2018. The Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery to 2056.

The Plan sets the vision and strategy for Greater Sydney, to be implemented at a local Council level through supporting District Plans. The Plan sets out key themes, directions and objectives to achieve the identified vision, with further strategies in place to achieve the objectives.

The vision for the future of Greater Sydney outlines the opportunity to rebalance the city into a metropolis of three unique and connected cities; a 'Western Parkland City' west of the M7, a 'Central River City' with Greater Parramatta at its heart and an Eastern Harbour City focussed around the Sydney CBD and coastal areas. This vision of the three cities is illustrated in **Figure 9**.

The Plan has been prepared in conjunction with the *NSW Government's Future Transport 2056 Strategy* and informs Infrastructure NSW's State Infrastructure Strategy providing full integration of land use, transport and infrastructure planning.

Figure 9 – Three Cities Vision of Greater Sydney



Source: Greater Sydney Commission

Bankstown is within the South District and the Plan identifies Bankstown as a Strategic Centre within the Centres Hierarchy. This identification outlines that Bankstown will accommodate high levels private sector investment and development to ensure that they will grow and evolve into the future to support the growing NSW Economy.

Bankstown is also identified as a Health and Education Precinct. These precincts form parts of centres and include hospitals, universities and medical institutions thus enabling them to become more connected to the Community. There are significant productivity benefits for growing health and education precincts to promote internationally competitiveness, job creation and economic growth which will benefit the community. Education is the largest export service industry in NSW and continues to grow.

Overall, the Bankstown Strategic Centre will act as a key area for major employment opportunities and as a key area for urban renewal. The Plan is supported the South District Plan which is discussed below.

5.3. SOUTH DISTRICT PLAN

The South District Plan is one of the supporting District plans for Greater Sydney Region Plan and is a 20-year plan to manage growth in context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The South District Plan provides the strategic direction at a more granular level for Georges River Council, Sutherland Council and Canterbury Bankstown Council.

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

The key elements of the South District plan of relevance to Bankstown Central are set out below.

- The District is expected to grow in population by 204,100 persons by the year 2036 representing a growth in population of 27 percent. In the District the greatest increase in population is expected in the Canterbury-Bankstown Local Government Area, where 70 percent of new residents will be accommodated, this translates into an additional 142,450 people by the year 2036;
- To accommodate this population growth the District is expected to accommodate an additional 83,500 dwellings by the year 2036. This anticipated growth in housing will be concentrated around existing centres with good transport connections such as Bankstown.
- The District has a 20-year housing target which equates to the average annual supply of 4,175 dwellings per year highlighting the significant need for additional dwellings to be completed annually.
- Canterbury-Bankstown LGA has a 0-5 year housing supply target of 13,250 dwellings.
- The Sydney Metro City & Southwest (Metro) will create significant opportunities for Bankstown centre and its urban form and public realm to be expanded and improved.
- The Metro will connect Bankstown to the Sydney CBD, Chatswood and Macquarie Park which will strengthen links between the Eastern Economic Corridor allowing for growths in GDP.
- This investment in public transport has the potential to stimulate further economic growth opportunities and job attraction to the Bankstown CBD.
- Bankstown currently has a 2016 estimate of 12,100 jobs which is expected to grow to a 2036 baseline target of 17,000 and a 2036 higher target of 25,000 jobs is expected.
- Investment and the redevelopment of strategic sites to provide opportunities for innovative forms of sustainable development. Bankstown Central is specifically identified within the plan and it is outlined that the centre performs intense place functions with highly significant local pedestrian movements.
- Furthermore, Bankstown is identified as a key retail centre which is highly accessible and provides existing interchanges for bus and rail networks.

Figure 10 overlays the location of Bankstown Central Shopping Centre over the Bankston Strategic Centre.

Figure 10 – Bankstown Strategic Centre (Bankstown Central Indicated in red)



Source: Greater Sydney Commission

5.4. COLLABORATION AREAS

The Greater Sydney Commission (GSC) is tasked with facilitating the Collaboration Area process for identified centres within the Greater Sydney Region Plan. Collaboration areas are place based processes led by the Greater Sydney Commission to address complex issues which require stakeholder solutions. The process for the Collaboration Area will be undertaken through the identification and aligning the activities and investment of government and stakeholders based on evidence, to deliver liveability, productivity and sustainability outcomes. Bankstown CBD and Bankstown Airport is identified as a Collaboration Area within the Region Plan. In respect to this precinct, the Collaboration Area process is intended to facilitate is the coordinated approach to planning for a highly productive, economically vibrant and highly liveable centre which can leverage off the planned infrastructure and initiatives already underway which focus on the potential for a health and education precinct.

The GSC published its *Draft Bankstown CBD and Airport Place Strategy* for endorsement by Canterbury Bankstown Council on 10 December 2019. This Collaboration Area and Place Strategy was developed over a period of 12-18 months and involved input from with the NSW Government and agencies, the City of Canterbury Bankstown Council and major landowners, including Vicinity. The strategy establishes a vision for the Bankstown CBD based on the collective vision of the participants, and also reflects the objectives of the Greater Sydney Region Plan and the South District Plan.

Bankstown CBD is a destination in its own right that serves the regional catchment of people within smaller precincts. Bankstown Central is specifically identified within the Place Strategy as a smaller precinct:

Bankstown Central is a shopping centre with more than 240 shops and 85,000sqm of retail floor space. Without any outward-facing shops or services there is little movement or activity.

The relevant shared objectives for the Bankstown CBD and Bankstown Airport Collaboration Area are:

- *Well connected to the rest of Greater Sydney via mass transit links*
- *A place where people can easily choose to walk or cycle*
- *An incubator for entrepreneurial culture where technology and innovation are embraced*
- *Known for its distinctive culture, diversity and arts*
- *liveable, socially connected, inclusive and healthy.*

The key areas of the Collaboration Area of relevance to the Proposal area are outlined below:

- In 2016, the Collaboration Area was home to approximately 37,300 jobs, with 12,100 in Bankstown CBD.
- The agglomeration of high-value, knowledge intensive jobs near others can benefit different parts of the economy.
- Part of the Site is identified as in a night-time economy cluster and key active streets provision. New housing is required to support centres in their economic growth potential and to further create opportunities for renewal and investment.
- Part of the site is identified for a through site link, which the proposal is providing in the form of Green Boulevard which is 3,847sqm in size.
- The proposal is aligned to this intent as it seeks the provision of commercial and residential uses which will support this vision. The proposal has further considered detailed street activity and initiatives to support the night-time economy and vibrancy of streets.

Bankstown has a key liveability priority being:

- *Priority 3 Match Bankstown's growth with investment in high urban amenity*

The proposal seeks to leverage off the location and investment in public transport through the provision of a redeveloped site which has high levels of amenity for workers, students, residents and the community.

Bankstown Central is specifically identified in:

14.2 Movement and Place – significant areas with the Collaboration Area and actions

Bankstown Central -Bankstown Central is the preeminent retail destination retail destination in the region and Bankstown CBD's eastern anchor. It offers a diversity of retail, hospitality, entertainment, commercial uses. It will contribute Bankstown's urban experience by engaging with the surrounding streets and offer finer grain shopfronts.

There is the identified opportunity for the bus layovers:

14.3 Bankstown CBD bus infrastructure, routing and layover planning principles

The following consideration is outlined:

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

- 50,000 additional dwellings by 2036.

Bankstown CBD is identified as having an additional dwelling projection of 7,647 – 9,076 by 2036. Overall, the proposal is consistent the vision and objectives of the LSPS, as it will provide additional dwellings in Bankstown which are aligned with the Dwelling Targets of the Greater Sydney Region Plan and supporting South District Plan.

A key aim for the Bankstown CBD is to:

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

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

The Draft LSPS is further supported draft Employment Lands Strategy which identifies baseline job targets. In 2016, 111,034 jobs were identified in the LGA. The forecast growth for Growth with intervention using high growth scenarios is the following:

- 30,989 additional forecast jobs to 2026;
- 44,215 additional forecast jobs to 2036.

The Strategy also provided specific forecast for the Bankstown LGA including:

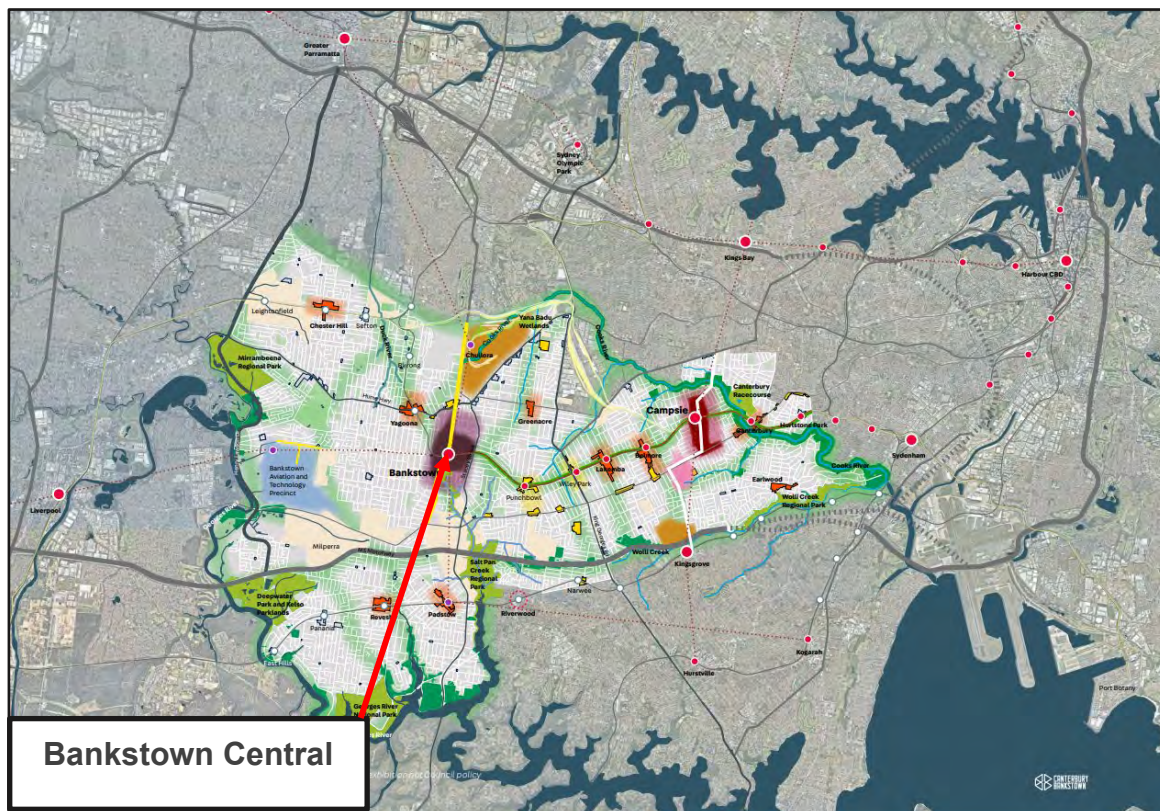
- 12,100 jobs in Bankstown at 2016 (note 9% of these jobs are currently at Bankstown Central);
- 17,000 baseline targets for additional jobs for Bankstown in 2036; and
- 25,000 high growth targets for additional jobs for Bankstown in 2036.

The proposal seeks to provide commercial land uses and floor space which will contribute to the provision of additional jobs and economic growth within the Bankstown CBD which will ultimately lead to greater contribution to economic output of this strategic centre benefitting the NSW Economy.

Overall, the proposal is consistent the vision and objectives of the LSPS, as it will provide additional dwellings in Bankstown which are aligned with the dwelling targets of the Greater Sydney Region Plan and supporting South District Plan.

The structure plan of the Draft LSPS is provided in **Figure 12**.

Figure 12 – Structure Plan



Source: Canterbury Bankstown Council

5.6. CANTERBURY-BANKSTOWN COUNCIL STRATEGIC PLANNING REVIEWS

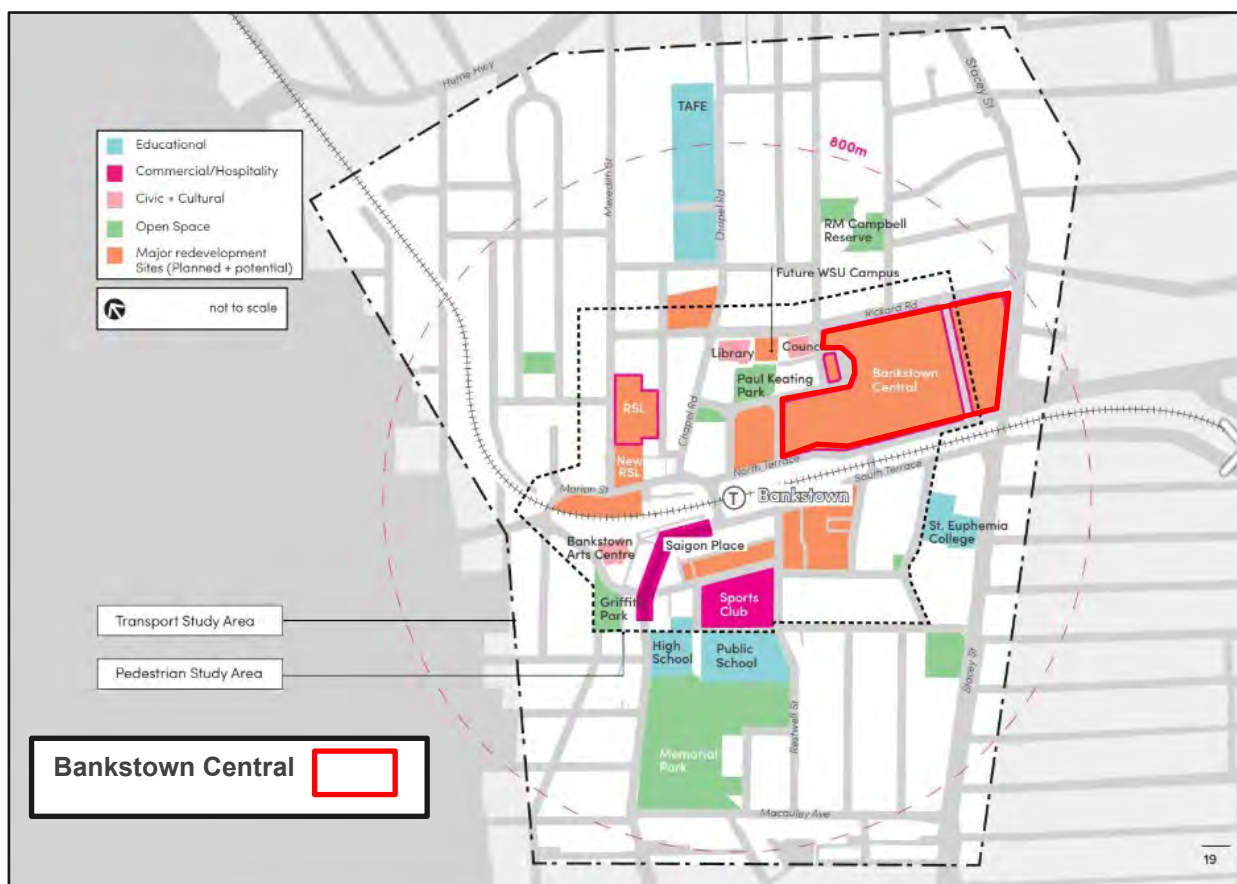
5.6.1. Bankstown Complete Streets CBD Transport and Place Plan

A Bankstown Complete Streets CBD Transport and Place Plan (Plan) was released in March 2019 following endorsement by Canterbury Bankstown Council. The Plan outlines an integrated transport and streetscape strategy which over the next twenty years intends to cater for a doubling in the number of jobs, students and residents within Bankstown. The Complete Streets Place Plan was driven by Council's intention to create an accessible and appealing street and public domain network that integrates with the location of the planned Bankstown Metro Station.

The Plan identifies issues within the existing street layout network within Bankstown CBD and opportunities to provide better street layout outcomes to increase permeability around the CBD. **Figure 13** outlines that Bankstown Central is identified as a key site for major redevelopment.

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

Figure 13 – Bankstown Complete Streets Study Area



Source: Canterbury-Bankstown Council

Table 7 sets out the key principles of the Complete Streets Plan as they apply to Bankstown Central Shopping Centre.

Table 7 – Bankstown Complete Streets

Principles (Summarised)	Masterplan Concept
Future Pedestrian Network <ul style="list-style-type: none"> New & improved pedestrian and cyclist-only links are proposed to run from: <ul style="list-style-type: none"> Rickard Road to North Terrace. Jacobs Street to Stacey Street. 	<p>The masterplan concept incorporates a new 4,500sqm green open space along Rickard Road which creates a connection through the existing Shopping Centre to North Terrace.</p> <p>The masterplan concept provides a pedestrianised garden boulevard running between Jacobs Street and Lady Cutler Ave which provides connections to Stacey Street.</p> <p>Further north-south and east-west pedestrian connections will be delivered as part of the DA phase.</p>
Future Public Transport Network <ul style="list-style-type: none"> Relocation of the existing bus stops and lay over to the south side of the railway. 	<p>The masterplan concept facilitates an interim and long-term solution for bus movements through the Bankstown CBD, noting however that it does not cater for bus layover on the site.</p>

Principles (Summarised)	Masterplan Concept
Concept Design <ul style="list-style-type: none"> • Rickard Road East; • The Mall; • The Appian Way; • Jacobs Street; • Lady Cutler Avenue; • North Terrace West; and • North Terrace East; 	<p>Future DAs will where necessary and appropriate incorporate detailed street improvement and street planting works in consistence with the relevant plans in to ensure the best possible outcome for the site and surrounding road network.</p>

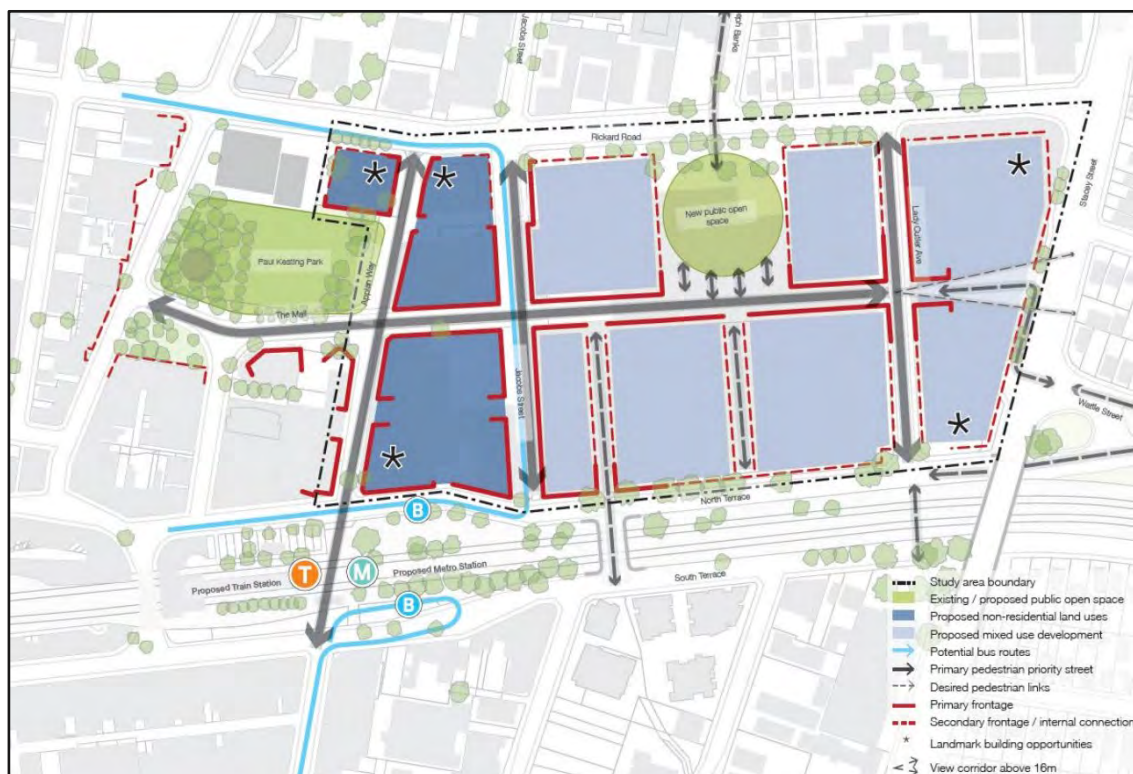
Overall the proposal is generally consistent with the vision and objectives of the Complete Streets Plan. Detailed street improvements and layouts will need to be considered by Council and Vicinity at the future DA stage.

5.6.2. Draft Bankstown Central Urban Design Principles

Canterbury Bankstown Council has undertaken an urban design review of key sites within the Bankstown CBD, in order to inform a coordinated approach to CBD place making. While this report is not currently formal Council Policy nor part of the current planning scheme for the Centre, Vicinity have assessed the current proposal against a number of key principles. Bankstown Central has been identified as a key site for future redevelopment by Council and a structure plan has been drafted with the intention to inform future land use planning and development decisions in respect of the site.

Figure 14 outlines Councils proposed structure plan for the site and surrounds.

Figure 14 – Council's Draft Bankstown Central Structure Plan



Source: Canterbury Bankstown Council

The key principles covered by the plan are grouped into the following categories:

- Land Use;
- Movement;
- Street Character;
- New Streets;
- Pedestrians;
- Cyclists;
- Public Transport;
- Car Parking and Servicing;
- Open Space;
- Public Domain;
- Building Height;
- Street Walls;
- Building Articulation; and
- Ground Floor Frontage.

The above principles outline Council's intention for the long-term development of Bankstown Central, essentially to 'knit' this large land holding back into the street network of the Bankstown CBD. In summary, the implications for Bankstown CBD and Bankstown Central are outlined below:

- Land uses are aligned with achieving employment targets.
- Bankstown Central is specifically identified for redevelopment inclusive of further height and floor space provision.
- Pedestrian and cycling movements are prioritised through and around the site.
- Street character is aligned with the *Bankstown Complete Streets CBD Transport and Place Plan*.
- New Streets are proposed through an extension to The Mall to the east and Jacobs Street extended to North Terrace.
- The existing bus stop and layover is proposed to be moved to the south of Bankstown Train Station.
- An area of public open space, in the order of 3,000sqm to 5,000sqm in area, and dedicated to council is to be provided at the north of the site fronting Rickard Road.
- Public Domain improvements are to be provided in the form of landscaping and planting.
- Building heights in their greatest points are to be provided near the station, North Terrace and Stacey Street with landmark buildings on corner sites.
- Street wall heights and building articulation principles are outlined.
- Ground floor frontages are identified across the site.

The key elements of this plan, as they apply to Bankstown Central Shopping Centre are addressed in the Table 8 below, a full assessment is provided in **Section 10.2**:

Table 8 – Draft Bankstown Central Urban Design Principles

Principle	Proposal
Movement	
<ul style="list-style-type: none"> <i>To be consistent with the Bankstown Complete Streets Plan</i> 	<p>The proposal where appropriate at the Planning Proposal stage is consistent with the Bankstown Complete Streets Plan.</p>
New Streets	
<ul style="list-style-type: none"> The Mall extended east. Jacobs Street extended to North Terrace. 	<p>The masterplan concept does however provide for the 20m wide extension of The Mall through to Lady Cutler Avenue and Stacey Street. The proposal has provided a garden boulevard running between Jacobs Street and Lady Cutler Ave for pedestrian access, open to the sky, east west across the site.</p> <p>Further opportunities for pedestrian permeability though the site will be afforded at detailed DA stage.</p> <p>The proposal has incorporated an extension to Jacobs Street which will be a shared way with active frontages and tree planting.</p>
Pedestrians	
<ul style="list-style-type: none"> <i>New public pedestrian connection from Rickard Road to North Terrace.</i> <i>New public pedestrian connection from The Mall to Stacey Street (incorporates change in levels)</i> 	<p>The proposal has provided a City Park which borders Rickard Road and acts as a pedestrian connection through the existing Centre to the North Terrace.</p> <p>There is an existing pedestrian connection through the Centre from The Mall to Stacey Street. The proposal seeks to promote traffic calming initiatives and prioritise pedestrian movement along Lady Cutler Ave which will enhance the quality and vitality of the street.</p> <p>An east west pedestrian connection will be provided via the anticipated garden boulevard, and also through the retail shopping centre over time.</p>
Open Space	
<p>Provide a new open space:</p> <ul style="list-style-type: none"> <i>3,000 –5,000sqm on Rickard Road</i> 	<p>The concept masterplan incorporates a City Park along Rickard Road incorporating a playground and Urban Plaza. The proposed City Park is approx. 4,500sqm in size. Further open spaces on the site including the garden boulevard, play and gathering spaces and will total approximately 2,813 sqm in area.</p> <p>Overall the proposal will provide 11,100 of new open space on site.</p> <p>Open space development details will be further addressed in Development Application stages post Planning Proposal.</p>

Principle	Proposal
Building Height <ul style="list-style-type: none"> <i>Greatest heights located near the station, North Terrace and Stacey Street with landmark buildings on corner sites as identified.</i> <i>No change to existing heights on Rickard Road (35m).</i> <i>Requirements for wind modelling and amelioration measures to prevent wind down drafts into the streets, public open spaces and communal areas.</i> 	<p>The masterplan concept locates the greatest building heights near the station, North Terrace and Stacey Street within key corner sites, noting that this planning proposal seeks a blanket maximum height of RL 108.2., which is commensurate to the Bankstown Airport PANS-OPS.</p> <p>Wind requirements will be addressed in the DA Stage, but the DCP provides for podium and tower building forms which will go some way to ameliorating wind effects on pedestrian comfort.</p>
Street Wall <ul style="list-style-type: none"> <i>Street wall around Paul Keating Park and The Appian Way to match the parapet height of the existing Library (approx. 4 storeys)</i> <i>Street wall to Rickard Road 4 -6 storeys</i> <i>Street walls in the remainder of the site 6 -8 storeys</i> <i>Buildings above the street wall to be set back 8m</i> 	<p>The draft DCP provides for a street wall height of 2-4 storeys fronting Appian Way, and 2-6 storeys fronting The Mall.</p> <p>The proposed street wall height for Rickard Road is between 2-6 storeys.</p> <p>Street walls in the remainder of the site are between 2-6 storeys.</p> <p>The proposed buildings are setback between 6-8m above the street wall.</p>
Building Articulation <ul style="list-style-type: none"> <i>36m building separation for residential buildings over 12 storeys to improve access to sky and solar amenity.</i> <i>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.</i> <i>Buildings to be articulated to create a composition of individual buildings rather than large blocks.</i> <i>No building above the street wall more than 45m in length</i> <i>Buildings longer than 30m to be articulated with recesses and setbacks.</i> <i>Residential towers maximum GFA floorplate of 900m²</i> <i>Commercial towers maximum GFA floorplate of 1,200m²</i> 	<p>The concept proposal has provided the following building separation details:</p> <ul style="list-style-type: none"> 6m for commercial to commercial 9m for commercial to Hotel 12m for commercial to residential 12m for hotel to hotel 24m for residential to residential (including student housing) <p>It is noted that the SEPP 65 Apartment Design Guide sets minimum building separation distances for residential accommodation which will apply to any future residential development application.</p> <p>Building articulation will further addressed during the DA Stage.</p>

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

6. MASTERPLAN CONCEPT

This subject Planning Proposal is informed by an Urban Design Report and masterplan concept scheme prepared by FJMT (**Appendix A**) which analyses the development opportunities for the site and provides an indication of the likely future redevelopment across the entire landholding.

The development concept outlines one way in which the site may be developed in order to ensure viability of the existing retail asset whilst delivering on the planning objectives and outcomes identified for Bankstown CBD.

The proposal is not looking to lock in a specific design response for the site, however it is intended that future DAs which will follow the Planning Proposal will be generally consistent with the masterplan concept which has informed the preparation of this Planning Proposal. The masterplan concept contains generic building forms and assumed uses and yields which will be refined during the future DA stage/s.

The masterplan concept has been prepared in consideration of the structural capacity and age of the existing buildings on site. There are several major tenancies within Bankstown Central which have existing leasing arrangements which preclude immediate or even longer-term redevelopment of that area within the existing centre. These elements have been key considerations of the masterplan concept scheme.

Due to the changing nature of the development market and the staging of the ultimate development outcome over a 20-plus year period the proposed mix of land uses is subject to change resultant on the market conditions at the time of DA.

The following 14 Planning principles have been developed by FJMT in response to the site and its future redevelopment:

- **Place & Identity** - *A revitalised Bankstown centre integrates the creation of the strong address and unique identity evolving from Bankstown's history and culture. To reinforce the indigenous sense of place and identity.*
- **Mixed Use** - *To provide a mixed-use urban area with flexibility to respond to the different current needs, the changes in markets and a range of future uses.*
- **Permeability** - *To enhance the effectiveness and density of connections in this area and improve the accessibility of the urban precincts. To offer clear pathways, permeable boundaries and clarity of wayfinding.*
- **Public Transport** - *To encourage and support the integrated public transport system including the railway and bus and balance the provision of parking.*
- **Pedestrian & Bike Priority** - *The enhancement of the pedestrian networks and the bike route are prioritised in the masterplan. It aims to provide convenient, continuous, safe pedestrian paths and shared zone with shade and facilities.*
- **Public Open Space** - *To provide variety of open space to facilitate a range of social needs for all ages and all cultures and to evolve the open space networks in the Bankstown CBD.*
- **Landscape** - *The featured landscape will demonstrate the local character and identity and also respond to the typographic context.*
- **Amenity & Wellbeing** - *The principle is to create a welcoming, amenable, and healthy precinct with sufficient sunlight, natural ventilation, greenery streets, quality open space and minimum the urban heat impact.*
- **Built Form & Streetscape** - *To transfer the large retail building into fine grain urban blocks to support Bankstown CBD to be an exemplar of strategic centre. Promotion of design excellence and activation of the streets will be applied in the plan to create an attractive and vibrant precinct.*
- **Sustainability** - *Significantly reduce the long-term footprint of the development by implementing innovative technologies. Create the resilience and safe places for communities and improve the amenity to shape better communities.*
- **Water Sensitive Urban Design** - *Integrate Water Sensitive Urban Design into the infrastructure and landscape in the Bankstown centre to solve the flooding issue and provide better urban environment.*

- **Environmental Impacts** - *Reduce and mitigate the impact of the redevelopment to the local communities and nature. Improve the living condition and amenity by providing quality open spaces and amenities.*
- **Lay of the land** - *The natural context and topography is embraced to create a layered network of ground planes. Integrated landscape and built form solution will be designed in the site as well as the barrier free pathways and movements through the precincts.*
- **Staging** - *The whole site development is constrained by the existing retail buildings and the lease of the tenants. The staging is related to the building condition, lease expiry and the market condition. The masterplan proposal focuses on the stage 1 development.*

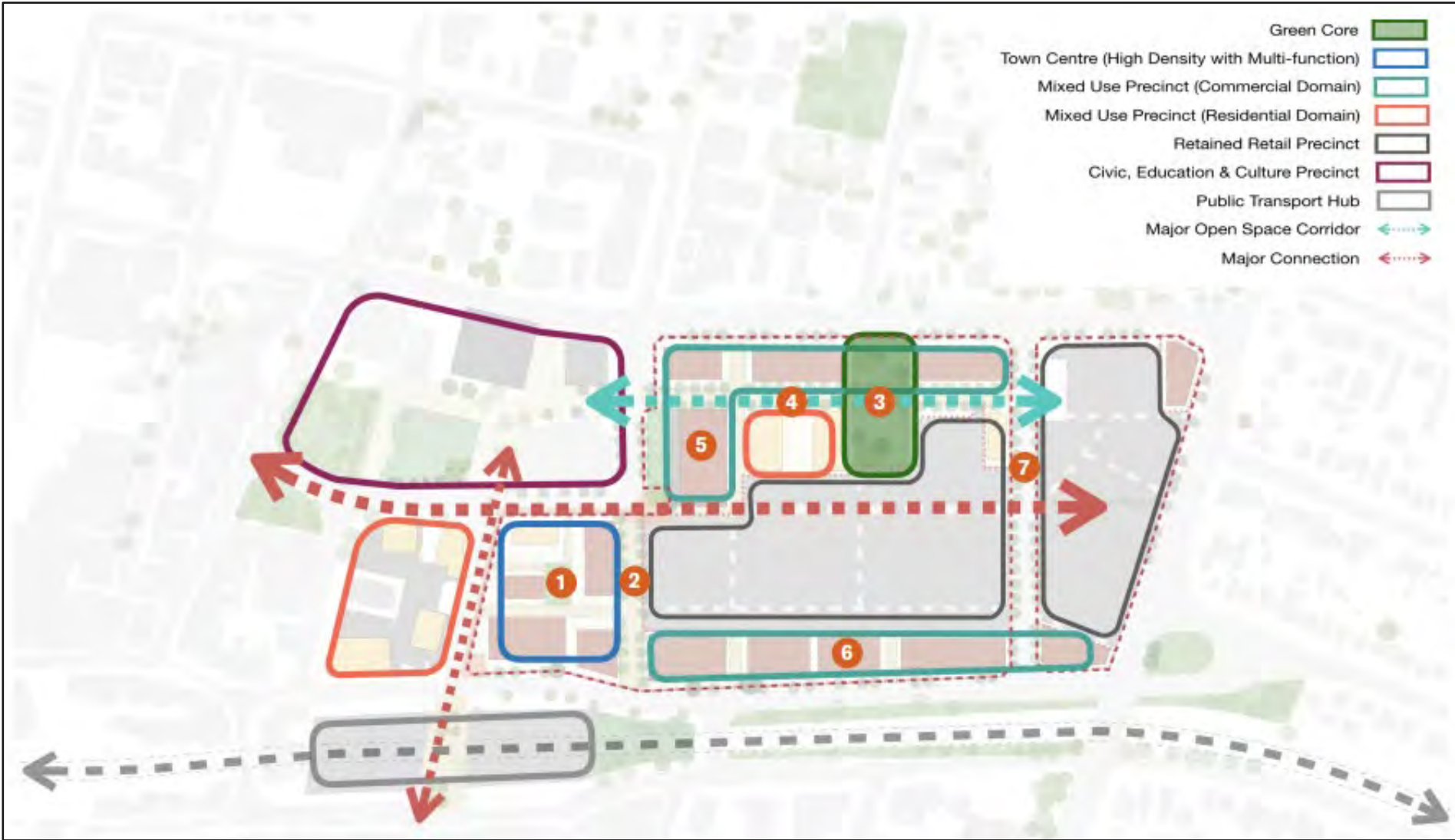
6.1. MASTERPLAN ELEMENTS

The proposed Bankstown Masterplan Concept informing this planning proposal incorporates a number of urban design elements including:

- **Town Centre** which will:
 - Accommodate the employment growth which is envisaged for the site by NSW Government policy documents;
 - Provide for the integration of multiple urban functions and associated infrastructure;
 - Contribute to the activation of streets; and
 - Establish connections to the railway station.
- **City Park** which will be a new major open space in the site and within the Bankstown CBD.
- **Jacobs Street Extension** which will be a shared bus and pedestrian way with the high priority of pedestrian permeability and amenity, significant tree planting, canopy cover and active street frontages.
- **South Mixed-Use Precinct** which facilitate both the employment and population growth on site.
- **North Mixed Use Precinct** which will be a highly liveable urban environment. A Garden boulevard and Jacobs Street Food precinct will be further provided within this precinct greatly enhancing amenity.
- **Lady Culter Ave** will undergo traffic calming initiatives which will prioritise pedestrians which will enhance the quality and vitality of the street.
- **Relocation of the Bus Interchange** to an off-site location, with the cooperation of the bus authorities will provide an opportunity for significant public domain improvement and contribute to increased functionality of the CBD.

Figure 15 outlines the Urban Design Framework for the site.

Figure 15 – Urban Design Framework



Source: FJMT

Figure 16 outlines the Bankstown Central Masterplan.

Figure 16 – Bankstown Central Masterplan



Source: FJMT

Figure 17 outlines the indicative perspective of the Garden Boulevard and City Park.

Figure 17 – Indicative Perspective of Garden Boulevard and City Park.



Source: FJMT

Figure 18 outlines the open space network which is included in the proposal.

Figure 18 – Open space Layout



Source: Urbis

The assumed mix of land uses for the proposal are as follows:

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

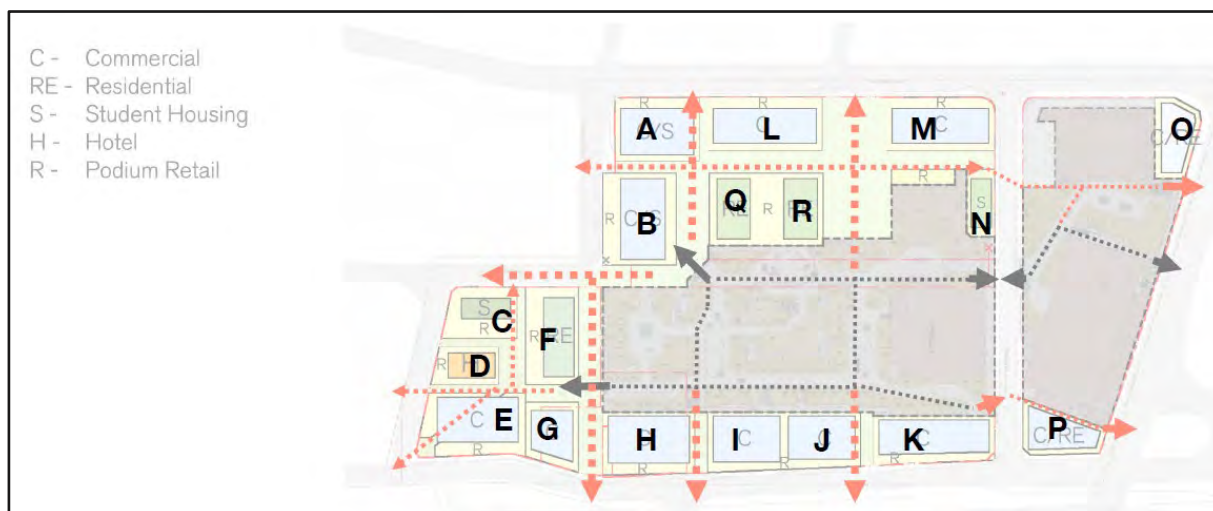
The key features of the masterplan concept include:

- Relocation of the bus interchange and layover from within the site to North Terrace but providing for a bus connection through the site via the Jacobs Street extension to North Terrace.
- Reconfiguration of the existing shopping centre layout to accommodate the proposed additions. This results in a significant upgrade to the retail experience for customers and visitors to the centre.
- Development of eighteen (18) towers containing a mixture of uses in specific locations across the site. Their locations are generally as follows:
 - One (1) multi-storey commercial and residential tower including a retail podium (Building O) located in the north eastern corner of the site. With a street frontage along Stacey Street and Rickard Road.
 - One (1) multi-storey commercial and residential tower including a retail podium (Building P) located in the south eastern corner of the site. With frontages along Stacey Street, North Terrace and Lady Cutler Ave.
 - Six (6) multi-storey commercial towers including a retail podiums (Building E, G, H, I, J, K and P) located along the southern border of the site. With frontages along Lady Cutler Ave, North Terrace and The Appian Way.
 - One (1) multi-storey hotel including a retail podium (Building D) located on the western border of the site. With a street frontage along The Appian Way.
 - One (1) multi-storey student housing tower including a retail podium (Building C) located on the western corner of the site. With street frontages to The Appian Way and The Mall.
 - One (1) multi-storey residential tower including a retail podium (Building F) located on the north western corner of the site. With a street frontage to The Mall.
 - Two (2) multi-storey commercial and student housing towers including a retail podium (Buildings A & B) located on the northern corner of the site. With street frontages along Jacobs Street and Rickard Road.
 - Two (2) multi-storey commercial towers including a retail podium (Building L & M) located on the northern border of the site. With a street frontage to Rickard Road.
 - Two (2) multi-storey residential towers including a retail podiums (Building Q & R) located internally within the northern portion of the site.
 - One (1) multi-storey student housing tower including a retail podium (Building N) located internally within the north eastern portion of the site. With a Street frontage to Lady Cutler Ave.
- Provision for 216,939sqm of new employment generating floorspace in the form of commercial buildings, student accommodation, serviced apartments, hotels and childcare, anticipated to generate 8,437 new jobs for Bankstown CBD.
- Provision for 1,800 student accommodation beds to support housing choice for students of the proposed Western Sydney University Bankstown Campus.

- Provision for future childcare centres to cater for likely future demand.
- Inclusion of a large publicly accessible open space to the north of the site fronting Rickard Road, of approximately 4,500sqm in area.
- Incorporation of other open space typologies on the site including a 4,500 sqm City Park and further providing green boulevard 3,847 sqm and recreational spaces overall providing 11,100 sqm of new public open space.
- Improved through site linkages in a north-south and east-west direction, to ensure accessibility through the site – in a configuration open to the sky and protected from the weather.

This proposed layout is outlined in the **Figure 19**.

Figure 19 – Indicative building layout on site.



Source: FJMT

It is noted that the masterplan concept detailed above is indicative and does not intend to lock-in design or building uses. It has been used to demonstrate how the site may develop, and to inform the future building height and yield for the site.

The future masterplan concept which informs the Planning Proposal demonstrates that the site can be developed within the parameters sought by this Planning Proposal to:

- Provide a range of commercial and residential housing options, along with a range of other uses as part of a truly mixed-use redevelopment.
- Deliver appropriately sized and supported retail and commercial space for the Bankstown market.
- Provide public domain / publicly accessible areas that cater for the needs of the existing and future communities, and which encourage improved walkability and vibrancy.
- Encourage uses which operate during evening and early morning hours in activity centres, such as cafes and restaurants, cinemas, community facilities.
- Improve the patronage of public transport services and the integration of public transport services by developing high-density housing proximate to existing transport infrastructure.

Given the size of the site, the current development constraints and the quantum of development contemplated by the masterplan concept, its delivery will be achieved in stages over approximately 30 years.

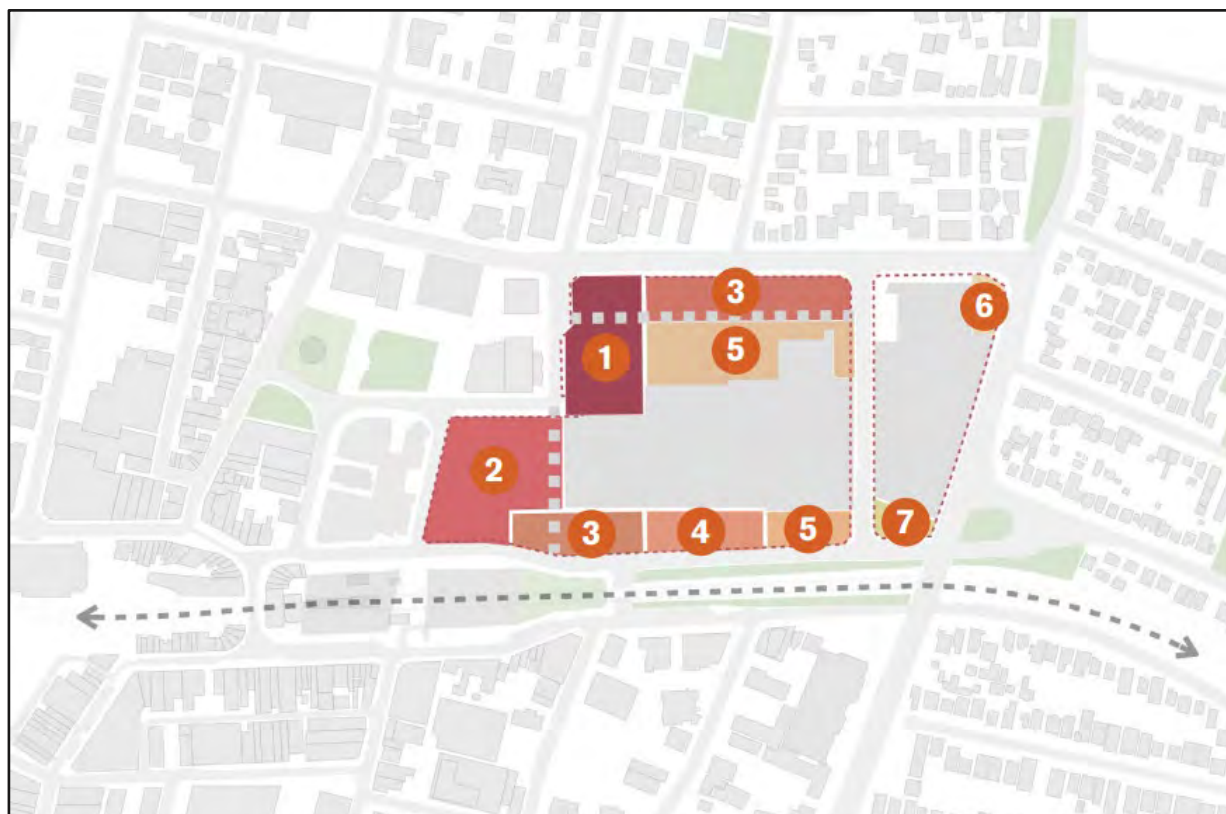
The staged delivery is anticipated in order to ensure

- Development is delivered in a way that responds to market conditions and does not saturate commercial or residential floorspace demand for Bankstown CBD.
- Early stages enhance the character of Bankstown CBD so to act as a catalyst for future investment in the CBD.

- The ongoing viability and operation of the retail shopping centre such that it continues to serve its local and regional catchment.
- The commercial lease obligations of the existing centre tenants are delivered.
- Timely delivery of supporting infrastructure and services to support the future development scenario.

The proposal is expected to be delivered in 7 stages. **Figure 20** outlines the indicative staging plan for the proposal.

Figure 20 – Indicative Staging Plan



Source: Google Earth

6.2. NUMERICAL OVERVIEW

Table 9 provides a high-level overview of the assumed or anticipated uses and yields informed by the masterplan concept.

Table 9 – Key Indicative Development Concept Components

Key Proposed Development Components	Subject site
Height	108.2 AHD
FSR	3.5:1 / 395,415 sqm GFA
Assumed mix	<ul style="list-style-type: none"> • Commercial; • Residential; • Student Accommodation (Residential); • Serviced Apartments (Residential); • Hotel;

Key Proposed Development Components	Subject site
	<ul style="list-style-type: none"> • Retail; and • Childcare.
Assumed Residential Apartment Yield	929
Assumed Student Accommodation Yield	1664
Assumed Hotel Rooms Yield	572
Assumed Serviced Apartments Yield	84
Assumed GFA by Building	<ul style="list-style-type: none"> • Block A Building GFA= 11,296 sqm • Block B Building GFA= 17,345 sqm • Block C Building GFA= 11,445 sqm • Block D Building GFA= 13,178 sqm • Block E Building GFA= 29,554 sqm • Block F Building GFA= 21,983 sqm • Block G Building GFA= 19,971 sqm • Block H Building GFA= 21,656 sqm • Block I&J Building GFA= 35,444 sqm • Block K Building GFA= 27,778 sqm • Block L Building GFA= 8,773 sqm • Block M Building GFA= 11,538 sqm • Block N Building GFA= 8,116 sqm • Block O Building GFA= 16,839 sqm • Block P Building GFA= 19,496 sqm • Block Q&R Building GFA=29,946 sqm
Assumed New Retail GFA	15,293 sqm
Assumed Commercial GFA	105,596 sqm
Assumed Hotel GFA	29,298 sqm
Assumed Residential GFA	86,418 sqm
Assumed residential (Student Accommodation) GFA	59,976 sqm
Assumed residential (Serviced Apartments) GFA	6,485 sqm

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

6.3. URBAN DESIGN

An indicative concept design for the site has been prepared by FJMT to realise the proposed heights for the site and is provided in **Appendix A**. The concept plan will be subject to a detailed design process at DA stage. In summary, the analysis used the following parameters to nominate areas for appropriately located redevelopment on the site:

- Building heights that accord with the Aeronautical Advice received regarding the Prescribed Airspace surfaces within the Sydney Basin, as they relate to Bankstown Airport.
- Shadow analysis – maintaining an appropriate level of solar access to the surrounding properties and to maximise the direct sunshine to the public domain.
- Activation of key public realm frontages to provide a significantly improved and revitalised interface to the public spaces adjoining the site.
- Provision of high levels of amenity to the future residential occupants of the site, including consideration of building orientation, separation, floorplate dimensions, potential noise sources.
- To facilitate transit orientated development by locating the new residential population in close proximity to the train station and reconfigured bus interchange, allowing ease of access to public transport and utilising existing transport infrastructure and services.
- A concept plan that has considered the principles of the Apartment Design Guide (SEPP 65), including building separation, floorplate sizes, orientation, solar access and ventilation; to provide high levels of residential amenity to future occupants.

6.3.1. Shadow Impact

As outlined in the Urban Design Masterplan (**Appendix A**), a detailed solar analysis was undertaken to determine the environmental impacts of the increased building heights and to further mitigate any potential overshadowing to neighbouring properties and to maximise the sunlight hours to the public domain.

The shadow analysis has confirmed that minimum or greater sunlight hours can be maintained to existing apartments to the south of Bankstown Central.

The shadow analysis has also demonstrated that the new open spaces within the masterplan can achieve the solar access targets of at least 50% of the city park and fun park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June.

6.3.2. Through Site Connectivity

The proposal seeks to establish a fine grain street pattern through the site, in the form of extensions of two streets.

The proposal seeks the extension of Jacobs Street as a major north-south link which will be a major north-south through site link which will facilitate the bus layover and create a pedestrian friendly street in the site. It will further include significant street trees and street furniture.

The proposal seeks the extension of The Mall which is a key east-west through site connection. The extension will be delivered as a mix of single and double height arcade spaces within the retained shopping centre.

Both these extensions will greatly improve connectivity and permeability throughout the site for the benefits of pedestrians.

6.3.3. SEPP 65 Compliance

The Concept Masterplan has been developed in accordance with the principles of SEPP 65 and the accompanying Apartment Design Guide (ADG), in particular with regard to amenity and impacts upon both future on site residents and neighbouring buildings.

During the future design development of the project, specific issues related to SEPP 65 compliance can be addressed in detail to ensure satisfactory compliance.

This exercise will be completed with assistance from expert consultant teams during the DA process. It is anticipated that these aspects can be addressed to the satisfaction of the consent authorities during the assessment stage.

6.4. PUBLICLY ACCESSIBLE OPEN SPACE

The Landscape Concept Masterplan (**Appendix E**) has provided a number of publicly accessible open spaces including:

- City Park;
- Green Boulevard;
- Urban Plaza;
- Jacobs Street Food Plaza and Street Extension;
- Lady Cutler Avenue;
- Amphitheatre and stage;
- Adventure Play (Sculptural);
- Community Lawn;
- Passive Recreation - Seating Pods, Workstations;
- Water Play and Seating;
- Green Streets Shared Pedestrian / Cycle Path;
- Pedestrian Laneways; and
- Market Lawn.

Overall the proposal provides 11,100 sqm of new publicly accessible open space. This provision will greatly improve the wellbeing and amenity of visitors and residents to Bankstown into the future as the Bankstown CBD evolves.

6.5. ACCESS AND PARKING

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

The CBRK report confirms that the traffic impacts associated with the concept masterplan scheme (which has a yield consistent with that currently applicable to the site) will be adequately accommodated within the existing street network.

Furthermore, the Complete Streets masterplan prepared by Council identifies a range of street and transport upgrades in Bankstown CBD, to cater for the expected increase in employment, students and residents over the next 20 years. A series of potential intersection upgrades have also been identified by CBRK for consideration to assist with maintaining network capacity.

In future development applications the RMS Guidelines and DCP will need to be addressed in consideration of the site's location adjacent to the existing Train Station which will undergo future metro integration in 2024.

6.6. SUMMARY OF BENEFITS OF THE PROPOSAL

The masterplan concept will provide a range of benefits to the Bankstown and local community. These are summarised as follows:

- The masterplan concept takes advantage of the site's excellent public transport access which provides direct connections to major employment, entertainment and shopping locations in Sydney.
- The masterplan concept provides an opportunity for significant investment in Bankstown.
- The masterplan concept will result in a significant improvement in the public domain around this significant site within the Bankstown CBD.
- The masterplan concept responds to the State planning policies which seek to capitalise on existing infrastructure by concentrating development densities that maximise the access to existing and planned upgrades to key public transport links.
- The masterplan concept will facilitate a truly mixed-use redevelopment of this part of Bankstown centre, bringing forward a modern and diverse mixed-use scheme which contributes to the future growth of the Bankstown area.
- The masterplan concept will provide a significant level of additional jobs across a range of sectors, which would contribute to the South District Plan's jobs target for Bankstown Strategic Centre to 2036.
- The masterplan concept will provide an estimated additional population of 11,230 residents, visitors and workers each day into the Bankstown Central site.
- The new community will be catered for by the existing Bankstown – Lidcombe Hospitals.
- The masterplan concept anticipates the future provision of childcare centres to cater for future demand by the incoming worker and resident population.
- The proposal is unlikely to generate demand for an additional primary or high school.
- This anticipated population will inject \$88 million additional retail spending each year which will support retail businesses in the within the local economy.
- The anticipated non-residential floorspace will generate in the order of 8,437 additional jobs to the Bankstown CBD, taking the total jobs provision on the site to 11,067.
- The proposal will provide and estimated additional 136 new local businesses onto the site.

7. PARTS OF THE PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Sections 3.31 of the *Environmental Planning and Assessment Act 1979*, along with consideration of the relevant guidelines, namely “*A guide to preparing Planning Proposals*” prepared by the Department of Planning and Environment in December 2018.

Accordingly, the proposal is discussed in the following six parts:

- **Part 1:** Objectives or intended outcomes of the planning proposal;
- **Part 2:** An explanation of the provisions that are to be included in the proposed amendment;
- **Part 3:** The justification for those objectives, outcomes and the process for their implementation;
- **Part 4:** The supporting maps which identify the aspects of the Planning Proposal;
- **Part 5:** Details of community consultation that is to be undertaken for the Planning Proposal; and
- **Part 6:** The prospective timeline.

Each of the above are addressed in the following sections of this Report.

8. OBJECTIVES AND INTENDED OUTCOMES

This Planning Proposal will enable certain provisions of the Bankstown LEP 2015 to be amended to provide for the following:

- Increased building height on the site;
- Rationalisation of the FSR control applicable to the site; and
- An exemption from the provision of non-residential tenancies at the ground and first floor of future buildings on part of the site, where such non-residential uses are considered to be unsustainable.

The proposed amendments to the built form controls have the objective to facilitate realisation over time of a truly mixed-use redevelopment of the site, to support the future growth of the Bankstown centre and to achieve the following:

- Transform the Bankstown CBD, through the development of a modern and innovative mixed-use precinct which envisions a site where people can live, learn, work and shop within a very close proximity.
- Redevelopment of an aging retail asset which is in need of revitalisation aligned with the current market trends of the retail industry and demographics shifts in Bankstown and the broader Southern District.
- Delivering new retail, commercial, student accommodation, serviced apartments, hotel and residential accommodation in the Bankstown CBD to help meet Greater Sydney Commission employment and housing targets without adversely impacting the potential achievement of overall employment targets for the centre.
- Encourage investment and development activity in Bankstown, supporting the diverse mixed-use nature of the precinct and contributing to a rejuvenation of the Bankstown CBD.
- Revitalise the Bankstown CBD through the provision of new retail and complementary land uses which will boost employment and economic development within this important centre.
- Enable the provision of synergies between potential future student accommodation on site with the development of the Western Sydney University Bankstown Campus within a close proximity.
- Leverage the site's strategic location proximate to rail and bus networks and the proposed metro by demonstrating consistency with 'Transit Oriented Development' (TOD) principles by providing high levels of accessibility for workers, students and residents to the broader metropolitan area.
- Enabling improved permeability through and across the site, in various forms, thereby improving accessibility and liability standards generally in this part of the Bankstown CBD. This provision will support the healthy lifestyles for the better-connected Bankstown Community.
- Provide a significant contribution to open space provision within the Bankstown CBD, which is safe and accessible, serving the needs of the future students, worker and visitor population. Open space is becoming increasingly important as housing densities rise within the Bankstown CBD.
- Realises the redevelopment of the land in a manner consistent with the existing land use zoning set by the Bankstown LEP 2015.

The proposal is aligned with:

- The intentions of the Greater Sydney Commissions Greater Sydney Region Plan and the South District Plan & Bankstown CBD and Airport Place Strategy Collaboration areas; and
- The intentions of Canterbury-Bankstown Council's draft Local Strategic Planning Statement, Bankstown Complete Streets CBD Transport and Place Plan and Bankstown Central Urban Design Principles.

The proposal will further enable synergies to be provided within the proposed Compass Centre which will deliver a significant amount of additional residential dwellings within the close proximity who will ultimately utilise the Bankstown Central Centre for employment, services and retail shopping needs.

The proposal will facilitate the following additional benefits:

- The proposed Bankstown Central masterplan concept will provide an estimated additional population of 11,230 residents, visitors and workers each day into the Bankstown Central site.
- Increased retail spending by the new population to a forecast \$88 million each year which will support retail businesses within the local economy.
- The anticipated non-residential floorspace will generate in the order of 8,437 additional jobs to the Bankstown CBD. Which will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.
- The proposal will provide an estimated additional 136 new local businesses onto the site.

9. EXPLANATION OF PROVISIONS

To achieve the intended outcomes, this Planning Proposal seeks to amend the BLEP as follows:

- Amend the BLEP Height of Building Map to provide for building heights of up to RL108.2m on the Bankstown Central site.
- Amend the BLEP FSR Map to provide for an FSR of 3.5:1 across the Bankstown Central site.
- Amend the existing LEP map (*Special Provisions Map Sheet SPV_005*) to exempt the activity frontage control as it applies to the site.

The proposed LEP mapping is provided in **Section 10** of this report and **Appendix F**.

10. JUSTIFICATION FOR THE PLANNING PROPOSAL

10.1. NEED FOR THE PLANNING PROPOSAL

10.1.1. Q1 - Is this Planning Proposal a result of any Strategic Study or Report?

Yes.

The Planning Proposal is the result of a number of strategic studies undertaken by NSW Government and Authorities. It responds directly to the Greater Sydney Commission's Greater Sydney Region Plan and supporting South District Plan as well as the Bankstown CBD and Airport Place Strategy collaboration area findings.

The proposal is consistent with Canterbury-Bankstown Council's intended future role and function for Bankstown as articulated in its Local Strategic Planning Statement.

The future development detail can respond positively to the Bankstown Complete Streets CBD Transport and Place Plan and Council's draft Bankstown Central Urban Design Principles.

The proposal will enable the delivery of key objectives in both State policy and Council policy through the provision of job creation and the enabling of land uses which will support patronage of Metro and the evolution of Bankstown into a Health and Education Innovation Precinct.

A comprehensive evaluation of the site's physical and strategic attributes has been undertaken to inform the potential redevelopment. This analysis includes the preparation of indicative design concepts and an urban design analysis to arrive at an appropriate development concept, informing the proposed height (and retention of existing zoning and FSR), which is responsive to the surrounding context.

10.1.2. Q2 - Is the Planning Proposal the best means of achieving the objective or intended outcomes, or is there a better way?

It is considered that the Planning Proposal is the best means of achieving the objectives and outcomes stipulated in **Section 8** above, for the following reasons:

- Bankstown Central Centre is an aging asset which is in dire need of revitalisation and redevelopment to ensure the needs of the community are continued to be met into the future in the Bankstown CBD.
- It is understood that Canterbury Bankstown Council will be undertaking a master planning process for its CBD, however that is due to commence in 2020 and therefore will unlikely result in any change to CBD planning controls until end 2021 or 2022.
- Bringing forward this proponent led Planning Proposal will ideally result in a building height change on the site prior to the Council-led process. This will enable development of the south western corner of the subject site at a timing commensurate with the delivery of Western Sydney University Bankstown Campus and the Compass Centre. This timing will allow surety of investment potential for Vicinity Centres and will enable this central north-south spine from Rickard Road to the railway line to be redeveloped in relatively the same timeframe. It will also enable development to be established approximately concurrent with the operational commencement of Bankstown Metro Station when completed in 2024.
- The proposal has paid close regard to the strategic planning framework informing the intended future role and function of Bankstown CBD, and will complement the strategic planning studies which are being presently undertaken in relation to the broader Bankstown CBD.
- Removing the requirement for ground level retail and commercial uses along the frontages of Rickard Road and part of Jacobs Street acknowledges that the future viability of non-residential tenancies at these locations and that these non-residential uses should be focussed towards the southern and western areas of the site in close proximity to the railway and future metro stations.
- The indicative built form for the site will be most appropriately achieved through amendments to the LEP Height control rather than reliance on development standard variation via clause 4.6 of the LEP. Indeed,

Council has advised that it would not support a 4.6 variation to height, to the proposed extent, as part of a development application process.

10.2. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

10.2.1. Q3 - Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including any exhibited draft strategies)?

a) Does the proposal have strategic merit?

The strengthened strategic merit test criteria require that a planning proposal demonstrate strategic merit against (at least one of) the following three criteria:

1. *Consistent with the relevant district plan, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment*
2. *Consistent with a relevant local council strategy that has been endorsed by the Department.*
3. *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

The Planning Proposal demonstrates strategic merit in relation to Criteria 1 above as set out below.

Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

The Greater Sydney Region Plan (the Plan) was published by the Greater Sydney Commission (GSC) in March 2018. The Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery to 2056.

The Plan sets the vision and strategy for Greater Sydney, to be implemented at a local Council level through District Plans.

The vision for the future of Greater Sydney outlines the opportunity to rebalance the city into a metropolis of three unique and connected cities; a 'Western Parkland City' west of the M7, a 'Central River City' with Greater Parramatta at its heart and an Eastern Harbour City focussed around the CBD and coastal areas. This is vision of the three cities. The Plan sets out key themes, directions and objectives to achieve the identified vision, with further strategies in place to achieve the objectives.

The Plan has been prepared in conjunction with the *NSW Government's Future Transport 2056 Strategy* and informs Infrastructure NSW's State Infrastructure Strategy providing full integration of land use, transport and infrastructure planning.

Table 10 below sets out the relevant objectives and provides an overview of the planning response to these.

Table 10 – Greater Sydney Region Plan

Objective	Planning Proposal Response
Objective 1 – Infrastructure supports the Three Cities	<p>It is proposed that the comprehensive redevelopment of Bankstown Central commences at a timeframe concurrent with the Bankstown Railway Station integration with the Metro Rail Service allowing for a Transit Orientated Development outcome to occur.</p> <p>This will directly contribute to the delivery of the 30-minute city objectives and the full optimisation of the proposed infrastructure delivery to be utilised by patrons.</p> <p>This significant government capital investment in mass transit to and through the Bankstown CBD will lead to further job creation, agglomeration benefits and will increase its attractiveness for commercial investment and support its Health</p>

Objective	Planning Proposal Response
	and Education Precinct status and evolution to an Innovation Precinct over time.
Objective 4 – Infrastructure use is optimised	<p>The site is situated within the Bankstown CBD and is located 125 metres north east of Bankstown Train Station, providing access to Liverpool and the Sydney CBD. The Bankstown Train Station will further be upgraded to accommodate the planned Sydenham to Bankstown metro line extension, due to be delivered in 2024.</p> <p>The site is also well serviced by a number of bus routes.</p> <p>The provision of mixed-use retail, commercial and residential land uses in proximity to established infrastructure and services is consistent with this objective.</p>
Objective 6 - Services and infrastructure meet communities' changing needs	<p>The proposal will provide a renewed retail experience and street boulevards which will activate to the streetscape, create a positive connection to the proposed open spaces and will benefit future residents and the wider community.</p> <p>These elements will be delivered in the roll out of subsequent development applications, but area anticipated in the concept masterplan.</p>
Objective 7 – Communities are healthy, resilient and socially connected	<p>The proposal will enable the provision of a mixed-use urban development outcome, locating jobs, residential accommodation, retail and services in close proximity to each other and to new publicly accessible open space. This agglomeration of uses and services will promote healthy communities and social connections.</p> <p>These principles will deliver a healthy, safe and inclusive place for people of all ages through the provision of a walkable site at the human scale which is linked to public transport connections and has prioritised the opportunities for people to walk and cycle.</p>
Objective 10 – Greater Housing Supply	<p>Bankstown Central is located in the South District. The housing target for the South District is as follows:</p> <ul style="list-style-type: none"> • 5 years: 23,250 new dwellings; • 20 years: 83,500 new dwellings. <p>The masterplan concept anticipates the delivery of approximately 929 new residential dwellings, in the form of build to rent accommodation across the subject site.</p> <p>This figure will greatly contribute to achieving the housing targets for the District. It is noted that any future development on the site will be supplied to the market after 2020 and</p>

Objective	Planning Proposal Response
	therefore, this planning proposal provides additional capacity required beyond the 0-5yr horizon.
Objective 11 – Housing is More Diverse and Affordable	<p>The proposal seeks to provide for mixed use development which will include students, serviced apartments and residential apartments which will permit the development of apartment style dwellings within the strategic centre of Bankstown, to contribute towards the dwelling mix and affordability to meet housing needs of the growing population in the South District.</p> <p>The following is anticipated to be provided across the site (noting that these figures are estimates only and will be delivered subject to future market demands):</p> <ul style="list-style-type: none"> • Student Accommodation Total: 1664 dwellings • Residential Apartments Total: 929 dwellings • Serviced Apartments: 84 dwellings <p>This significant quantum of residential accommodation will contribute to affordability of the South District and increase diversity. It is also likely that residential apartments will be delivered in a leasehold 'build to rent' format, providing further diversity of housing options for the future community.</p> <p>A proportion of affordable housing will also be delivered.</p>
Objective 12 – Great Places that Bring People Together	<p>The masterplan concept seeks to rejuvenate and revitalise Bankstown Central, in a manner that will provide a sense of place, a modernised shopping centre, enhanced public realm and a place that attracts residents, workers, visitors, enterprise and investment.</p> <p>The proposal will ensure that the site will be walkable and contain a fine grain urban fabric which will promote a high level of activity on the streets and places within the entire site.</p>
Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30- minute cities	<p>The Plan seeks to develop a network of 34 strategic centres which provides the residents of Greater Sydney with access to jobs, goods, services supported by a public transport, cycling and walking network that provides residents with a 30-minute public transport service to their nearest strategic centre seven days a week and generally improves access.</p> <p>The proposal will achieve this objective, given the proximity to the railway station which will be upgraded to facilitate a Metro service. The scheme will provide new commercial and residential land uses in a very close proximity to the railway line.</p>
Objective 22 – Investment and business activity in centres	Bankstown Central has a unique opportunity to leverage of the Health and Education Precinct status of Bankstown, and the current and planned transport infrastructure expenditure, which

Objective	Planning Proposal Response
	<p>will make the centre more accessible to a broader population of Greater Sydney.</p> <p>The proposal will allow for the co-location of land uses which will contribute to the nomination of Bankstown as a 'Health and Education Precinct' and grow the economic output of Bankstown CBD. It will lead to opportunities for high levels of private sector investment in an area which is appropriate for commercial and residential land uses and lead to excellent levels of amenity for workers and residents in the future.</p> <p>The proposal will further provide synergies between existing and proposed land uses such as the Western Sydney University Bankstown Campus through the potential future delivery of student accommodation within the site.</p> <p>The proposal further contributes to the Government policy of locating density and major development within close proximity to public transport networks.</p> <p>The proposal to comprehensively redevelop Bankstown Central over time will assist in delivering this strategic objective, as it will provide contemporary mixed-use development linked to a modern and efficient rail corridor with high quality pedestrian integration to the Metro Station.</p>
Objective 30 – Urban tree canopy cover is increased	<p>The concept design includes significant landscaping opportunities, both within the public domain and surrounding spaces and boulevards.</p> <p>The proposal will positively contribute to the urban tree canopy of the Bankstown CBD.</p>
Objective 31 – Public open space is accessible, protected and enhanced	<p>The planning proposal masterplan concept includes a City Park for the benefit of the existing and future community.</p> <p>The proposal incorporates a number of public space improvements and will greatly increase the amenity of the fine grain urban form of the subject site.</p> <p>The masterplan concept provides approximately 11,000sqm of open space areas across the site, equating to approximately 10% of the total site area.</p>

South District Plan (2018)

The *South District Plan* (District Plan) was published in March 2018. This document is intended to guide the growth of the district within the context of the three-city metropolis identified in the Greater Sydney Region Plan identified above.

The District Plan identifies Bankstown as a Strategic Centre with a range of retail, healthcare, community and civic services. It is an important transport interchange with an extensive bus and rail catchment. It also states that the Sydney Metro City & Southwest will create significant re-development and renewal opportunity for Bankstown, its urban form and public realm.

Table 11 below sets out the relevant planning priorities within the draft SDP and an overview of the planning response to these.

Table 11 – South District Plan

Planning Priority	Action
Planning Priority S1 – Planning for a city supported by infrastructure	<p>The proposal will leverage local transport options including several bus services and the Bankstown Railway Station which is to be upgraded to Metro Standards.</p> <p>Bankstown Railway Station provides connections to Liverpool and the Sydney CBD. This Planning Proposal provides - Canterbury-Bankstown Council with an opportunity to balance population growth and jobs creation with existing and planned infrastructure investments, maximising the efficiency of facilities and services.</p>
Planning Priority S4 – Fostering healthy, creative, culturally rich and socially connected communities	<p>Approximately 52 per cent of the adult population in the South District is overweight or obese.</p> <p>The proposal will provide a fine grain street network and additional green spaces and activated places which will contribute to greater walkability and cycling networks. It will also promote the location of employment and housing opportunities in close proximity to transport services, encouraging active transport options for the future community.</p> <p>This will ultimately contribute to the enhancement of opportunities for active and healthy lifestyles within Bankstown.</p>
Planning Priority S5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport	<p>The five-year housing target for Canterbury Bankstown LGA is 13,250 new dwellings, out of a South District total of 23,250. The 20-year strategic housing target for the South District is 83,500 new dwellings.</p> <p>The concept masterplan envisages a possible 929 future residential dwellings on site, in addition to student accommodation. This significant number of new dwellings at the Bankstown Central site will assist in meeting the objectives of this Planning Priority, in a location well serviced by public transport and jobs.</p>
Planning Priority S6 – Creating and renewing great places and local centres, and respecting the District's heritage	<p>The proposal will serve to renew the urban fabric of Bankstown CBD and rejuvenate and aging retail asset. The redevelopment of the Site will act as a catalyst for future development within Bankstown CBD and the creation of a greater centre for the population.</p> <p>The proposal will greatly improve connectivity and permeability of the site. The concept masterplan envisages a precinct with a well-designed natural and built environment, with improved local facilities, opportunities for amenity and social interaction.</p>

Planning Priority	Action
Planning Priority S8 – Growing and Investing in Health and Education Precincts	<p>Bankstown is identified in the District Plan as a Health and Education Precinct. It is outlined that Bankstown-Lidcombe Health and Education Precinct is at the 'cluster' stage and will need a tailored response to progress in the future.</p> <p>The Planning Proposal seeks to bring forward extensive investment at Bankstown Central, with a significant amount of new commercial floor space proposed.</p> <p>The proposal seeks to create synergies between the Western Sydney University Bankstown Campus through the provision of student housing.</p>
Planning Priority S9 – Growing investment, business opportunities and jobs in strategic centres	<p>The improved frequency and reduced travel time on public transport to the Sydney CBD through the integration of Bankstown Rail Line to Metro Standards.</p> <p>The five-year job target for Bankstown in the draft SDP is an additional 12,100 jobs, whilst the 2036 targets is between 17,000 to 25,000 new jobs to be created.</p> <p>The existing centre is a significant employment generator, whilst the proposal has the potential to create some 8,442 additional jobs within the town centre and facilitate commercial floor space, which will assist in meeting the targets in the District Plan. This will be realised through the types of uses contemplated, and also the inclusion of a minimum non-residential FSR control on the site to ensure that land is preserved for jobs creation and growth in the long term.</p> <p>The anticipated jobs provision will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.</p> <p>The proposal has significant potential to act as a stimulus for new economic opportunities to attract jobs to Bankstown to help it grow into the future. Employment growth is the principal underlying economic goal for strategic centres.</p> <p>The proposal will further provide opportunities for the provision of land uses which can support the growth of the night-time economy within the Bankstown CBD. It will encourage the activation of primary, secondary streets and further promote new lifestyle and entertainment uses within the CBD.</p>
Planning Priority S12 – Delivering integrated land use and transport planning and a 30-minute city	<p>It is proposed that the comprehensive redevelopment of Bankstown Central occurs approximately concurrent with the Bankstown Railway Station/ Metro rail integration allowing for a Transit Orientated Development outcome to occur.</p> <p>This integration will greatly increase speed, reliability, frequency of services, better linking South District residents with jobs in the Eastern Economic Corridor. The Eastern</p>

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

NSW Future Transport Strategy 2056

The NSW Future Transport Strategy 2056 outlines a number of projects that will impact Sydney. The masterplan aims to build efficiently on existing transport connections, including those with the Sydney CBD through the Global Economic Corridor, to connect people with jobs and other opportunities which in turn will support productivity and economic growth.

The Master Plan recognises that businesses and precincts have the opportunity to grow and expand with investment in transport. The Master Plan includes strategies to improve road capacity, reduce journey times and public transport solutions to promote accessibility across Sydney.

The proposed LEP amendments are consistent with the objectives of the NSW Future Transport Strategy 2056 by providing high density residential development in close proximity to train and bus networks which provide excellent linkages to key employment centres.

b) Does the proposal have site-specific merit?

In addition to meeting at least one of the strategic merit criteria, a Planning Proposal is required to demonstrate site-specific merit against the following criteria set out in **Table 12** below:

Table 12 – Site Specific Merit

Criteria	Planning Proposal Response
Does the planning proposal have site specific merit with regard to: <i>the natural environment (including known significant environmental values, resources or hazards)?</i>	<p>The site is not environmentally sensitive land or land with significant biodiversity value.</p> <p>There are no environmental constraints or hazards of such significance that would preclude the redevelopment of the Bankstown Central site to the height and yield proposed.</p>
Does the planning proposal have site specific merit with regard to:	The concept proposal promotes additional commercial and residential density in a sustainable location close to public transport infrastructure. It will help to renew Bankstown centre and promote employment

Criteria	Planning Proposal Response
<i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	<p>generation, economic growth, services and facilities in a manner consistent with delivering the Stage government's objectives for the Bankstown Strategic Centre and Health and Education Precinct.</p> <p>The scale and typology of development proposed is consistent with other nearby active development proposals for Western Sydney University Bankstown Campus and the Compass Centre.</p> <p>The future development will result in an improved public domain with activated streets overall improving permeability and connectivity through the site.</p> <p>The proposal therefore has site specific merit and aligns with Government and Council policy and will leverage off Bankstown Stations upgrade to the Metro, which maximises the return on public transport infrastructure investment for the State Government.</p>
<p>Does the planning proposal have site specific merit with regard to:</p> <p><i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i></p>	<p>The masterplan concept has been prepared in light of future CBD development aspirations and to respond to the broader infrastructure upgrades anticipated for the locality.</p> <p>A traffic assessment report has been prepared by CBRK (Appendix B) which outlines that the planning proposal is consistent with infrastructure and transport measures to encourage and facilitate development within the site and locality.</p> <p>The assessment has concluded that at future development application stages, appropriate parking will be provided for the various components of the development.</p>

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

Draft Local Strategic Planning Statement - Connective City 2036

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

- The proposal will facilitate the provision of 995 additional dwellings into the Bankstown CBD which will assist the precinct in meeting dwelling targets which are outlined within the Draft LSPS and are consistent with the targets set by the South District Plan.
- The proposal will facilitate the provision of commercial floor space and land uses which will provide employment generation which will create opportunities for economic growth and will help meet the targets which are contained within the Draft LSPS which are consistent with the targets set by the South District Plan.
- The proposal will provide an additional 8,437 jobs across a range of sectors within Bankstown CBD.
- The proposal seeks to provide commercial land uses and floor space which will contribute to the provision of additional jobs and economic growth within the Bankstown CBD which will ultimately lead to greater contribution to economic output of this strategic centre benefitting the NSW Economy.

Bankstown Complete Streets CBD Transport and Place Plan

The proposal is consistent with the Bankstown Complete Streets CBD Transport and Place Plan (Plan) for the following reasons:

- The proposal will contribute to the delivering on opportunities for the provision of improvements to the site and close surrounds to improve permeability and connectivity through the site.
- The proposal incorporates a green city park which creates a pedestrian connection through the existing shopping centre to North Terrace.
- The masterplan concept does not directly provide for a new 20m wide extension of The Mall through the subject site. It does however provide other opportunities for pedestrian permeability including a garden boulevard running between Jacob Street and Lady Cutler Ave which provides pedestrian connections to Stacey Street. Pedestrian access will also be provided for, over time, through the shopping centre in an alignment roughly commensurate with The Mall. As per Vicinity's submission to the Complete Streets Plan in July 2019, provision of a 20m wide street through the asset is not feasible and cannot be delivered without significantly compromising the operation of the retail asset. The principles of permeability through the site in a north south and east west direction are, however, provided in the masterplan concept.
- The proposal will accommodate and facilitate a new bus connection via Jacobs Street extension through to North Terrace. The details for an interim and final bus solution are in the process of negotiation with Transport for NSW.
- At the individual Development Application stage, the detailed street layouts, street improvements, and street planting works will address the Plan to ensure an appropriate level of consistency.
- Overall, the Planning Proposal is consistent with the key principles of the Plan.

Draft Bankstown Central Urban Design Principles

While this report is not currently formal Council Policy nor part of the current planning scheme for the Centre, Vicinity have assessed the current proposal against a number of key principles. The proposal is consistent with the concepts contained within Council's Draft Bankstown Central Urban Design Principles for the following reasons:

- The concept masterplan will help reinforce Bankstown CBD as a Strategic Health and Education Precinct through the provision of additional employment-generating floor space which will ensure land for future jobs growth and support the education and health services in Bankstown.
- The concept masterplan contemplates the provision of student housing accommodation which will complement the proposed Western Sydney University Bankstown Campus.
- The concept masterplan proposal will lead to additional employment generation, through retention of the retail shopping centre and contemplation of commercial buildings on the site.
- The masterplan concept provides for a majority of non-residential floorspace across the site.
- The proposal seeks to renew and rejuvenate the aging retail asset into a new key destination within the Strategic Centre.
- The concept masterplan provides for the extension of Jacobs Street through to North Terrace to provide for bus services through the CBD. It is noted that the interim and final bus solution is being worked through with Transport for NSW but, at this stage, can be accommodated.
- Through site links will be significantly improved, creating greater permeability through the site. The concept masterplan does not allow for a 20m wide extension of The Mall through the shopping centre but does provide two east-west pedestrian connections. One is in the form of a garden boulevard running between Jacob Street and Lady Cutler Ave. The second will be through the shopping centre in approximately the alignment of The Mall.
- The proposal seeks to provide a City Park which acts as a large focal meeting point for the community and will address the identified need for publicly accessible open space in this location.
- The planning proposal is generally consistent with the built form principles which will be refined as the document progresses into a state of finalisation as there is no current timeline for completion.

Table 13 outlines the proposals consistency with Councils Draft Principles.

Table 13 – Draft Bankstown Central Urban Design Principles

Principle	Proposal
Land use	
<ul style="list-style-type: none"> <i>Reinforce Bankstown CBD as a Strategic Health and Education Precinct and assist in achieving employment targets.</i> 	<p>The masterplan concept delivers on the objective to increase jobs-generating floorspace. Overall the masterplan yield summary allocates 157,563 sqm as employment floorspace and 146,394 sqm as residential floorspace.</p>
<ul style="list-style-type: none"> <i>Reinforce Bankstown Central as a sub-regional shopping and leisure destination and support a night-time economy</i> 	<p>The proposal seeks to renew and revitalise the aging retail asset into a new and improved destination of strategic importance. The retail shopping centre will be retained, with the addition of mixed-use buildings across the site to supplement and enhance the operation of the site.</p>
<ul style="list-style-type: none"> <i>Concentrate commercial floorspace into commercial towers around the station for larger tenants rather than disperse across site.</i> 	<p>The proposal seeks to provide several commercial towers along North Terrace which locate the majority of the proposed commercial floor space around the station.</p> <p>The south western corner of the site, however, is anticipated to accommodate a mix of uses including commercial and residential. This is to ensure market viability and take up when that stage is anticipated for construction, rather than resulting in empty commercial buildings.</p> <p>Ensuring a successful staged development of the site is essential to generate interest and encourage investment in Bankstown CBD.</p> <p>The residential typologies anticipated are student housing and build-to-rent, which will remain in long term vicinity ownership. This allows for the re-purposing or redevelopment of buildings in the long term to respond to market demand.</p>
<ul style="list-style-type: none"> <i>Discourage residential development in the blocks closest to the station and between Jacobs Street and Appian Way.</i> 	<p>Proposed residential development is to be located across the site.</p> <p>The south western corner of the site is anticipated to accommodate a mix of uses including commercial and residential. This is to ensure market viability and take up when that stage is anticipated for construction, rather than resulting in empty commercial buildings. A mix of uses will help generate interest and investment in Bankstown</p>

Principle	Proposal
	through the creation of a vibrant early stage of the site redevelopment.
<ul style="list-style-type: none"> <i>Residential land use <60% of total site GFA.</i> 	The breakdown of uses anticipated by the masterplan concept includes residential uses (apartments and student accommodation) comprising 37% of the overall GFA.
<ul style="list-style-type: none"> <i>Consider >5% affordable housing.</i> 	The provision of affordable rental housing is able to be accommodated. This can be detailed at DA stage.
<ul style="list-style-type: none"> <i>Any increase in residential density is to be supported with additional open space and community infrastructure.</i> 	<p>The proposal seeks to provide additional open spaces and areas for the community in the form of a City Park and Green Boulevard.</p> <p>The quantum of open space across the site is equivalent to approx. 10% of site area. This includes a single publicly accessible park and plaza of 4,500sqm in area. The Green Boulevard is 3,847sqm in size.</p>
Movement	
<ul style="list-style-type: none"> <i>To be consistent with the Bankstown Complete Streets Plan</i> <i>Prioritise pedestrian movement in the CBD, followed by cyclists and public transport</i> <i>Vehicles and servicing primarily accessed from edges and discouraged from travelling through the CBD.</i> <i>All streets should be designed as equitable and safe spaces with high pedestrian amenity</i> 	<p>The masterplan concept is generally consistent with the Bankstown Complete Streets Plan.</p> <p>The proposal provides for improved pedestrian connectivity through the site, both open to sky and through the retail centre.</p> <p>The proposal retains vehicle and servicing access from the edges of the site.</p> <p>The proposed City Park and Green Boulevards will be designed for high pedestrian amenity.</p>
Street Character Bankstown Complete Streets CBD Transport and Place Plan which is addressed in the above section.	The proposal will enhance street character throughout and around the site through the provision active streets and as part of the renewal of the existing centre, promoting synergies between public transport, existing and proposed land uses on site and within the close proximity.
New Streets <ul style="list-style-type: none"> The Mall extended east. Jacobs Street extended to North Terrace. 	<p>The proposal has provided a pedestrianised garden boulevard running between Jacobs Street and Lady Cutler Ave.</p> <p>The Mall is not proposed to be extended however pedestrian connectivity will be delivered through future stage DAs east west though the site approximately at this location.</p>

Principle	Proposal
	The proposal has incorporated an extension to Jacobs Street which will be a shared way with active frontages and tree planting.
Pedestrians <ul style="list-style-type: none"> <i>New public pedestrian connection from Rickard Road to North Terrace.</i> <i>New public pedestrian connection from the The Mall to Stacey Street (incorporates change in levels)</i> 	<p>The proposal has provided a City Park which borders Rickard Road and acts as a pedestrian connection through the existing Centre to the North Terrace.</p> <p>There is an existing pedestrian connection through the Centre from The Mall to Stacey Street. This pedestrian connection will continue to be delivered during DA stages. A public pedestrian connection is proposed via the Garden Boulevard, further to the north, which connects in with the proposed City Park.</p> <p>The proposal seeks to promote traffic calming initiatives and prioritise pedestrian movement along Lady Cutler Ave which will enhance the quality and vitality of the street.</p>
Cyclists <ul style="list-style-type: none"> <i>Setbacks to Rickard Road and Stacey Street for Shared Path</i> <i>Provide secure bike parking and end of trip facilities for visitors, staff and residents.</i> 	<p>The proposal has included setbacks along Rickard Road of 3m for residential and nil for commercial land uses.</p> <p>The proposal has included a nil setback on Stacey Street to keep consistency with the retained existing shopping centre building. The cycle lane will be considered within the street boundary.</p> <p>End of trip facilities can be incorporated into future development applications on site.</p>
Public Transport <ul style="list-style-type: none"> <i>Bus services should avoid The Appian Way and use Jacobs Street instead.</i> <i>Access to public transport facilities should be at street level. Pedestrian bridges and tunnels are discouraged.</i> <i>Bus layover should be located away from high pedestrian activity areas.</i> <i>Short and long term bus planning to be agreed as part of Stage 1.</i> 	The masterplan concept anticipates the extension of Jacobs Street to facilitate bus movements through the CBD. Vicinity is in discussions with TfNSW regarding the relocation of the bus interchange. The masterplan proposal accounts for the interim and long-term bus solution in the CBD.
Car parking and Servicing	Car parking requirements will be addressed during the DA stages of the redevelopment of the site post Planning Proposal approval and gazettal.

Principle	Proposal
<p>Open Space</p> <p>Provide a new open space:</p> <ul style="list-style-type: none"> • 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 21 June • Provide an urban plaza adjoining park/ east-west link suitable for events, managed by Vicinity. 	<p>The proposal incorporates a City Park along Rickard Road and playground and Urban Plaza. This space is approximately 4,500sqm in area.</p> <p>Overall the total quantum of publicly accessible open space on the site totals approximately 11,000sqm, in a variety of form. This is equivalent to 10% of the site area.</p> <p>Open space development details will be further addressed in Development Application Stages post Planning Proposal.</p>
<p>Public Domain</p> <ul style="list-style-type: none"> • 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. 	<p>The masterplan concept incorporates a City Park and Green Boulevards acting as through site links.</p> <p>These spaces and links will incorporate a fine grain design including detailed tree planting and soft landscaping. A concept landscape masterplan is provided at Appendix G.</p> <p>Public Domain and Landscaping will be further developed during the individual DA Stage.</p>
<p>Building Height</p> <ul style="list-style-type: none"> • 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. 	<p>The masterplan concept provides the greatest heights near the station, North Terrace and Stacey Street within key corner sites.</p> <p>The maximum building height is the PANS-OPS (RL108.2m). This is proposed to apply to the whole site. The flexibility of the building height has been prioritised.</p> <p>Despite the proposed maximum building height of RL 108.2, the concept masterplan details buildings along Rickard Road to a height of 35m.</p> <p>Wind requirements will be addressed in the DA Stage.</p>
Street Wall	

Principle	Proposal
<ul style="list-style-type: none"> • <i>Street wall around Paul Keating Park and The Appian Way to match the parapet height of the existing Library (approx. 4 storeys)</i> • <i>Street wall to Rickard Road 4 -6 storeys</i> • <i>Street walls in the remainder of the site 6 -8 storeys</i> • <i>Buildings above the street wall to be set back 8m</i> 	<p>The masterplan concept nominates street walls fronting The Appian Way at 2-6 storeys.</p> <p>The proposed street wall height for Rickard Road is between 2-6 storeys.</p> <p>Street walls in the remainder of the site are between 2-6 storeys.</p> <p>Tower forms are then to be set back between 6-8m above the street wall.</p>
<p>Building Articulation</p> <ul style="list-style-type: none"> • <i>36m building separation for residential buildings over 12 storeys to improve access to sky and solar amenity.</i> • <i>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.</i> • <i>Buildings to be articulated to create a composition of individual buildings rather than large blocks.</i> • <i>No building above the street wall more than 45m in length</i> • <i>Buildings longer than 30m to be articulated with recesses and setbacks.</i> • <i>Residential towers maximum GFA floorplate of 900m²</i> • <i>Commercial towers maximum GFA floorplate of 1,200m²</i> 	<p>The concept proposal has provided the following building separation details:</p> <ul style="list-style-type: none"> • 6m for commercial to commercial; • 9m for commercial to Hotel; • 12m for commercial to residential; • 12m for hotel to hotel; and • 24m for residential to residential (including student housing). <p>Building articulation will further addressed during the DA Stage.</p> <p>The above are consistent with SEPP 65 Apartment Design Guide building separation requirements which will be a consideration at DA stage.</p>
<p>Ground Floor Frontage</p> <ul style="list-style-type: none"> • All frontages: <ul style="list-style-type: none"> -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 	<p>Building articulation will be addressed during the DA Stage.</p>

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

Draft Bankstown CBD and Airport Place Strategy

The proposal is consistent with the objectives and priorities of the strategy for the following reasons:

Bankstown has a key liveability priority being:

Priority 3 Match Bankstown's growth with investment in high urban amenity

The proposal seeks to leverage off the location and investment in public transport through the provision of a redeveloped site which has high levels of amenity for workers, students, residents and the community. The proposal will facilitate the accommodation of an additional 8,437 jobs across a range of sectors in Bankstown CBD. The proposal seeks to provide a fine grain street network and a high-quality urban design outcome which will increase amenity and permeability for the community.

Bankstown Central is specifically identified in:

14.2 Movement and Place – significant areas with the Collaboration Area and actions

Bankstown Central -Bankstown Central is the preeminent retail destination retail destination in the region and Bankstown CBD's eastern anchor. It offers a diversity of retail, hospitality, entertainment, commercial uses. It will contribute Bankstown's urban experience by engaging with the surrounding streets and offer finder grain shopfronts.

There is the identified opportunity for the bus layovers:

14.3 Bankstown CBD bus infrastructure, routing and layover planning principles

The following consideration is outlined:

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

The proposal is aligned to this consideration as it is intended that the bus stop and layover be relocated off the site. Vicinity has been in discussions with TfNSW regarding the bus layover relocation, and the concept masterplan provides for the extension of Jacobs Street to facilitate bus movements north-south. This will assist in accommodating both the interim and long-term bus servicing strategy.

10.2.3. Q5 - Is the planning proposal consistent with applicable State Environmental Planning Policies?

The relevant State Environmental Planning Policies are assessed below in the context of the Planning Proposal.

Table 14 – Application of State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Educational Establishments and Child Care Facilities) 2017	Does not detract from future compliance with this policy.
SEPP Amendment (Child Care) 2017	Not relevant
SEPP (State and Regional Development) 2011	Not relevant
SEPP (Sydney Drinking Water Catchment) 2011	Not relevant
SEPP (Urban Renewal) 2010	Not relevant
Draft SEPP (Environment)	Consistent.

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

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

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

State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development

The concept masterplan has been developed in accordance with the principles of SEPP 65 and the accompanying Apartment Design Guide (ADG) with regard to amenity and impacts upon both residents and neighbouring buildings. The concept masterplan provides for building separations that meet the requirements of the ADG. Building envelope testing has addressed high level solar compliance and overshadowing impacts resulting from the anticipated building locations and orientation.

During the future design development of the project, specific issues related to SEPP 65 compliance can be addressed in detail to ensure satisfactory compliance.

This exercise will be completed with assistance from expert consultant teams during the DA process. It is anticipated that these aspects can be addressed to the satisfaction of the consent authorities during the Development Assessment stage.

State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2008, sets out requirements for various public authority and infrastructure works throughout the state. In addition, it requires the referral of certain traffic generating development to the RMS during the DA assessment process.

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

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

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

Any required referral will be triggered at DA stage and does not impact on the current proposal.

10.2.4. Q6 - Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The planning proposal's consistency with applicable section 9.1 Ministerial Directions is outlined in **Table 15**.

Table 15 – Section 9.1 Compliance table

Ministerial Direction	Comment
Employment and Resources	
1.1 Business and Industrial Zones	<p>The proposal is consistent with the Direction as it does not reduce the potential floor space for employment uses.</p> <p>The proposal will support the economic viability of the Bankstown Strategic Centre and facilitate higher future employment densities and office spaces that will attract health and education related business which will strengthen the status of the centre. Overall, the anticipated non-residential floorspace is expected to comprise 62 % of the total GFA.</p>

Ministerial Direction	Comment
	Further it achieves the objectives of the Direction, which is to encourage employment growth in suitable locations and support the viability of centres.
1.2 Rural Zones	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable
1.4 Oyster Aquaculture	Not applicable
1.5 Rural Lands	Not applicable
Environment and Heritage	
2.1 Environmental Protection Zones	Not applicable The site is not identified as an environmental protection zone or for environment protection purposes.
2.2 Coastal Management	Not applicable
2.3 Heritage Conservation	Not applicable The site is not located within a heritage conservation area nor is it identified as a heritage item.
2.4 Recreation Vehicle Areas	Not applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable
Housing, Infrastructure and Urban Development	
3.1 Residential Zones	<p>The proposal supports the efficient use of land in facilitating higher density residential development in an established urban area. The site is currently zoned B4 Mixed Use and is adequately serviceable for residential development. There is no proposal to change the current zoning of the site.</p> <p>The concept masterplan informing the planning proposal demonstrates how residential accommodation, including student accommodation, can be provided in close proximity of a key frequent transport node, consistent with State Government initiative to create a 30-minute city.</p> <p>Increased building height allowance on the site will incentivise development for a range of uses including residential purposes to support the strategic direction for Bankstown and deliver on residential density targets set forth by the District Plan and therefore reduce the consumption of land on the urban fringe.</p>

Ministerial Direction	Comment
3.2 Caravan Parks and Manufactured Home Estates	Not applicable
3.3 Home Occupations	Not applicable
3.4 Integrating Land Use and Transport	<p>The planning proposal is consistent with the direction for the following reasons:</p> <ul style="list-style-type: none"> • The site supports the principles of integrating land use and transport. • The site exhibits good access to public and private transport use. • The site's proximity to public transport will provide opportunities for residents to access the site. • The train station provides access to Sydney CBD and Liverpool. • Bankstown Train Station will be upgraded to interface with and deliver a new Metro station by 2024.
3.5 Development Near Licensed Aerodromes	<p>The site is subject to Obstacle Limitation Surface (OLS) height limits associated with both Bankstown Airport and Sydney Airport.</p> <p>The site is under the extended canopy of the Sydney Airport OLS and subject to an OLS height limit of 156m AHD. The proposal does not seek to exceed the Sydney Airport OLS and as such is not required to be referred to the SACL.</p> <p>The site is subject to the Bankstown Airport's PANS OPS surfaces which shows that the lowest PANS OPS surface above the building site is related to the IFR Circling Area for Category A/B aircraft, with a PANS OPS surface of 108.2 m AHD.</p> <p>The proposed maximum height of RL 108.2 on the site is consistent with and does not exceed the PANS OPS limits as they apply to the land.</p> <p>Nevertheless, the proposal may be required to obtain permission from the Commonwealth Department of Infrastructure and Regional Development and Bankstown Airport seeking permission to amend the building height controls on the subject site.</p> <p>Consideration will need to be given at the time of detailed design for the location of the site relative to Bankstown Airport and where necessary, will be supported by an aeronautical assessment and will be referred to the relevant authority for their determination.</p>
3.6 Shooting Ranges	Not relevant

Ministerial Direction	Comment
Hazard and Risk	
4.1 Acid Sulphate Soils	Not relevant
4.2 Mine Subsidence and Unstable Land	Not relevant
4.3 Flood Prone Land	The site is affected by flooding in the western portion of the site which is already developed. Specific responses to flooding will be required around the Mall and the Appian way at the Development Application Stage.
4.4 Planning for Bushfire Protection	Not relevant
Regional Planning	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not relevant
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	Not relevant
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not relevant
5.5 – 5.7	Revoked
5.8 Second Sydney Airport: Badgerys Creek	Not relevant
5.9 North West Rail Link Corridor Strategy	Not relevant
5.10 Implementation of Regional Plans	The proposal is consistent with this Direction. Section 10.2.1 of this proposal outlines an assessment demonstrating the achievement of the objective of Greater Sydney Region Plan – A Metropolis of Three Cities.
Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner that responds to the current drafting of Bankstown LEP 2015.
Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	A plan for Growing Sydney has been superseded with A Metropolis of Three cities. The planning proposal is consistent with the aims of A Metropolis of Three Cities as detailed within Section 10.2.1 .

Ministerial Direction	Comment
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10 Implementation of planning Principles for the Cooks Cove Precinct	Not applicable

10.3. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

10.3.1. Q7 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

The site is currently fully developed and comprises relatively limited vegetation, except for trees within the car parks, those lining North Terrace and on the Mall opposite Paul Keating Park.

There are no known critical habitats or threatened species, populations or ecological communities located on the site and therefore the likelihood of any negative impacts will be minimal.

10.3.2. Q8 - Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The future development of Bankstown Central will seek to transform the streetscapes surrounding the mall and integrate a network of pedestrian laneways. Providing improved street edge development that activates streets and lanes would help continue to develop a vibrant street life in Bankstown.

Overshadowing

Although this Planning Proposal seeks a blanket height control across the site of RL108.2m, any future height distribution across the site and articulation of individual building elements will be designed to mitigate overshadowing impacts to the surrounding neighbourhoods and across the individual elements of the site.

As outlined in the Urban Design Masterplan (**Appendix A**), a detailed solar analysis was undertaken to determine the environmental impacts of the increased building heights and to further mitigate any potential overshadowing to neighbouring properties and to maximise the sunlight hours to the public domain.

The shadow analysis has confirmed that minimum or greater sunlight hours can be maintained to existing apartments to the south of Bankstown Central.

The shadow analysis has also demonstrated that the new open spaces within the masterplan can achieve the solar access targets of at least 50% of the city park and fun park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June.

Open Space Provision

The intention of the concept masterplan is to provide a variety of open spaces including a city park, a playground, an urban plaza, a food precinct, a garden boulevard to accommodate the different public events and activity needs.

The Garden Boulevard is designed to be the green corridor through the site, is extended and connected to the civic centre and the library and knowledge centre with quality landscape features and broad tree canopy.

The City Park, as the open space focus, provides the gathering and entertaining opportunity for the local community. An urban plaza is proposed in the Town Centre precinct. this space will total approximately 4,500sqm.

The open spaces are linked by the varied pedestrian connections including arcades through the retail buildings, pedestrian paths and shared ways.

Overall the proposal provides an additional 11,000sqm of new open space for the benefit of visitors and residents on the site. **Figure 21** outlines the network of open spaces provided in the proposal.

Figure 21 – Network of Open Space



Source: FJMT

Anticipated Traffic Generation

As outlined previously, a traffic report prepared by CBRK provided separately to this proposal confirms that the traffic impacts associated with the concept masterplan scheme (which has a yield consistent with that currently applicable to the site) will be adequately accommodated within the existing street network.

Furthermore, the Complete Streets masterplan prepared by Council identifies a range of street and transport upgrades in Bankstown CBD, to cater for the expected increase in employment, students and residents over the next 20 years. A series of potential intersection upgrades have also been identified by CBRK for consideration to assist with maintaining network capacity.

10.3.3. Q9 - Has the planning proposal adequately addressed any social and economic effects?

The key issues to be balanced in weighing the social and economic impacts of the proposal are considered to be:

- The potential **economic impacts** associated with the increased density on the subject site are addressed as follows:
 - The Planning Proposal supports the State government's current direction of increasing density and broadening land uses in proximity to public transport infrastructure.
 - It will increase employment opportunities from additional commercial and retail floor space, which could support some 8,437 additional jobs, contributing circa 49% of the South District Plan's jobs target for Bankstown Strategic Centre.
 - The new population at the site, including residents, students, hotel visitors and on-site workers has the potential to generate an additional \$88 retail spend, which will contribute to improving the performance of existing retailers within the centre as well as supporting new local retail businesses.
- The proposal will have positive social impacts on the local community and the wider LGA, as follows:
 - Provision of an additional 11,000 sqm of new public open space, in a number of forms including a single area of approximately 4,500sqm.
 - Increase permeability and connectivity through the site contributing to walkability and cycling.
 - Provision of a childcare to support the increase in population.
 - Provide synergies with surrounding land uses such as the Western Sydney University Bankstown Campus.
 - Provision of a range of residential typologies, assisting in the diversification of housing offer close to transport. The anticipated development of student accommodation and build-to-rent residential apartments will introduce new housing typologies not currently provided in this location.
 - The provision of affordable housing dwellings.

The subject site is currently occupied by a shopping centre and associated car parking structures. The proposal will seek to facilitate a comprehensive upgrade to local retail facilities which will benefit the community and provide new job opportunities. The agglomeration of commercial, residential, retail and services in a location proximate to the rail/metro station with good levels of open space will significantly contribute to the liability of Bankstown CBD and will provide considerable social and economic benefits to the locality. It will also act as a catalyst to encourage increased investment and interest in Bankstown CBD.

Overall, the proposal will give rise to significant positive social and economic benefits.

10.4. STATE AND COMMONWEALTH INTERESTS

10.4.1. Q10 - Is there adequate public infrastructure for the planning proposal?

Yes. The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area.

The adequacy of the road network has been discussed above and further information is contained the Preliminary Traffic Impact Assessment is contained at **Appendix B**.

It will reinforce existing investment in public transport infrastructure, through increased patronage of the existing Bankstown train station and the proposed Metro link to Sydenham and the Sydney CBD beyond.

The proposal will not inhibit the ongoing operation of Bankstown Airport, Sydney Airport and Western Sydney Airport when under construction.

10.4.2. Q11 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

11. MAPPING

This section identifies proposed changes to the BLEP mapping.

11.1. CLAUSE 4.3 HEIGHT OF BUILDINGS

It is proposed that the existing *Height of Buildings Map Sheet HOB_005* of the Bankstown LEP, 2015 is amended to reflect these heights, as shown in Figure 21.

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

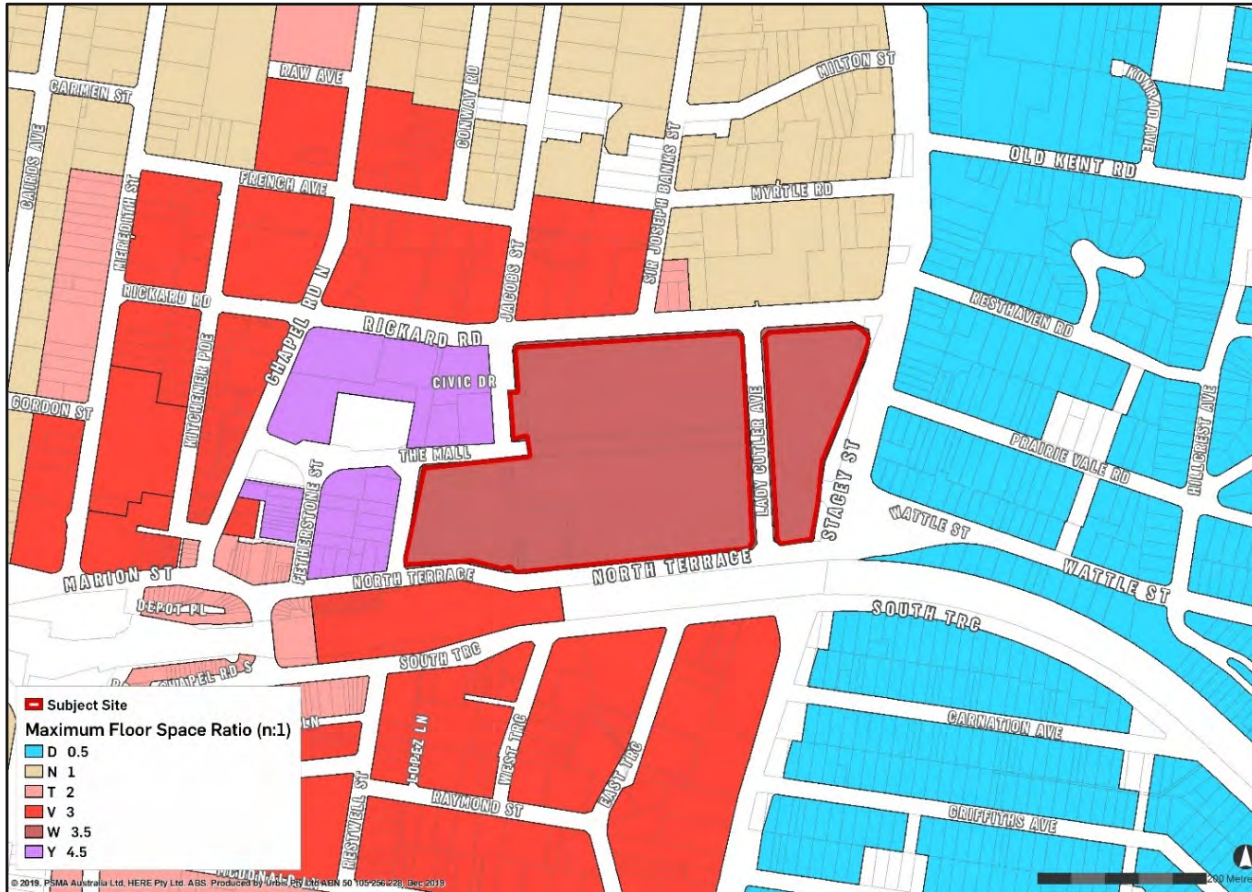


11.2. CLAUSE 4.4 FLOOR SPACE RATIO

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

The proposal in the DA Stage will be able to meet Environmentally Sustainable Development targets and efficiency thus justifying the consolidation of the FSR.

Figure 23 – Proposed amendments to Bankstown LEP, 2015 MAP: FSR Map Sheet HOB_005



11.3. CLAUSE 6.9 RESTRICTIONS ON DEVELOPMENT IN ZONE B4 MIXED USE

The planning proposal does not seek to rezone the B4 Mixed Use subject land. However, it seeks to amend the application of Clause 6.9 *Restriction on Development in Zone B4 Mixed Use* of the LEP as it applies to the site.

Clause 6.9 of the LEP states that development consent must not be granted to the erection of a building, or a change of use of a building, unless the consent authority is satisfied that the ground floor and first floor of the building are to be used for the purposes of commercial premises or other non-residential purposes.

The objectives of this control are:

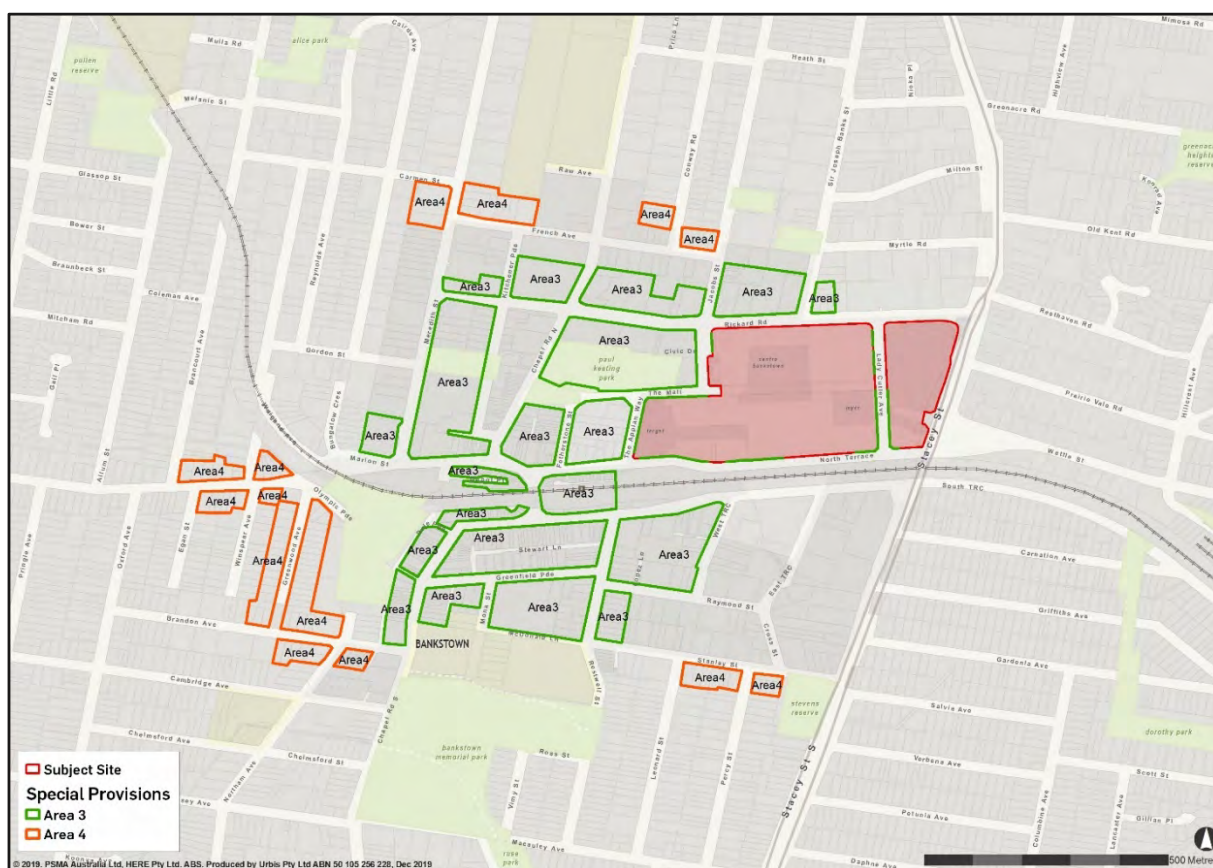
- *to reinforce the status of the Bankstown CBD as the major centre for Bankstown and a place for employment,*
- *to encourage the economic growth of the Bankstown CBD by having commercial floor space in the commercial core,*
- *to promote active street frontages in the commercial core.*

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

- Special Provisions Map Sheet SPV_005

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

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



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

- North Terrace (In part)

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

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

12. COMMUNITY CONSULTATION

No formal public community consultation has been undertaken to date in respect to this Planning Proposal. It is expected that this Planning Proposal will be formally exhibited and that direction as to the nature and extent of the public exhibition required will be undertaken after receiving a Gateway Determination.

However, a significant amount of consultation has been undertaken with the Council and NSW State agencies, as described in the paragraphs below.

12.1. BANKSTOWN COUNCIL MEETINGS

Representatives from Vicinity and the project team have actively engaged with Council staff over the last 12 months. Several meetings with Council officers have been held within this time period, from early discussions over the strategic direction of the site through to the presentation of a draft concept masterplan scheme. The most recent meeting was held at Council on 12th December 2019, where it was agreed that this Planning Proposal would be lodged with Council.

These meetings have facilitated discussions on the various issues connected with the redevelopment opportunities at Bankstown Central, along with ensuring there was early dialogue on both the Bankstown Complete Streets policy and the Bankstown Central Draft Urban Design Principles. This has also allowed a good working relationship to develop between the project team and planning officers, which has assisted with achieving alignment on the key issues for the site.

Vicinity is keen to continue the open dialogue with Council throughout the Planning Proposal process, such that a mutually agreeable outcome can be realised, to facilitate the long-term redevelopment of Bankstown Central Shopping Centre.

12.2. COLLABORATION AREA

Vicinity has participated in the Bankstown CBD Collaboration Area process, by contributing to the 'Reference Group' meetings with Council and other stakeholders. The intention of this was to document shared objectives, highlighting potential 'road-blocks' to growth and detail opportunities to enhance the CBD's connectivity, liveability, productivity and sustainability.

13. PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within approximately an 18-month period from lodgement. An indicative project timeframe is provided below.

Table 16 – Indicative Project Timeline

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

The above timeframes will be refined following the issue of the Gateway determination and through the production of the formal Planning Proposal.

14. CONCLUSION

This Planning Proposal has been prepared to amend the Bankstown LEP 2015 to provide for an increased maximum building height and the consolidation of the FSR control for Bankstown Central Shopping Centre. It also seeks to alter the extent to which Clause 6.9 of the LEP applies to the site.

The proposed amendments to the BLEP 2015 controls are as follows:

- Amend the BLEP Height of Building Map to provide for building heights of up to RL108.2m across the Site.
- Amend the BLEP FSR Map to provide for an FSR of 3.5:1 across the Site (being consolidation of the current 3:1 plus the 0.5:1 sustainability bonus currently available via clause 4.4A).
- Amend the existing LEP map (*Special Provisions Map Sheet SPV_005*) to reconfigure the activity frontage control as it applies in certain areas to the site.

The planning proposal has been informed by a concept masterplan, prepared to validate the retained 3.5:1 FSR, the proposed maximum height and to demonstrate how the range of potential future uses and building forms can be accommodated on the site. Based on this concept masterplan, it is envisaged that the long-term redevelopment of Bankstown Central Shopping Centre could include the following:

- Retail GFA: 15,293 sqm. Retained Retail GFA of the existing centre is 113,257 sqm.
- Commercial GFA: 105,596 sqm
- Hotel GFA: 29,298 sqm
- Residential GFA: 86,418 sqm
- Residential (Student Accommodation) GFA: 59,976 sqm
- Residential (Serviced Apartments) GFA: 6,485 sqm
- Childcare GFA: 891 sqm

The proposal will facilitate the following:

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

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

This assumed mix will deliver 8,437 new jobs within the Bankstown CBD. This jobs growth will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036. The proposal will take the total jobs provision on site to 11,067.

It has been demonstrated that the proposed amendment to the BLEP 2015 has strategic merit because:

- Realising an increased building height on the site will incentivise redevelopment, commencing at the South West corner closest to the future Railway-Metro line location.
- Retention of the B4 Mixed Use zoning will allow first stage development to accommodate a range of complementary uses, including commercial and residential, which respond to short term market demand. Restricting this south west precinct to a commercial zoning may limit the development opportunity in the short term and detract from the creation of a vibrant statement precinct at the site's doorstep to the railway line and metro.

- Proceeding with a proponent led planning proposal will help to realise development timeframes on the site that will align with the construction of Western Sydney University Bankstown Campus and the Compass Centre redevelopment, as well as the commencement of services on the Metro line in 2024.
- The masterplan concept demonstrates that the development will be consistent with and will help realise the NSW Government and Greater Sydney Commission's objectives for Bankstown as a Strategic Centre and Health and Education Precinct.
- The masterplan concept has been prepared in a manner that can deliver on the strategic intent of Council's Complete Streets policy and its draft Urban Design Principles for Bankstown Central. This includes:
 - The provision for the extension of Jacobs Street through to North Terrace for bus movement;
 - Improvements to permeability through the site in an east-west and north-south direction (albeit not via a 20m wide extension of The Mall through the retail centre);
 - Provision for a mix of intended future land uses to ensure short term viability and long-term jobs provision and growth; and
 - Provision for the delivery of open space fronting Rickard Road that caters for current and future community needs.
- The masterplan concept could accommodate 8,437 additional jobs across a range of sectors, which would contribute a significant portion (circa 49%) of the South District Plan's jobs target for Bankstown Strategic Centre to 2036.
- The proposal will facilitate the provision of an additional 11,000 sqm of new public open space and will further increase permeability and connectivity through the site contributing to walkability and cycling.
- The new population at the site, including residents, students, hotel visitors and on-site workers has the potential to generate an additional \$88 in retail spend, which will contribute to improving the performance of existing retailers within the centre as well as supporting new local retail businesses.
- The masterplan concept provides for new residential typologies to be located on the site, serving the future student population in the form of purpose built student accommodation and built to rent residential apartments.
- The built to rent residential apartments will ensure that these buildings will be held in long term ownership by Vicinity and therefore can be redeveloped or repurposed in the long term to respond to market conditions.
- The Planning Proposal and masterplan concept will facilitate development activity in Bankstown, supporting the mixed-use nature of the CBD and stimulating growth and economic investment in the area.
- The Planning Proposal and masterplan concept provides an opportunity to invigorate this section of the CBD, proximate to the railway station, through improved public domain treatment and has the ability to act as a catalyst for further investment throughout public domain areas within CBD.
- Improved street activation and pedestrian amenity can be provided, by offering the opportunity for greater ground floor activation and permeability. This will strengthen the pedestrian links and permeability of the precinct.
- Enables the expansion of the Bankstown Central Shopping Centre to accommodate future retail, commercial and residential uses at this key location to continue to provide services and employment opportunities the community.
- It leverages the site's location which demonstrates consistency with TOD principles, being proximate to rail and bus networks and providing high levels of accessibility for residents to the broader metropolitan area.
- Demonstrates that appropriate built form can be achieved providing significant number of residential dwellings without adversely impacting views from or solar access to surrounding sites.

Overall, this planning proposal supports the State government's initiative to increase density in centres with good access to public transport. The masterplan concept balances commercial floor space, residential accommodation and open space, increasing the range and offer of employment opportunities, housing typologies and contributing a significant portion of the site as publicly accessible open space. In consideration of the tangible community and economic benefits of the proposal, it is respectfully requested that the Council resolve to forward this planning proposal to the Department of Planning and Environment for LEP Gateway Determination, under Section 3.34 of the *Environmental Planning and Assessment Act 1979*.

DISCLAIMER

This report is dated 20 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 Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A CONCEPT DESIGN AND URBAN DESIGN REPORT

APPENDIX B

PRELIMINARY TRAFFIC IMPACT ASSESSMENT

APPENDIX C PRELIMINARY AERONAUTICAL HEIGHT ASSESSMENT

APPENDIX D INFRASTRUCTURE CAPACITY REPORT

APPENDIX E COMMUNITY NEEDS ANALYSIS

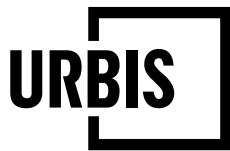
APPENDIX F GIS MAPPING

APPENDIX G LANDSCAPE CONCEPT MASTER PLAN

APPENDIX H DEVELOPMENT CONTROL PLAN

APPENDIX I RECORD OF FEEDBACK FROM COUNCIL ON MASTERPLAN





**ANGEL PLACE
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21 July 2020

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

Dear Shona,

BANKSTOWN CENTRAL PLANNING PROPOSAL | RESPONSE TO REQUEST FOR INFORMATION

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

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

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

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

REVISIONS TO THE SCHEME

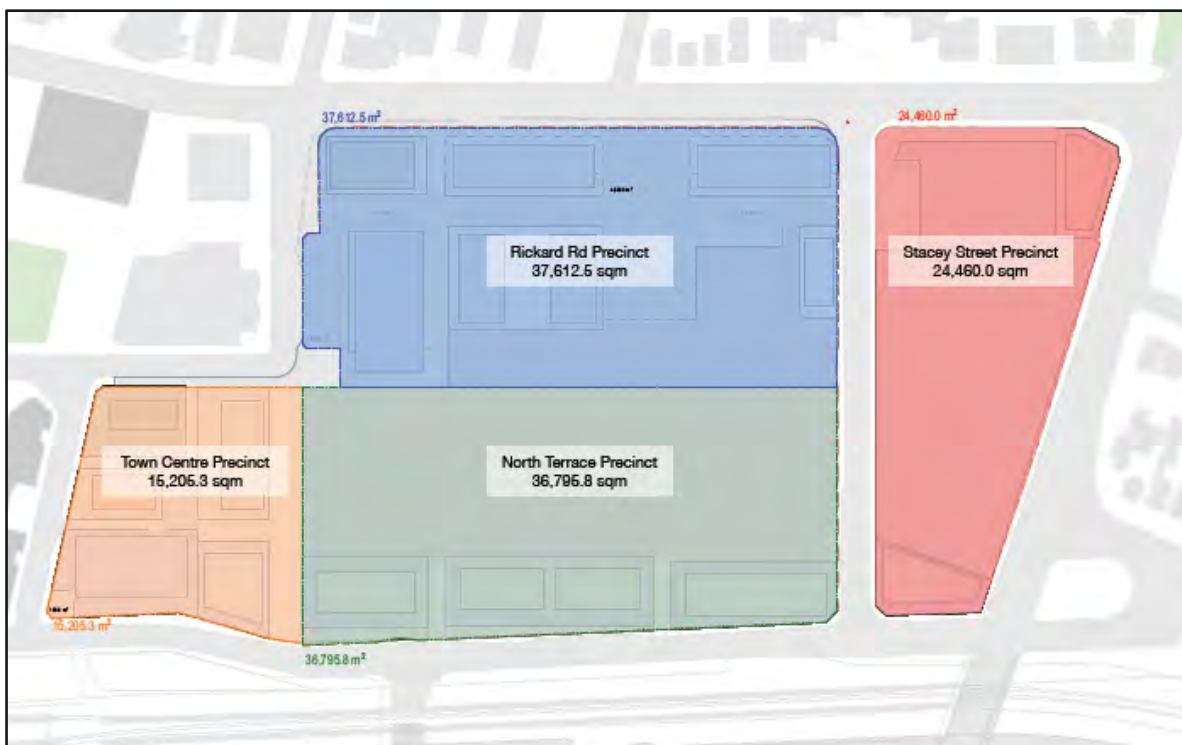
In response to feedback from Council and to address some of the matters raised, Vicinity has revised the Planning Proposal scheme in the following manner:

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

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

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

Figure 1 Bankstown Masterplan Precincts



Source: FJMT

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

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

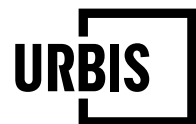
Table 1 Response to Council Request for Further Information

Issue	Summary of Issue	Response
Request for additional information	<p><i>In summary, Council requires the following other information:</i></p> <ul style="list-style-type: none"> ▪ <i>Revised Economic Analysis</i> ▪ <i>Revised Traffic Impact Assessment</i> ▪ <i>A Planning Agreement offer to provide a mechanism to deliver public benefits.</i> 	<ul style="list-style-type: none"> ▪ Economic Analysis – A Bankstown Central Market Depth Assessment has been prepared by Urbis and is provided at Attachment B ▪ Traffic Impact Analysis – An updated Traffic Impact Assessment has been prepared by GTA Consultants and is provided at Attachment C ▪ This is addressed later within this document.
Building Height, Floor Space Ratio and Activation	<p><i>1. Building Height, Floor Space Ratio and Activation</i></p> <p><i>The planning proposal seeks a significantly different built form outcome than that envisioned within Council's Complete Streets Masterplan and SJB urban design principles.</i></p> <p><i>Specific issues include:</i></p> <ul style="list-style-type: none"> ▪ <i>The blanket increase in building height to the maximum PANS-OPS height plane of RL 108.2m is not supported.</i> 	<ul style="list-style-type: none"> ▪ The proponent has revised the proposed maximum height of building control for the site following discussions with Council. It is now proposed to have a varied height control within various 'precincts' across the site to enable a height transitions towards the lower scale properties to the north. This is illustrated in Attachment A, with the proposed new height controls being: <ul style="list-style-type: none"> – Town Centre Precinct – RL108.2 (PANS-OPS); – North Terrace Precinct – RL96.0; – Rickard Road South Precinct – RL96.0; – Rickard Road North Precinct – 35m (as per the existing LEP control); and – Stacey Street Precinct – Part RL108.2 / Part 35m.

Issue	Summary of Issue	Response
	<ul style="list-style-type: none"> Any increase of building height would need to be justified through addressing matters such as visual impact, overshadowing, building massing and typology, building separation, street wall proportions, scale, and transition to adjoining areas. The blanket removal of Clause 6.9 as it applies to the subject site is not supported. 	<ul style="list-style-type: none"> The specific design approach to the matters raised, along with solar analysis, were detailed within the original Concept Urban Design Report, as prepared by FJMT, and submitted with the Planning Proposal last year. It is noted that the original PP package contained updated LEP Mapping which identified the locations at the site where it is sought to remove this policy, rather than a blanket removal. This proposed Map is again lodged within Attachment D to this letter. This is generally along Rickard Road and Stacey Street, where non-residential uses are unlikely to be supported, given the extensive retail and commercial provision across and within the wider site. As such this approach will prevent the mandated provision of retail and commercial floor tenancies along street frontages which are not economically viable.
Site Specific Floor Space Ratio Transfer Provision	<p>2. Site Specific Floor Space Ratio Transfer Provision</p> <p>The planning proposal should be amended to identify the proposed FSR controls across the site</p>	<ul style="list-style-type: none"> A provision was originally sought to provide the ability to transfer GFA across the land parcels on both sides of Lady Cutler Avenue, to allow the wider Bankstown Central site to operate as a single Lot for FSR purposes. Although this approach has previously been accepted by other Councils, this is not the case in this instance. As such, the PP scheme has been revised to divide the wider site into 4 'Precincts' for FSR purposes, each with an individual FSR control. These have been designed in the knowledge of the various Lot boundaries at the

Issue	Summary of Issue	Response
		<p>site and will allow for future DAs to be brought forward which comply with these proposed controls. See Attachment A for more detail on this issue.</p> <ul style="list-style-type: none"> ▪ The proposed FSR controls are as follows: <ul style="list-style-type: none"> – Town Centre Precinct – 6.35:1; – North Terrace Precinct - 3.8:1; – Rickard Road Precinct – No change to current FSR control in LEP; and – Stacey Street Precinct – No change to current FSR control in LEP. ▪ It should be noted that across the wider site, the cumulative FSR remains at 3.5:1 as previously proposed within the originally submitted PP.
Economic Analysis	<p>3. <i>Economic Analysis</i></p> <p><i>A more comprehensive analysis is required which includes a market assessment of supply and demand for retail, commercial, student and tourist accommodation and residential uses. Specific areas include:</i></p> <ul style="list-style-type: none"> ▪ <i>How the proposal maintains current and projected (to 2036) commercial floor space, particularly as the proposal will result in residential flat buildings allowable across the site.</i> 	<ul style="list-style-type: none"> ▪ A Market Depth Assessment (Market Assessment) has been prepared by Urbis to respond to the queries from Council and this is contained at Attachment B. Furthermore, the most recently completed Retail Development Potential Assessment is also provided at Attachment E. ▪ The Market Assessment has been prepared to demonstrate that the proposed mix of uses within the Planning Proposal is suitable for the site and there is market supportability for the scale of uses proposed.

Issue	Summary of Issue	Response
	<ul style="list-style-type: none"> ▪ <i>How we address LSPS employment and housing strategies, including a mechanism for employment floor space protection.</i> ▪ <i>Up to 15% affordable housing provision should be tested in order to achieve the vision established in Connective City 2036</i> ▪ <i>A revised schedule of existing and proposed floor areas to be provided outlining the current provision and anticipated provision post development.</i> ▪ <i>Further economic analysis is required to test market depth for this quantum of tourist accommodation.</i> ▪ <i>Council employment targets are higher than contained within the proposal. The proposal may not supply as much of the employment targets as claimed.</i> 	<ul style="list-style-type: none"> ▪ A Detailed Commercial Office Assessment is contained within the Market Assessment at Attachment B. This identifies that: <ul style="list-style-type: none"> – The PP 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 105,996sqm of commercial floorspace at the site by 2036 is supportable. ▪ To note that residential flat buildings are already permitted with the B4 Mixed Use zone in the Bankstown LEP. The proposed commercial floorspace within the scheme is 118,565 sqm which is 38.5% of the new GFA (this rises to 53.4% when new hotel, retail & childcare is included) as proposed within this revised PP scheme. ▪ An assessment of housing and jobs targets against the LSPS ‘<i>Connective City 2036</i>’ is provided within the Planning Proposal Report lodged with the original PP. This concluded that the proposal is consistent with the vision and objectives of the LSPS and will deliver additional jobs and dwellings to help meet the targets identified in the Greater Sydney Region Plan and South District Plan.



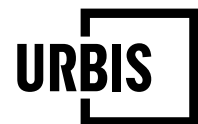
Issue	Summary of Issue	Response
		<ul style="list-style-type: none">▪ A mechanism to secure an appropriate amount of non-residential floorspace across the site can be delivered through the site specific DCP. Vicinity will work with Council to ensure that this can be appropriately tailored to reflect the Masterplan proposal and the anticipated staging of development.▪ We have stated in the PP that the provision of affordable housing will be completed at the individual DA stage. However, initially an offer of 5% affordable housing is offered by the proponent, which would provide circa 46 affordable units as part of the proposal. It is noted that this is within the range that is considered viable as identified within the <i>Greater Sydney Region Plan</i> prepared by the Greater Sydney Commission.▪ A revised schedule of floorspace is provided within Attachment A.▪ A Short-Term Accommodation Market Assessment is provided within the Market Assessment at Attachment B which provides the analysis for the proposed tourist accommodation uses.▪ The employment generation which has been calculated and detailed within the Planning Proposal is prepared utilising industry standard benchmarks to derive the data. We consider this is an acceptable approach to identifying employment generation for the site.

Issue	Summary of Issue	Response
Traffic Impact Assessment	<p>4. <i>Traffic Impact Assessment</i></p> <ul style="list-style-type: none"> <i>Please provide details of the proposed location of the bus interchange and details of discussions with TfNSW.</i> <i>Extension of Jacobs Street to North Terrace is supported, however further detail on design and activation is required.</i> <i>The TIA traffic breakdown differs to that of the planning proposal, this will need to be updated to be consistent and reflect demand for floorspace/yield.</i> <i>The lack of public transport services in a north/south direction from the site is not documented in the TIA.</i> <i>Traffic generation as a result of the adjacent WSU is not adequately addressed, a revised TIA should address this.</i> 	<p>An updated Transport Impact Assessment prepared by GTA Consultants has been included within the submitted package as Attachment C.</p> <ul style="list-style-type: none"> The PP has accommodated a 'bus only transit street' as part of the future Jacobs Street Extension. Discussions between TfNSW and WSP have indicated that terminating bus services will not need to remain within the CBD indefinitely and should indeed be positioned outside of the CBD. The submitted DA for the bus layover and interchange provides a detailed discussion on this matter (DA-529/2020). Further detail on the Jacobs Street extension to the North Terrace has been accommodated within the submitted package and is included within Attachment C. The Traffic Impact Assessment has been revised and reviewed to ensure that it is consistent with the recent update to the floorspace figures outlined within the updated Development Summary at Attachment A. The assessment has provided an analysis based on the projections used within the modelling used in Complete Streets. This has included a high-level estimation of the projected growth of the Bankstown CBD inclusive of the proposed Western Sydney University (WSU) campus. The assessment has provided indicative parking rates. The anticipated post development car parking rates and supply is a total of 4,774 spaces.

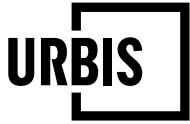
Issue	Summary of Issue	Response
	<ul style="list-style-type: none"> ▪ <i>Car parking rates will need to be resolved as part of the planning proposal.</i> ▪ <i>Undergrounding of Bankstown Metro Station is to be considered when making strategic transport decisions.</i> ▪ <i>The railway underpass between North and South Terrace is currently a pinch point for traffic. The impact of the development on the functionality of this is to be assessed.</i> ▪ <i>The Proponent should continue discussions with TfNSW in regard to Stacey Street and for cycleways to be included within street boundary.</i> ▪ <i>The traffic assessment needs to consider Council's adopted plan for Fetherstone and The Appian Way to become shared zones and an extension to Jacobs Street for bus movements, as per Complete Streets.</i> 	<ul style="list-style-type: none"> ▪ The future Bankstown Metro Station has been considered within the PP and submitted documentation within this RFI. ▪ The possible impacts of traffic in the vicinity of the railway underpass between North and South Terrace have been assessed. The assessment has concluded that the Planning Proposal will have a negligible and acceptable impact on the operation and safety of the surrounding road network. ▪ Discussions were held with TfNSW regarding the potential upgrades on Stacey Street on 20th April 2020. During that meeting, TfNSW confirmed the upgrade was at a planning phase only but, if completed, would improve the capacity of the road network. There was no discussion at the meeting for a requirement for the Planning Proposal to be amended to suit the potential needs of this project. ▪ The assessment within Attachment C has addressed the impacts of these road network changes. The staging of the extension of Jacobs Street also outlines a means by which these projects can be realised by Council.

Issue	Summary of Issue	Response
Flooding and Drainage	<p><i>5. Flooding and Drainage</i></p> <p><i>Flooding is a significant issue for the Bankstown CBD. The submission does not adequately address flooding and overland flow paths. Matters include:</i></p> <ul style="list-style-type: none"> ▪ <i>Floodway and overland flow paths.</i> ▪ <i>Impact of flood behaviour on roads, footpaths and floor level design.</i> ▪ <i>Drainage capacity to be modelled including Appian Way and Mall Culvert which need to be relocated.</i> 	<ul style="list-style-type: none"> ▪ Vicinity Centres is aware that Council is presently working through design solutions to mitigate flooding matters relating to the site, particularly along Apian Way. It is expected that agreement can be reached on the scope and funding of this work after Council concludes their design and costing later this year.
Sustainability	<p><i>6. Sustainability.</i></p> <p><i>We note that the proposal effectively bypasses Clause 4.4A Additional gross floor area for more sustainable development in Bankstown CBD commercial core. This clause allows additional floor space to encourage building design (namely the built form and layout) of large-scale commercial development and mixed-use development in Zone B4 Mixed Use that minimises the consumption of energy and water.</i></p>	<ul style="list-style-type: none"> ▪ A requirement for sustainability measures has been introduced into the update to the draft site specific DCP as part of this response within Attachment F. Vicinity wish for this document to be used as a basis of the new DCP moving forwards and wish to work with Council to ensure this is can be agreed, ▪ The sustainability requirements of LEP Clause 4.4A (current and proposed) are likely to be lower than Vicinity aspirations for sustainability measures to be incorporated into future development at the site.

Issue	Summary of Issue	Response
Development Control Plan	<p><i>7. Development Control Plan</i></p> <p><i>The Development Control Plan submitted with the planning proposal is deficient. Council will prepare a site specific DCP in consultation with the Proponent.</i></p> <p><i>Council is currently undertaking master planning and development controls for the broader city centre and the subject site will be included as part of this work.</i></p>	<ul style="list-style-type: none"> ▪ Vicinity has provided an updated draft Site Specific DCP within this RFI response at Attachment F and wish for this to form the basis of the new DCP controls for the site. ▪ The updated draft DCP contains the proposed setbacks and street wall heights which have been tested by the architects and are considered appropriate. Vicinity are willing to work with Council finalise this DCP.
Planning Agreement	<p><i>8. Planning Agreement</i></p> <p><i>It is envisaged that a Planning Agreement will be necessary to achieve a significant expansion of the Bankstown Central precinct. A revised planning package needs to include an offer. Council would be willing to work collaboratively on this as the development concept is refined and infrastructure needs better understood.</i></p>	<p>Vicinity note Council's comments regarding a possible VPA as a consequence of the Planning Proposal. The Centre's co-owners are open to a discussion on the topic of a VPA which provides for improvements local to the Bankstown Centre precinct and in relation to the further development of the Bankstown CBD. However, while that openness exists, we do draw Council's attention to:</p> <ul style="list-style-type: none"> ▪ The extensive new public open space that is delivered as part of this Planning Proposal scope including a major new park on Rickard Road in addition to the more than 4,000sq.m of publicly accessible open space in the first stage of the development at Jacobs Street,



Issue	Summary of Issue	Response
		<ul style="list-style-type: none">▪ The landscaped east west promenade that will be delivered linking Jacobs Street through the site and past the public open space to Lady Cutler Drive, and▪ The proposed bus facility that is delivered in the Jacob Street extension through our site and which will enable many of Council's desired changes to the street network of the Bankstown CBD while enabling long term transport interchange proximate to the Metro and heavy rail stations. <p>These things have been developed through careful analysis of the community needs analysis and our review of the required transport infrastructure for the future CBD which is set out in the reports that we included in our December 2019 submission. There also remains the need for a solution to the flooding of the precinct a component of which solution is likely to become part of the VPA in due course.</p>



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

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

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

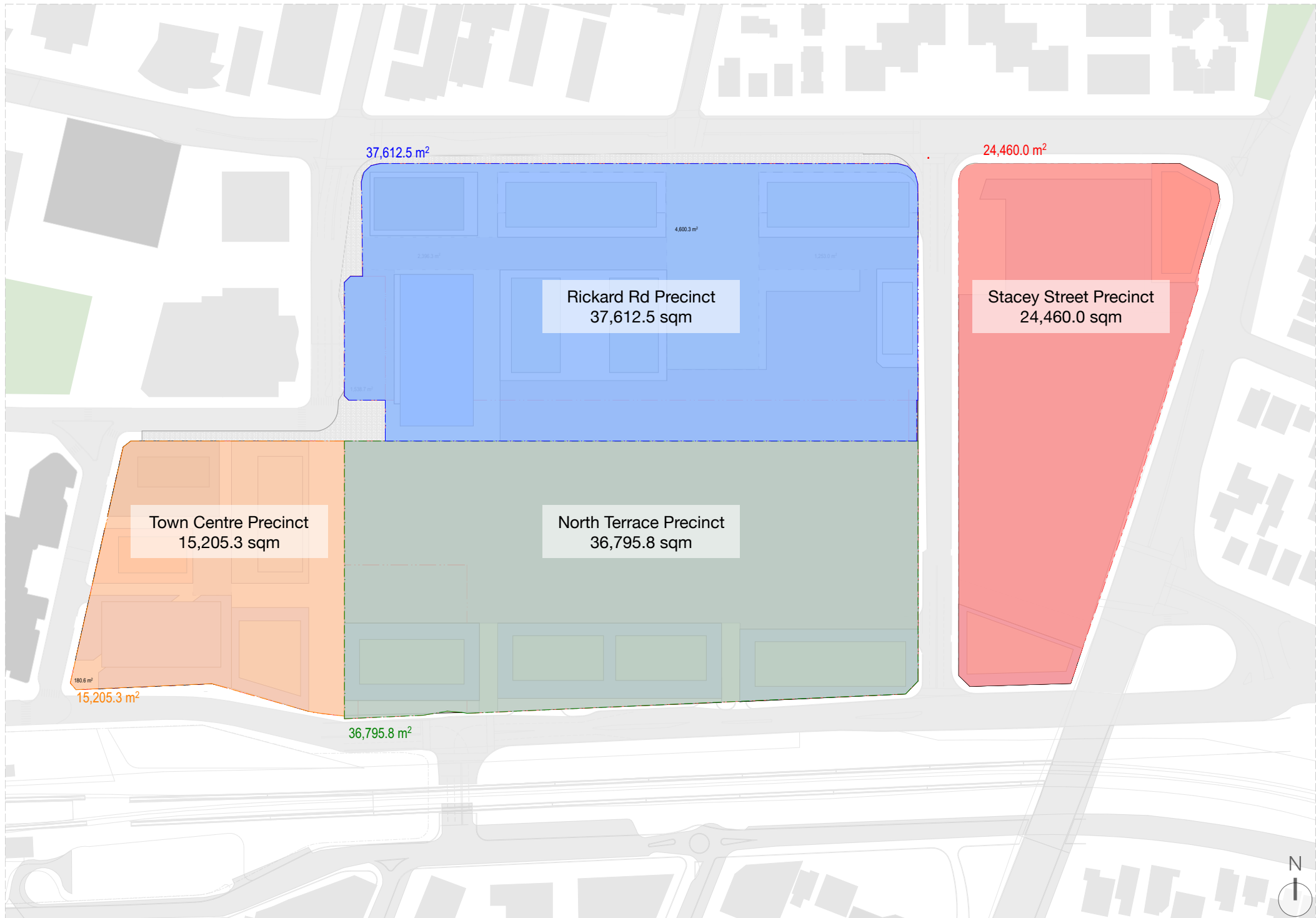
If you have any questions in relation to this letter, please don't hesitate to contact the undersigned on (02) **8233 9900** or via email at nwheeler@urbis.com.au

Yours sincerely,

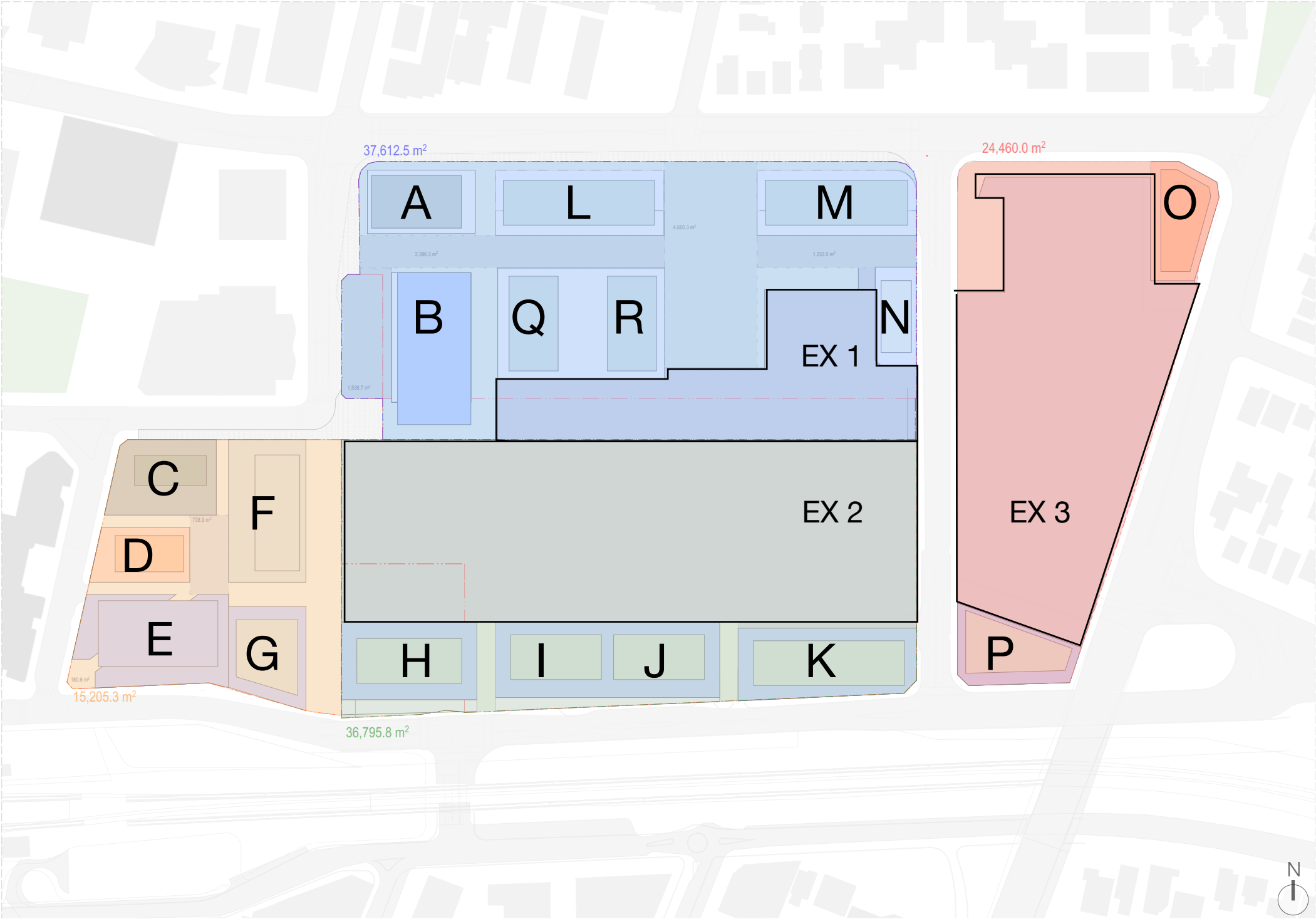
A handwritten signature in black ink, appearing to read "Nik Wheeler", with a long, sweeping horizontal line extending to the right.

Nik Wheeler
Associate Director
+61 2 8233 9901
nwheeler@urbis.com.au

Bankstown Masterplan Precincts

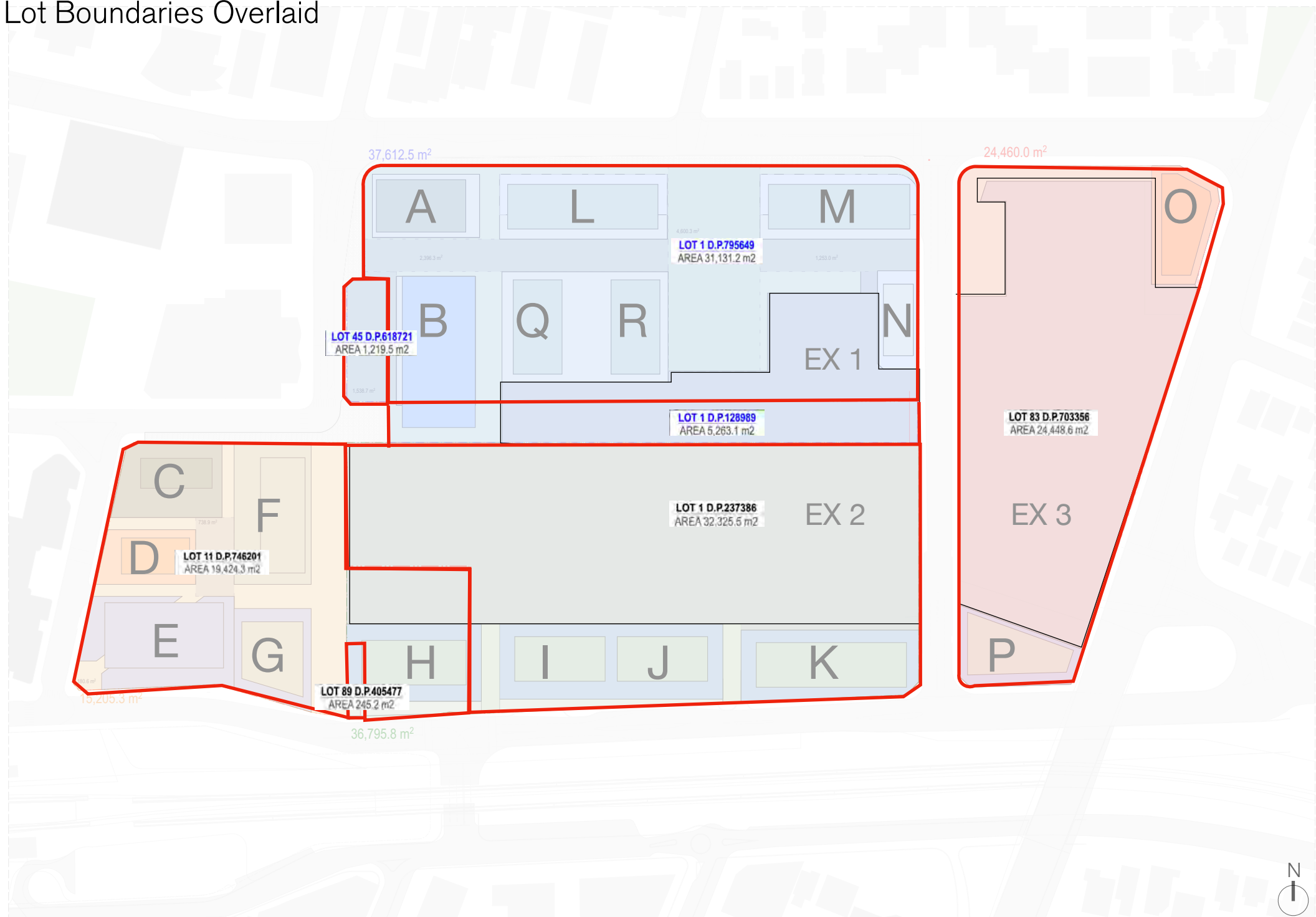


Development Blocks A-P & Remaining Retail Centre EX1-EX3



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

Lot Boundaries Overlaid



GFA by Precinct

Rickard Rd Precinct Site Area- 37,612.5 sqm

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

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

Town Centre Precinct Site Area- 15,205.3 sqm

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

Town Centre Precinct GFA: **96,131** sqm

North Terrace Precinct Site Area- 36,795.8 sqm

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

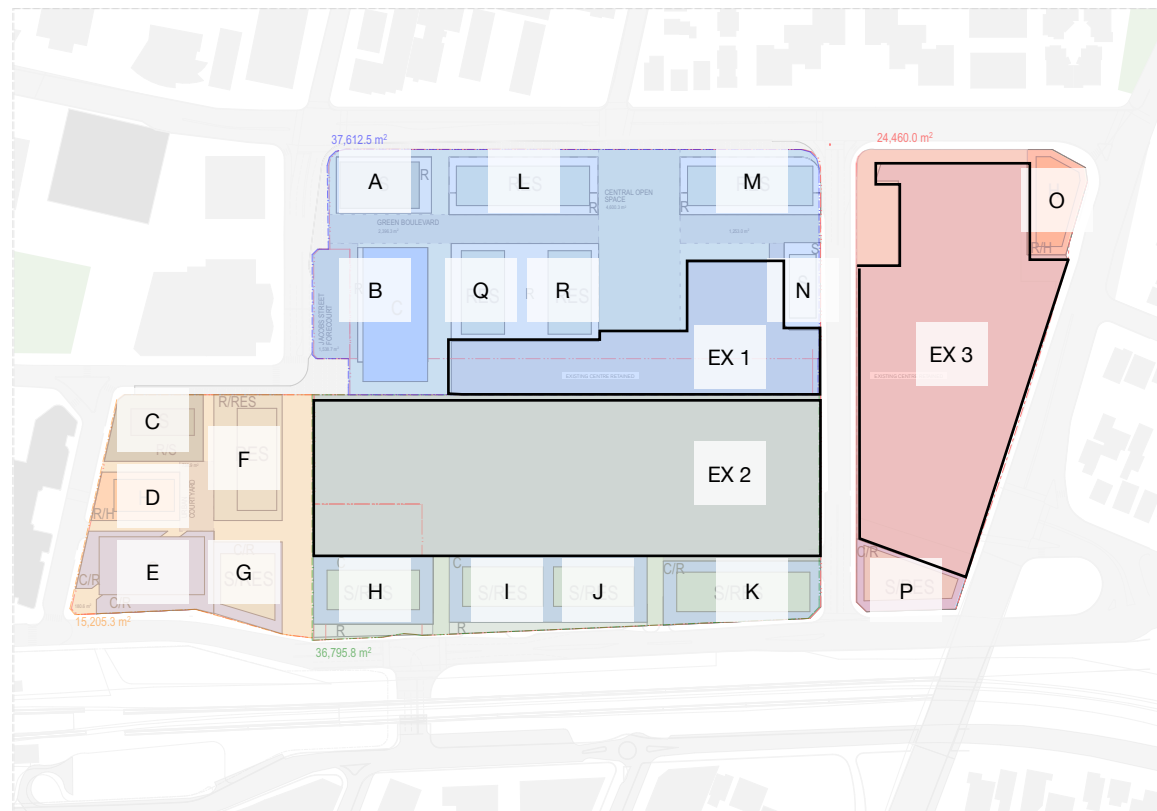
North Terrace Precinct GFA: **139,236** sqm

Stacey Street Precinct Site Area- 24,460.0 sqm

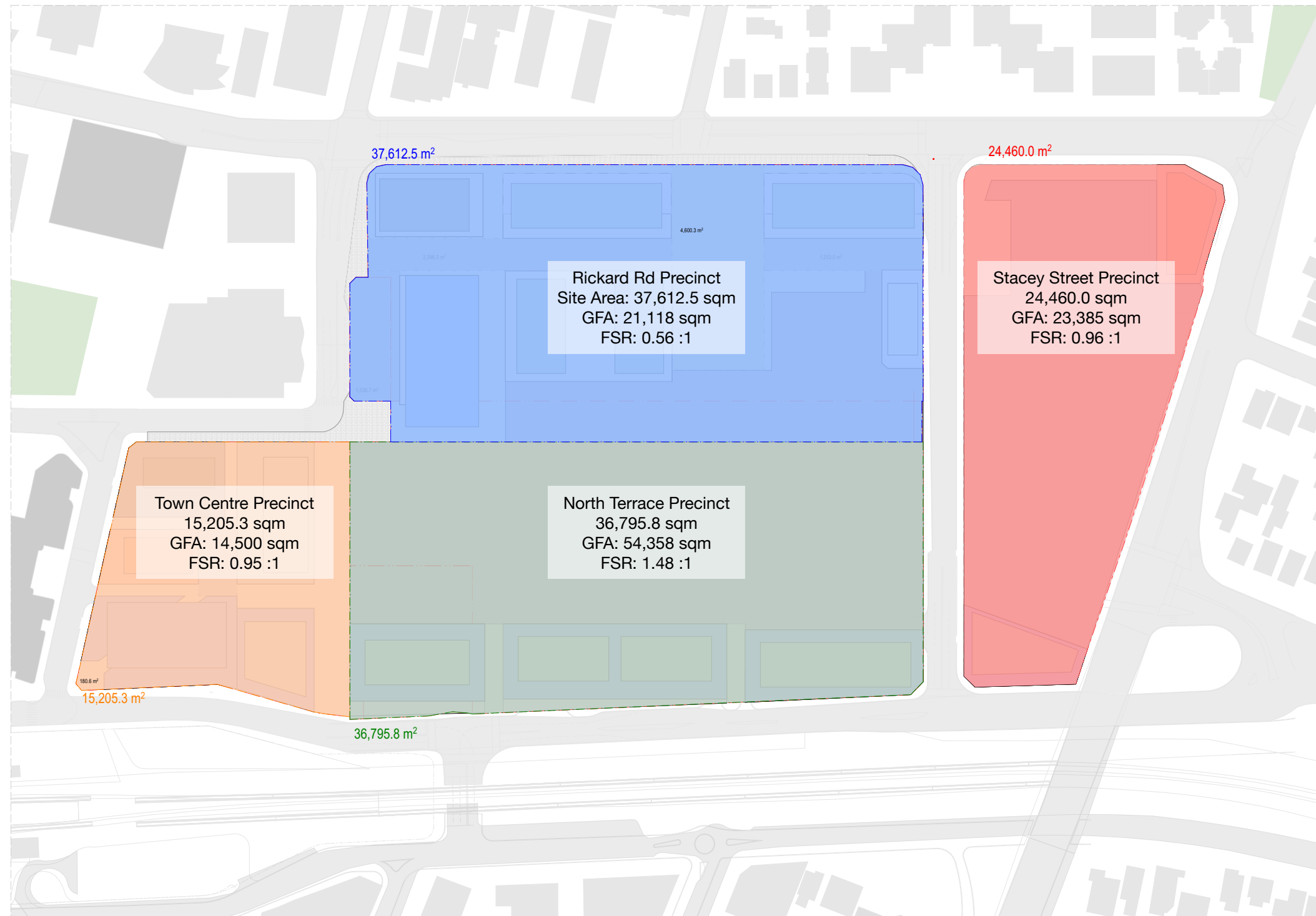
BLOCK **O** Building GFA= 16839 sqm
 BLOCK **P** Building GFA= 19496 sqm
 Existing Centre (Ex 3) GFA= 23385 sqm

Stacey St Precinct GFA: **59,720** sqm

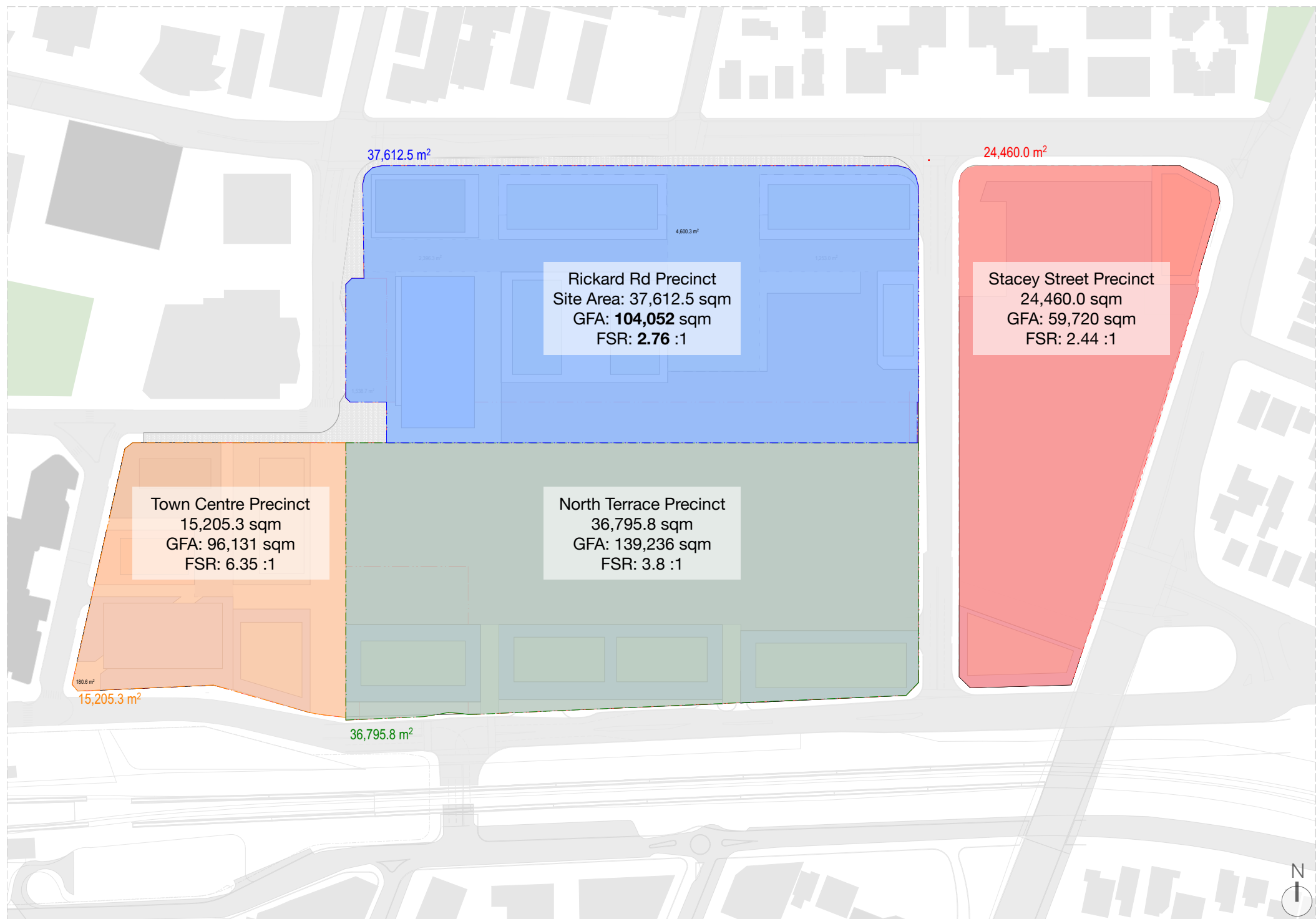
Total GFA = 399,138 sqm



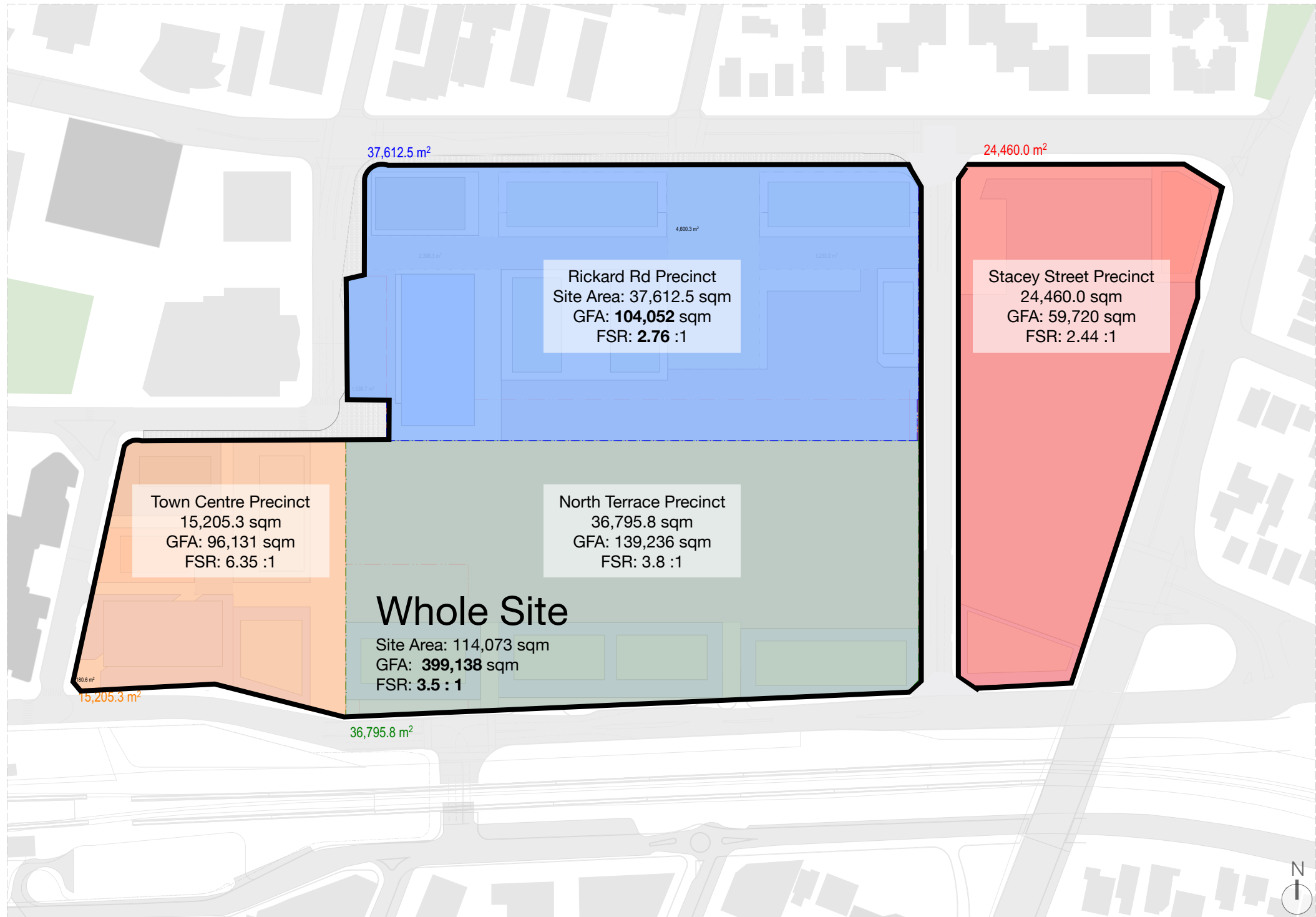
GFA & FSR by Precinct (existing)



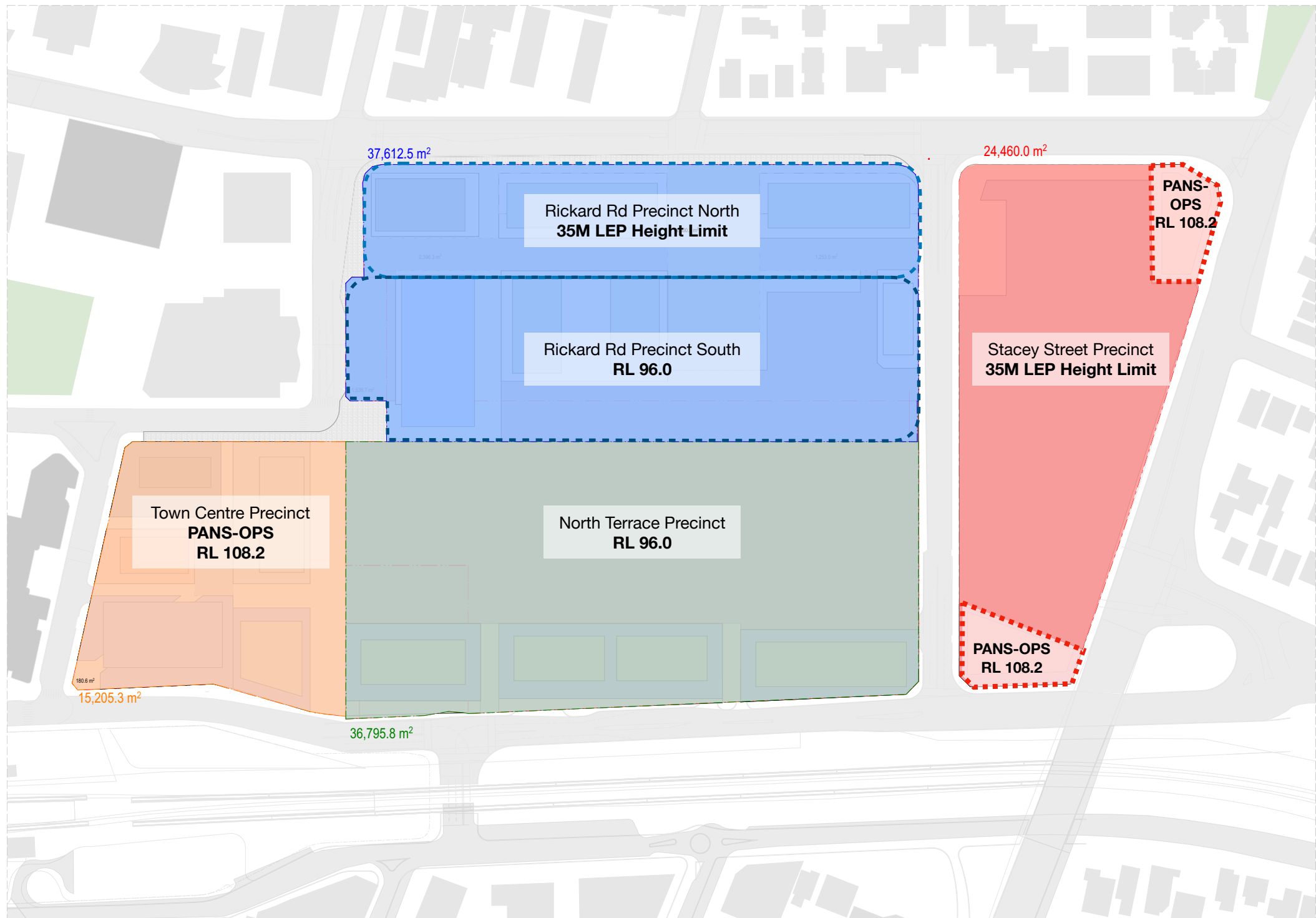
FSR by Precinct (proposed - post PP)



FSR - Whole Site

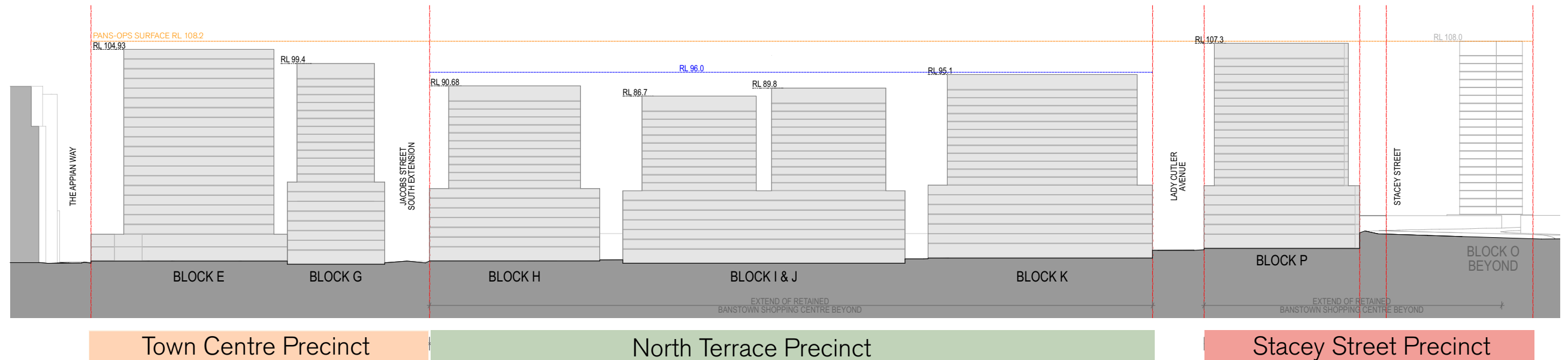
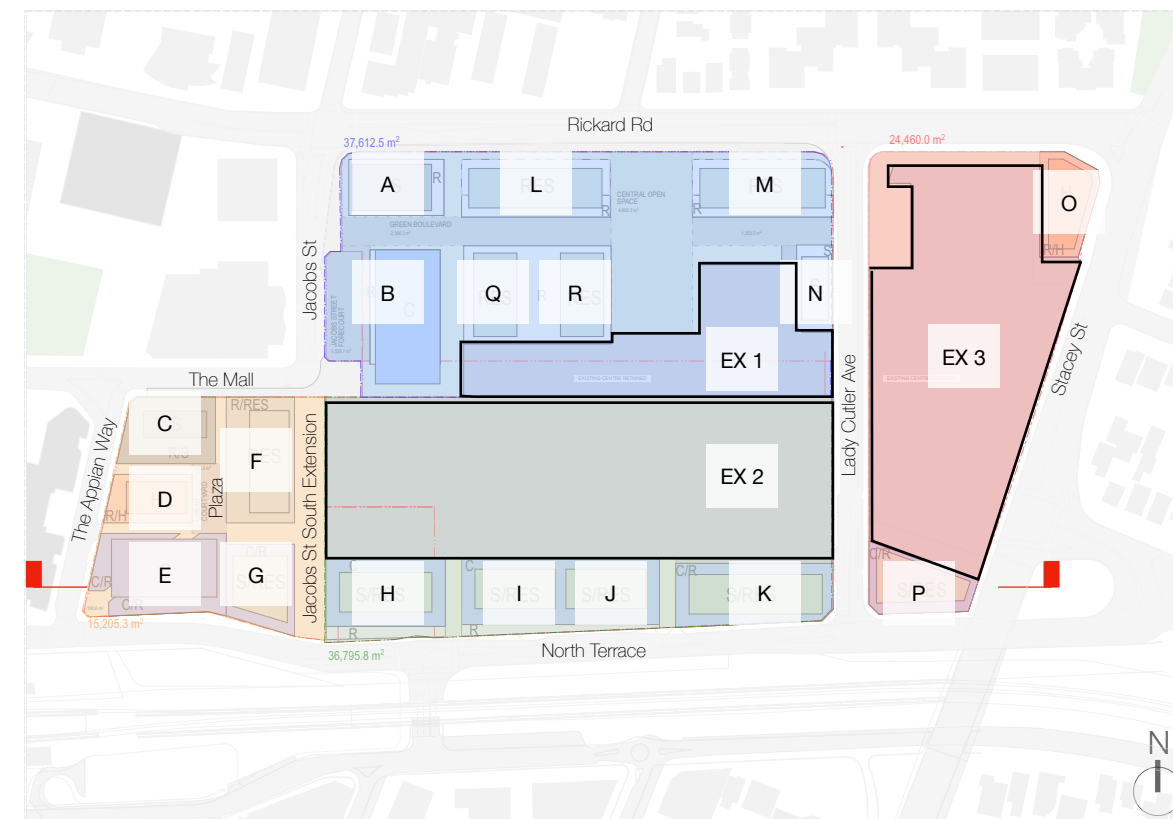


Height Precincts



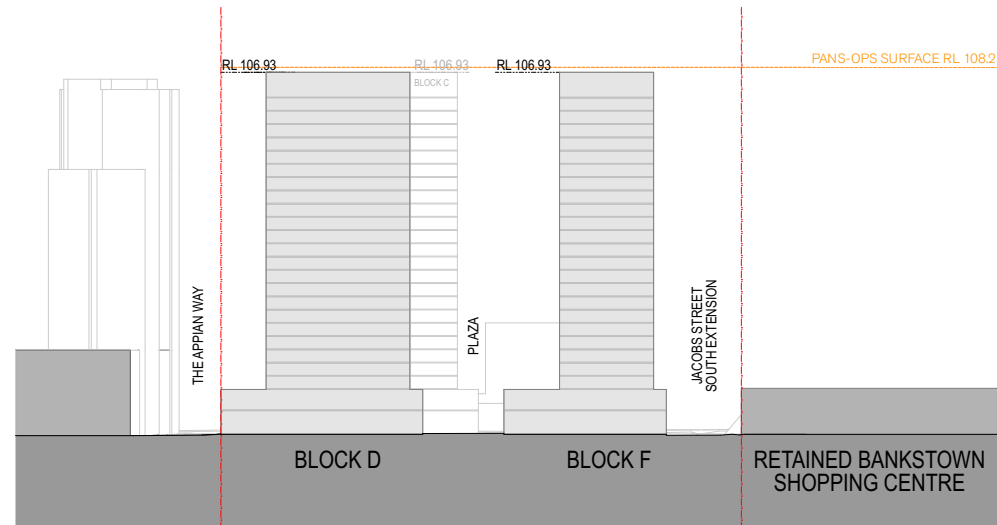
Height Control Sections

Town Centre/ North Terrace/ Stacey Street Precincts

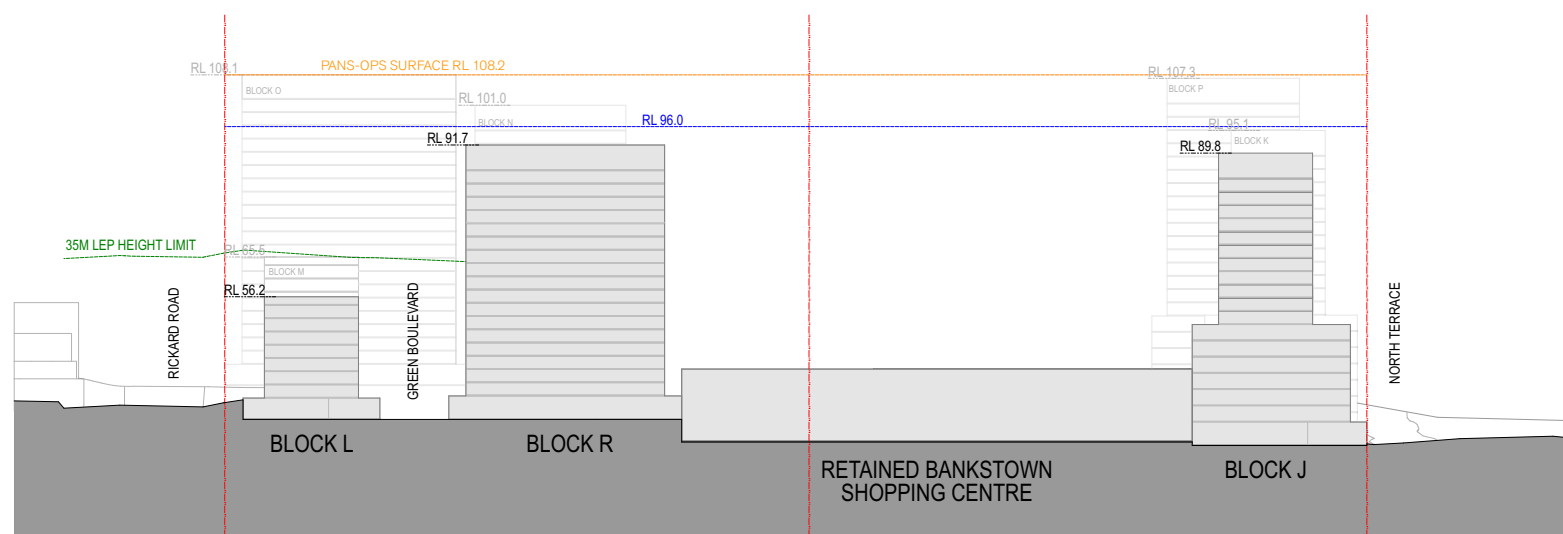


Height Control Sections

Town Centre/ North Terrace/ Rickard Road Precincts

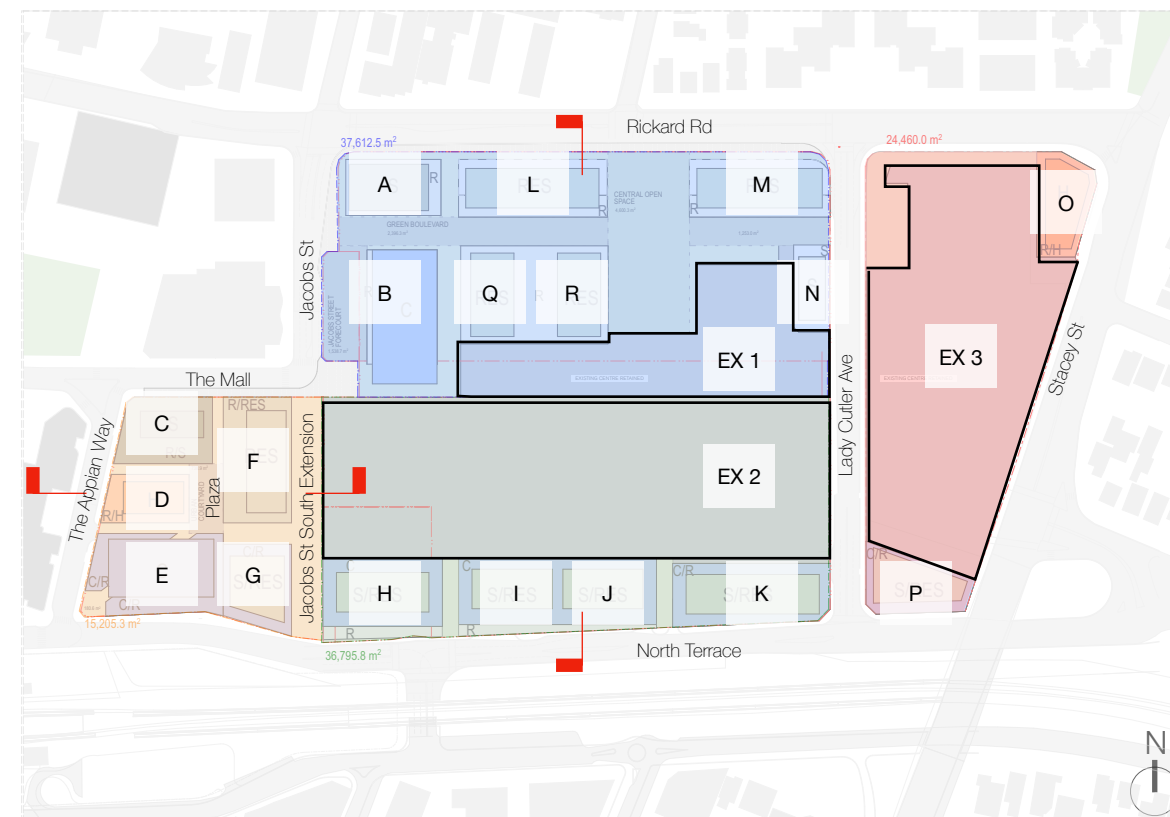


Town Centre Precinct

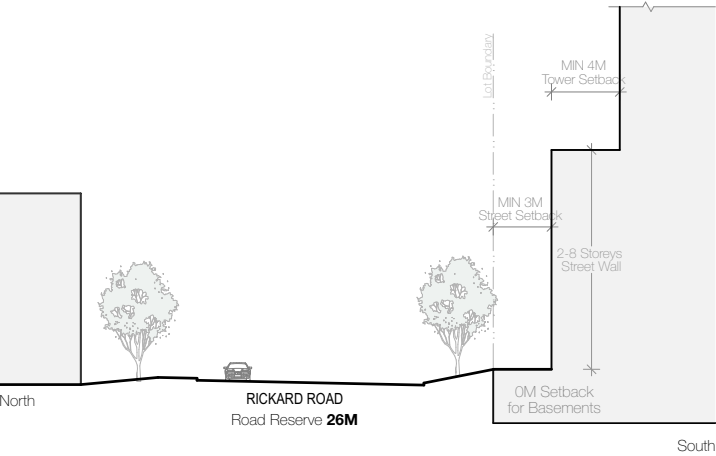
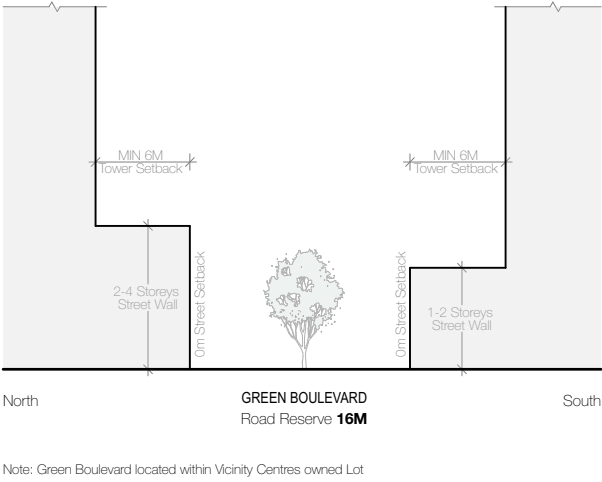
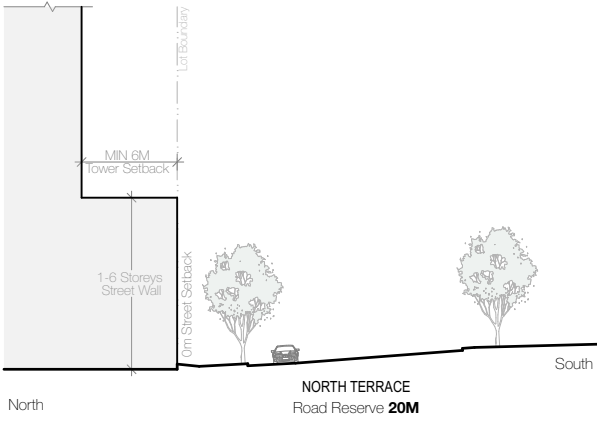
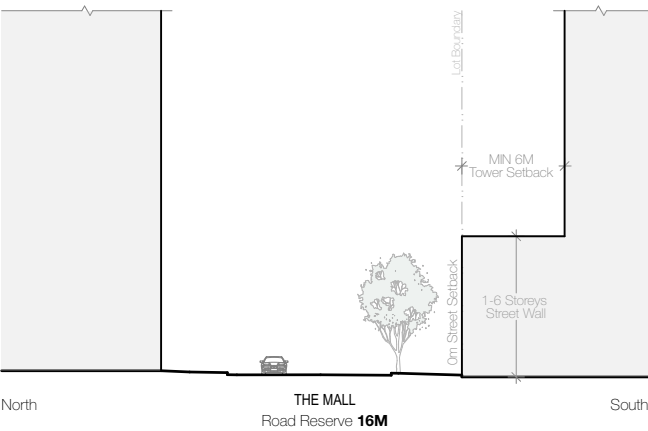
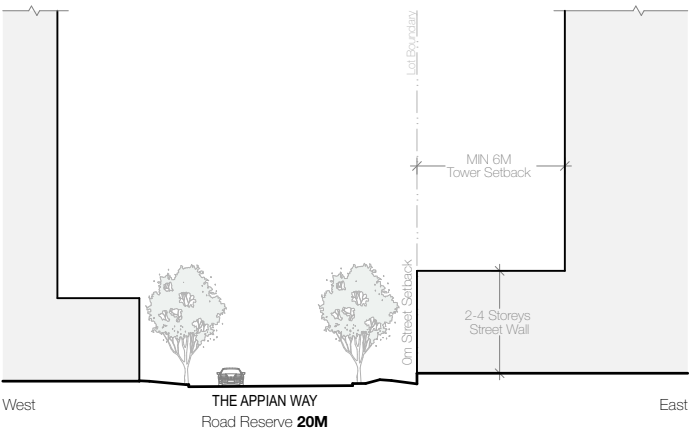


Rickard Road Precinct

North Terrace Precinct



TYPICAL STREET SECTION - Revised



Planning Summary

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

Proposed GFA by use

Retail: 15,683 sqm

Commercial: 118,565 sqm

Hotel: 29,296 sqm

Residential: 88,735 sqm

Student Accommodation: 54,877 sqm

Childcare 891 sqm

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

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



URBIS

BANKSTOWN CENTRAL MARKET DEPTH ASSESSMENT

May 2020

Prepared for

VICINITY CENTRES

This report is dated **27 May 2020** and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of **Vicinity Centres** (Instructing Party) for the purpose of a **Market Depth Assessment** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

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

Urbis staff responsible for this report were:

Director	Princess Ventura
Senior Consultant	Hailey Rivera
Consultant	Agnes Tiong

Project code	P0017475
Report number	1

COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

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

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

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

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

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

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

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EXECUTIVE SUMMARY

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

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

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

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

Vicinity Centre's Anticipated Development Scheme Addition to the Site



929

Apartments (Units)



740

656 Hotel Rooms & 84 Serviced Apartments



106,000 SQ.M

Commercial office space (in GFA)



1,664

Student Housing (Beds)



+ 14,800

Retail and Creative Space (sq.m)







+ 7,300

Public Open Space (sq.m)

EXECUTIVE SUMMARY

SUMMARY OF MARKET DEPTH ASSESSMENT





Table E.1

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

EXECUTIVE SUMMARY

SUMMARY OF MARKET DEPTH ASSESSMENT

Table E.1

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



INTRODUCTION

STUDY OBJECTIVES AND METHODOLOGY

INTRODUCTION

STUDY OBJECTIVES

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

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

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

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

METHODOLOGY

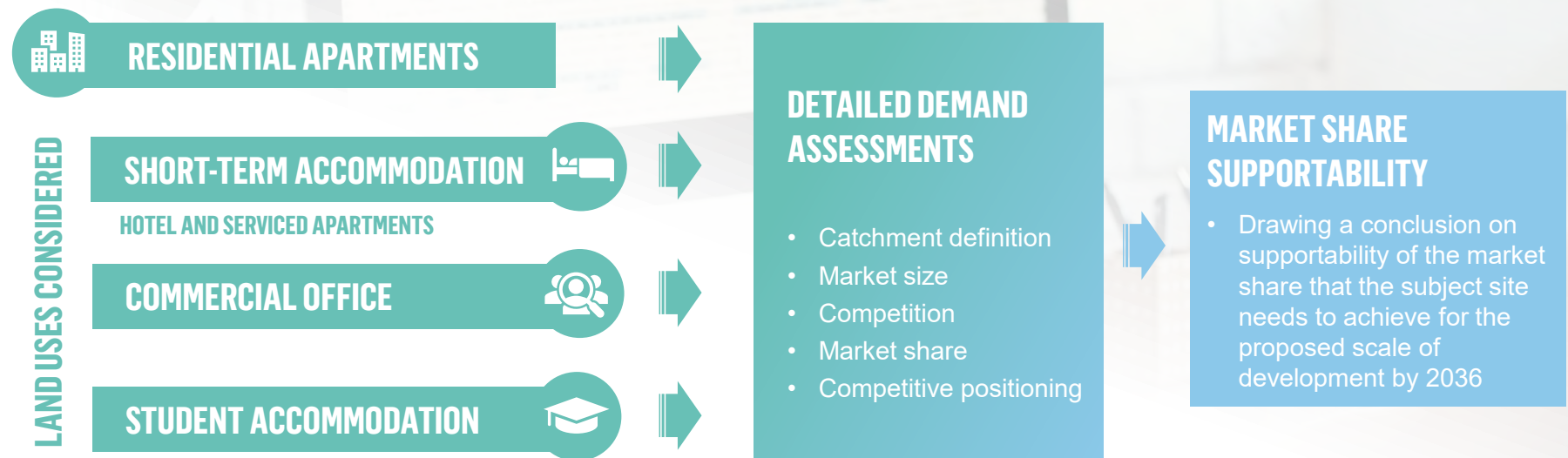
Figure I.1 overleaf provides an overview of our approach in assessing the market depth for the land uses proposed at the subject site. The assessment considers the following:

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

INTRODUCTION

MARKET DEPTH ASSESSMENT – LAND USES CONSIDERED AND OVERALL APPROACH

Figure I.1



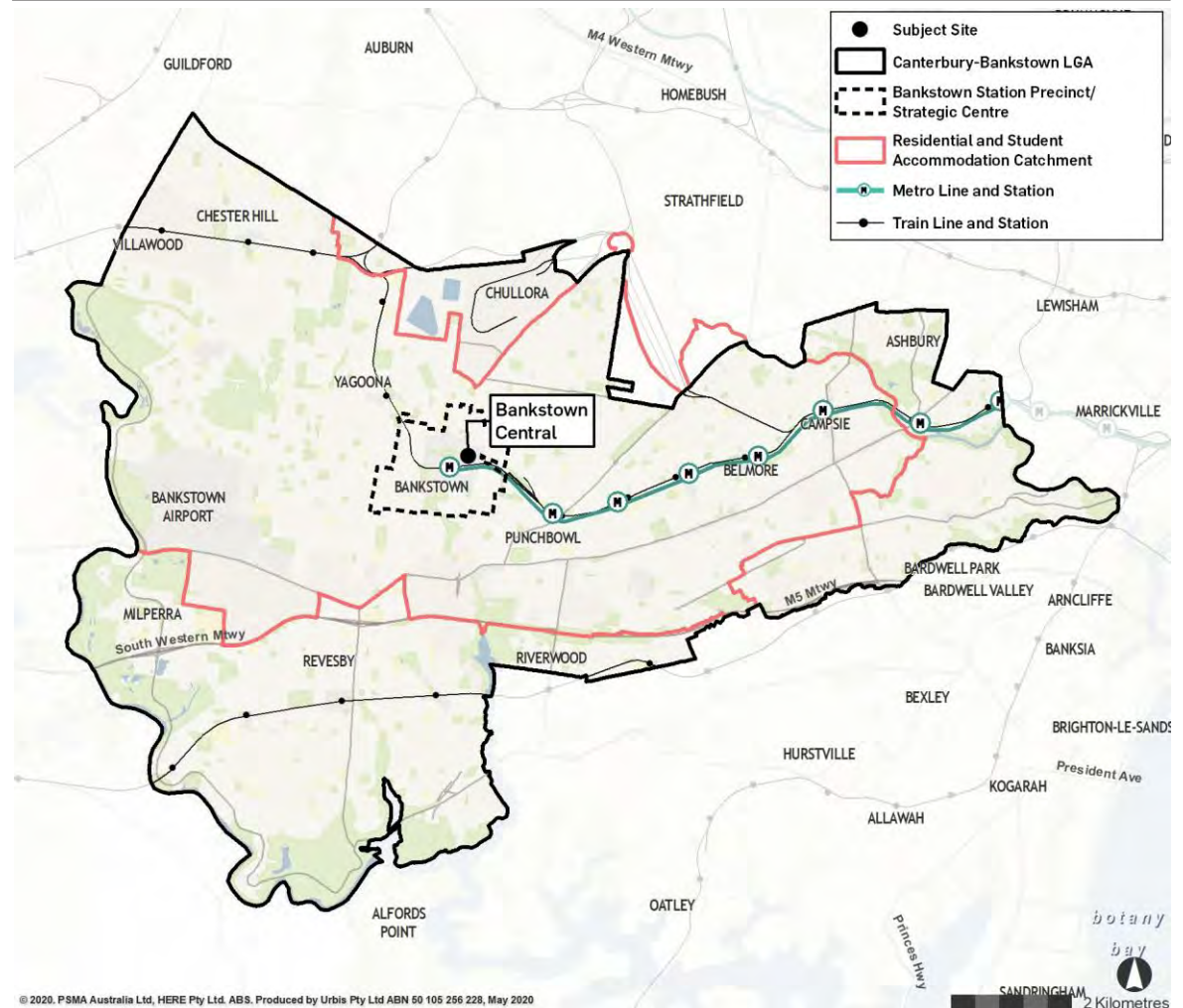
CATCHMENT AREA DEFINITIONS

KEY FINDINGS

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

CATCHMENT AREAS

Map I.1



An aerial architectural rendering of a city development project. The scene shows a mix of existing urban fabric and new, modern high-rise buildings. A prominent curved road or canal runs through the center-right of the image. The lighting is soft, suggesting dawn or dusk, with a warm glow emanating from the buildings and streetlights. The overall tone is professional and forward-looking.

1.0

SUBJECT SITE CONTEXT

SUBJECT SITE CONTEXT

KEY FINDINGS

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

SUBJECT SITE CONTEXT

Map 1.1





2.1

RESIDENTIAL

DETAILED MARKET ASSESSMENT



929

Apartment Units

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

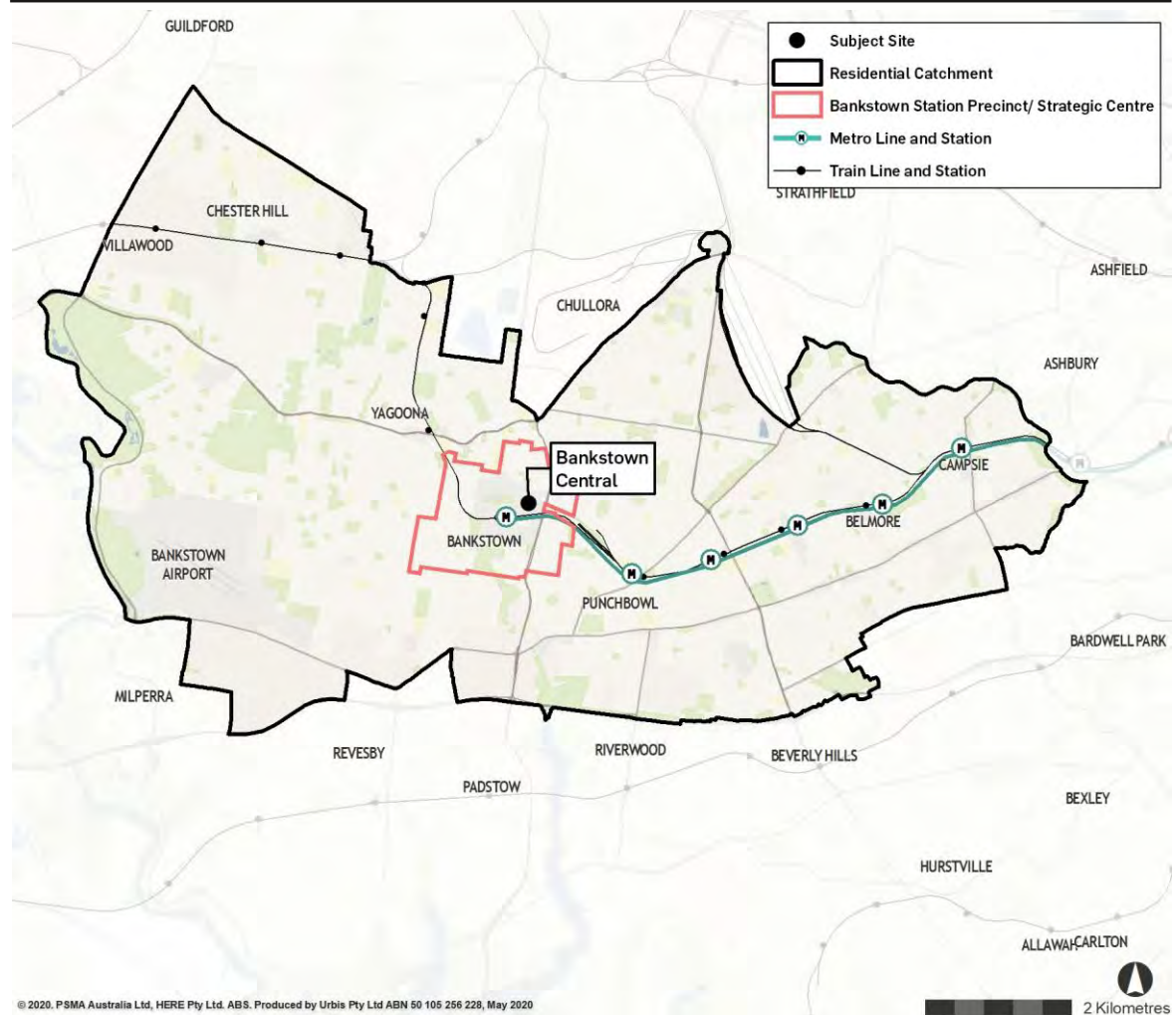
CATCHMENT AREA DEFINITION

KEY FINDINGS

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

RESIDENTIAL CATCHMENT

Map 2.1.1



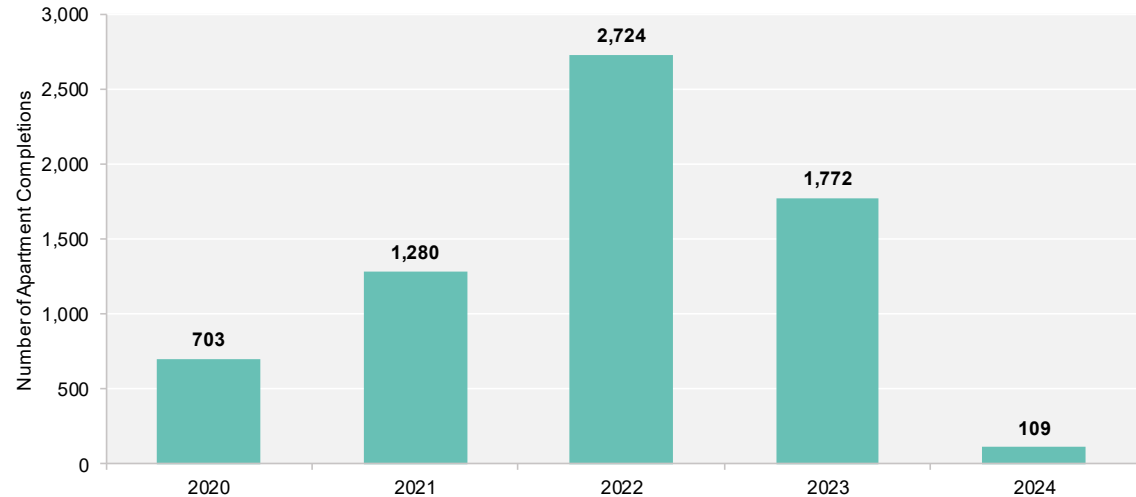
COMPETITIVE CONTEXT - APARTMENTS

KEY FINDINGS

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

RESIDENTIAL PIPELINE BY YEAR – CATCHMENT AREA

Chart 2.1.1



Source: Cordell Connect; Urbis

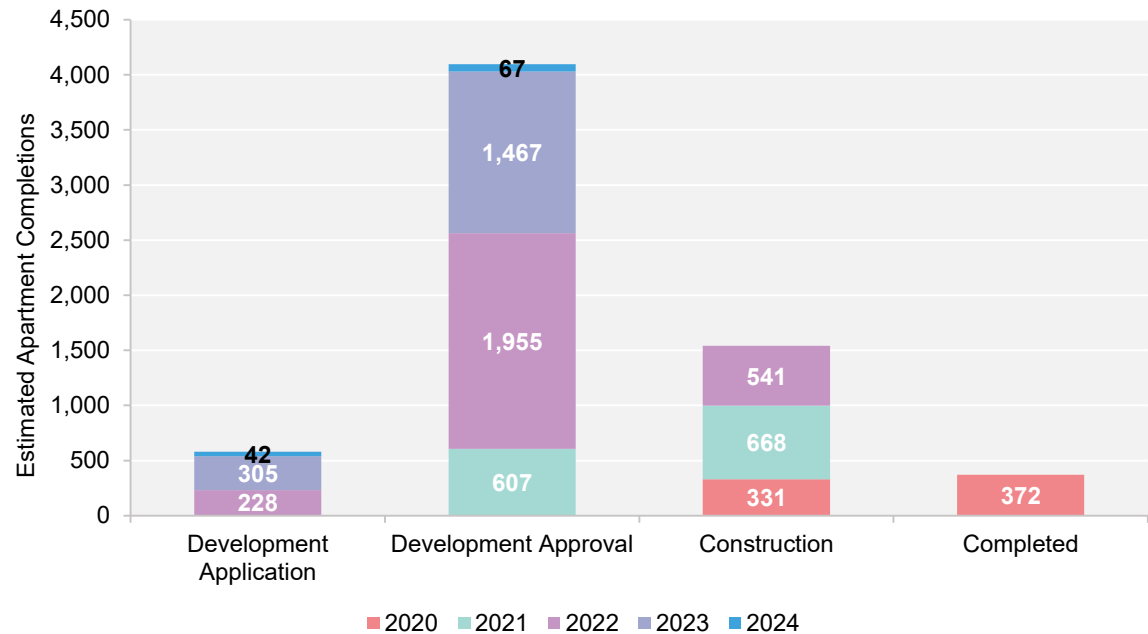
COMPETITIVE CONTEXT - APARTMENTS

KEY FINDINGS

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

RESIDENTIAL PIPELINE BY STAGE AND YEAR – CATCHMENT AREA

Chart 2.1.2

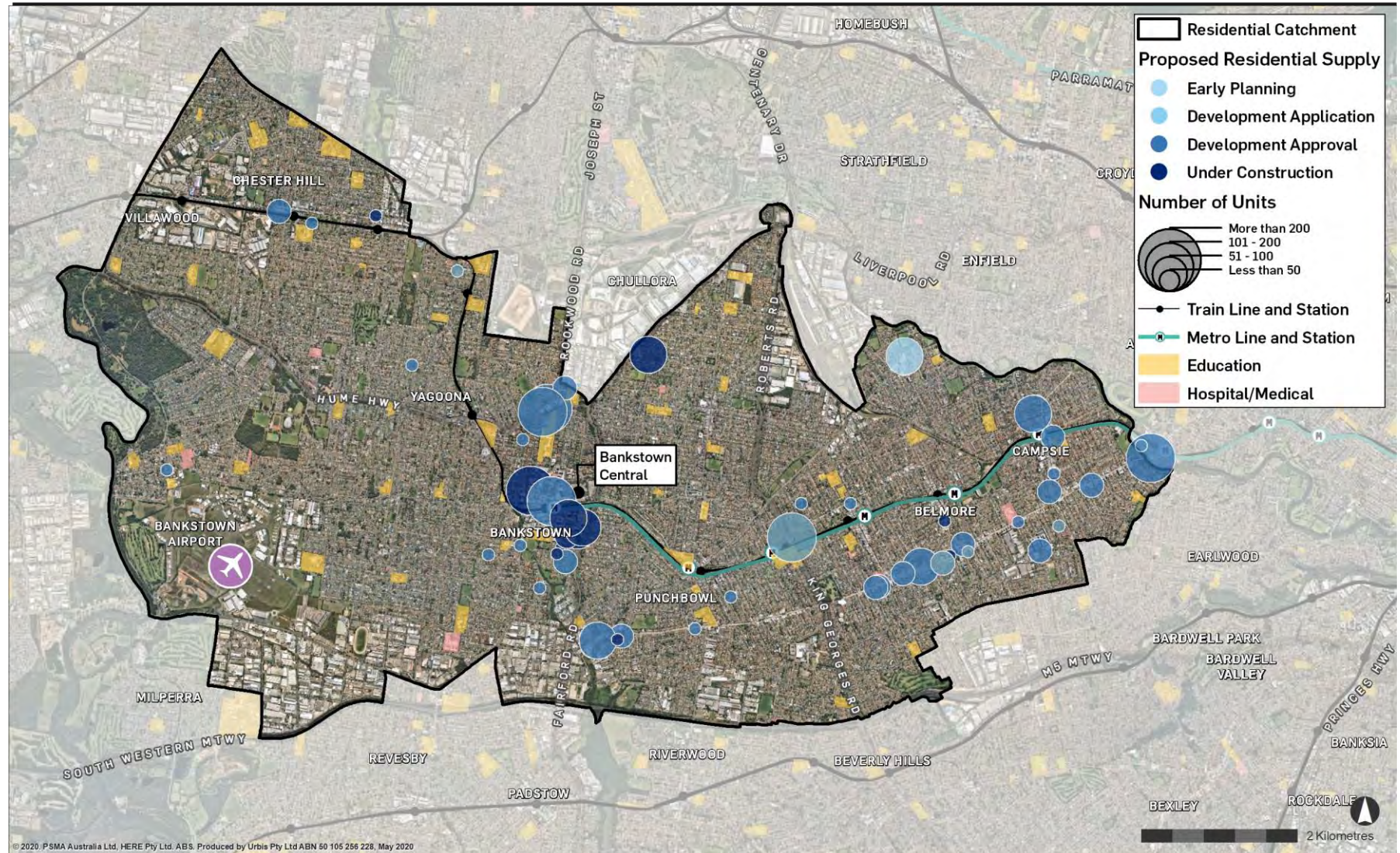


Source: Cordell Connect; Urbis

COMPETITIVE CONTEXT – APARTMENTS

PROPOSED APARTMENT DEVELOPMENTS

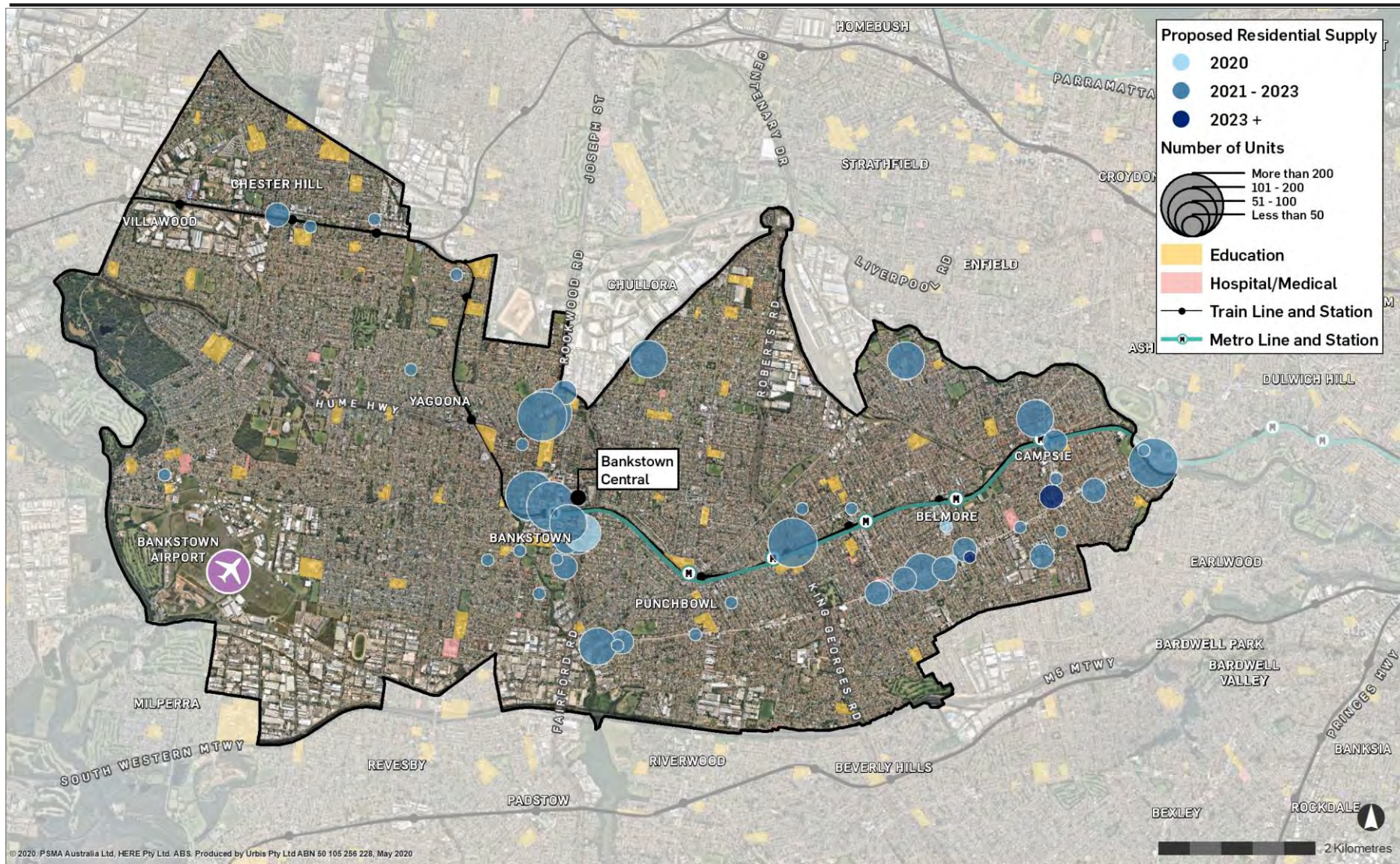
Map 2.1.2



COMPETITIVE CONTEXT – APARTMENTS

TIMING OF PROPOSED APARTMENT DEVELOPMENTS

Map 2.1.3



RESIDENTIAL DEVELOPMENT POTENTIAL – APARTMENTS

HISTORICAL DEMAND

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

FUTURE DEMAND

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

Population Growth-Driven Demand

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

Household Formation-Driven Demand

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

Annual Catchment Demand

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

RESIDENTIAL COMPETITIVE POSITIONING

LOCATION DRIVERS FOR RESIDENTIAL DEVELOPMENT

Table 2.1.1

LOCATION DRIVER	IMPACT	IMPLICATIONS FOR SUBJECT SITE	RATING
I. Attractive Views and Surrounding	High	<ul style="list-style-type: none"> Orientation of the site provides the opportunity for future development to maximise apartments with north-eastern aspects, ensuring majority of the units receive natural sunlight and providing views toward the lower density residential area. Future residential development will be co-located with the prime retail centre of Bankstown. Future residents are likely to be exposed to busy traffic thoroughfare and traffic noise. 	Moderate
II. Amenities and Services	Very High	<ul style="list-style-type: none"> The site is located at the core of Bankstown Strategic Centre, where major retail, amenities and services are located. Bankstown Central itself is the only retail centre servicing Bankstown. Bankstown Central is home to major retailers such as Woolworths, Supa IGA, Myer, Kmart and Target. It also offers broad range of specialty stores, food and beverages, amenities and services. Broader range of other retail offering including cafes, restaurants, bars and specialties are distributed around 500m walking distance from the site. The site is accessible to several family-friendly parks including Paul Keating Park and other community facilities such as Bankstown Library and Knowledge Centre. The site is accessible to variety of education facilities within 800m radius, including Bankstown TAFE NSW at the north, Bankstown Girls High School and St Brendan's Catholic Primary School at the South. 	Positive
III. Transport Accessibility and Infrastructure	Very High	<ul style="list-style-type: none"> The site is highly accessible via different modes of travel with its' location within Bankstown Station Precinct. Bankstown station and bus interchange are located at the immediate south of the subject site, providing convenient train and bus services to Sydney CBD, Parramatta and major regional centres including Strathfield and Sydney Olympic Park. 	Positive
IV. Employment Opportunities	Very High	<ul style="list-style-type: none"> The site benefits from the location in proximity to Bankstown Station and bus interchange, with access to key employment areas within 20 minutes including Cabramatta, Lidcombe and Sydenham. There is also a high number of jobs within the local area with the top 3 industries including <i>Health Care and Social Assistance, Education and Training</i>, and <i>Retail Trade</i>, representing over 50% of employment within Bankstown. 	Positive
V. Availability of Choice and Competing Supply	Moderate	<ul style="list-style-type: none"> The site is located in an area with high residential demand and moderate supply. The supply pipeline indicates most of the residential development is anticipated to be complete by 2024 with more than 6,200 units expected in the catchment area. Of these, only three other developments will deliver more than 300 units. 	Moderate
Overall Outlook		<ul style="list-style-type: none"> Extensive range of retail, facilities, services and public amenities right at the doorstep Excellent access to major transport interchange that provide access to key employment centres Limited competing large scale development in catchment. Premium locational compared to surrounding development. 	

RESIDENTIAL SUPPORTABLE MARKET SHARE

MARKET DEMAND

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

SUPPLY

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

COMPETITIVE SHARE

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

MARKET SHARE SUPPORTABILITY

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



2.2

SHORT-TERM ACCOMMODATION

DETAILED MARKET ASSESSMENT

 740

Hotel Rooms & Serviced Apartments

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

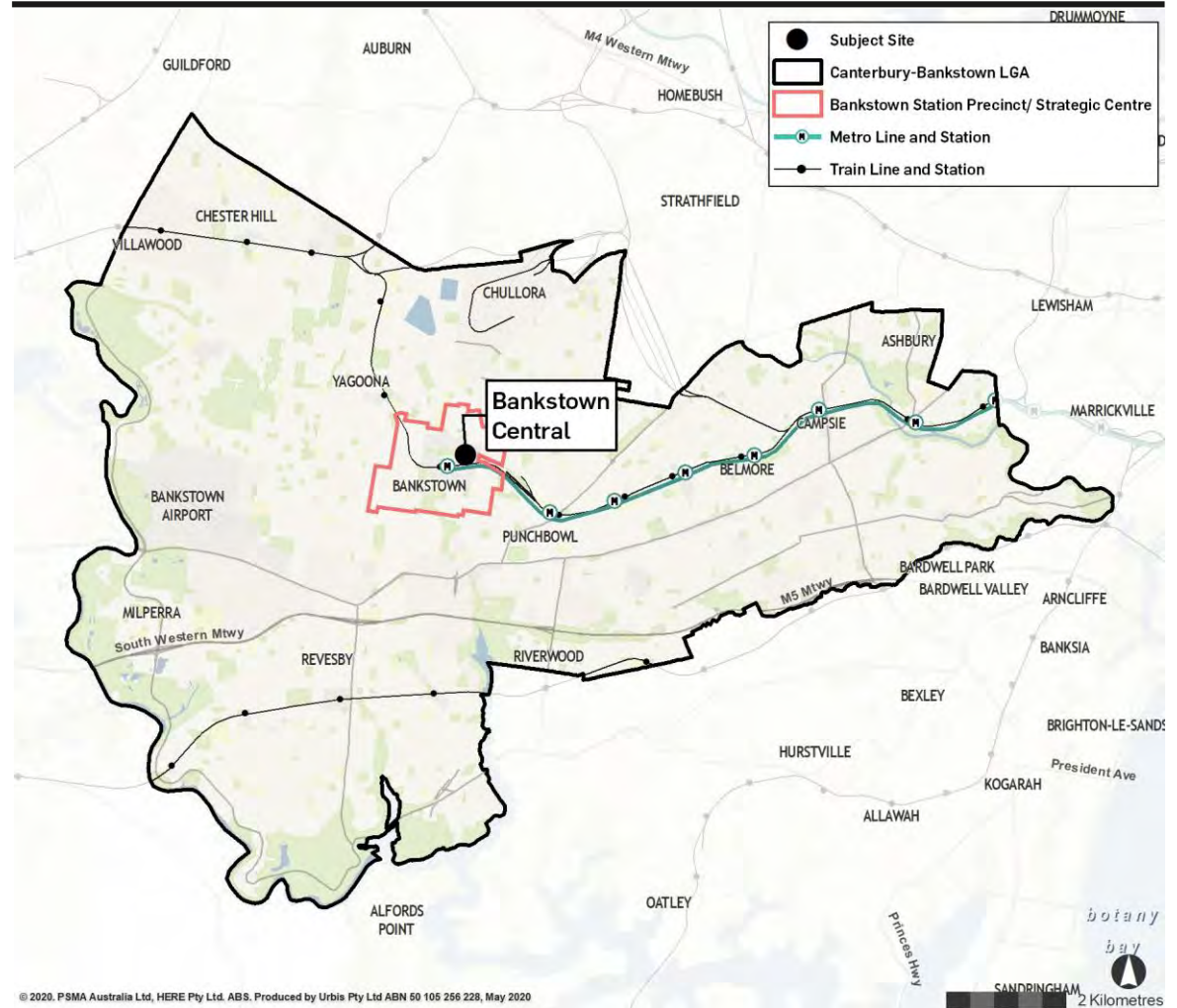
CATCHMENT AREA DEFINITION

KEY FINDINGS

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

TOURISM CATCHMENT

Map 2.2.1



SHORT-TERM ACCOMMODATION EXISTING SUPPLY

KEY FINDINGS

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

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

EXISTING SHORT TERM ACCOMMODATION ESTABLISHMENTS

Table 2.2.1

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

Source: Urbis

SHORT-TERM ACCOMMODATION FUTURE SUPPLY

KEY FINDINGS

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

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

PROPOSED SHORT TERM ACCOMMODATION ESTABLISHMENTS

Table 2.2.2

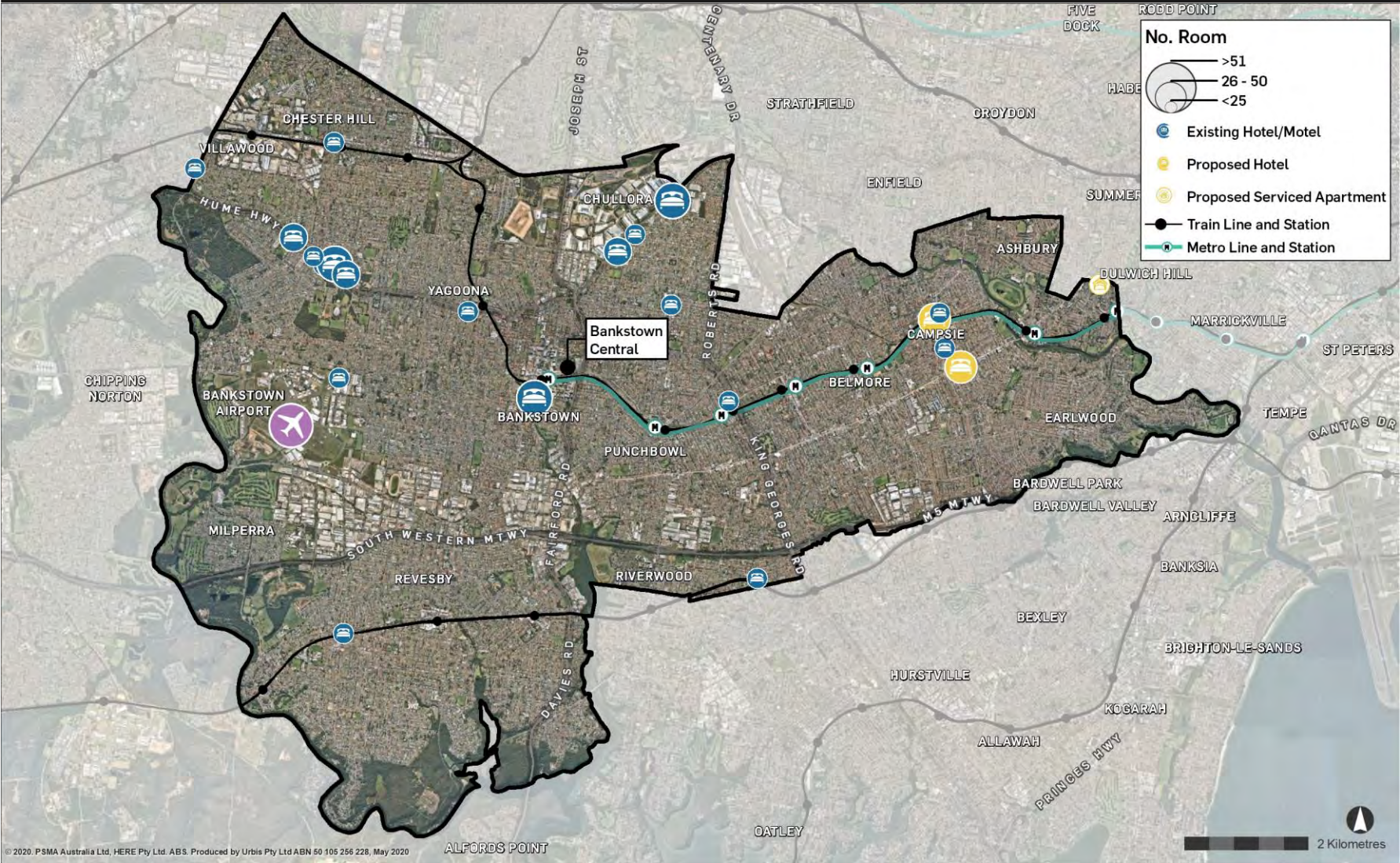
FACILITY NAME	ADDRESS	SUBURB	ROOMS	STATUS	COMPLETION YEAR
London Street Hotel	10 London St	Campsie	212	Development Application	2023
New Canterbury Road Mixed Use Development	636-638 New Canterbury Rd	Hurlstone Park	3	Development Approval	2021
Canterbury Road Hotel	433-435 Canterbury Road	Campsie	112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

Source: Urbis

COMPETITIVE CONTEXT

EXISTING AND PROPOSED SHORT TERM ACCOMMODATION ESTABLISHMENTS

Map 2.2.2



SYDNEY TOURISM FORECAST

KEY FINDINGS

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

HISTORICAL AND FORECAST VISITOR NIGHTS – SYDNEY TR

Table 2.2.3

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

1. Visiting friends and relatives

Source: Tourism Research Australia; Urbis

AVERAGE ANNUAL GROWTH – SYDNEY TR (2020-36)

Table 2.2.4

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

1. Visiting friends and relatives

Source: Tourism Research Australia; Urbis

CATCHMENT TOURISM MARKET PROFILE

KEY FINDINGS

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

HISTORICAL VISITATION – TOURISM CATCHMENT

Table 2.2.5

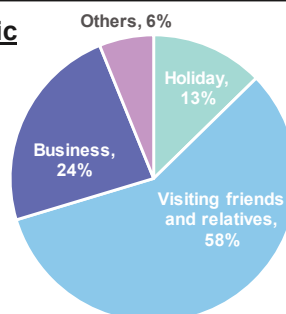
	SUPPORTABLE DWELLINGS		
	2009	2014	2019
Domestic Overnight Visitors	272	433	605
International Overnight Visitors	1,288,203	1,761,035	3,357,311
Total	1,288,475	1,761,468	3,357,916
	AVERAGE ANNUAL GROWTH (NIGHTS)		
	2009-14	2014-19	2009-19
Domestic Overnight Visitors	32	34	33
International Overnight Visitors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

Source: Tourism Research Australia; Urbis

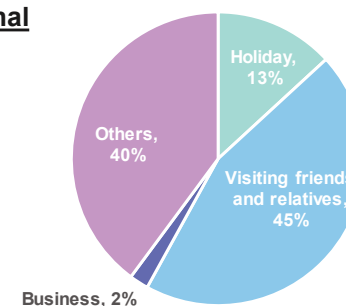
PURPOSE OF STOPOVER – TOURISM CATCHMENT (5-YR AVG 2015-19)

Chart 2.2.1

Domestic



International



Source: Tourism Research Australia; Urbis

FORECAST ROOM DEMAND – CATCHMENT AREA

KEY FINDINGS

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

FORECAST CATCHMENT HOTEL ROOM DEMAND AND SUPPLY GAP

Table 2.2.6

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

* Based on historical occupancy levels in the catchment

Source: Tourism Research Australia; STR Global; ABS; Urbis

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

SHORT-TERM ACCOMMODATION COMPETITIVE POSITIONING

LOCATION DRIVERS FOR SHORT-TERM ACCOMMODATION ESTABLISHMENTS

Table 2.2.7

SUCCESS DRIVERS	IMPACT	IMPLICATIONS FOR SUBJECT SITE	RATING
I. Amenities and Services	High	<ul style="list-style-type: none"> The site is situated at the core of Bankstown Strategic Centre, where major retail, amenities and services are located. Bankstown Central itself is the only retail centre servicing Bankstown. Bankstown Central is home to major retailers such as Woolworths, Supa IGA, Myer, Kmart and Target. It also offers broad range of specialty stores, food and beverages, amenities and services. Broader range of other retail offering including cafes, restaurants, bars and specialties are distributed around 500m walking distance from the site. The site is accessible to several family-friendly parks including Paul Keating Park and other community facilities such as Bankstown Library and Knowledge Centre. 	Positive
II. Visitor Attractions	Very High	<ul style="list-style-type: none"> Several local parks in the area are attractive to tourist, with the incorporation of public arts and kids play area. These include Paul Keating Park to the immediate west of the site and Bankstown City Garden to the south. Telstra Museum and Bankstown Reservoir are also top sights within Bankstown area. These destinations are all accessible within 5-15mins walking distance. DFO Homebush and Sydney Olympic Park is 10km north of the site (15-minutes driving distance). These destinations provide tourists with greater variety of retail services, sporting facilities and events. 	Moderate
III. Transport Accessibility	Very High	<ul style="list-style-type: none"> Bankstown Airport is located 7-minutes west of the site (driving distance). The site is highly accessible via different modes of travel with its' location within Bankstown Station Precinct. Bankstown station and bus interchange are located at the immediate south of the subject site, providing convenient train and bus services to Sydney CBD, Parramatta and major regional centres including Strathfield and Sydney Olympic Park. 	Positive
IV. Proximity to Employment	Moderate	<ul style="list-style-type: none"> The site benefits from the location in proximity to Bankstown Station and bus interchange, with access to key employment areas within 20 minutes including Cabramatta, Lidcombe and Sydenham. 	Moderate
V. Brand, Availability of Choice and Competing Supply	Moderate	<ul style="list-style-type: none"> Travelodge is currently the only major operator in Bankstown area. Current supply market indicates the lack of 4-5 Star rating short-term accommodation establishments in the catchment. The supply pipeline indicates that minimal short-term accommodation establishments are proposed within the catchment. The three (3) proposed development are anticipated to be completed by 2023, with majority of the rooms located at Campsie (7km driving distance). 	Positive
Overall Outlook		<ul style="list-style-type: none"> Extensive range of retail, facilities, services and public amenities right at the doorstep Excellent access to major transport interchange that provide access to key employment centres Limited premium quality establishments and low level of supply within the catchment 	

SHORT-TERM ACCOMMODATION SUPPORTABLE MARKET SHARE

MARKET DEMAND

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

SUPPLY

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

COMPETITIVE SHARE

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

MARKET SHARE SUPPORTABILITY

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



2.3

COMMERCIAL OFFICE

DETAILED MARKET ASSESSMENT



105,996 SQ.M

Commercial office space (in GFA)

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

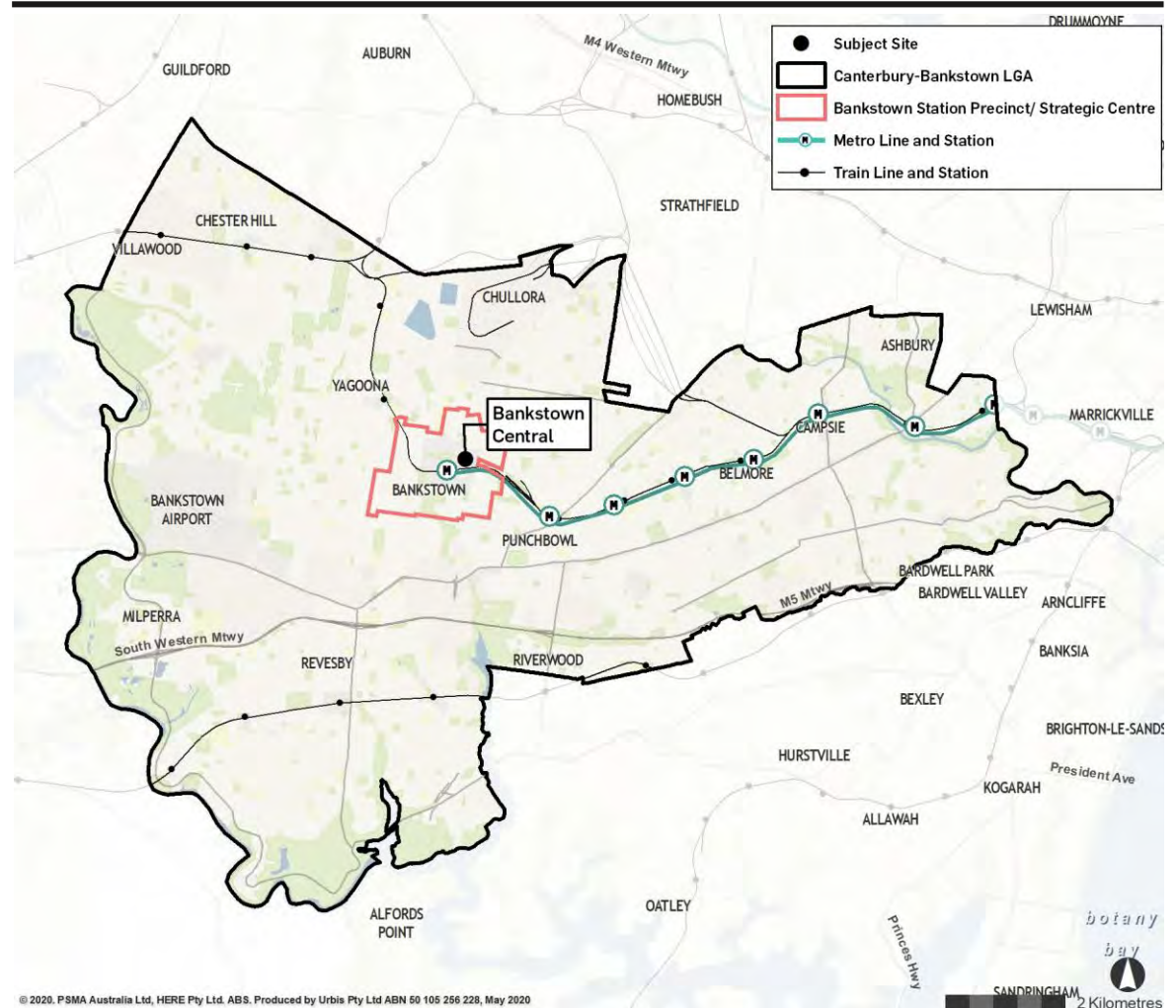
CATCHMENT AREA DEFINITION

KEY FINDINGS

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

OFFICE CATCHMENT

Map 2.3.1



HISTORIC OFFICE SUPPLY TREND

KEY FINDINGS

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

EMPLOYMENT PROJECTION OVERVIEW

Table 2.3.1

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

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

HISTORIC SUPPLY ESTIMATE - CATCHMENT

Table 2.3.2

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

Source: Urbis, TfNSW, PCA

COMPETITIVE CONTEXT – FUTURE SUPPLY

KEY FINDINGS

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

PROPOSED OFFICE DEVELOPMENTS (ABOVE 500 SQ.M)

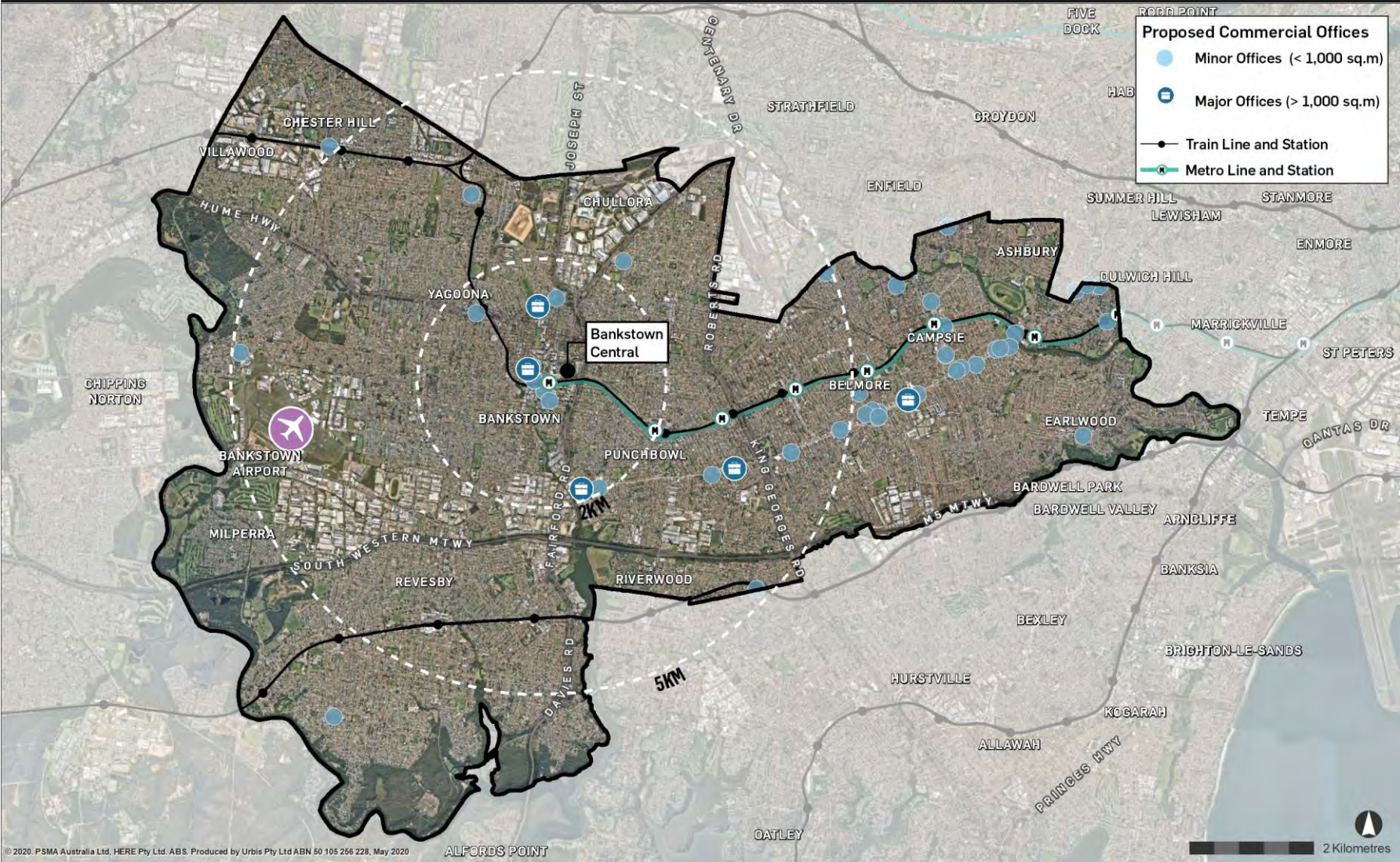
Table 2.3.3

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

COMPETITIVE CONTEXT

PROPOSED MAJOR OFFICE DEVELOPMENTS

Map 2.3.2



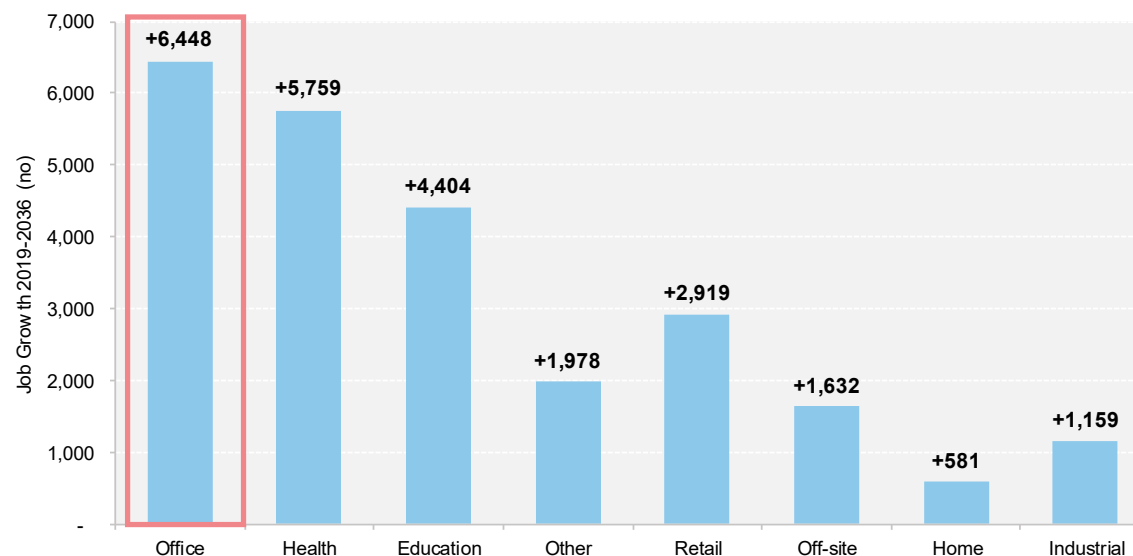
COMMERCIAL OFFICE DEMAND

EMPLOYMENT PROJECTIONS BY INDUSTRY

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

EMPLOYMENT PROJECTION BY PROPERTY TYPE , 2019-2036

Chart 2.3.1



Source: TfNSW; Urbis

COMMERCIAL OFFICE DEMAND

EMPLOYMENT PROJECTIONS BY INDUSTRY

Table 2.3.4

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

Source: TfNSW; Urbis

COMMERCIAL OFFICE DEMAND

FORECAST OFFICE DEMAND – CATCHMENT AREA

Table 2.3.5

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

Source: TfNSW; PCA; Cordell Connect; Urbis

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

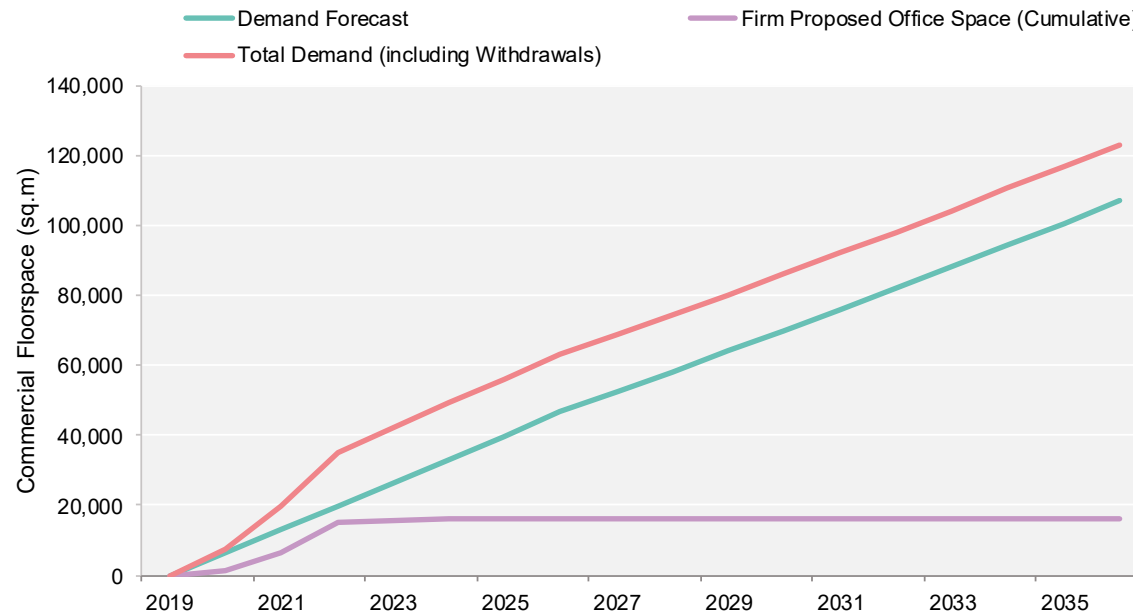
COMMERCIAL OFFICE POTENTIAL

KEY FINDINGS

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

COMMERCIAL OFFICE POTENTIAL

Chart 2.3.2



Source: TfNSW; PCA; Cordell Connect; Urbis

COMPETITIVE POSITIONING

CATCHMENT COMMERCIAL OFFICE MARKET AND SUBJECT SITE ASSESSMENT AGAINST DEMAND DRIVERS

Table 2.3.6

LOCATION DRIVER	IMPACT	IMPLICATIONS FOR SUBJECT SITE	RATING
I. Surrounding Resident Population/ Customers	High	<ul style="list-style-type: none"> The site has access to a resident population that has strong forecast growth. The planned offering of health and education facilities at Bankstown (including WSU Bankstown City Campus) are key drivers of this population growth. 	Positive
II. Retail and Leisure Amenity	High	<ul style="list-style-type: none"> The site is located as part of the prime retail location of Bankstown Strategic Centre, where broader range of retail services and amenities will be provided as part of the redevelopment. 	Positive
III. Clustering of Related Businesses	High	<ul style="list-style-type: none"> The site is located at the core of Bankstown Strategic Centre, where educational facilities, arts and creative services are clustered around. The location of the site within the catchment's Health & Education Precinct further strengthen the location as office location. 	Positive
IV. Rent Affordability	High	<ul style="list-style-type: none"> Existing commercial spaces is rather limited in Bankstown, where prices have indicated to be slightly higher compared to other commercial areas in the catchment such as Campsie. 	Moderate
V. Public Transport Access	Moderate	<ul style="list-style-type: none"> The site benefits from the location right next to the major transport interchange, where access to Bus, Train and the Future Metro Station are extremely convenient. 	Positive
VI. Perceived Car Access and Parking	Moderate	<ul style="list-style-type: none"> The site is currently well-served by Stacey Street at the east, North Terrace at the South, Rickard Road at the North, and Lady Cutler Avenue across the site from North to South. With the major redevelopment taking place on-site, office spaces on-site will have greater certainty with access to car parking. 	Positive
VII. Attractive Outlook and Urban Landscape	Moderate	<ul style="list-style-type: none"> The site is currently located next to Paul Keating Park. The master plan is envisioned to deliver additional 7,000sq.m of public open space. This will enhance the public domain around the site and provide an attractive urban landscape where office workers can enjoy. 	Positive
Overall Outlook		<ul style="list-style-type: none"> Strong population growth that will remain with the clustering of health and educational facilities being planned for the centre Excellent access to retail and leisure amenity, as well as public transport, and car parking 	

COMMERCIAL OFFICE SUPPORTABLE MARKET SHARE

SUPPORTABLE OFFICE FLOORSPACE – SUBJECT SITE

Table 2.3.7

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

Source: TfNSW; PCA; Cordell Connect; Urbis

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

COMMERCIAL OFFICE SUPPORTABLE MARKET SHARE

MARKET DEMAND

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

SUPPLY

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

COMPETITIVE SHARE

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

MARKET SHARE SUPPORTABILITY

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

2.4

STUDENT ACCOMMODATION

DETAILED MARKET ASSESSMENT



1,664

Student Housing (Beds)

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

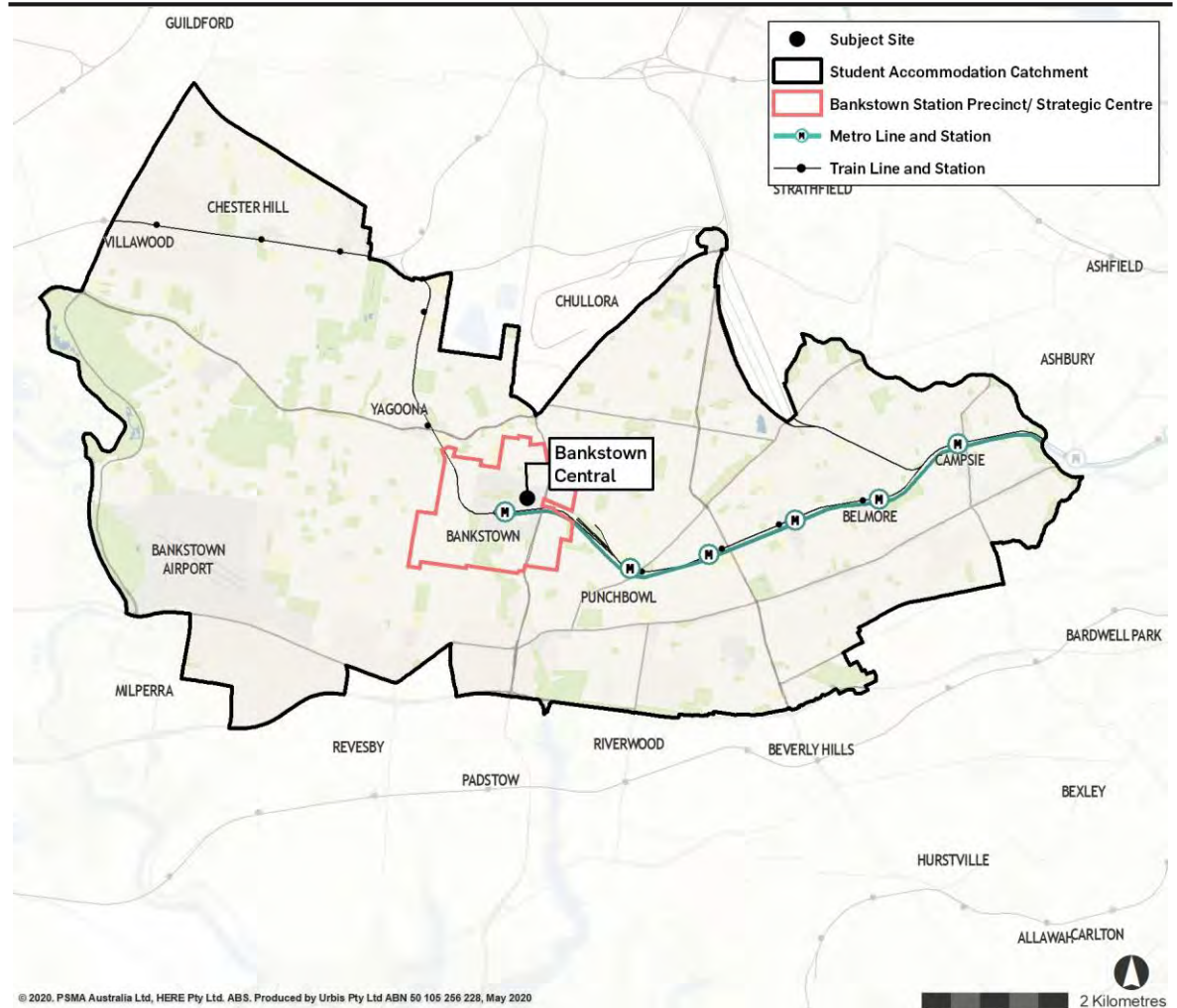
CATCHMENT AREA DEFINITION

KEY FINDINGS

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

STUDENT ACCOMMODATION CATCHMENT

Map 2.4.1



COMPETITIVE CONTEXT

KEY FINDINGS

- The current WSU Bankstown Campus is located next to Bankstown Airport, approximately 8km south-west of the site.
- The campus mainly offers courses in the field of Arts, Social Science, International Studies, Business, Information and Communication Technology.
- Set to open by 2022, WSU will deliver a new campus at the core of Bankstown Strategic Centre (150m north of the subject site).
- The new campus is set to support the defining role of Canterbury-Bankstown, by offering teaching and research programs focused in health, advanced manufacturing and education.
- Specifically, the Bankstown City Campus will offer courses in teacher education, psychology, arts and humanities, business, accounting, IT and non-clinical health areas.
- **Bankstown City Campus is anticipated to attract greater number of international and regional students with its**
 - Location that is highly-accessible to public transportation, retail services and amenities
 - Course offerings
 - Offering of work-integrated learning and collaborative research partnership
 - World-class high-rise campus.



Source: Western Sydney University



Existing WSU Bankstown Campus

Future WSU Bankstown City Campus



Source: NSW DPIE

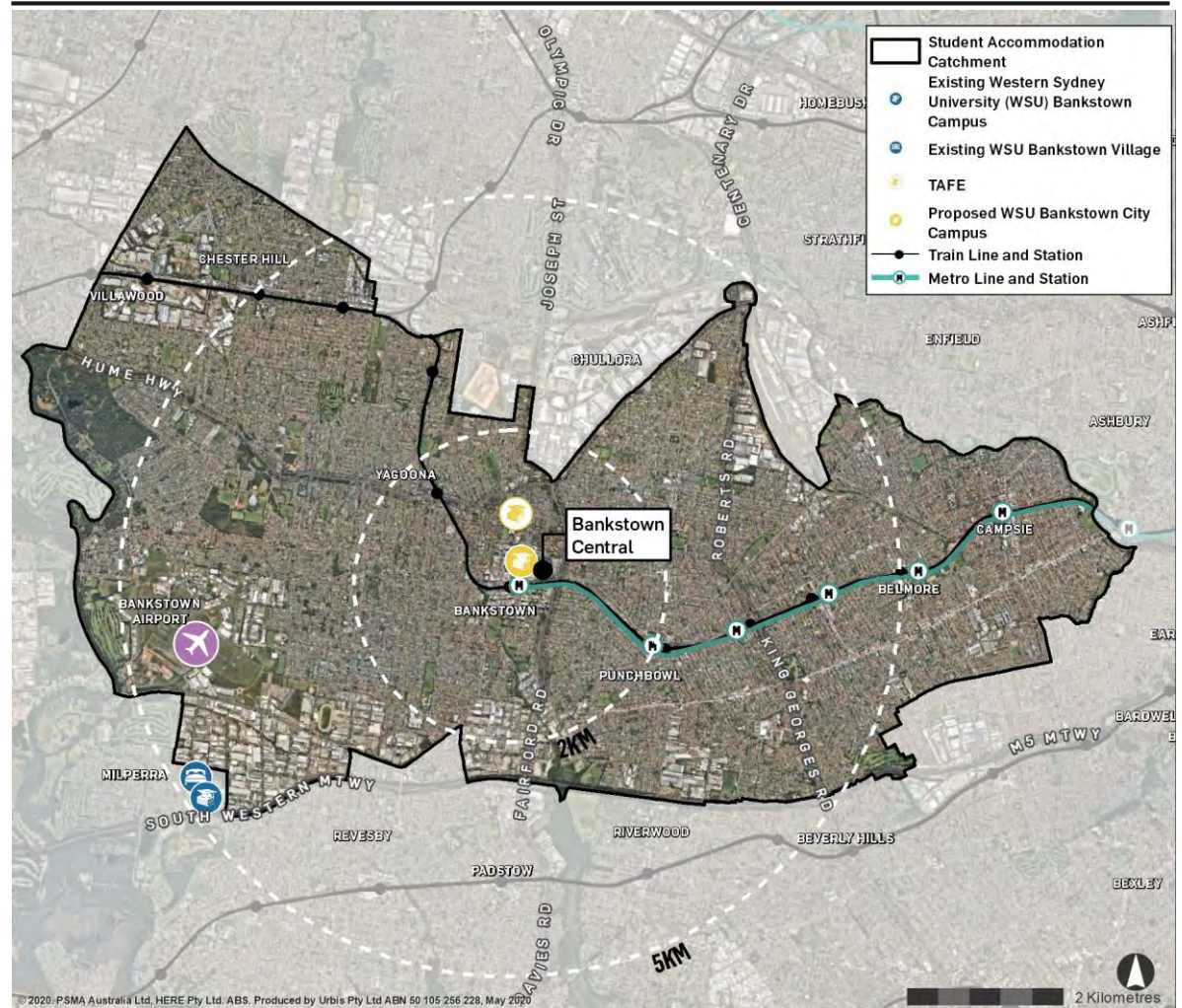
STUDENT ACCOMMODATION COMPETITIVE CONTEXT

KEY FINDINGS

- There is currently limited Purpose-Built Student Accommodation (PBSA) within the catchment. WSU Bankstown Village is the only operator offering on-campus accommodation (290 beds) at Milperra.
- Our assessment on the future development pipeline indicated that there is no PBSA proposed in the catchment.
- This indicates that the **proposed 1,664 beds at Bankstown Central will represent up to 85% of the total supply by 2036.**
- Whilst this indicates a rather high proportion, it is common for one operator (i.e. Unilodge, Camplus Living Villages, Atira) to dominate the market and take up several facilities on-site.
- **Map 2.4.2** demonstrates the location of existing and proposed WSU Bankstown Campus along with associated PBSA.
- **The subject site will be an attractive location for student-living, with its location:**
 - Close to the new WSU campus
 - Adjacent to major transport interchange
 - Above the prime retail centre
 - Within the cluster where amenities, arts and creative facilities are located.

WSU BANKSTOWN CAMPUS AND PBSA OPERATOR

Map 2.4.2



STUDENT ACCOMMODATION – HISTORIC ENROLMENTS

KEY FINDINGS

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

WESTERN SYDNEY UNIVERSITY – HISTORIC ENROLMENTS

Table 2.4.1

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

Source: Department of Education and Training; Urbis

STUDENT ACCOMMODATION – FORECAST ENROLMENTS

KEY FINDINGS

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

WESTERN SYDNEY UNIVERSITY – FORECAST ENROLMENTS

Table 2.4.2

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

Source: Department of Education and Training; Urbis

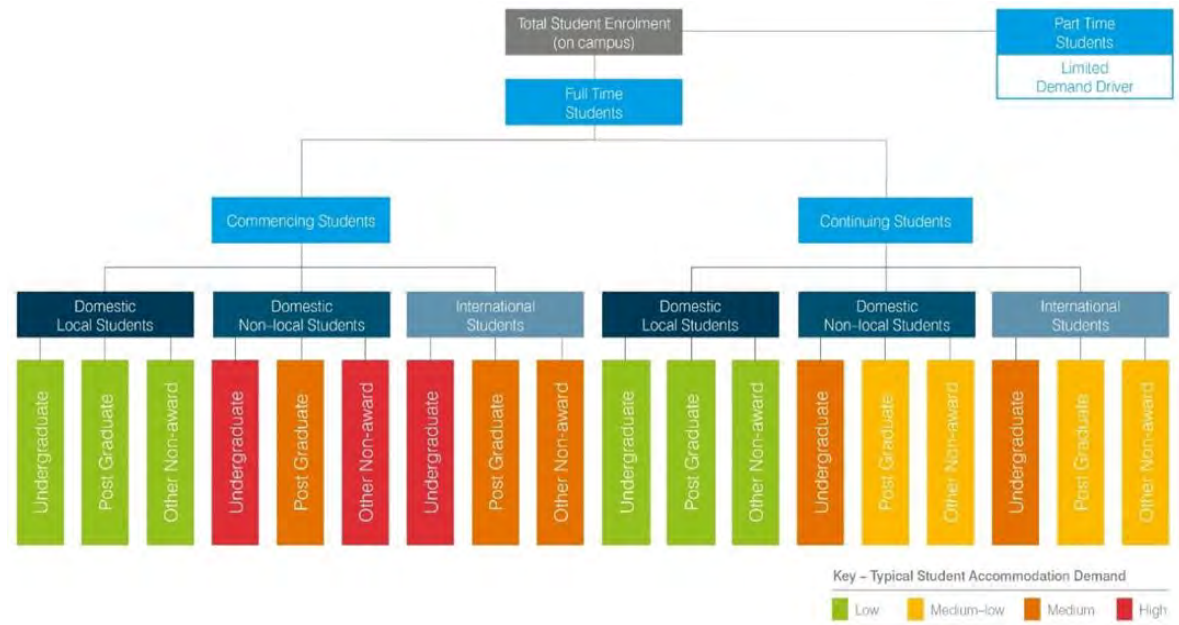
STUDENT ACCOMMODATION - FORECAST DEMAND

KEY FINDINGS

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

PROPENSITY APPROACH

Chart 2.4.1



Source: Urbis

STUDENT ACCOMMODATION – FORECAST DEMAND

KEY FINDINGS

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

ADOPTED PROPENSITIES

Table 2.4.3

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

Source: Urbis

STUDENT ACCOMMODATION COMPETITIVE POSITIONING

LOCATION DRIVERS FOR STUDENT ACCOMMODATION

Table 2.4.4

LOCATION DRIVER	IMPACT	IMPLICATIONS FOR SUBJECT SITE	RATING
I. Safe and Attractive Surrounding	High	<ul style="list-style-type: none"> The site is located at the core of the centre where day and night activities take place. This provides natural surveillance and helps maintain a high level of security around the living environment. 	Positive
II. Amenities and Services	Very High	<ul style="list-style-type: none"> The site is located at the core of Bankstown Strategic Centre, where major retail, amenities and services are located. Bankstown Central itself is the only retail centre servicing Bankstown. Bankstown Central is home to major retailers such as Woolworths, Supa IGA, Myer, Kmart and Target. It also offers broad range of specialty stores, food and beverages, amenities and services. Broader range of other retail offering including cafes, restaurants, bars and specialties are distributed around 500m walking distance from the site. The site is accessible to several public recreational space including Paul Keating Park and other community facilities such as Bankstown Library and Knowledge Centre. The site is highly accessible to both Bankstown TAFE NSW and the new WSU Bankstown City Campus (within 5-10 mins walking distance) 	Positive
III. Transport Accessibility and Infrastructure	Very High	<ul style="list-style-type: none"> The site is highly accessible via different modes of travel with its' location within Bankstown Station Precinct. Bankstown station and bus interchange are located at the immediate south of the subject site, providing convenient train and bus services to Sydney CBD, Parramatta and major regional centres including Strathfield and Sydney Olympic Park. 	Positive
IV. Employment Opportunities	High	<ul style="list-style-type: none"> The site is located within the cluster of retail services and businesses, where students have potential access to retail jobs. The site benefits from the location in proximity to Bankstown Station and bus interchange, with access to key employment areas within 20 minutes including Cabramatta, Lidcombe and Sydenham. 	Positive
V. Availability of Choice and Competing Supply	Moderate	<ul style="list-style-type: none"> The site is located in an area with high residential demand and limited supply of rental units or purpose-built student accommodation (PBSA). The supply pipeline indicates that no PBSA has been proposed in the catchment area, and the proposed student accommodation at the subject site will be an ideal location for student living. It is still important to note the possible competition from the availability of rental units and boarding homes in the catchment area. 	Moderate
Overall Outlook		<ul style="list-style-type: none"> Ease access to Bankstown TAFE and the new WSU Bankstown City Campus Extensive range of retail, facilities, services and public amenities right at the doorstep Excellent access to major transport interchange that provide access to key employment centres No competing large scale development in catchment 	

STUDENT ACCOMMODATION SUPPORTABLE MARKET SHARE

MARKET DEMAND

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

SUPPLY

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

COMPETITIVE SHARE

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

MARKET SHARE SUPPORTABILITY

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



3.0

APPENDIX

FUTURE SUPPLY PIPELINE

APPENDIX A – RESIDENTIAL FUTURE SUPPLY PIPELINE

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

Table A.1

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

Source: Cordell; Urbis

APPENDIX A – RESIDENTIAL FUTURE SUPPLY PIPELINE

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

Table A.2

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

APPENDIX A – RESIDENTIAL FUTURE SUPPLY PIPELINE

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

Table A.3

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

Source: Cordell; Urbis

APPENDIX A – RESIDENTIAL FUTURE SUPPLY PIPELINE

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

Table A.4

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

Source: Cordell; Urbis

APPENDIX B – COMMERCIAL FUTURE SUPPLY PIPELINE

COMMERCIAL FUTURE SUPPLY PIPELINE

Table B.1

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

Source: Cordell; Urbis

APPENDIX B – COMMERCIAL FUTURE SUPPLY PIPELINE

COMMERCIAL FUTURE SUPPLY PIPELINE

Table B.2

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

Source: Cordell; Urbis



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Bankstown Central Shopping Centre Planning Proposal

North Terrace, Bankstown
Transport Impact Assessment



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

on 17/07/2020

Reference: N186960

Issue #: A

Bankstown Central Shopping Centre Planning Proposal

North Terrace, Bankstown
Transport Impact Assessment

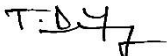
Client: Vicinity Centres PM Pty Ltd

on 17/07/2020

Reference: N186960

Issue #: A

Quality Record

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

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY






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

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

The subject site has excellent access to surrounding public transport and walking facilities, noting that public transport services will also improve in the near future with the completion of the Sydney Metro project from Bankstown to Sydney CBD.

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

Table ES1: Key Transport Responses

Mode	Development Response
	<ul style="list-style-type: none"> Promotes pedestrian and to/from the Centre and the Bankstown CBD through the provision of public open space and improved pedestrian connections internal and external to the site in all cardinal directions.
	<ul style="list-style-type: none"> Promotes cyclist and to/from the Centre and the Bankstown CBD through the provision of public open space and the provision of bicycle parking consistent with other Sydney based developments.
	<ul style="list-style-type: none"> Facilitates future enhancements to the bus network in the immediate vicinity of the site via the creation of a new transit street known as the Jacobs Street extension. The proposed arrangement supports a productive CBD, improves bus operating travel times, improves user experience, retains proximity and is consistent with Complete Street objectives.
	<ul style="list-style-type: none"> Envisages loading and logistics activity via existing loading docks or a version of that arrangement to suit future conditions. This loading will principally occur at basement level or away from public realm areas. As land use and loading activity increases, the loading dock will likely become managed to maximise the turnover of loading bays
	<ul style="list-style-type: none"> Proactively mitigates traffic impacts via the adoption of progressive car parking rates which are aligned with the nature of the development, the excellent public transport services available and the future of mobility services. Proposes vehicle access to this car parking largely from North Terrace, Rickard Road and Stacey Street (in accordance with the intent of Complete Streets), with limited reliance on Jacobs Street and Lady Cutler Drive.

Overall, the assessment detailed within this report indicates that the transport impacts of the indicative development yield envisaged in the Planning Proposal can be accommodated by the adjacent transport system with the completion of the proposed transport responses.

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1. INTRODUCTION

01

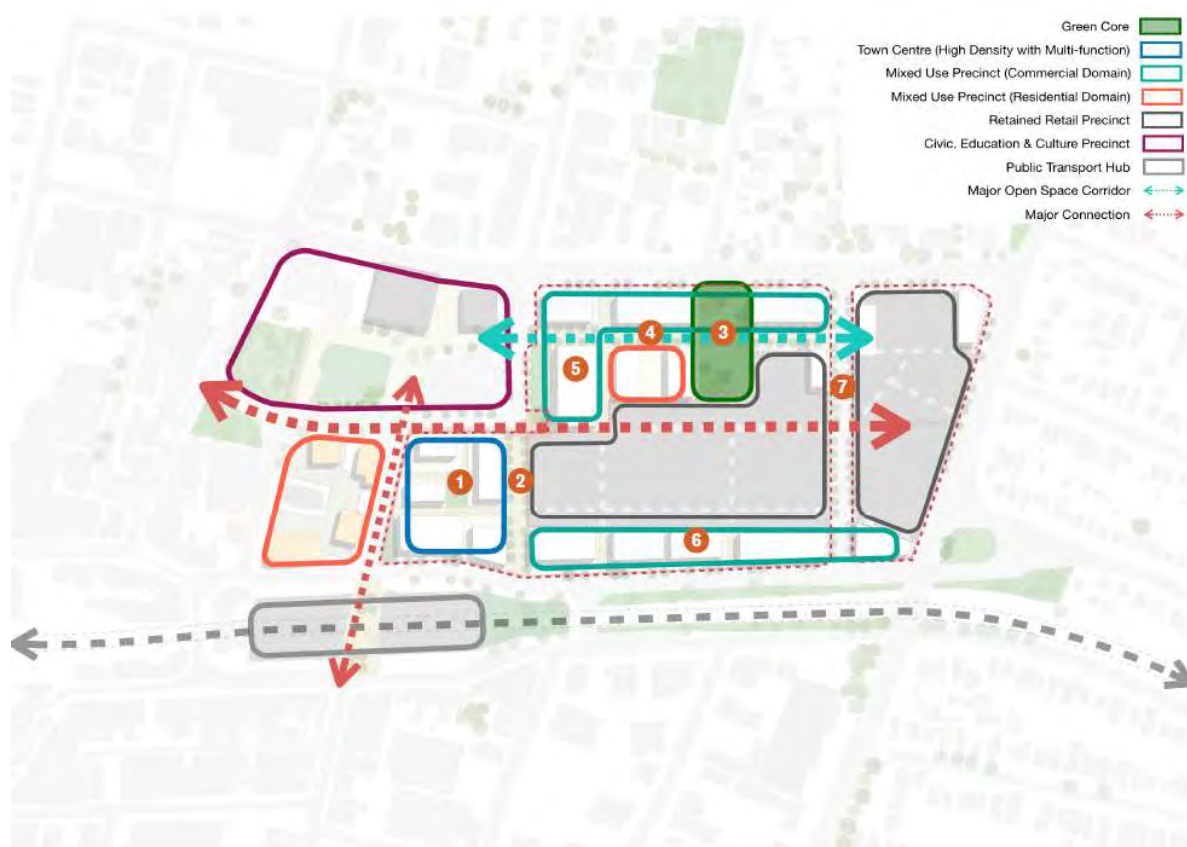
1.1. Background

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

It is understood that the intended outcome of the Planning Proposal is to establish site-specific height and floor space controls and amend the application of BLEP 2015 Clause 6.9 to northern parts of the site to allow residential uses to occur on the lower two levels of future redevelopment in those locations.

To inform assessment of the Planning Proposal, a concept masterplan was prepared by FJMT which sets out a range of potential future uses and building typologies to inform and verify the proposed height and FSR controls. The FJMT concept masterplan is shown in Figure 1.1 with a summary of the indicative development yields summarised in Table 1.1.

Figure 1.1: FJMT Concept Masterplan



Source: FJMT

Table 1.1: Indicative Land Use Summary

Land Use	Future Yield
Retail	106,773 sqm GFA ^[1]
Commercial	118,565 sqm GFA
Residential	972 apartments
Hotel	656 rooms
Student Accommodation	1,597 units
Childcare	891 sqm GFA

[1] Includes 91,090 sqm GFA of existing retail floor area. (GTA notes that the retail floor areas quoted in this report are Gross Floor Areas. Other transport impact assessment reports recently prepared by GTA for Development Applications at Bankstown Central quote Gross Leasable Floor Area, which are lower than the Gross Floor Area.)

1.2. Report Purpose

In March 2020, GTA Consultants (GTA) was engaged by Vicinity Centres to undertake a transport impact assessment of the Planning Proposal.

This report sets out an assessment of the transport impacts of the Planning Proposal and how those impacts are minimised or managed through the design of the concept masterplan. It considers:

1. The existing transport conditions and policy relating to the site – *refer to Section 2*
2. The expected trip generation of the land uses envisaged in the masterplan – *refer to Section 3*
3. The details of the proposed transport response with respect to each transport mode / consideration, such as:
 - o Active Transport – *refer to Section 4*
 - o Public Transport – *refer to Section 5*
 - o Loading and waste collection – *refer to Section 6*
 - o Car parking & traffic impacts – *refer to Section 7.*

1.3. References

In preparing this report, reference has been made to the following:

- Bankstown Complete Streets CBD Transport and Place Plan Detailed Action Plan, dated Oct 2019
- Bankstown Central Shopping Centre Planning Proposal Report prepared by Urbis, dated Dec 2019
- Bankstown Development Control Plan 2015 - Part B5, Parking
- other documents as nominated.

This report has also been prepared documents with regard to Canterbury Bankstown Council's Request for Further Information (RFI) dated 11 March 2020 (which was prepared after review of a preliminary transport impact assessment prepared by Colston Budd Rogers & Kafes (CBRK) for the Planning Proposal which submitted in December 2019. The RFI sought an updated transport impact assessment report be provided to include more detailed information regarding various transport matters, such as the proposed relocation of the bus interchange, the extension of various abutting streets, public transport service improvements, car parking rates, and traffic impacts at key intersections.

INTRODUCTION

A summary of the comments concerning traffic and transport as presented in Council's RFI are tabulated below with corresponding responses.

Table 1.2: RFI Comments and GTA Response

RFI Comment	GTA Response
"There is a lack of detail and inconsistent information regarding the proposed relocation of the bus interchange. Please provide details of the proposed location of the bus interchange and details of discussions with TfNSW."	Detailed discussion of the relocation of the bus interchange is included in Section 5.2 of this report. Further detail regarding liaison with TfNSW has been provided via a separate Development Application.
"The extension of Jacobs Street south to North Terrace is supported, however, further detail is required as to the design and activation of this street which is currently occupied by a loading bay."	Section 5.2 of this report include a concept design showing the potential extension of Jacobs Street. This design is indicative only but provide an overview of the potential arrangement.
"The TIA traffic breakdown differs to that of the planning proposal. Both need to be revised to be consistent and reflect demonstrated demand for floor space / yield."	This report assumes the latest floor areas provided by FJMT for the Planning Proposal.
"The lack of public transport services in a north/south direction from the site is not documented in the TIA. Improved services will be required to move the projected workforce, shoppers, residents etc. to and from the expanded Bankstown Central precinct."	Section 5.2 of this report contains further discussion on public transport services and the means by which north-south movements can be improved (via the extension of Jacobs Street).
"Traffic generation as a result of the adjacent WSU is not adequately addressed."	The traffic analysis contained in this report has been based on projections used in the modelling to support Complete Streets. It includes a high-level estimation of growth in the CBD, which would include the WSU site.
The proposal states that car parking requirements will be addressed during DA stage and provides no indication if it will be sleaved or relocated underground. Car parking rates will need to be resolved as part of the Planning Proposal."	Indicative car parking rates are provided in Section 7.2.4 of this report. Further information regarding the location of car parking should be sourced from the previously lodged Urban Design Report.
"The railway underpass between North and South Terrace is currently a pinch point for traffic. Further traffic modelling needs to be conducted regarding the impact of the development on the functionality of the intersection."	The impacts of traffic in the vicinity of Bankstown Central Shopping Centre including the underpass between North and South Terrace is discussed in Section 7.4 which shows no change in the operation of these intersection.
"The Proponent should continue discussions with TfNSW as they continue to develop concept designs for the Stacey Street upgrade. The TIA notes no setback on Stacey Street and for the cycleway to be provided within the street boundary. The report also notes intersection improvements at Rickard Road / Stacey Street and Wattle Street / Stacey Street which should be considered with the TfNSW design."	Discussions were held with TfNSW regarding the potential upgrades on Stacey Street on 20/4/2020. During that meeting, TfNSW confirmed the upgrade was at a planning phase only but, if completed, would improve the capacity of the road network. There was no discussion at the meeting for a requirement for the Planning Proposal to be amended to suit the potential needs of this project.
"The traffic assessment needs to consider Council's adopted plans for Fetherstone and The Appian Way to become shared zones with little to no volume traffic at peak periods and the extensions of Jacobs Street for bus movements"	The impacts of these road network change are included within the "Future Base with Complete Street" scenario modelled in AIMSUN as discussed in Section 7.4. The staging of the extension of Jacobs Street also outlines a means by which these projects can be realised by Council.

2. EXISTING CONDITIONS

02

2.1. Site Context

2.1.1. Location

The subject site is bounded by Stacey Street, Rickard Road, North Terrace and Jacob Street / The Appian Way.

The site is occupied by Bankstown Central Shopping Centre ('the Centre') and has a frontage of approximately 275m to Stacey Street, 425m to Rickard Road, 500m to North Terrace and 250m to Jacob Street and The Appian Way.

It comprises approximately 81,300sqm of retail floor area, including major retailers, specialty stores, restaurants and food court uses. These land uses are supported by approximately 3,300 car spaces, including 1,100 car spaces located east of Lady Cutler Avenue and 2,200 car spaces located within the car park off Rickard Road, the central roof top car park and within the North Terrace multi-deck car parks.

The site is located within the Bankstown Central Business District (CBD), with surrounding properties predominately comprising medium and low density residential and commercial uses. Bankstown Town Hall and other council buildings immediately neighbour the site to the west.

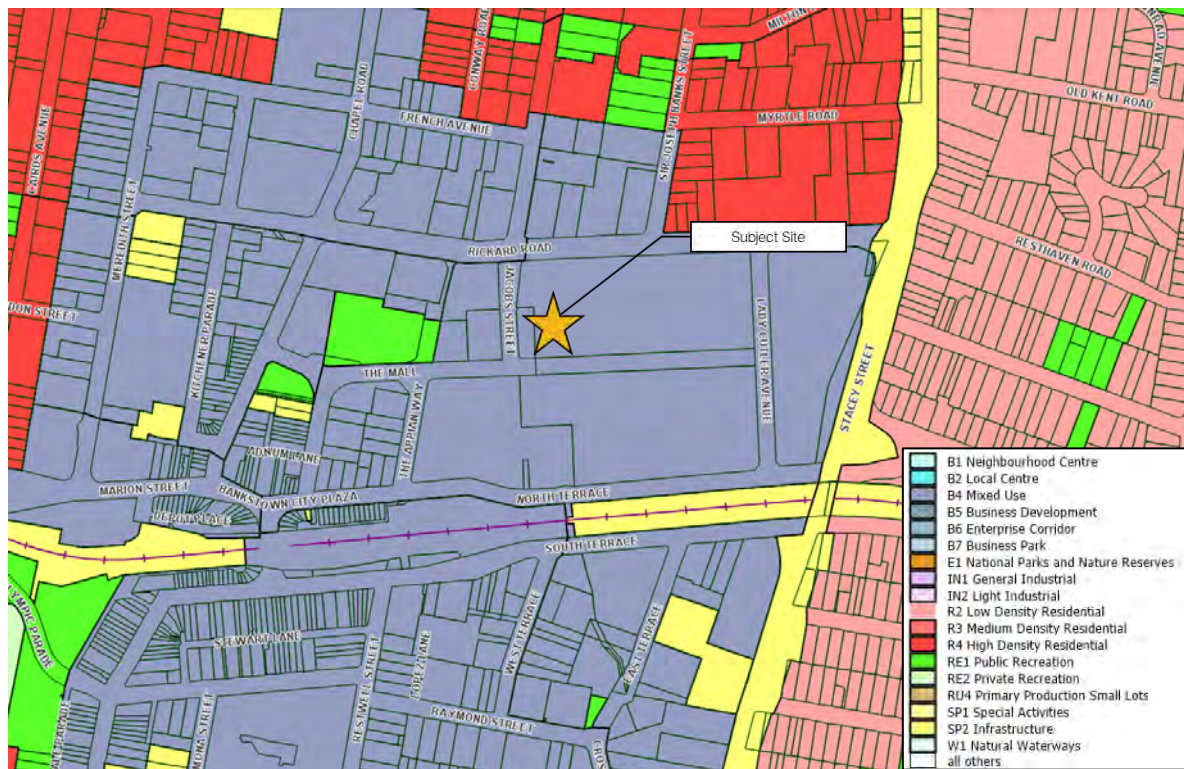
The location of the site and its surroundings environs is shown in Figure 2.1 and Figure 2.2.

Figure 2.1: Subject Site and its Environs



Source: FJMT Urban Design Statement for Planning Proposal

Figure 2.2: Land Zoning Map



(Adapted from Canterbury Bankstown Council, available at <http://maps.cbccity.nsw.gov.au/>)

2.1.2. Adjacent Road Network

The key roads adjacent to the site are discussed as follows:

Stacey Street

Stacey Street is an arterial controlled road and is aligned in a north-south direction connecting to South Western Motorway to the south and Hume Highway to the north.

It is currently a two-way road generally configured with a 4-lane, 20m wide carriageway, set within a 35m road reserve (approx.). However, it is noted that the NSW Government is preparing a design to upgrade a 2.2km section of Stacey Street including the section adjacent to the site². The proposal is currently in conceptual design phase and includes the widening of Stacey Street to create a divided 6-lane road. That project proposes key intersection upgrades and aims to improve road safety, travel times and reliability, congestion, capacity and pedestrian and cyclist facilities.

Stacey Street is shown in Figure 2.3.

² NSW Government, Stacy Street and the Hume Highway, Bankstown Upgrade Project Update August 2019

Rickard Road

Rickard Road functions as a secondary road and is aligned in an east-west direction connecting to Stacey Street to the east and Meredith Street to the west.

It is a two-way road, generally configured with a 4-lane, 17.5m wide carriageway, set within a 25m road reserve (approx.). Kerbside parking is permitted on the northern side of the road between Jacobs Street and Sir Joseph Banks Street subject to time restrictions, otherwise parking is not permitted along its length.

Rickard Road is shown in Figure 2.4.

North Terrace

North Terrace functions as a major local road and is aligned in an east-west direction connecting to Wattle Street in the east and Marion Street in the west.

West of The Appian Way, it operates as a two-way road, generally configured with a 2 to 4-lane, 12.5m wide carriageway, set within a 25m road reserve (approx.). East of the Appian Way, it operates as a one-way westbound road to Fetherstone Road. Kerbside parallel is permitted throughout various segments in the road in addition to kerbside perpendicular commuter car parking.

North Terrace is shown in Figure 2.5.

The Appian Way

The Appian Way functions as a local road and is aligned in a north-south direction connecting North Terrace in the south and The Mall in the north.

It is a one-way road (southbound), configured with a 2-lane, 13.5m carriageway set within a 20m road reserve (approx.) Kerbside parallel parking is permitted along its length, the western side is subject to time restrictions and the eastern side is generally loading / bus zones.

The Appian Way is shown in Figure 2.6.

The Mall

The Mall functions as a local road and is aligned in an east-west direction connecting Chapel Road North in the west to Jacobs Street in the east.

Between Fetherstone Street and The Appian Way the road is a one-way road (eastbound), east of The Appian Way the road operates as a two-way road. Kerbside parking is permitted between Fetherstone Street and The Appian Way. Bus zones are present on both sides of the road east of The Appian Way.

The Mall is shown in Figure 2.7.

Jacobs Street

Jacobs Street functions as a local road and is aligned in a north-south direction connecting The Mall in the south to Rickard Road in the north.

Adjacent to the site, Jacobs Street primarily provides access to the bus interchange and is a two-way road configured generally with a 2-lane, 12m carriageway set within a 15-30m road reserve (approx.). Kerbside parking is not permitted.

Jacobs Street is shown in Figure 2.8.

Lady Cutler Drive

Lady Cutler Drive functions as a local road and is aligned in a north-south direction connecting Rickard Road in the north to North Terrace in the south. It provides access to several of the Centre's car parks.

It is a two-way road, generally configured with 2 lanes in each direction, 12m carriageway set within a 25m road reserve (approx.). Kerbside parking is permitted on sections of the road, generally for pick-up and drop-off type manoeuvres.

Figure 2.3: Stacey Street



Figure 2.5: North Terrace



Figure 2.7: The Mall



Source: Google Street View

Figure 2.4: Rickard Road



Figure 2.6: The Appian Way



Figure 2.8: Jacobs Street



2.2. Pedestrian Network

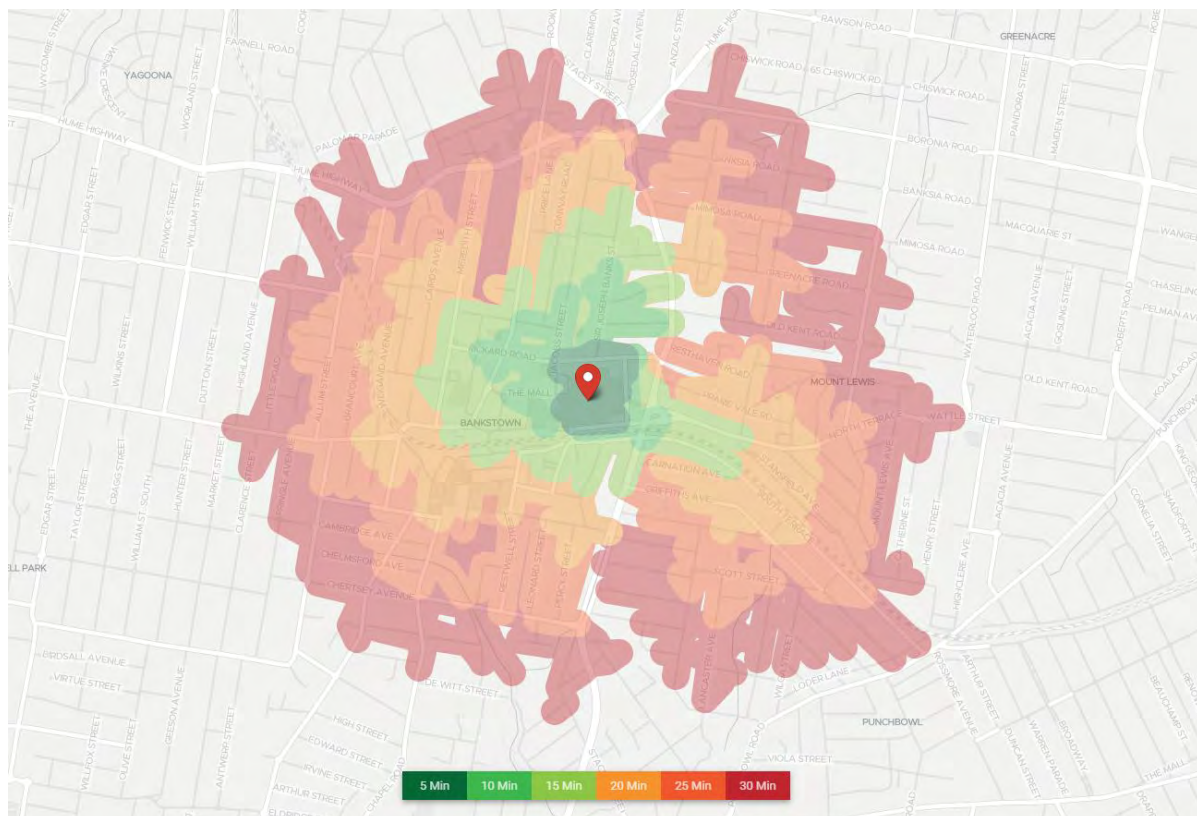
2.2.1. Existing Connectivity

The Bankstown CBD generally enjoys a well-connected pedestrian network, with all streets in the local area having sealed footpaths and street lighting. The network provides good connection through the CBD and to key destinations including Bankstown train station. However, some pedestrian connections have reduced widths and low levels of amenity.

2.2.2. Existing Catchment

The available walking catchment within 30 minutes of the subject site at 5-minute intervals, is provided in Figure 2.9. This indicates that major locations such as the Bankstown Train Station and Bankstown NSW TAFE are within comfortable walking distance.

Figure 2.9: Pedestrian Walking Catchment Area (from Subject Site)



2.2.3. Walk Score

The accessibility of the site via walking can be measured by assessing the “Walk Score” of the suburb or site. The Walk Score is calculated by determining the distance required to walk from an origin to nearby amenities, whilst also assessing block sizes and intersection density to determine the permeability of an area. For the subject site, the walk score is 93 which suggests that the site is complimented by excellent walking facilities including factors such as provision of footpaths, street lighting and surrounding land uses.

2.3. Cycling Network

2.3.1. Existing Connectivity

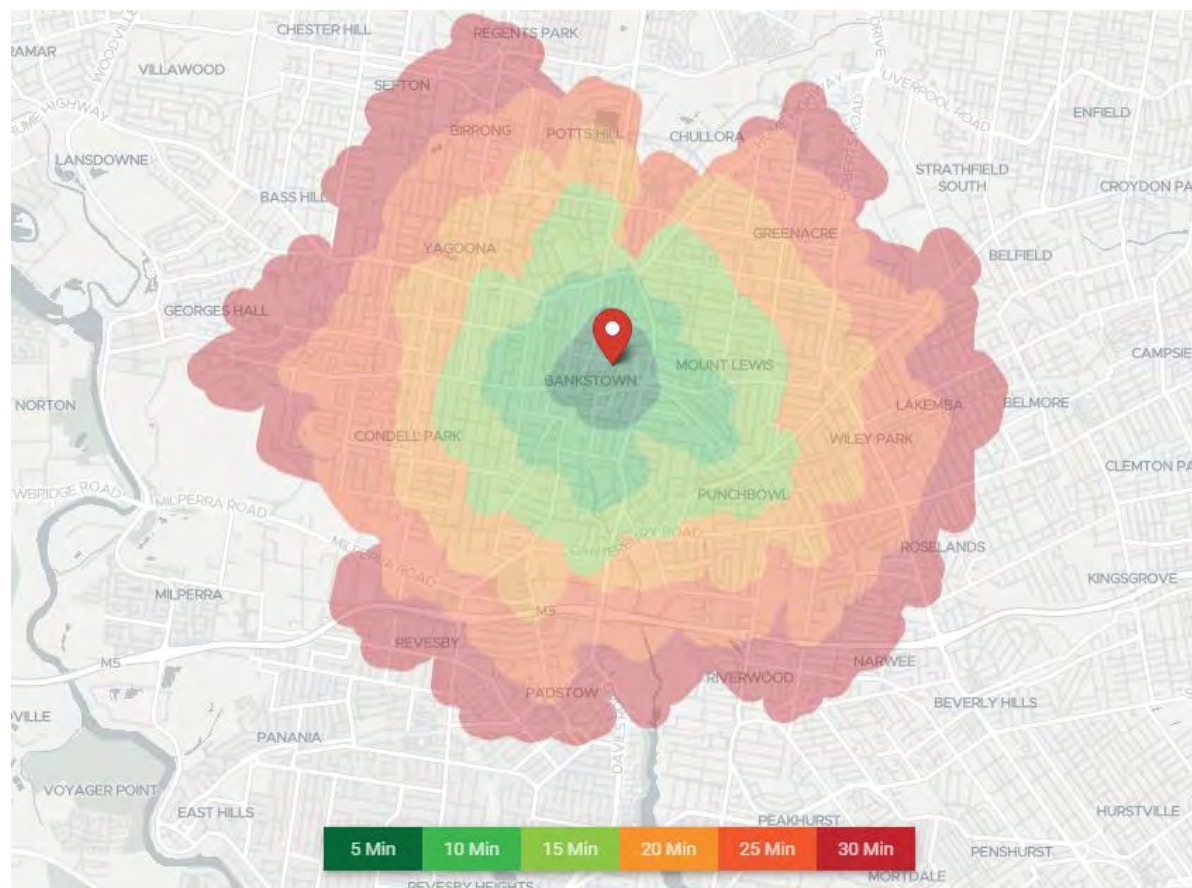
The Bankstown CBD currently lacks dedicated cycling infrastructure, with cyclists on key desire lines (e.g. Olympic Parade, Marion Street, William Street, Greenfield Parade and South Terrace) needing to share road space with vehicles.

It is understood that the Metro project proposes the introduction of a shared bicycle and pedestrian path along the rail corridor between Bankstown and Sydenham and that Council is considering options to extend this connection to other nearby streets.

2.3.2. Existing Catchment

The available cycling catchment within 30 minutes of the subject site at 5-minute intervals is provided in Figure 2.10. Despite the limited infrastructure provided for cyclists, this figure highlights that cycling permeability through the surrounding areas is relatively high and that cycling should be a realistic travel option for many local trips.

Figure 2.10: Cycling Catchment Area (from Subject Site)



2.4. Public Transport Network

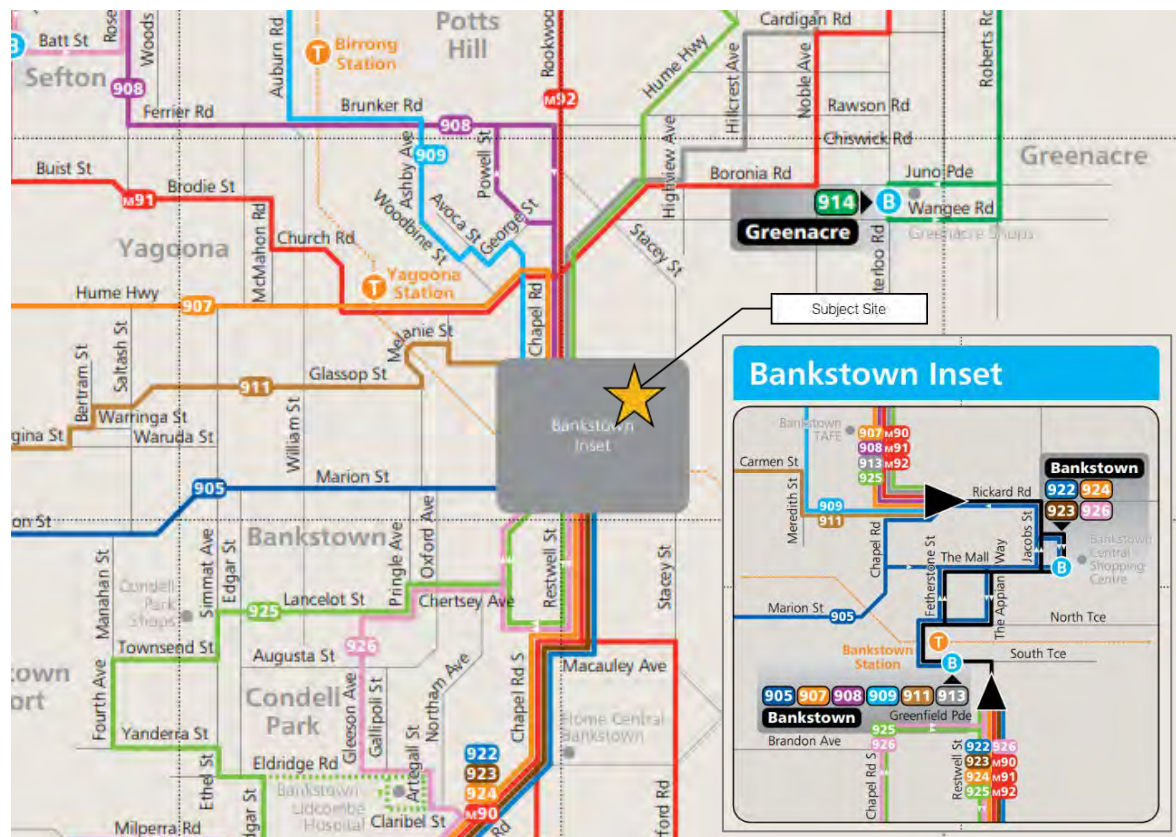
2.4.1. Existing Services / Routes

Bankstown Central has excellent access to and is well serviced by public transport, including nearby services as follows:

- Heavy rail, with trains running to the CBD at a frequency of approx. 15 minutes (with a journey time of approx. 35 minutes) during peak periods.
- Bus services, including 22 bus routes, operating from the Jacobs Street bus interchange or from Bankstown Station.

The bus services are run by three separate operators (TransdevNSW, Punchbowl Bus Co and STA) as a result of Bankstown being on the boundary between bus contract zones.

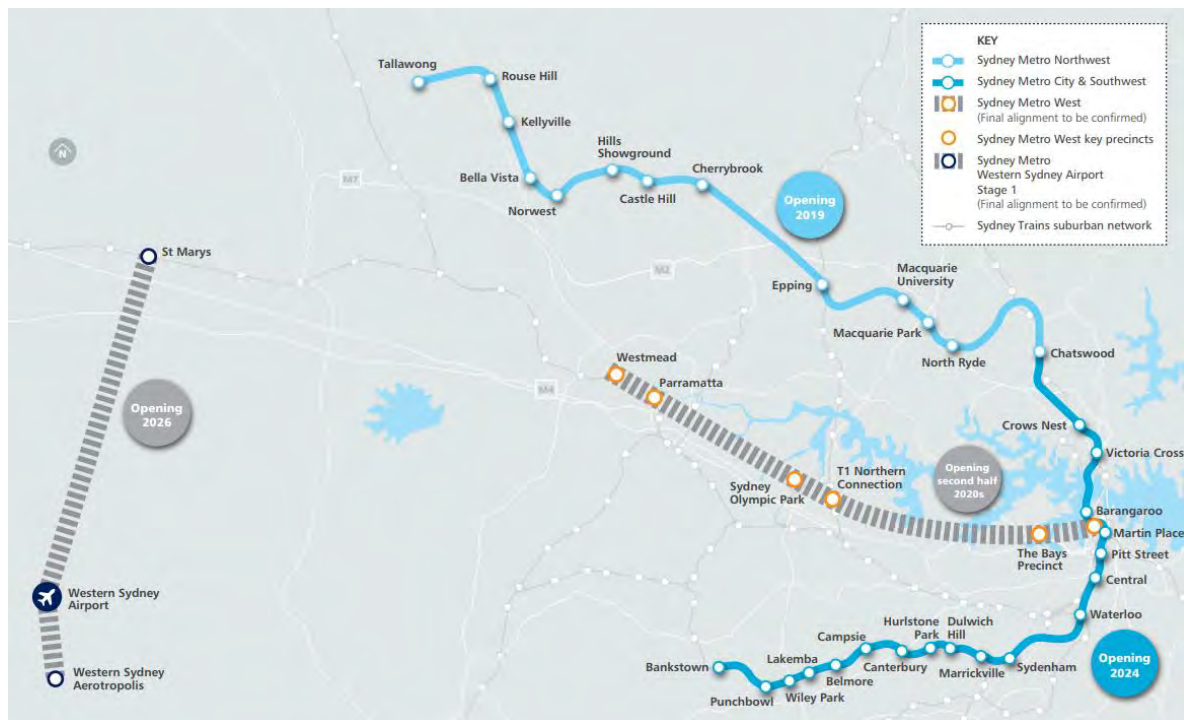
Figure 2.11: Bus Network Transport Map (Transdev, NSW)



2.4.2. Existing Catchment

The available public transport catchment withing 30 minutes of The Centre (at 5-minute intervals) is presented in Figure 2.12, indicating that the site is well service by public transport, with a significant population residing within the catchment.

Figure 2.13: Sydney Metro Line Conversion Map (adapted from Sydney Metro)



2.5. Car Parking

The Bankstown Shopping Centre currently accommodates 3,283 on-site car spaces located throughout the Centre. This car parking is currently provided in a mixture of at-grade, multideck and basement car parks, as shown in Figure 2.14.

Car parking surveys undertaken on Thursday 7th and Saturday 9th March 2019 indicate that the existing demands for on-site car parking are high, with peak demands recorded just below the available capacity. Specifically, the following peak demands were recorded:

- Thursday: 3,188 occupied car spaces (3.9 car spaces/100sqm)
- Saturday: 3,086 car spaces on a Saturday (3.8 car spaces/100sqm)³.

For a land use which is comprised principally of retail floor area, the recording of peak parking demands on a Thursday that are higher than those on a Saturday (the typical peak trading day) is highly unusual and suggests that a significant proportion of the available car parking supply is occupied by non-retail customers or associated staff.

Further discussion regarding the existing car parking demands, and how they can be expected to alter in the future, is presented in Section 7 of this report.

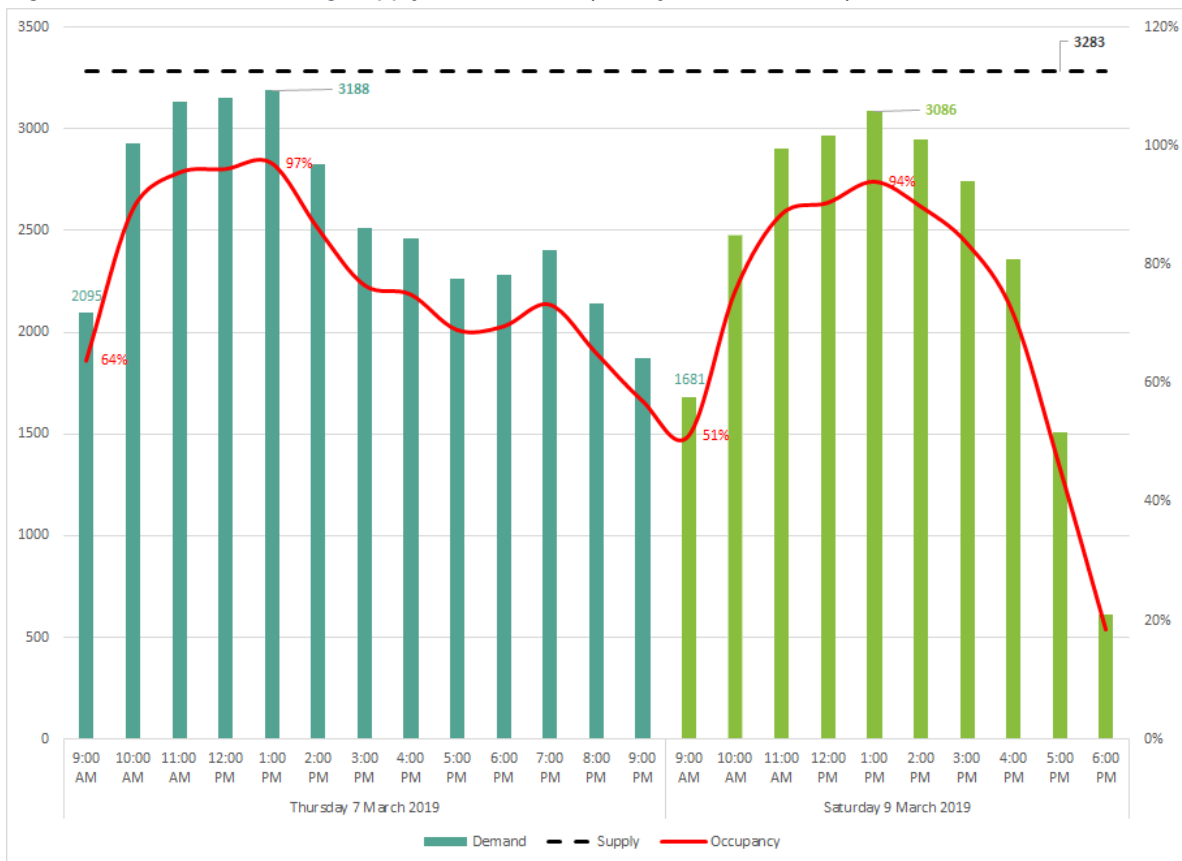
³ Assuming existing retail floor area of approximately 81,600sqm.

Figure 2.14: Car Parking Supply and Demand (surveyed March 2019)



Source: FJMT Urban Design Statement for Planning Proposal

Figure 2.15: Car Parking Supply and Demand (surveyed March 2019)



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2.6. Relevant Documents

2.6.1. Bankstown Complete Streets

In 2019, the Bankstown Complete Street CBD Transport & Place Plan ('Complete Streets') was adopted by Canterbury Bankstown Council.

It is described as providing *"a holistic city design and transport framework to provide the vision, strategies and concepts for movement systems in the Bankstown CBD"* to *"ensure that as the CBD develops, priority is given towards a more liveable, safer and more attractive public domain that supports all modes of transport"*. It *"provides this vision, supported by a Master Plan with street typologies and concept designs to improve pedestrian safety and amenity."*

Key recommendations of Complete Streets are reproduced in Figure 2.15 and include the prioritisation of pedestrian, improved streetscapes and bus services, the creation of a ring road and the provision of 'smart parking' and not more parking.

It is noted that whilst Complete Streets includes concept designs for the design of CBD streets including those adjacent Bankstown Central, it clarifies that *"these concepts are based on high level base information and are indicative only in their resolution"* and that *"detailed site survey and analysis will be applicable to each to take the concepts to the next level of design."*

GTA has been advised that although Complete Streets has been adopted by Council, it does not have the same statutory weight as the Bankstown Local Environmental Plan or the Bankstown Development Control Plan. The document can be used by Council to help guide future aspirations and inform development decisions, including Council's master planning work for the CBD.

However, the document is not founded on formal negotiations with key landowners and private stakeholders in the CBD in terms of land dedication or purchase, which will be needed to realise the ultimate outcomes of the plan. As such, there is a need for flexibility in the application of policies within Complete Streets by Council, during the assessment of future development proposals within Bankstown CBD. It should also be noted that Vicinity Centres formally objected to components of this Plan via submission during its public exhibition.

Despite Vicinity's position, this development proposal has broadly been designed with regard to the Complete Streets Plan and has sought to balance the key themes of the Plan with the commercial realities of future development at the site.

Further detail regarding the recommendations of Complete Street is included at Appendix A.

Figure 2.16: Key Recommendations of Complete Streets



2.6.2. Sydenham to Bankstown Urban Renewal Corridor Strategy

The Sydenham to Bankstown Urban Renewal Corridor Strategy is a document that seeks to plan and manage the population and employment growth throughout the Sydenham to Bankstown Corridor largely stemming from the Sydney Metro major infrastructure investment.

The strategy revises population, housing and economic forecasts and addresses key infrastructure to implemented to support these forecasts. As it relates to Bankstown the Strategy includes suggestions of improved bus network, relocation of and improvement to the Jacobs Street bus interchange.

2.6.3. Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan – A Metropolis of Three Cities (the Plan) was released by the Greater Sydney Commission in March 2018.

The Plan outlines the “*vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places*” and aims to meet the needs of a growing population. The Plan seeks to concentrate the development of Sydney into a metropolis of three distinct and interconnected cities; the ‘Western Parkland City’, the ‘Central River City’, the ‘Eastern Harbour City’.

Bankstown is situated within the ‘Central River City’ and is defined as a Strategic Centre within the Plan. Strategic Centres are nominated as places for high levels of private sector investment, increased job growth, accessible by all via public transport, and supported by strong walking and cycling networks.

2.7. Summary

The site, which is comprised of mostly retail land use, is well connected to the wider region through an interconnected road network which also provides excellent walking facilities. The site enjoys proximate, frequent public transport network via both bus from the Jacob’s Street Interchange and train from Bankstown Station. Committed and proposed infrastructure projects such as the Sydney Metro and the Stacey Street upgrade respectively will further improve accessibility of the Bankstown CBD.

3. TRIP GENERATION

03

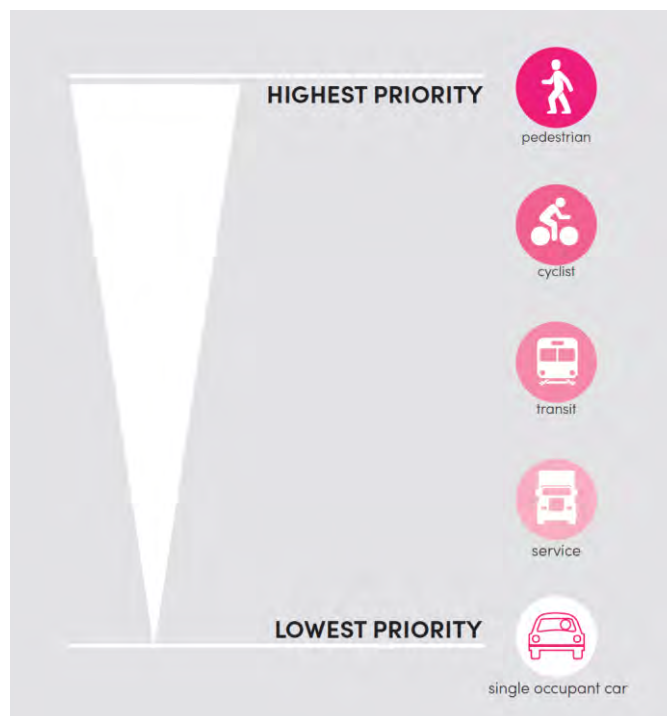
3.1. Preamble

The Planning Proposal / concept masterplan has been designed with regard to a modal hierarchy that:

1. Prioritises walking, cycling and public transport.
2. Recognises the important role that loading plays in facilitating land use (subject to it not compromising the prioritisation of the modes above).
3. Seeks to limit the provision of car parking (as far as commercially practicable) as a proactive means to reduce traffic impacts.

This hierarchy is consistent with the approach adopted in Complete Streets, which references the hierarchy as shown in Figure 3.1. This hierarchy is also used as a structure for this report.

Figure 3.1: Complete Streets Modal Hierarchy



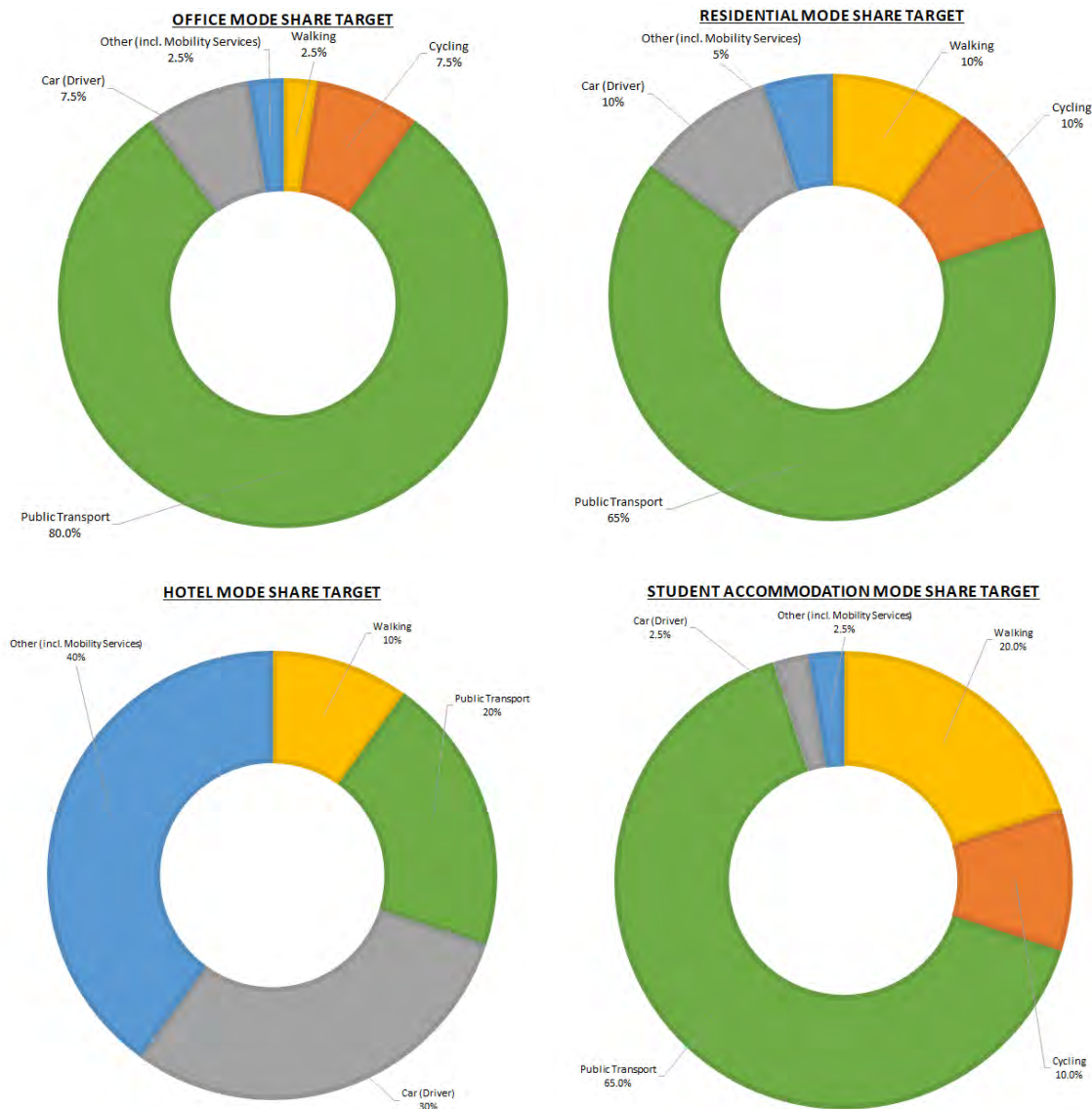
3.2. Assumed Mode Splits

For the purposes of the assessment contained in this report, mode splits for additional trips to/from the proposed commercial, residential and hotel land uses have been assumed.

The target mode splits have been assumed based on our experience on other projects but remain indicative only and for use only to estimate peak hour trips. For the traffic impact assessment presented later in this report, the vehicle trip generation estimate has also been sanity checked using a traditional 'traffic generation approach' (i.e. vehicle movements per car space by land use).

The assumed / target mode splits are shown in Figure 3.2. (The figure excludes targets for retail floor area and the childcare land use for reasons outlined later in this report).

Figure 3.2: Assumed Mode Splits



3.3. Estimated Trip Generation

The forecast trip generation of the land uses envisaged in the Planning Proposal is detailed in Table 3.1 and summarised in Figure 3.3.

Importantly, it is noted that this trip generation is presented for the weekday PM peak hour only, is based on the sources quoted and assumes a trip reduction factor of 20% to take into account multi-purpose trips (i.e. a residential trip to/from the retail within the site only). Other assumptions include:

- Additional trips to/from the retail floor area increase have been ignored. This approach is consistent with advice provided to GTA by the proponent that any additional retail floor area will principally be provided to serve the diversification of land use on the site and in the CBD more broadly.

TRIP GENERATION

- Trip generation associated with the childcare land use has been ignored as enrolments will likely be comprised of those persons employed or living in Bankstown Central. As such, trips associated with the land uses are likely to be captured through the trip generation of other land uses. (Staff trips are also expected to be negligible in the context of the other land uses).

The assessment indicates that the land uses envisaged in the Planning Proposal could be expected to (ultimately) generate up to approximately 3,250 additional external person trips during the weekday PM peak hour, including approximately 2,300 person trips on public transport, 260 person trips by cycling, 250 person trips by walking, 270 person trips by car, and 170 person trips by other modes.

Table 3.1: Estimated Trip Generation during Weekday PM Peak Hour

Land Use	Size	PM Peak Hour Trip Generation Rate	PM Peak Hour Trip Generation Estimate	Including External Trips Reduction Factor (20%)
Commercial	118,565sqm	2.0 trips / 100sqm ^[1]	2,371 trips	1,897 external trips
Residential	972 apartments	0.65 trips / apartment ^[2]	632 trips	505 external trips
Hotel	656 rooms	0.40 trips / room ^[3]	262 trips	210 external trips
Student Accommodation	1,597 units	0.50 trips / unit ^[4]	799 trips	639 external trips
Total				3,251 external trips

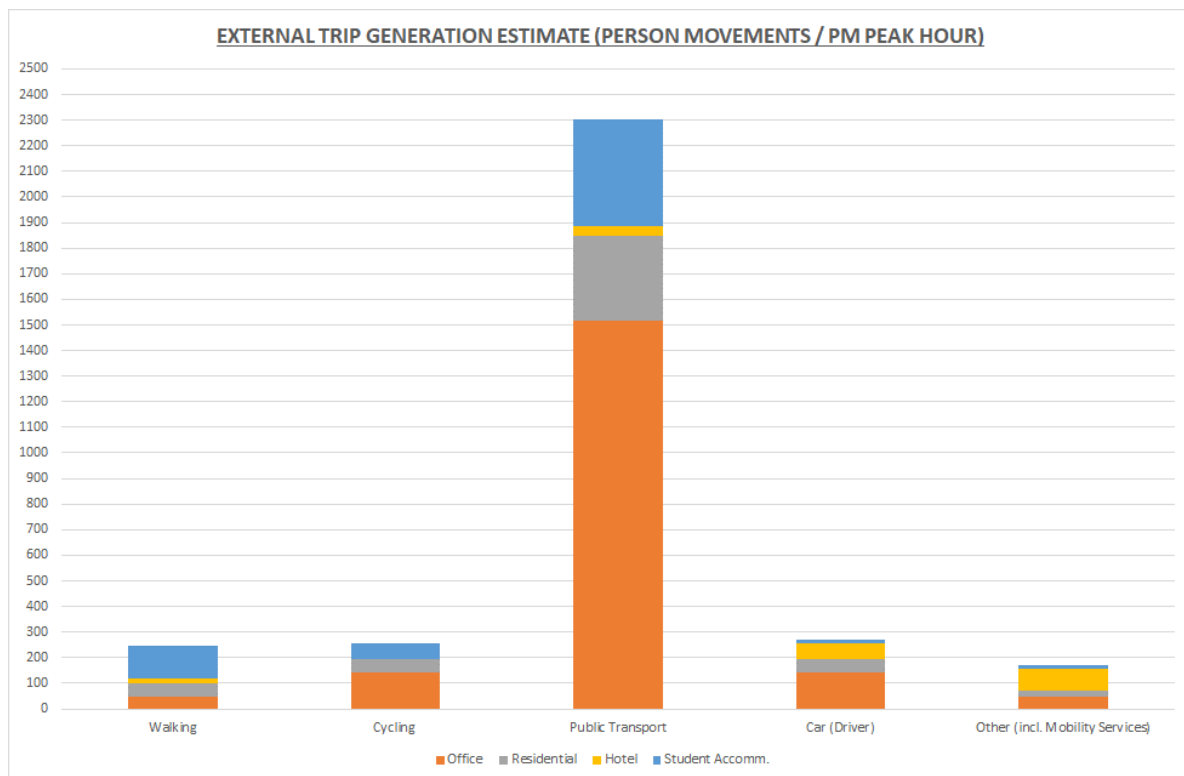
[1] Average rate for inner metropolitan offices as sourced from RMS Technical Direction (TDT 2013/04a) and rounded up to nearest 0.5.

[2] Sourced from the RMS Technical Direction (August 2013).

[3] Assumed

[4] Assumed equal to 75% of residential rate

Figure 3.3: Estimated Trip Generation during Weekday PM Peak Hour



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4. WALKING & CYCLING

04

4.1. Overview

As detailed in Section 3, the land uses envisaged in the Planning Proposal could be expected to (ultimately) generate up to approximately 2,550 walking trips (including public transport trips) and 260 person trips by cycling during a weekday PM peak hour. Accordingly, the prioritisation of walking and cycling (including to/from public transport services) will be crucial for the Bankstown CBD.

4.2. Connectivity Improvements

The Planning Proposal proposes the creation of new and improved pedestrian connections both internally and to the surrounding network.

This includes the establishment of an internal pedestrian network through the site which will improve pedestrian amenity and safety, improve permeability, and reduce pedestrian travel times and distances between various land uses to key transport destinations (such as Bankstown Station).

The major pedestrian and cycling links imbedded within the Planning Proposal is shown in Figure 4.1 and include:

- **East-West connections:**

The Planning Proposal includes two primary east-west connections: a new link along the open space corridor, and one which is a continuation of The Mall running internal to the Centre.

The two connections will ensure that pedestrians are able to traverse the site and connect easily with the surrounding land uses. These connections are expected to meet the desired intent of the Complete Streets recommendations.

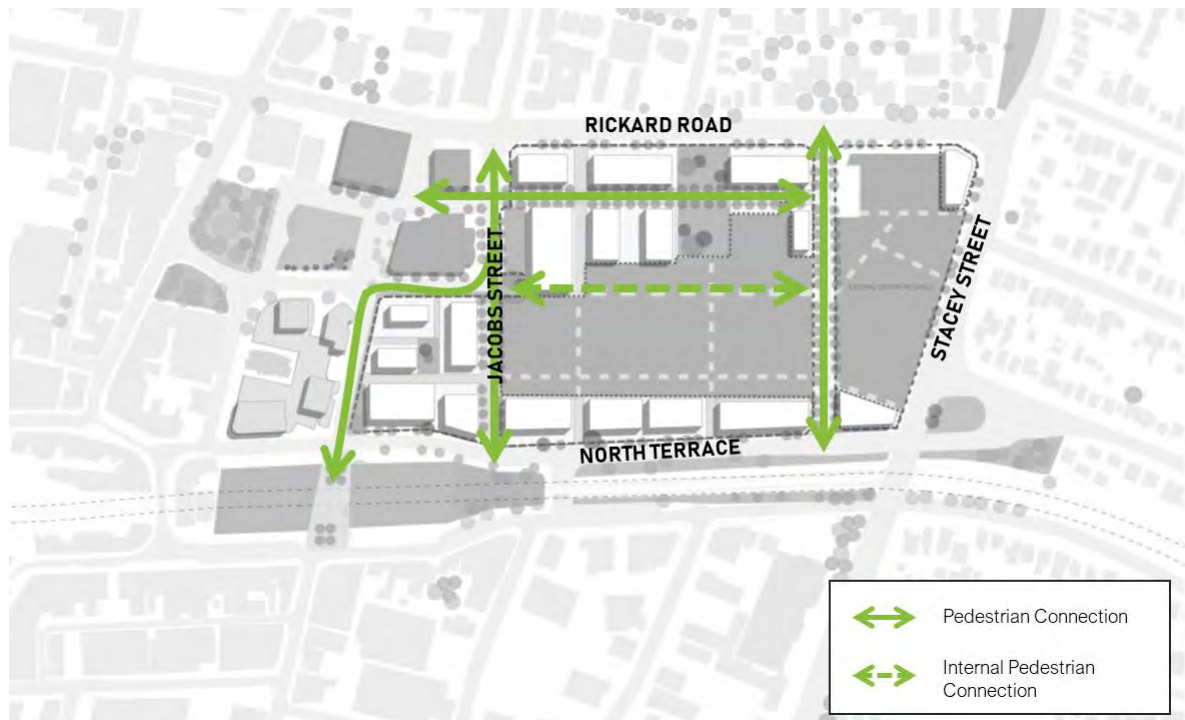
It is noted that whilst Complete Streets proposes a pedestrian only “open air” connection as the extension of The Mall, it is understood Vicinity Centres has confirmed to Council that in light of commercial realities that this cannot be provided due to the very significant impact to existing structure of the shopping centre as well as major lease holders in the shopping centre.

- **North-South connections:**

The Planning Proposal includes the Jacobs Street Extension, which will improve pedestrian amenity, safety, and connectivity in the north-south direction. This will be complimented by the existing pedestrian linkage available along Lady Cutler Drive which the Planning Proposal seeks to enhance via traffic calming initiatives. Other internal connections within the site will also be provided.

Overall, it is considered that the Planning Proposal has been designed in a manner which will improve pedestrian connectivity through the site in both the east-west and north-south directions. As detailed in the following section, the proposed Jacobs Street extension will also improve pedestrian movement (and public transport use) in the vicinity of the site.

Figure 4.1: Proposed Pedestrian Connections through Site



4.3. Bicycle Parking & Associated Facilities

It is proposed that the level of bicycle parking provision will be generally at a high rate to reflect the objectives and aims of Complete Street and to encourage a mode shift away from private vehicles.

At a minimum, it is expected that bicycle parking facilities should be provide for a 5%-10% target mode share for each land use (other than the hotel which is likely to have low bicycle parking needs) and the subsequent bicycle trip generation rates as specified in Section 3.3.

As a guide, this approach is likely to entail the provision of a minimum of approx. 0.5 bicycle spaces per 100sqm of office, which aligns with guidelines such as the Austroads 'Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management' and the NSW Government 'Planning Guidelines for Walking and Cycling'.⁵

4.4. Summary

This proposal seeks to promote pedestrian and cycling modes to/from the Centre and the Bankstown CBD through the provision of public open space, improved pedestrian connections in all directions and the provision of bicycle parking consistent with other Sydney based developments. These improvements will encourage the use of sustainable modes of transport and discourage the reliance on private vehicles.

⁵ It is noted that this bicycle parking provision was at a rate of 0.75 bicycle spaces per 100sqm in the Mixed Use Development, this is in excess of the guidance provided here.

5. PUBLIC TRANSPORT

05

5.1. Overview

To deliver the land use intensification envisaged in the Planning Proposal (as well as for the broader Bankstown area as proposed by various local and State government policies), a substantial mode shift increase to public transport will be required.

The strategy for bus network improvement in the CBD has been informed by the public transport master planning documented in 'Complete Street'. This document outlines the overall objective to **"simplify bus routes and better integrate station and layover space"**. Complete Streets seeks to improve the current bus layover arrangements to increase the efficiency of space, reduce the number of bus kilometres through the CBD, minimise the number of pedestrian conflicts and the negative affect on pedestrian desire lines.

5.2. Bus Network Improvements

5.2.1. Jacobs Street Extension

The Planning Proposal seeks to improve public transport and land use integration via the creation of a new street through the site as an extension to Jacobs Street (running from The Mall to North Terrace).

This new street is proposed as a 'bus only transit street' which together with other road network changes including the conversion of North Terrace to two-way to the east of Fetherstone Street, allows bus services to be moved off Fetherstone Street, The Appian Way and The Mall and thereby allows public realm improvements on those streets to prioritise pedestrian movements through the CBD.

5.2.2. On-street Bus Stops vs Off-street Bus Station

The configuration of the extension as envisaged under the Planning Proposal is to be designed as a 'bus only transit street' which facilitates through movement of buses and provides bus stops but not the layover of buses (either on the street or on adjacent land).

This arrangement differs from the vision in Complete Streets which identifies a "potential new bus station" on the corner of The Appian Way and North Terrace which is accessed from the Jacob Street extension. It is understood that the rationale for the provision of an off-street bus station within the CBD was driven by two requirements of the existing bus network operating through Bankstown:

1. The need to provide layover bays in the CBD; and
2. The need to turn around terminating bus services within the CBD.

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

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

In this context and noting that Complete Streets recognises that **“bus layover (is an) inefficient use of land”**, the provision of a bus station within the CBD – and more notably on the Bankstown Central site – is considered unnecessary. Rather, the adoption of a more traditional on-street bus stop arrangement is considered preferable for the long-term planning of the CBD given:

1. It supports the provision of a productive CBD by avoiding the inefficient use of land.
2. It improves bus operating travel times by avoiding deviations off the road network.
3. It places bus services in the public domain where buses are visible (not hidden within a station) and therefore promotes public transport use.
4. It improves the experience for users of the buses by allowing customers to wait in weather protected but open-air areas, with high levels of amenity and security provided from adjacent land use. This arrangement will also allow users to disperse and spread out if they have longer wait times for buses, which is expected to be increasingly important for ‘social distancing’.
5. It is more consistent with the Complete Streets objective of simplifying bus routes through the CBD (rather than the provision of an off-street bus station) and aligns with the arrangement envisaged within that document for Bankstown Plaza South as shown in Figure 5.1.
6. It retains suitable proximity to other transport services, e.g. Bankstown station.

Figure 5.1: On-street Bus Stops – Example from Complete Streets



Another example of an on-street bus stop arrangement in an activated CBD environment is Lake Street in Cairns. In this example, a single through lane is provided, for all vehicles, with kerbside bus stops on either side of the street. The constructed arrangements and a photomontage of the future development is shown in Figure 5.2.

Figure 5.2: On-street Bus Stops – Lake Street, Cairns



Source: <https://www.barkdesign.com.au/public/cairns-cbd/>

5.2.3. Conceptual Design

For the purposes of illustrating a potential design for the Jacobs Street extension which includes kerbside bus stops, a concept plan has been prepared by GTA. The concept design (GTA Dwg. No. V186960-02-05 P1) is shown in Figure 5.3.

Importantly, it is noted that the concept plan has been informed by design principles outlined in Complete Streets. These principles are reproduced in Figure 5.4 and include:

- The extension has been designed as a transit street, with threshold treatments at either end.
- The indicative cross-section for the street includes 3m wide bus stops, 3.5m wide through lanes and footpath widths that vary from approximately 5m (narrowest adjacent stops) to 8m (adjacent the threshold treatments and central pedestrian crossing).

The concept allows for eight (8) bus bays (4 in either direction), which accords with advice provided by WSP (as discussed with TfNSW) regarding the long-term needs for the Bankstown CBD. However, the design could also accommodate additional bays if kerbside rather than indented bus bays were adopted.

Figure 5.3: Jacobs Street Extension Concept Design

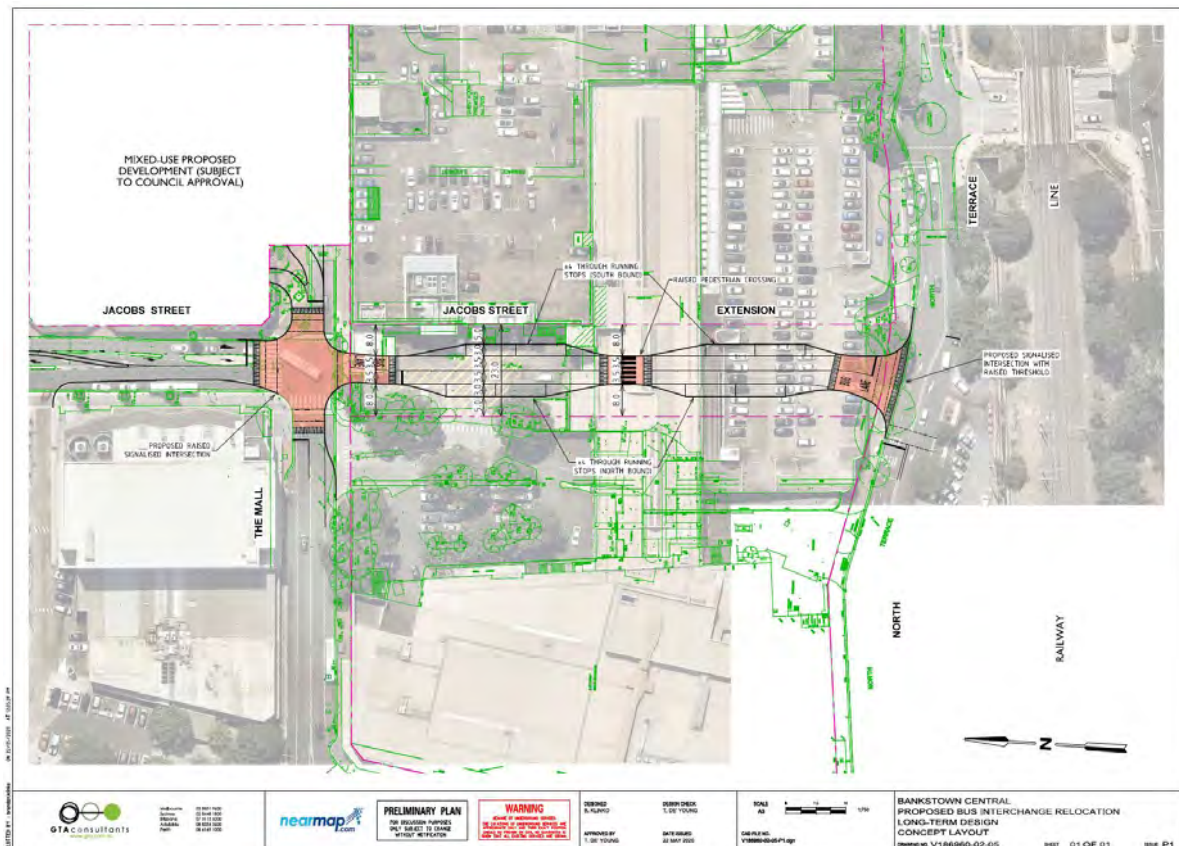
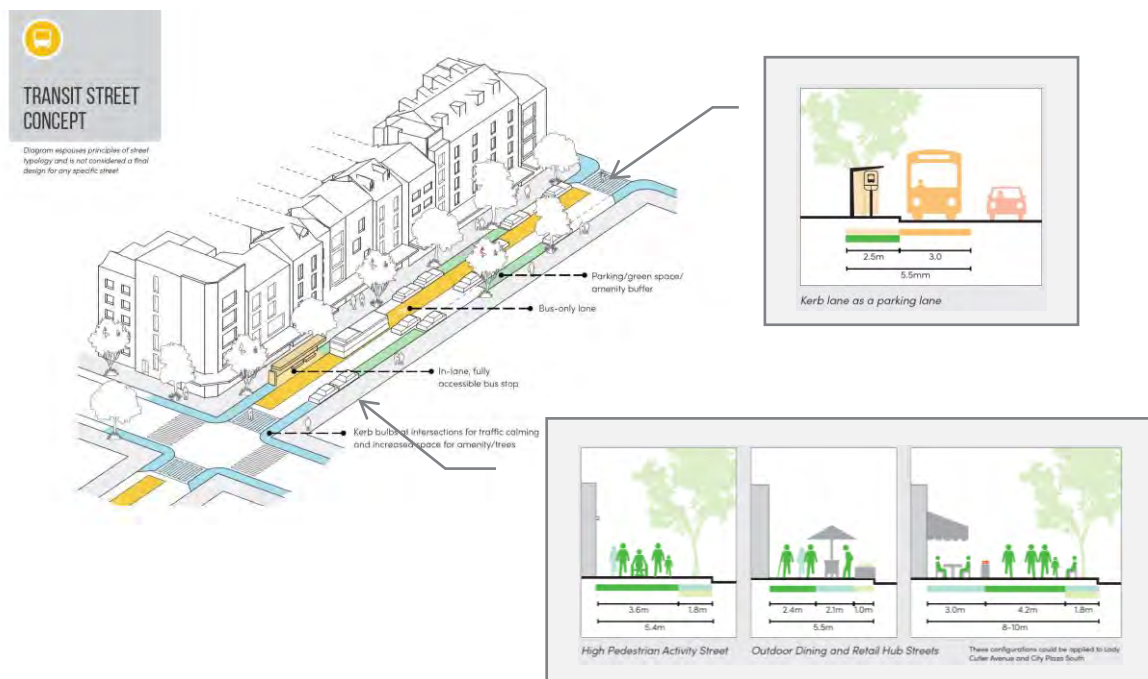


Figure 5.4: Jacobs Street Extension Concept Design – design principles from Complete Streets



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5.2.4. Potential Staging of Bus Network Modifications

The construction of the Jacobs Street extension, together with other road network changes including the conversion of North Terrace to two-way to the east of Fetherstone Street, will provide a range of public transport and public realm benefits throughout the CBD. However, advice provided to GTA by the proponent indicates that the road is not to be delivered in the first stage of the development of Bankstown Central.

To allow the staged development of the site and the realisation of the objectives of Complete Streets (and completion of its key priority projects as soon as possible), it will be necessary to also modify the bus network in a staged approach. This approach has been discussed at length with TfNSW and is supported 'in-principle'. The potential staging of the bus network changes under three stages is outlined in Figure 5.5 to Figure 5.7 and is summarised as follows:

- **Stage 1** – This would entail the creation of a temporary through-site link through the Bankstown Central site, west of the ultimate Jacobs Street extension alignment, and the relocation of the bus stops to either this link (terminating pick-up stops) or The Mall or Jacobs Street (all other stops). Bus layover would also be provided at the top of the through site link, between the drop-off and pick-up stops.
- **Stage 2** – This would entail the conversion of Fetherstone Street to two-way, and other related intersection modifications, to move buses off The Appian Way. Bus layover and terminating pick-up stops would remain on the through-site link. The principal benefit of this stage would be the ability to convert The Appian Way to a 'shared zone'.
- **Stage 3** – This would entail the construction of the Jacobs Street extension, and other related intersection / road network modifications, as described in previous sections. This stage would be subject to modifications to the bus network to move terminating services to the north of the CBD (where layover would also be provided). This stage would also enable Fetherstone Street to be converted to a 'shared zone'.

Figure 5.5: Bankstown CBD Bus Network Modifications – Stage 1

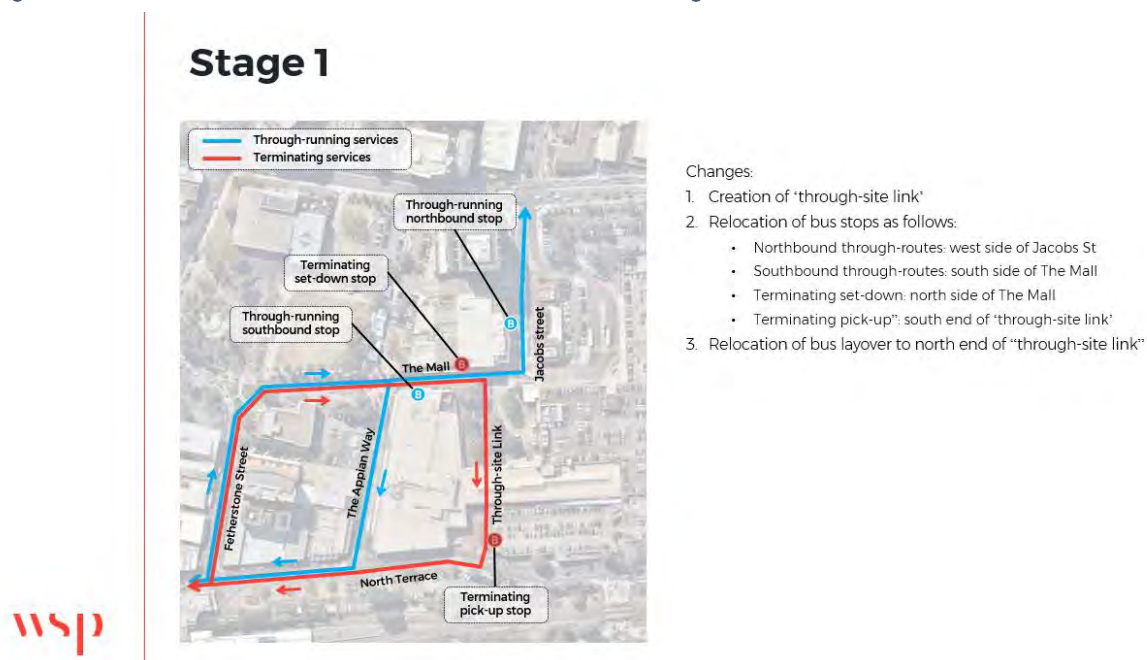


Figure 5.6: Bankstown CBD Bus Network Modifications – Stage 2

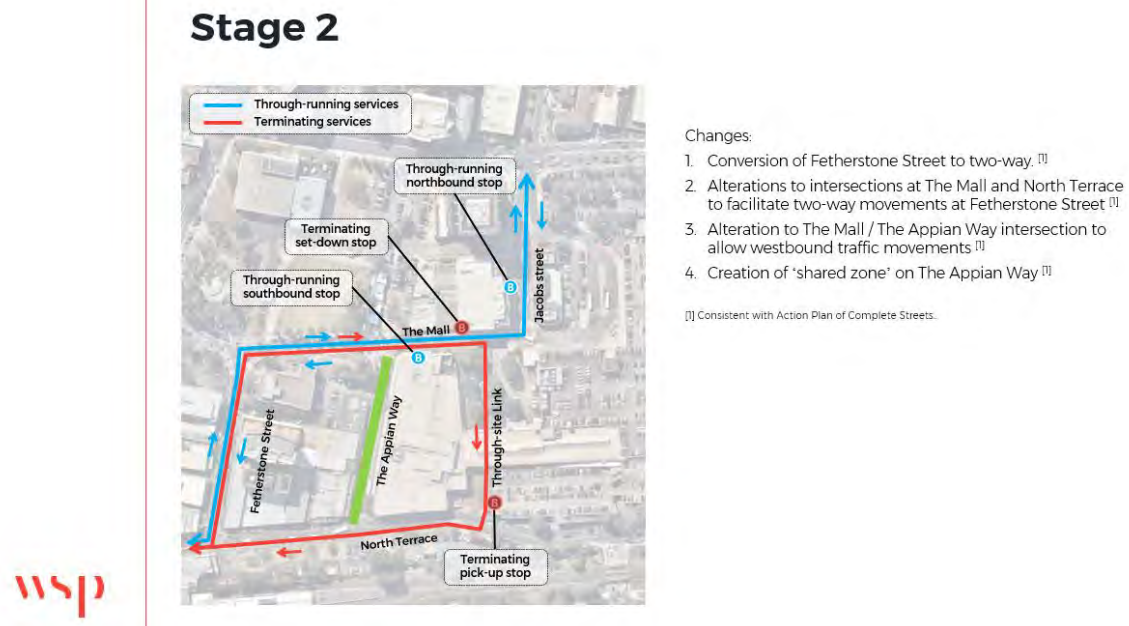


Figure 5.7: Bankstown CBD Bus Network Modifications – Stage 3 (Ultimate Conditions)



5.2.5. Timing of Bus Network Modifications

It is expected that Stage 1 could be completed in 2021 (subject to Council approval of the associated DA) and Stage 2 by 2024 when the Metro station and new Western Sydney University campus are expected to be completed.

The timing of Stage 3 is likely to be subject to various factors including the timing of the completion of the CBD road network changes to alter bus movements and the development (and associated Council approvals) at Bankstown Central for the land affected by the extension of Jacobs Street.

5.3. Summary

The Planning Proposal will facilitate future enhancements to the bus network in the immediate vicinity of the site via the creation of a new transit street known as the Jacobs Street extension.

The new street will allow for on-street kerbside or indented bus bays with generous footpath widths to encourage public transport access. The proposed arrangement is preferable to an off-street bus station, as is envisaged in Complete Streets, as:

1. It supports the provision of a productive CBD by avoiding the inefficient use of land.
2. It improves bus operating travel times by avoiding deviations off the road network carrying the bus services.
3. It places bus services in the public domain where buses are visible (not hidden within a station) and therefore promotes public transport use.
4. It improves the experience for users of the buses by allowing persons to wait in weather protected but open-air areas, with high levels of amenity and security provided from adjacent land use. This arrangement will also allow users to disperse and spread out if they have longer wait times for buses, which is expected to be increasingly important for 'social distancing'.
5. It is more consistent with the Complete Streets objective of simplifying bus routes through the CBD (than provision of an off-street bus station) and aligns with the arrangement envisaged within that document for Bankstown Plaza South as shown in Figure 5.1.
6. It retains suitable proximity to other transport services e.g. Bankstown station.

The proposed arrangements have been discussed with TfNSW and the relocation of the bus layover and terminating services outside of the CBD is supported "in-principle" given it accords with their own design requirements. As the timing of road and bus network changes required to facilitate the ultimate design outcome cannot be dictated by Vicinity, whilst the extension itself will depend on the staging of development at Bankstown Central, the Planning Proposal envisages a staged approach to the bus network modifications in the CBD. This staging will enable the conversion of The Appian Way to a 'shared zone' prior to 2024 (when the Metro project and Western Sydney University campus are expected to be completed).

6. LOADING & LOGISTICS

06

6.1. Overview

The land use development envisaged within the Planning Proposal will require a loading and logistics strategy that optimises existing provisions, rather than tries to duplicate them. This will be particularly important given the quantum of on-street loading bays in the CBD is likely to reduce in the near future to prioritise walking and cycling.

6.2. Existing Loading Arrangements

Bankstown Central is currently principally serviced by a basement loading dock (referred to as 'the racetrack') which is accessed from North Terrace. This loading dock comprises 10 docks that allows access for vehicles up to 14.6m in length and another 10 parallel parking loading bays along the north and south aisle suitable for small goods vehicles (i.e. vans, utes, SRVs).

6.3. Improved Management Arrangements

The Planning Proposal proposes that most of the loading and logistics activity will continue to occur via the existing loading dock or a version of that arrangement to suit future conditions (i.e. at basement level).

This arrangement is proposed to locate loading activity away from major pedestrian and cycling links which ensures safety and amenity is maintained. These benefits are further reinforced through the consolidation of the loading activities in one central location.

It is understood that in the future, as land use and loading activity increases, the loading dock will likely become managed to maximise the turnover of loading bays and minimise the probability of queueing for loading activities on-street. This form of management has been successfully implemented at numerous major Sydney CBD sites such as the Sydney Opera House, Barangaroo and Westfield Sydney and can be used to also encourage loading activity during periods of low pedestrian demand on the abutting CBD network.

6.4. Summary

The existing loading dock which is comprised of 20 loading bays on the basement level is situated away from current and proposed major pedestrian and cyclist links.

The consolidation of future loading activities to this site is considered appropriate to continue to minimise the impacts on other users and the existing loading provision adequately cater for future uses with the support loading dock management.

In addition, the required loading associated with the redevelopment of periphery sites (e.g. the Target site) will likely be provided via its own separate subterranean loading dock designed specifically for the mixed used land uses proposed in those areas.

7. CAR PARKING & TRAFFIC

07

7.1. Overview

The standard approach to car parking provision which involves the setting of minimum car parking rates for land uses has historical origins which follow a *'predict and provide'* approach.

The Austroads 'Guide to Traffic Management Part 11 (2017)' describes this approach as a technique which readily interprets a *'parking problem'* as an issue of *'inadequate supply'*. It goes on to note that this problematic ideology is underlined by the premise that:

- *"More parking is better,*
- *Every destination should satisfy its own parking needs (minimum ratios),*
- *Car parks should never fill,*
- *Parking should always be free or subsidised or incorporated into buildings costs."*

Over the past decade, the *'predict and provide'* approach has been steadily replaced by a range of travel demand management techniques which challenge historical travel behaviours and encourage mode change away (reversing the trend) from private motor vehicle travel, particularly during road network peak hours. This approach is aligned with the sustainable transport policies summarised in Section 2 of this report.

For the future development in Bankstown, it is considered appropriate – and indeed necessary – to adopt a reduced car parking rate approach to maximise travel by sustainable transport modes (walking, cycling and public transport) and minimise, as far as practical, travel by private motor vehicle. This will require a change to the 'status quo' in terms of the supply and management of car parking for both existing and future land uses.

Discussion regarding the recommended car parking provision for the future development anticipated in the Planning Proposal for Bankstown Central, and associated traffic impacts of that provision, is detailed below.

7.2. Car Parking Provision

7.2.1. Existing Conditions

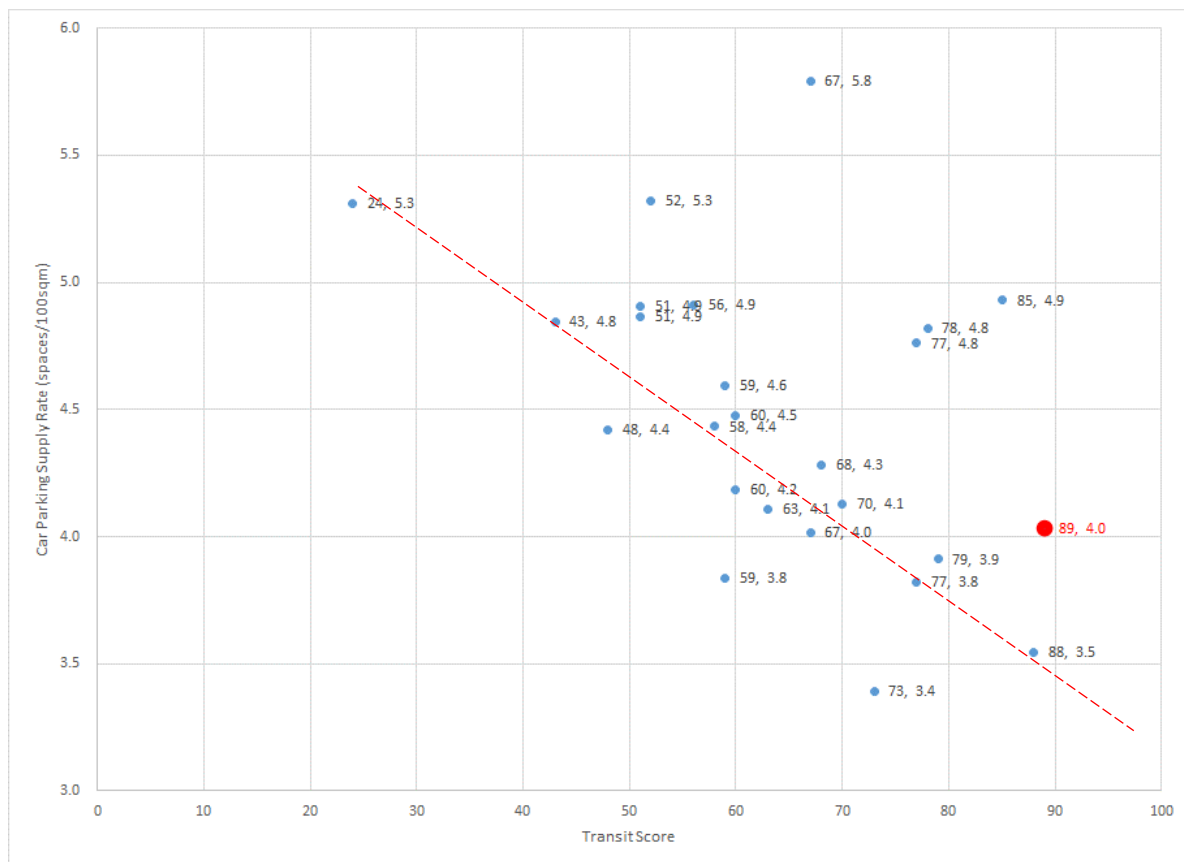
As outlined in Section 2 of this report, Bankstown Central currently provides a total of 3,283 car spaces, with surveys recording peak demands of 3,188 occupied car spaces on a Thursday (3.9 car spaces/100sqm) and 3,086 car spaces on a Saturday (3.8 car spaces/100sqm).

For a land use which is comprised principally of retail floor area, the recording of peak parking demands on a Thursday that are higher than those on a Saturday (the typical peak trading day) is highly unusual and suggests that a significant proportion of the available car parking supply is occupied by non-retail customers or associated staff. For Bankstown Central, this non-retail demand likely includes a significant proportion of commuter car parking and demand from other nearby land uses, as evidenced by:

1. The Saturday on-site parking demand at 9am is 400 car spaces lower than that recorded at the same time on the Thursday.
2. The on-site parking demands at 9am on Thursday and Saturday are 64% and 51% respectively. In comparison, reference to Google data suggests that the shopping centre itself has visitation levels equal to approximately 40% of the peak visitation levels at these times.

From a benchmarking perspective, the recorded parking demands are also higher than would normally be expected at a shopping centre within a CBD location which has excellent proximity to public transport services including train. For reference, the rates of car parking provision at major and super regional shopping centres in NSW, against the transit score for each, is presented in Figure 7.1 (as sourced from the 2019 Property Council of Australia Shopping Centre Directory). In this figure, Bankstown Central is shown as the red dot (4.0 car spaces/100sqm with a transit score of 89), which sits above the trendline of the data. This figure also highlights other notable 'outliers' including Westfield Liverpool (4.9, 85), Erina Fair (4.8, 78), Westfield Hurstville (4.8, 77) and Roselands (5.8, 67).

Figure 7.1: Car Parking Rates vs Transit Score for Major & Super Regional NSW Shopping Centres



7.2.2. Conditions with Controlled Parking

In 2019, DA approval was granted by Council for the introduction of controlled parking at Bankstown Central.

It is understood that this approval was sought by the Centre's co-owners to better manage the car park given the extent of non-retail parking demands at present (discussed above) and the likelihood this would increase after the completion of the Metro project if the car park remained uncontrolled.

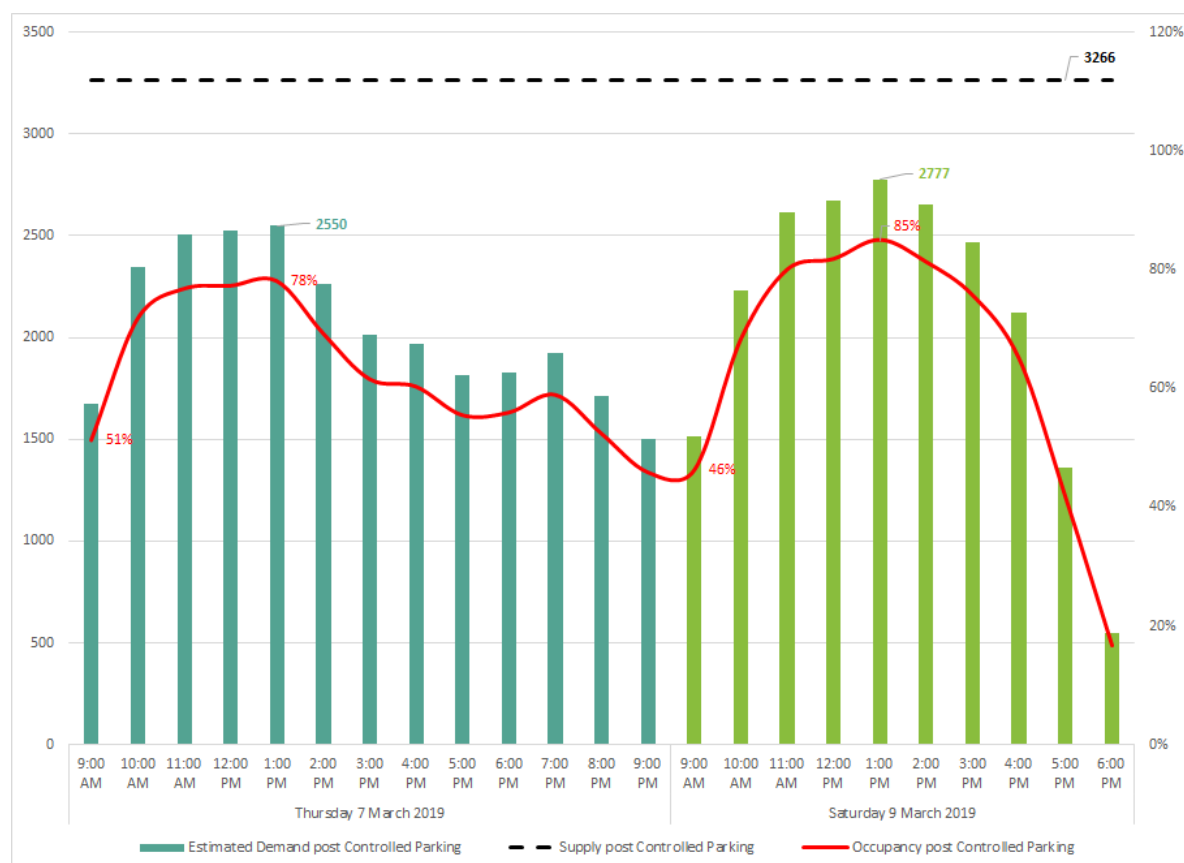
The DA was supported by a transport impact assessment report prepared by Colston Budd Rogers & Kafes (dated March 2019) which assessed the impact of the proposal from a car parking and traffic perspective. The CBRK report outlined that the introduction of controlled parking is likely to result in the loss of 17 car spaces which "would not be noticeable given the significant benefits of the improvements in car park efficiency and utilisation of parking spaces".

In our experience, the implementation of controlled parking at retail assets in CBD locations, particularly those near train stations, is likely to have additional benefits to those documented in the CBRK report. Most notably, one of the most important benefits of controlled parking is that it suppresses long-term car parking that is not associated with the retail asset⁶. This is achieved through the pricing of the car parking which typically involves charging a high cost of car parking beyond (approximately) 4-hours duration, excluding retail staff parking.

A relevant case study which highlights this benefit is Castle Towers Shopping Centre in Castle Hill. In late 2017, controlled parking was implemented at this shopping centre to better manage the car park supply in advance of the opening of the Castle Hill Metro train station. Car parking demand surveys at the shopping centre prior to and after the introduction of the controlled parking (but prior to the opening of the train station) show that peak car parking demands reduced by approximately 15% i.e. from circa 5,000 occupied car spaces (circa 4.5 spaces/100sqm) to 4,200 car spaces (circa 3.8 spaces/100sqm).

For Bankstown Central, it is expected that the reduction would be higher than the 15% experienced at Castle Towers given the existence of commuter car parking at Bankstown. Assuming 20% and 10% parking demand suppressions on the Thursday and Saturday respectively, the anticipated car parking demands following the implemented of controlled parking at Bankstown Central is shown in Figure 7.2.

Figure 7.2: Anticipated Car Parking Demand at Bankstown Central with Controlled Parking



⁶ These demands are typically suppressed, not relocated, where surrounding areas are well protected by time restrictions which do not permit car parking overflow into surrounding residential streets or other commercial car parks.

Figure 7.2 indicates:

- The expected peak parking demand are:
 - Thursday: 2,558 occupied car spaces (3.1 car spaces/100sqm)
 - Saturday: 2,777 occupied car spaces (3.4 car spaces/100sqm)⁷
- The occupancy expected at 9am on Thursday and Saturday are 51% and 46% respectively. These occupancies are more consistent with, but still higher than, the Google visitation data for the shopping centre at these times (approximately 40%). This comparison suggests that the assumed 20% and 10% parking demand suppressions are potentially conservatively low and the parking demand anticipated post implementation of controlled parking could be lower than the estimates above.

7.2.3. Other Impacts on Car Parking Provision

It is understood that the full development of the site anticipated in the Planning Proposal is likely to occur over a period of 20-30 years.

Over this timeframe, numerous factors will likely significantly impact current travel patterns and thus the demand for and supply of car parking in the Bankstown CBD. Such factors will include (but undoubtedly not be limited to):

1. The diversification of land use development in the precinct.
2. The upcoming improvements to public transport services in Bankstown.
3. The high likelihood of continued technology disruptions in transport and car parking.
4. The likelihood of change in car parking policy / controls for Bankstown, as set by Council.

The factors are discussed below.

Land Use Diversification

As land use diversification occurs in the CBD, trip containment will increase, with a greater proportion of trips by people living, working and shopping in the area able to be completed by walking and cycling. (This is a key principle of Complete Streets).

In this future, the demand for car parking will also reduce, as has been seen in many other CBD areas of Sydney (and elsewhere) where increasingly progressive car parking rates have been adopted into the relevant planning controls.

For this reason, it is considered appropriate to allow car parking ranges for the land use anticipated in the Planning Proposal given that the demand for such parking is likely to be highest in early stages of development before declining over time.

Public Transport Improvements

As outlined in Section 2 of this report, the completion of the Sydney Metro (expected in 2024) will greatly improve the accessibility of Bankstown by increasing the capacity of the train services and the frequency of those services to every 4 minutes in the peak and every 10 minutes in the off peak.

⁷ It is noted that the resultant recording of a higher peak demand on a Saturday would accord with the normal trend for shopping centres.

This improvement can be expected to reduce the need for car parking in the CBD for all land uses.

Technology Disruptions

Future technology disruption has the potential to fundamentally change existing transport systems by a magnitude that far exceeds the change that has been seen over recent decades.

The speed at which these changes are occurring, as well as the uncertainty around when this disruption will cause major shifts in user behaviour, is challenging to predict. Notwithstanding this challenge, the potential impact of the three technology disruptors (autonomous vehicles, zero emission vehicles, and mobility services) are described in Appendix B. This discussion concludes that the disruptors are likely to place downward pressure on long-term parking demands.

Car Parking Controls

As the Bankstown CBD develops, it is likely that the current DCP controls will alter to manage the supply of car parking more proactively. This commonly involves the setting of maximum car parking rates, rather than minimums.

The adoption of maximum car parking rates applies in many areas of metropolitan Sydney (St Leonards, Macquarie Park, Parramatta, etc) and is recommended within Complete Streets. Specifically, Complete Streets notes:

“Parking in the CBD generates traffic and providing more parking spaces in the CBD will result in more trips on the CBD road network. In line with what other city centres are doing, and due to excellent alternative transport services in Bankstown, it is recommended to introduce maximum parking caps for developments within 400m of the station to attract car-free households and/or those who will utilise bus and transport services”

In the event that maximum parking controls were introduced by Council into the DCP, it naturally follows that the supply of car parking would reduce.

7.2.4. Recommended Car Parking Rates

The recommended car parking rate (or range) for each land uses anticipated in the Planning Proposal is discussed below.

Retail

The adoption of a parking rate of **3.0 to 3.5 car spaces/100sqm** is considered appropriate for the retail floor area.

This range would accord with the rate expected following the implementation of the controlled car parking (3.4 car spaces/100sqm) whilst also reflecting that the additional retail floor area anticipated is likely to draw its trade by those persons working or residing in the additional commercial and residential dwellings proposed.

The adoption of a reduced rate for the retail floor area would also be consistent with the travel demand management approach detailed earlier, and the fact that public transport accessibility will improve in 2024 with the completion of the Sydney Metro.

The provision of parking in this range would also provide flexibility in car parks to provide more drop-off / pick-up parking should future technology disruptions (e.g. autonomous vehicles) warrant that increase or require an altered layout.

It is noted that the lower end of the rate range would be achieved not by reducing the existing retail parking provision but rather providing car parking for new retail development at a lower rate (so that the overall weighted average rate declines).

Commercial

The adoption of a parking rate of **0 to 0.5 car spaces/100sqm** is considered appropriate for the commercial floor area.

GTA has previously assisted in a variety of other commercial developments throughout Sydney and has collated the approved parking rates for commercial use as shown in Table 7.1, these rates have been normalised to a provision per 100sqm of gross floor area for consistency.

Table 7.1: Benchmarking of Commercial / Office Car Parking Rate

Location	Commercial Car Parking Rate
Sydney CBD (based on proposed FSR for the site, calculated rate)	0.083 spaces per 100sqm (max.)
North Sydney CBD	0.25 spaces per 100sqm (max.)
St Leonards (Zone B3 and B4)	0.25 spaces per 100sqm (max.)
Chatswood CBD	0.5 spaces per 100sqm
Ryde (Macquarie Park Corridor)	1 space per 100sqm (max.)
Parramatta CBD – draft LEP	0.083 spaces per 100sqm (max.)

The adoption of car parking at a range from 0 to 0.5 spaces per 100sqm is consistent with the commercial / office land uses in other areas of Sydney and thus appropriate for application here.

Residential

The adoption of a parking rate of **0 to 1.0 car spaces/apartment** is considered appropriate for the residential land use.

The *Car Parking Requirement in SEPP 65* as published by NSW Government of Planning and Environment states that for land zones as B4 Mixed Use that “the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.”. Table 7.2 sets out a comparison between the car parking provision requirements from each policy.

Table 7.2: Comparison of Car Parking Requirements

Number of Bedrooms	DCP 2015 Car Parking Rate ^[1]		RMS Guide to Traffic Generating Development Rates ^[2]	
	Resident	Visitor	Resident	Visitor
1 bedroom	1-3 spaces per dwelling	1 space per 5 dwellings	0.4 spaces per dwelling	1 space per 7 dwellings
2 bedrooms			0.7 spaces per dwelling	
3+ bedrooms			1.2 spaces per dwelling	

[1] Rates represent dwellings defined as Residential Flat Building located in Zone B4.

[2] Rates represent dwellings defined as 'high density residential flat buildings' in 'metropolitan regional (CBD) centres

[3] Assuming apartment breakdown of 50% 1-br, 40% 2-br and 10% 3-br.

Table 7.2 shows that the RMS Guide to Traffic Generation Developments prescribes car parking provision at the lesser rate of 0.4 to 1.2 spaces per dwelling for residents. This accords with the adopted rate of 0 to 1.0 car spaces/apartment.

Adoption at a lower car parking rate will be offset by the generous provisions of bicycle parking and access to other modes, such as public transport and rideshare facilities.

Hotel

It is expected that the hotel land use will provide minimal dedicated car parking and will instead rely on the sharing of car parking provided by other land uses (i.e. it will use retail car parking that is vacant during evening periods). In this context, the adoption of a parking rate of **0 to 0.2 car spaces/room** is considered appropriate for the hotel land use.

Student Accommodation

It is expected that minimal car parking would be required for the student accommodation given the site's proximity to universities (existing and proposed) and proximity to excellent public transport. For this report, a rate of **0.1 car spaces/apartment** is assumed.

Childcare

It is expected that enrolments to the childcare centre will be comprised majorly of people who work in Bankstown Central. As such, there will be negligible demand for parking above that is additional to what is captured by the other land uses. There will be a demand for staff car parking, however, this will also be negligible given the smaller magnitude of the childcare centre.

7.2.5. Anticipated Post-Development Parking Supply (approx.)

Based on the discussions within this chapter, an estimate of the future car parking provision required for the land uses envisaged in the Planning Proposal is outlined in Table 7.3.

This table generally assumes the midpoint of the car parking rate ranges identified above and indicates that approximately 4,775 car spaces would be required for the indicative development yield envisaged in the Planning Proposal. This would represent an increase of approximately 1,475 car spaces over the existing provision.

Table 7.3: Anticipated Post-Development Car Parking Rates and Supply

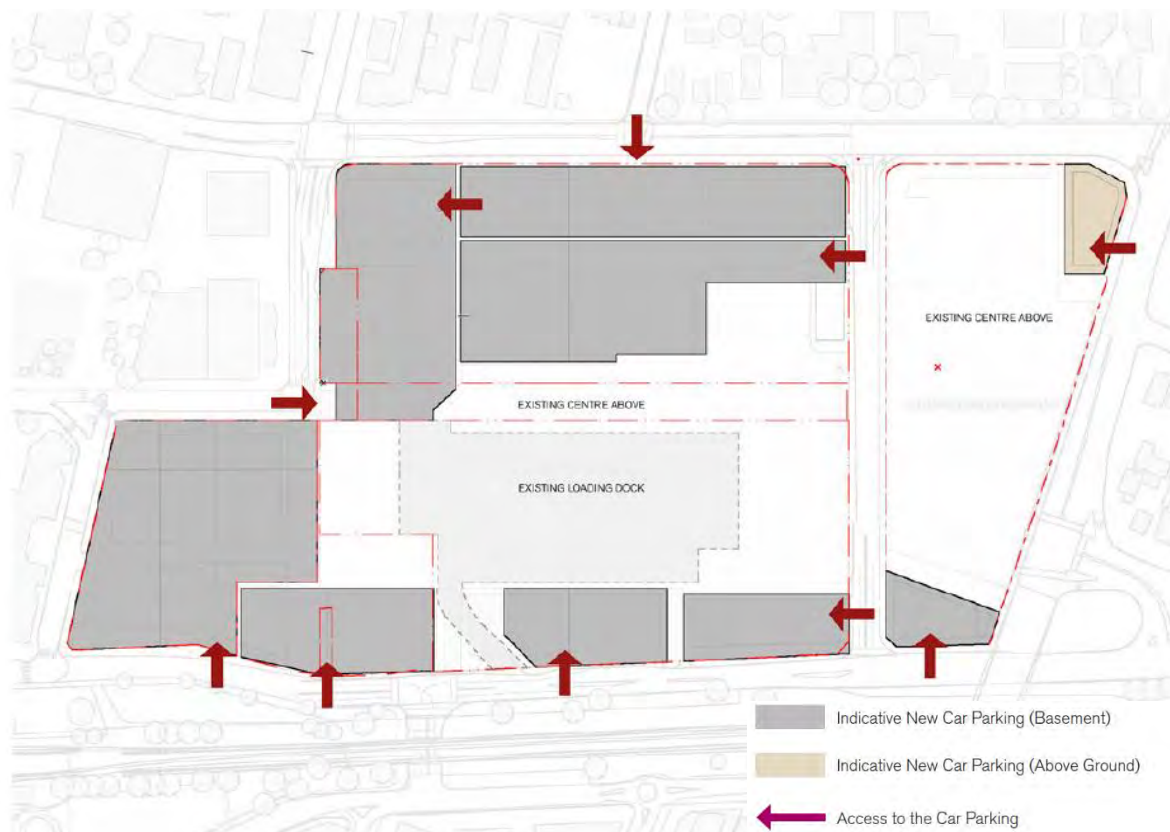
Land Use	Size	Approx. Rate	Approx. Provision
Retail	106,743sqm GFA	3.25 spaces per 100sqm	3,469 spaces
Commercial	118,565sqm GFA	0.5 spaces per 100sqm	593 spaces
Residential	972 apartments	0.5 spaces per apartment	486 spaces
Hotel	656 rooms	0.1 spaces per room	66 spaces
Student Accommodation	1,597 apartments	0.1 spaces per apartment	160 spaces
Total			4,774 spaces

7.3. Vehicle Access Arrangements

The Planning Proposal envisages the provision of car parking to meet the abovementioned predicted demand in multi-deck car parks around the periphery of the site.

The vehicle accesses to this car parking is expected to be largely provided from North Terrace, Rickard Road and Stacey Street (in accordance with the intent of Complete Streets) albeit with some reliance on Jacobs Street and Lady Cutler Drive.

Figure 7.3: Car Parking Locations and Vehicle Access Points



7.4. Traffic Assessment

7.4.1. Generation

A summary of the anticipated peak hour and daily traffic generation from the site, based on rates obtained from various sources, is presented in Table 7.4.

It is noted that the traffic generation assessment is based on 'per space' generation rather than a 'per 10sqm/dwelling' metric. This approach has been adopted given a travel demand management approach is to be adopted to limit car parking provision, to minimise traffic generation and encourage other modes of transport.

Table 7.4 indicates that the ultimate development of the Centre as proposed in the Planning Proposal could be expected to generate additional peak hour traffic volumes as follows:

- AM Peak Hour: +351 vehicle movements per hour
- PM Peak Hour: +356 vehicle movements per hour
- Saturday Lunchtime Peak Hour: +178 vehicle movements per hour

Table 7.4: Forecast Development Traffic Generation

Peak Hour	Land Use	Demand for Car Parking Spaces	Traffic Generation Rate	Traffic Generation
AM Peak Hour	Commercial	593	0.40 movements per space	237
	Residential	486	0.15 movements per space	73
	Hotel	66	0.25 movements per room	17
	Student Accommodation	160	0.15 movements per room	24
	Total Movements			351 movements
PM Peak Hour	Commercial	593	0.35 movements per space	208
	Residential	486	0.12 movements per space	58
	Hotel	66	1.0 movements per room	66
	Student Accommodation	160	0.15 movements per room	24
	Total Movements			356 movements
Saturday Peak Hour	Commercial	593	0.0375 movements per space	22
	Residential	486	0.135 movements per space	66
	Hotel	66	1.0 movements per room	66
	Student Accommodation	160	0.15 movements per room	24
	Total Movements			178 movements

7.4.2. Generation

For the purposes of modelling, all additional generated traffic has been distributed in accordance with existing travel patterns observed within the road network.

7.4.3. Impacts

Against existing volumes in the vicinity of the site, it considered that the additional traffic generated by the development yield envisaged in the Planning Proposal will have a negligible and acceptable impact on the operation and safety of the surrounding road network.

Notwithstanding this, for the purposes of presenting a robust assessment, traffic modelling using the model prepared by GTA for Complete Streets was undertaken to test the additional impact of the added traffic demand of the envisaged land use.

This modelling was conducted within AIMSUN using the future year 2036 with Complete Streets transport infrastructure (referred to as “Future Base with Complete Streets”), with an alternate future year scenario also tested which included the development / traffic uplift of Bankstown Central (referred to a “Post Development with Complete Streets”). As outlined earlier, this future model includes an estimation of growth in the CBD, which would include the WSU site.

Key statistics are summarised as follows:

Network Statistics

General network statistics were extracted from the models and include the following:

- **Total Travelled Distance:** total number of kilometres travelled by all the vehicles that have crossed the network.
- **Total Travel Time:** total travel time experienced by all the vehicles that have crossed the network.
- **Average Speed:** average speed for all vehicles that have left the system. This is calculated using the mean journey speed for each vehicle.
- **Average Delay:** average time at standstill per vehicle per kilometre.
- **Vehicles Waiting to Enter:** number of vehicles that are waiting to enter the network.

The network statistics are aggregated across the entire modelled area for all trips within the model and are shown in Table 7.5 the PM peak period.

The results indicate that minor increases are observed across the network statistics, which in consideration of the magnitude of development envisaged – and the timeframe of the assessment - is negligible and acceptable.

It is noted that whilst the modelling shows an increase in the number of vehicles waiting to enter the network (i.e. unreleased vehicles), the quantum for the network, excluding Bankstown Central zones, is very low and not inconsistent with other models for CBD locations. It is further noted that the presence of vehicles waiting to enter the network is also not a sign of “failure” and would likely be reduced by one of the following:

1. The proposed intersection upgrades being investigated by TfNSW for Stacey Street.
2. The completion of other Bankstown Central vehicle access improvements (e.g. enhanced vehicle access arrangements onto Rickard Road) that would likely be pursued in the future as required for Development Applications.
3. The suppression or spreading of peak hour vehicle activity to/from Bankstown Central.

Table 7.5: Network Performance Results – PM Peak Volumes

Criteria	Future Base with Complete Streets	Post Development with Complete Streets	Difference
Total Vehicles in the network (2 hour demand) – (veh)	35,927	36,300	+373
Total Travelled Distance (VKT) – km	65,565	65,646	+80
Total Travel Time (VHT) – hours	3,468	3,610	+142
Travel Time (sec/km)	193	202	+8
Average Speed (km/h)	22.3	21.6	-0.68
Average Delay (sec/km)	133	141	+8
Vehicle Waiting to Enter Network (veh)	718	1,028	+310
Vehicle Waiting to Enter Network (veh) – Bankstown Central Zones only	602	787	+185
Vehicle Waiting to Enter Network (veh) – All other zones	116 (0.32% of total vehicles in network)	241 (0.66% of total vehicle in network)	+125 (+0.34 of total vehicles in network)

Intersection Level of Service

Intersection Level of Service (LOS) is a measure of the weighted average of approach queue delay experienced by vehicles, where a level of A denotes minimal delay and F denotes significant delay.

The results detailed in Figure 7.3 and Figure 7.4 show that the traffic generation associated with the development envisaged in the Planning Proposal will not have any significant impact on the operation of the surrounding road network. This includes intersections along North Terrace adjacent the site and the underpass between North and South Terrace.

Overall, the modelling statistics including the level of service comparisons indicate that the additional traffic generated by the indicative development yield is unlikely to have a notable impact on the operation of the road network. Moreover, it is noted that opportunities exist (e.g. via the potential introduction of broader parking restrictions) for Vicinity Centre, Council and/or TfNSW to improve the operation of the network. This sits outside the scope of this report.

Figure 7.3: Intersection Level of Service, Future Base with Complete Streets



Figure 7.4: Intersection Level of Service, Post Development with Complete Streets



7.5. Summary

With the adoption of the progressive car parking rates outlined in this report (as an approximate range), the traffic impacts of the indicative development yield envisaged in the Planning Proposal will be minor and acceptable. There are also opportunities for Vicinity Centres, Council and/or TfNSW to improve the operation of the network. These opportunities will be investigated in future Development Applications or the like.

CONCLUSION

8. CONCLUSION

08

Key conclusions drawn from this report include:

- This Planning Proposal seeks to promote pedestrian and cycling modes to/from the Centre and the Bankstown CBD through the provision of public open space, improved pedestrian connections in all directions and the provision of bicycle parking consistent with other Sydney based developments. These improvements will encourage the use of sustainable modes of transport and discourage the reliance on private vehicles.
- The Planning Proposal will facilitate future enhancements to the bus network in the immediate vicinity of the site via the creation of a new transit street known as the Jacobs Street extension. The new street will allow for on-street kerbside or indented bus bays with generous footpath widths to encourage public transport access. The proposed arrangement is preferable arrangement and supports a productive CBD, improves bus operating travel times, improves user experience, retains proximity and is consistent with Complete Street objectives.
- The Planning Proposal proposes that most of the loading and logistics activity will continue to occur via the existing loading dock or a version of that arrangement to suit future conditions (i.e. at basement level). As land use and loading activity increases, the loading dock will likely become managed to maximise the turnover of loading bays.
- The proposed car parking provision is considered appropriate and consistent with the objectives of the DCP. This conclusion is based on a detailed assessment of car parking demand under future conditions. Approximately 4,775 car spaces would be required for the indicative development yield envisaged in the Planning Proposal. This would represent an increase of approximately 1,475 car spaces over the existing provision.
- The vehicle accesses to this car parking is expected to be largely provided from North Terrace, Rickard Road and Stacey Street (in accordance with the intent of Complete Streets) albeit with some reliance on Jacobs Street and Lady Cutler Drive.
- The traffic modelling presented in this report (AIMSUN modelling) includes level of service results for intersections which indicate that the additional traffic generated by the indicative development yield is unlikely to have a notable impact on the operation of the road network in the future. With the adoption of the progressive car parking rates outlined in this report (as an approximate range), the traffic impacts of the indicative development yield envisaged in the Planning Proposal will be minor and acceptable. There are also opportunities for Vicinity Centres, Council and/or TfNSW to improve the operation of the network. These opportunities will be investigated in future Development Applications or the like.

A.RECOMMENDATIONS OF COMPLETE STREETS

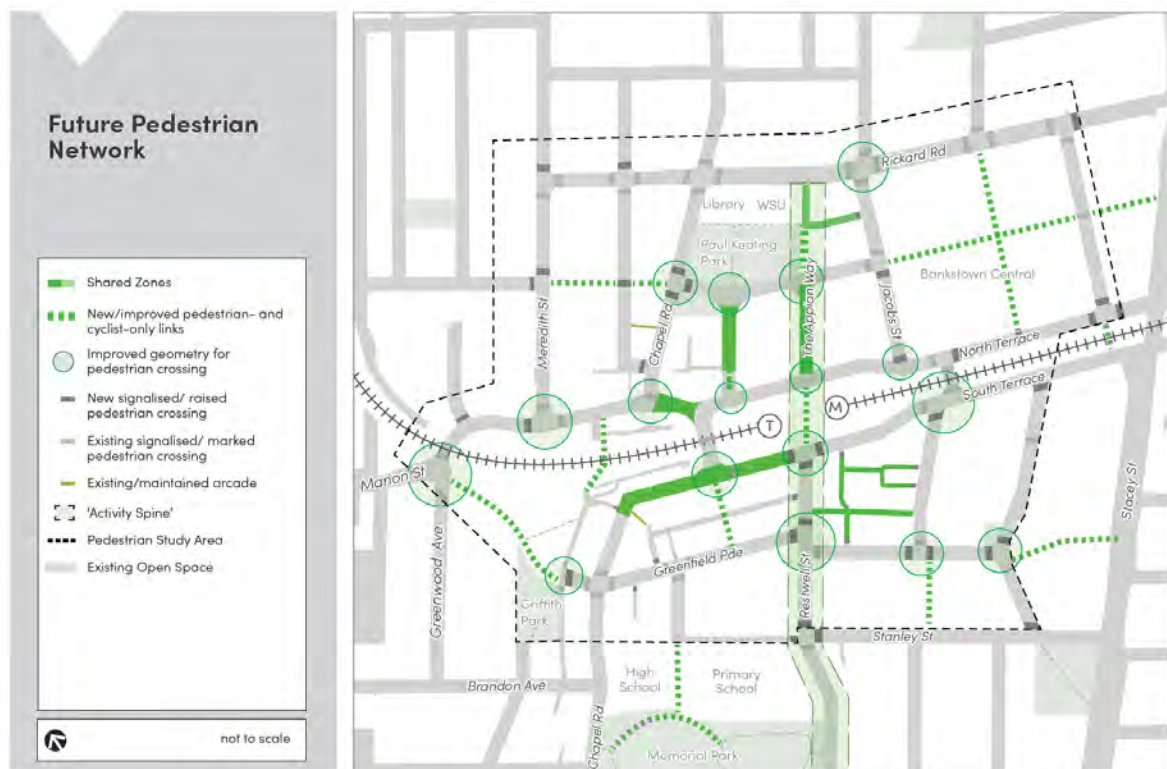


APPENDIX: RECOMMENDATIONS OF COMPLETE STREETS

A.1. Pedestrian Network

Complete Streets proposes improved pedestrian geometry at the intersections of Rickard Road / Jacobs Street and North Terrace / Jacobs Street in the immediate vicinity of the site as well as new pedestrian crossings along North Terrace and Jacobs Street. New or improved pedestrian- and cyclist-only links are proposed internal to the site. Additionally, The Appian Way is proposed to become a shared zone and the priority north-south pedestrian route, as shown in Figure A.1..

Figure A.1: Future Pedestrian Network



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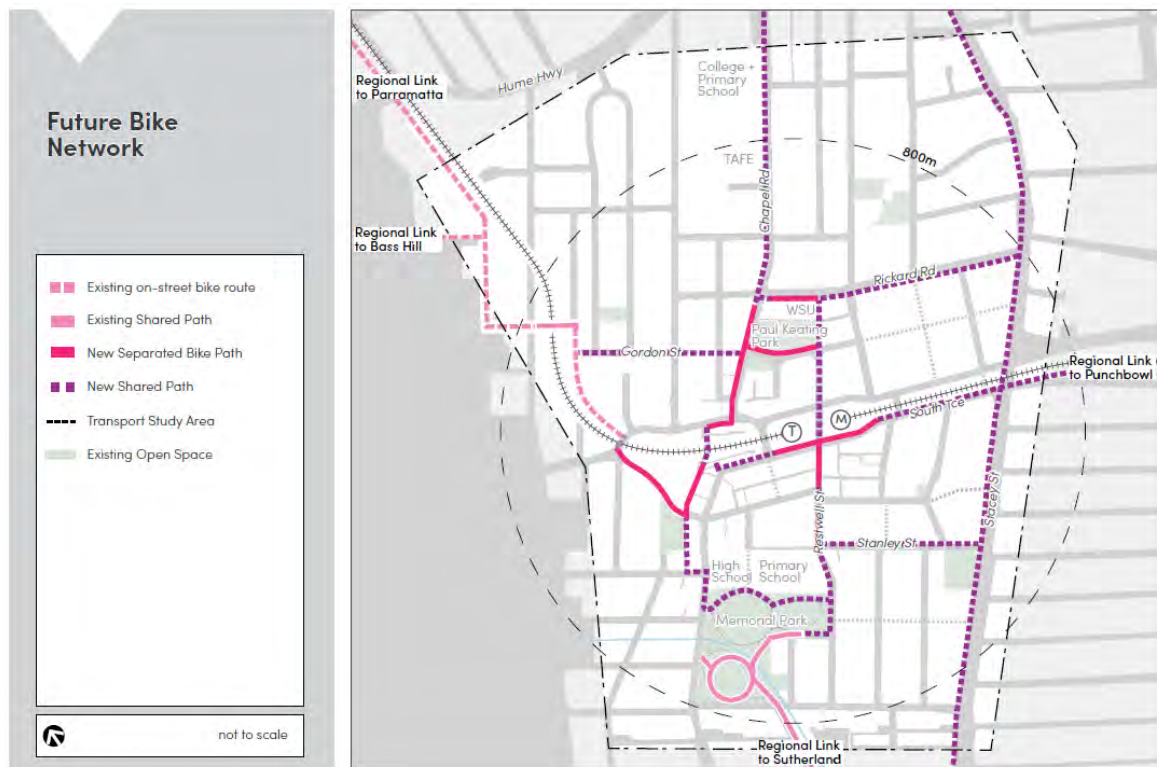
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Bankstown Central Shopping Centre Planning
Proposal, North Terrace, Bankstown

APPENDIX: RECOMMENDATIONS OF COMPLETE STREETS

A.2. Cycling Network

Complete Streets proposes shared paths along Rickard Road, South Terrace and The Appian Way as shown in Figure A.2. Notably, wider precinct access will be delivered north-south through a new shared path along Stacey Street and east-west along a Regional Link to Punchbowl.

Figure A.2: Future Cycling Network



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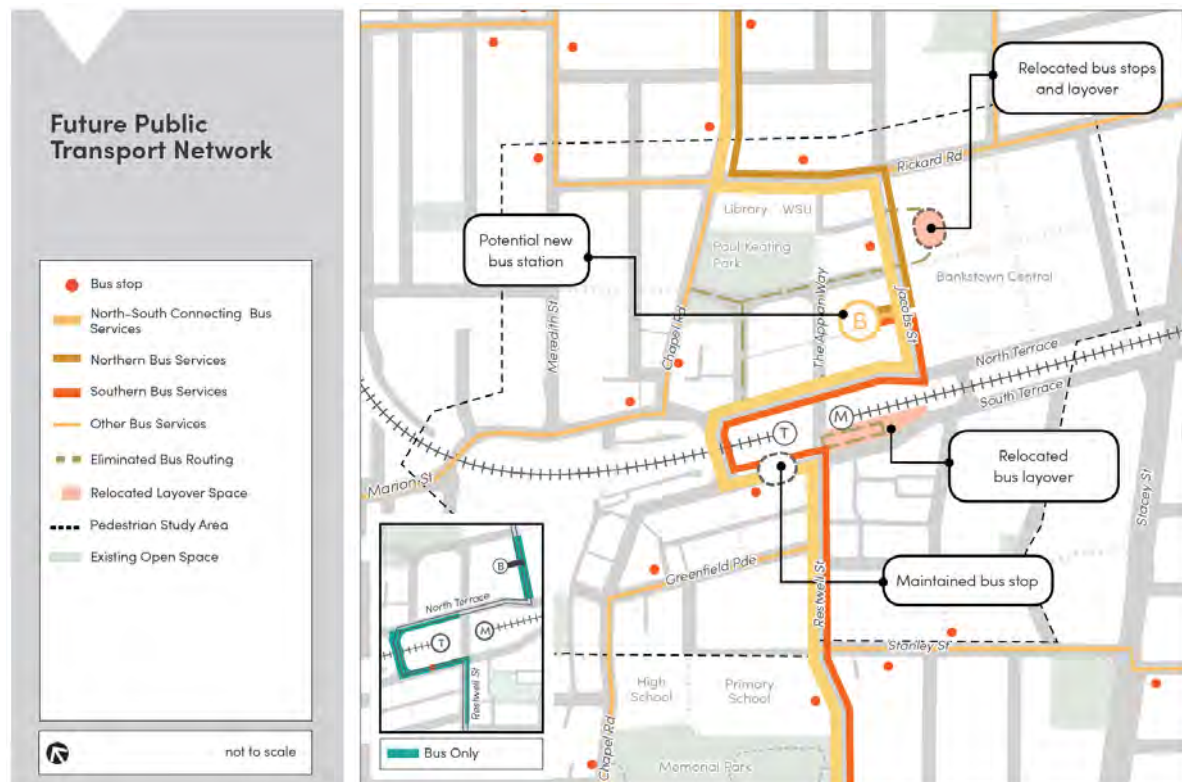
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APPENDIX: RECOMMENDATIONS OF COMPLETE STREETS

A.3. Public Transport

Complete Streets proposes that the existing bus stop and layover spaces located off Jacobs Street should be relocated and identifies that a potential new bus station could be located in the south-west corner of Jacobs Street where southern and northern bus routes would terminate. The bus layover is proposed immediately south of the proposed Metro Station as shown in Figure A.3.

Figure A.3: Future Public Transport Network



APPENDIX: RECOMMENDATIONS OF COMPLETE STREETS

A.4. Traffic Network

As shown in Figure A.4, Complete Streets proposes both Rickard Road and Stacey Street to be upgraded to form part of the Ring Road. This upgrade will see the traffic capacity on the Ring Road increase with all roads on the Ring Road being increased to have two lanes in each direction except for Stacey Street which will have three lanes in each direction. It proposes the Jacobs Street Extension from The Mall to North Terrace and will restrict private vehicle access. Other roads in the immediate vicinity of the site are proposed to remain unchanged.

Figure A.4: Future Traffic Network Changes



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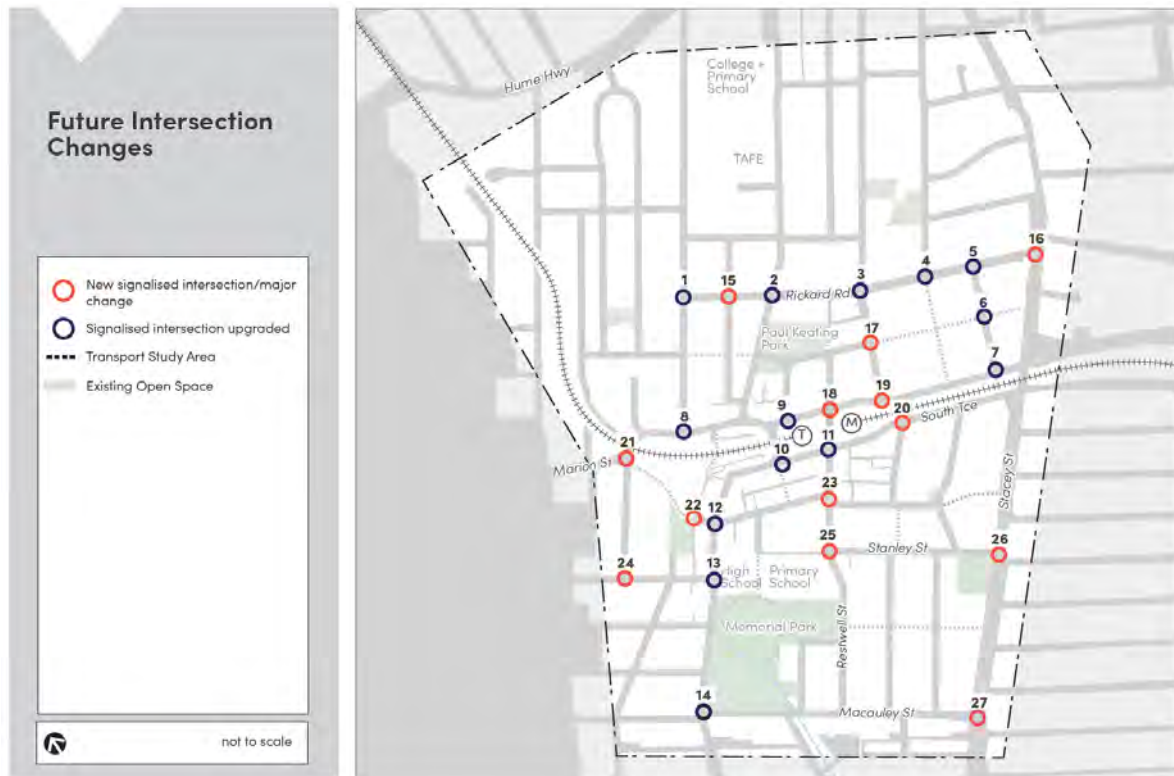
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APPENDIX: RECOMMENDATIONS OF COMPLETE STREETS

A.5. Intersections

Complete Streets proposes that intersection works will occur on all major intersections within the vicinity of the site. As it relates to this site, the general improvements (as detailed in Figure A.5) involve updates to signal phasing to increase the performance of the Ring Road and the prioritisation of pedestrian on local roads.

Figure A.5: Future Intersection Changes



Key Enhancements

- 1 • Additional right turn lane from Meredith St northbound into Rickard Rd eastbound to encourage Ring Road use.
• Southbound Meredith St reduced to one lane at signals.
• Signal phasing updated to support Ring Road.
- 2 • Additional right turn lane from Chapel Rd southbound into Rickard Rd westbound to encourage Ring Road use.
• Southbound Chapel Rd reduced to one lane at signals to discourage through-traffic.
• Signal phasing updated to support Ring Road.
- 3 • Signal phasing updated to support Ring Road and bus movements.
- 4 • Potential carpark access consolidation (subject to redevelopment of centre).
• Signal phasing updated to support Ring Road.
- 5 • Pedestrian crossings added to all sides of intersection.
• Signal phasing updated to support Ring Road.
- 6 • Pedestrian crossing widened to cater for high volumes.
• Intersection reduced to one traffic lane each direction to discourage through traffic.
• Signal phasing updated to reduce pedestrian wait time.
- 7 • Pedestrian crossings added to all sides of intersection.
- 8 • Right turn lane from Marion St westbound into Meredith St northbound removed to discourage through-traffic.
• Signal phasing updated to support Ring Road.
- 9 • Fatherstone St closed to traffic at North Tce.
• Signals reconfigured as signalised pedestrian crossing.
- 10 • Reduced to one bus lane each direction.
• Signal phasing updated for reduced pedestrian wait times.
- 11 • Alignment of lanes reconfigured to suit new Restwell St design.
• Fourth leg to bus terminus removed (subject to relocation of bus terminus).
• Signal phasing updated include phase for bike lane and reduced pedestrian wait times.
- 12 • Northbound Chapel Rd reduced to one lane.
• Signal phasing updated.
- 13 • Signal phasing updated to support Ring Road.
- 14 • Signal phasing updated to support Ring Road.
- 15 • Kitchener Pde (north) re-opened.
• Signal phasing updated to support Ring Road.
- 16 • Intersection upgraded as part of Stacey Street widening by RMS.
- 17 • New signalised intersection to manage bus/ pedestrian conflicts, includes pedestrian crossings on all sides of intersection.
- 18 • New signalised intersection to manage the forecast increased pedestrian movements associated with the Metro station and new university, includes pedestrian crossings on all sides.
- 19 • New signalised intersection to manage bus access in and out of Jacobs St extension, includes pedestrian crossings on all sides.
- 20 • One turn lane removed from South Tce westbound and eastbound into North Tce (via rail underpass) to discourage through-traffic.
• Pedestrian priority crossing converted to fully signalised pedestrian crossing.
- 21 • Olympic Pde closed to traffic at Greenwood Ave.
• Signal phasing updated to support Ring Road and increase through capacity with closure of Olympic Pde.
- 22 • Olympic Pde closed to traffic at Dale Pde and signals reconfigured.
- 23 • One turn lane on Raymond St westbound and Restwell St northbound removed to discourage through-traffic.
• Pedestrian priority crossing and slip lane converted to signalised crossing.
• Signal phasing updated to include phase for bike lane.
- 24 • New signalised intersection to support reliable flow on the Ring Road.
- 25 • New signalised intersection provided to provide safer pedestrian access to schools and Memorial Park and cater for new bike lane and shared paths on Restwell St and Stanley St.
- 26 • Intersection upgraded as part of Stacey Street widening by RMS.
- 27 • Intersection upgraded as part of Stacey Street widening by RMS.

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B. TECHNOLOGICAL CONSIDERATIONS FOR THE FUTURE OF CAR PARKING

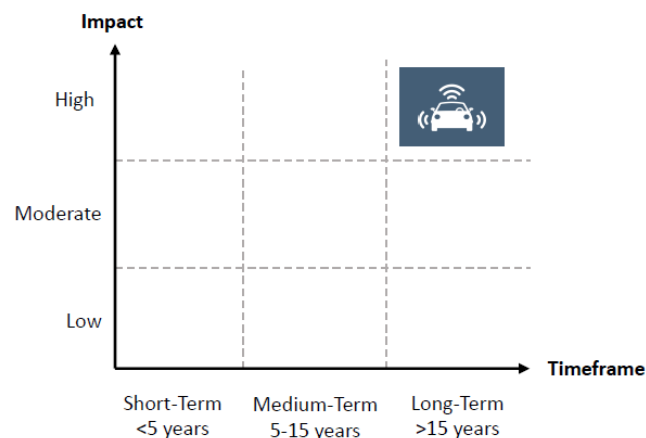
B

APPENDIX: TECHNOLOGICAL CONSIDERATIONS FOR THE FUTURE OF CAR PARKING

B.1. Autonomous Vehicles

Whilst a small level of autonomy already exists as part of our current available vehicle fleet, the greater adoption of high autonomy vehicles (predicted to be available somewhere after 2025 and pervasive in the vehicle fleet somewhere between 2030 and 2040) will be a 'game changer' with respect to the future transport network and car park design response required.

In the context, autonomous vehicles are likely to be a high impact, long-term disruption, as illustrated in the figure below.



The key implications of autonomous vehicles for the planning of the site will likely include:

1. The demand for conveniently located pick-up / drop-off zones on abutting streets and/or in car parks will increase.
2. The overall demand for car parking will decrease (as the need for car ownership long-term parking will reduce)
3. The design requirements for car parking areas will change (e.g. car space widths may decrease (as autonomous vehicles are able to park themselves) or increase (as the width of autonomous vehicles may increase)).

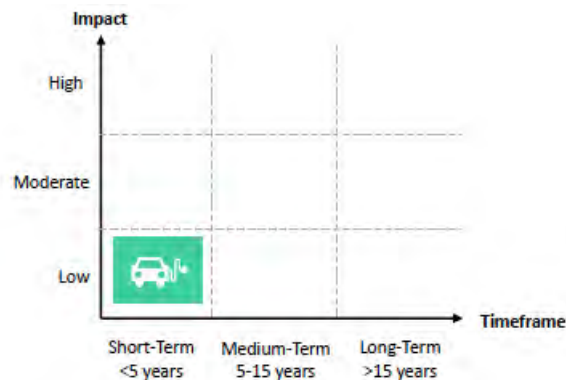
B.2. Zero Emission Vehicles

Electric vehicles already represent a portion of the Australian market and this portion is only going to increase in the short-term and could include other forms of zero emission vehicles.

The impacts of electric vehicles is already being considered in many developments through the inclusion of car charging parking spaces, however the impact of this change with respect to physical design considerations is low and promotion of zero emission vehicles at the Centre would be driving largely by branding and public relations.

In the context, zero emission vehicles are likely to be a low impact, short term disruption, as illustrated in the figure below.

APPENDIX: TECHNOLOGICAL CONSIDERATIONS FOR THE FUTURE OF CAR PARKING




The key implications of zero emission vehicles for the planning of the site will likely include:

1. The inclusion of car charging car parking spaces within strategic locations around the Centre.
2. The overall demand for zero emission friendly parking (i.e. car charging car parks) is likely to be driven by the market share of zero emission vehicle.

B.3. Mobility Services

Mobility services (or Movement as a Service) models currently exist in the form of ridesharing vehicles. In Australia, there are already many operators, covering private vehicle, bicycle and public transport services, as summarised below:

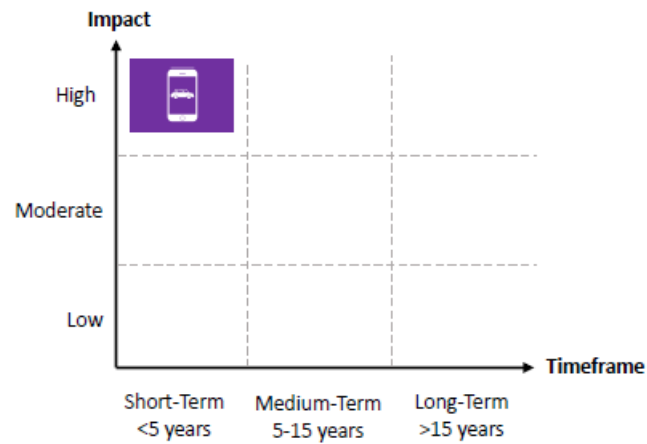
 CAR SHARE PROVIDERS	 BIKE SHARE OPERATORS	 RIDE SHARE OPERATORS (INCLUDING TAXIS)
<ul style="list-style-type: none"> > carhood > Car Next Door > CarShare Australia (GoGet) > DriveMyCar > Flexicar > GreenShareCar > Hertz 24/7 > Popcar 	<ul style="list-style-type: none"> > Airbike > CityCycle > Earthbike > lendmyGears > Melbourne Bike Share > Mobike > Ofo > Reddy Go > Shareabike > Spinway > Urbi 	<ul style="list-style-type: none"> > Australia Wide Taxi > Coseats > DiDi Chuxing > Go Catch / Go Car > GoFetch > Hop Hop Ride > iHail > Ingogo > Liftango > Muve > Ola > PoolCar > Rydo > SayTaxi > Shebah > Taxify > Uber Australia

Source: <https://www.austrade.gov.au/future-transport/mobility-as-a-service/>

These services will continue to challenge the need to own and park a personal vehicle in the immediate future. The impact to the physical design of car parking areas will be significant when/if MAAS becomes a more predominate mode of travel and will increase the need for pick-up / drop-off facilities. Further, these mobility services will also influence travel needs with delivery services making it easier to have large goods delivered.

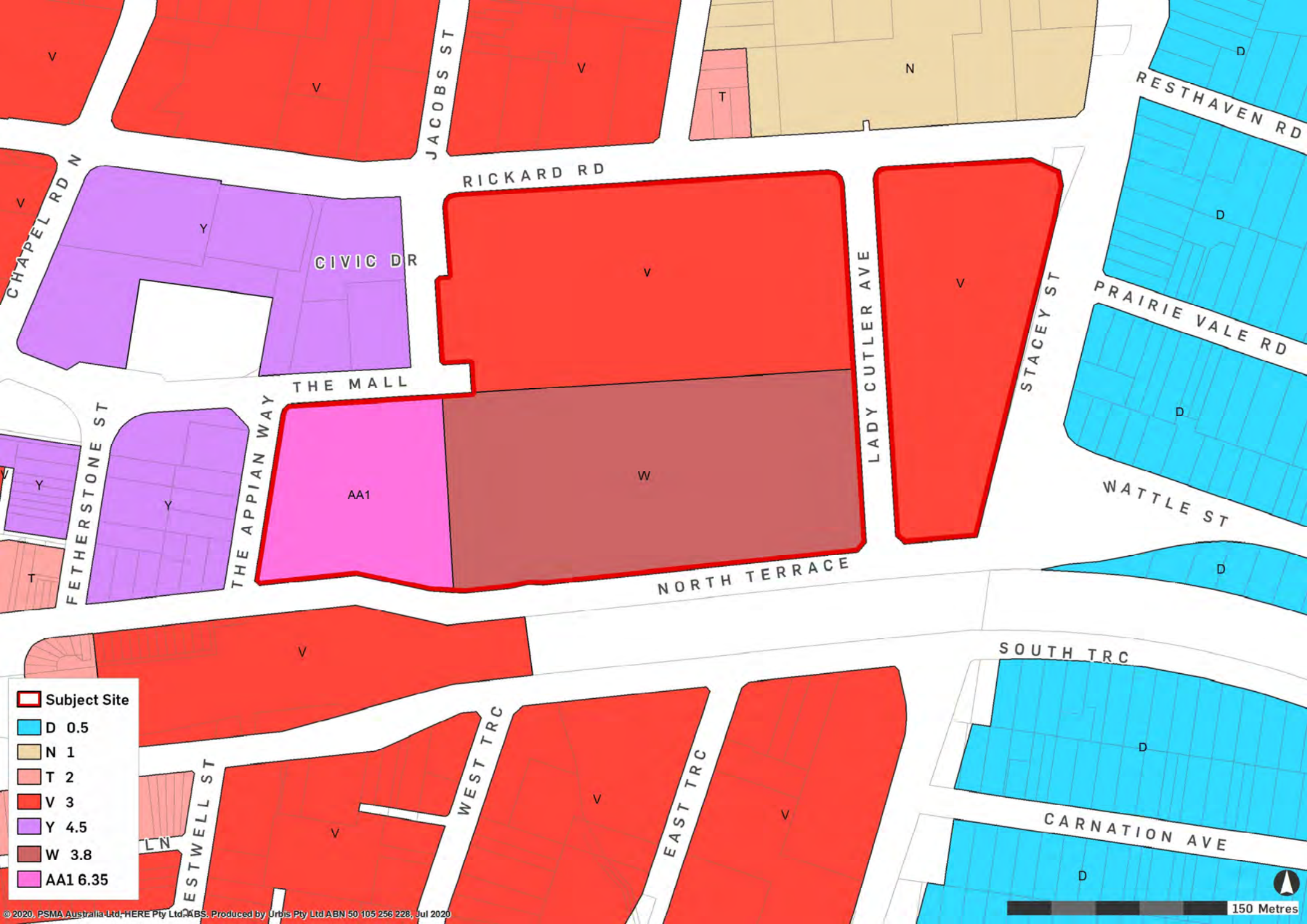
APPENDIX: TECHNOLOGICAL CONSIDERATIONS FOR THE FUTURE OF CAR PARKING

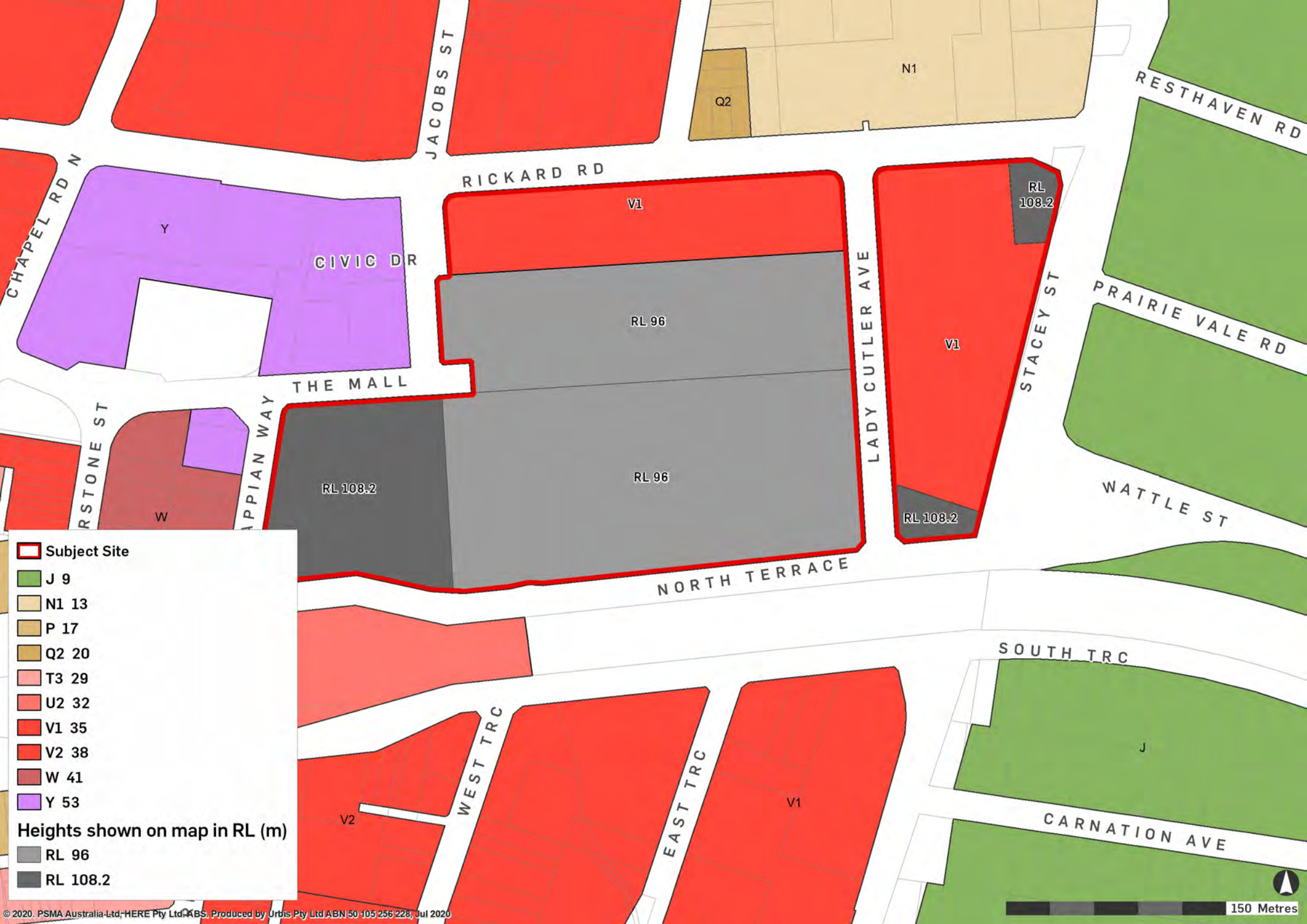
In the context, mobility services are likely to be a high impact, short term disruption, as illustrated in the figure below.



The key implications of mobility services for the planning of the site will likely include:

1. The demand for short-stay, pick-up / drop-off type parking in convenient location will increase, but the demand for long-stay parking will decrease.
2. The feasibility for the Centre to run neighbourhood shuttle buses or support on-demand shared mobility (similar to the Inner West on Demand service operating around Burwood, NSW).



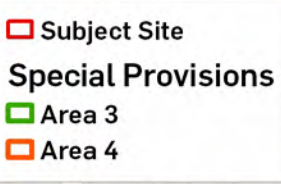


Subject Site

- J 9
- N1 13
- P 17
- Q2 20
- T3 29
- U2 32
- V1 35
- V2 38
- W 41
- Y 53

Heights shown on map in RL (m)

- RL 96
- RL 108.2



BANKSTOWN CENTRAL

DEVELOPMENT POTENTIAL ASSESSMENT

4 APRIL 2018
PER0770
PREPARED FOR VICINITY CENTRES

URBIS

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Appendix A Additional Information

INTRODUCTION

This report presents an updated assessment of the future development potential of Bankstown Central Shopping Centre. The primary objectives of this research are to assess the **potential scale and composition** of future retail development / expansion at the centre, including the tenant category mix of retail, dining, entertainment and service uses.

The analysis takes into account the latest information with respect to the Bankstown City Centre and its role as a Strategic Centre in the Sydney metropolitan area, including strategic policy (e.g. revised *Draft South District Plan*), planned infrastructure, and future targets for the delivery of new dwellings and employment.

KEY ASSUMPTIONS

In undertaking the analysis in this report, a number of assumptions are made, as follows:

- The NSW and national economies are not significantly impacted by any unforeseen shifts in consumer confidence which negatively influence household spending and the investment climate.
- The forecasts for key market segments, including trade area residents and other visitor groups in the Bankstown activity centre, are as outlined in Sections 3-5 of this report.
- The existing and future competitive environment is as outlined in Section 6 of this report.

GOODS AND SERVICES TAX (GST)

The spending market and turnover estimates presented in this report are inclusive of GST.

ANALYSIS YEARS

Analysis throughout this report relates to calendar years (ending December 30) unless otherwise stated.

MARKETINFO

Retail spending estimates provided in this report are based on the MarketInfo micro simulation model developed by MDS Market Data Systems, updated by Urbis to a 2016 base. MarketInfo is based on the Household Expenditure Survey and Australian National Accounts. Given that the estimates are based on survey data they will be subject to sampling variability.

DEFINITIONS

The following definitions have been adopted for the purposes of this report:

- **Retail** refers to the Australian Bureau of Statistics (ABS) definition adopted for the purposes of the 1991/92 Retail and Services Census, with some minor exclusions. This definition includes Total Shopfront Retailing less garden supplies and marine equipment. Motor vehicle and related retailers are also excluded. This definition has been adopted for the purposes of detailing the retail market using the ABS Household Expenditure Survey (HES), and also for categorising shopping centre turnover and tenancy details.
- **Non-Retail** therefore refers to various store types, services and expenditure categories, not included in the appropriate Australian & New Zealand Standard Industrial Classification (ANZSIC) included within the scope of the latest Retail and Services Census. The non-retail component includes the following tenancy types:

– Amusements	– Garden Supplies
– Appliance Rental	– Lottery & Gaming
– Auto Accessories	– Marine Equipment
– Banks and Building Societies	– Medical and Dental Services
– Cinemas	– Offices
– Equipment Hire	– Post Office
– Financial & Property Services	– Travel Agency
- In addition to the above tenant types which are quite often found in shopping centres, facilities such as garden supplies, builders' supplies, and similar businesses which are predominantly wholesale, are usually treated entirely as non-retail stores, even though a proportion of the business may be retail orientated.
- The composition and performance benchmarking of Bankstown Central is based on data from the **2017 Urbis Shopping Centre Benchmarks**.

1. BANKSTOWN LOCATION CONTEXT

Bankstown serves a regional role in metropolitan Sydney, providing a range of higher order retail and commercial uses and services to residents in Sydney's southwestern suburbs.

The NSW Government's draft *Greater Sydney Region Plan* (draft plan) nominates Bankstown as a 'Strategic Centre'. This classification of activity centre is intended to provide a range of jobs, goods and services and be serviced by strong road and public transport linkages. The Revised Draft *South District Plan* (draft SDP), further details the role of Bankstown as a "large centre with a range of retail, healthcare, community and civic services" and an "important transport interchange with an extensive bus and rail catchment."

In addition to its Strategic Centre status, Bankstown is nominated as a 'Health and Education Precinct'. This designation is intended to drive the co-location of health, higher education (university campuses) and related activities such as research based organisations, housing for health workers and students, short term accommodation and complementary commercial uses.

Current planning policy clearly reinforce the higher order role of Bankstown in metropolitan Sydney and will be a driver for significant ongoing development and investment in the Bankstown City Centre.

Metropolitan and Strategic Centres

Map 1.1



2. INFRASTRUCTURE AND BANKSTOWN STRATEGY

This section outlines the key policies and proposals of relevance to the Bankstown City Centre, including strategic policies, planned infrastructure, and future dwelling and job targets.

Draft South District Plan

The draft DSP sets targets for new housing and job creation in the region of relevance to Bankstown Central. The key objectives within the strategy are outlined as follows:

- **Housing:**
 - The draft DSP sets housing targets for both the South District area and relevant local government areas (LGA) in order to support the pipeline of new housing delivered over the next two decades.
 - Bankstown is located in the City of Canterbury LGA which has a five year housing target of **13,250 new dwellings**, out of a South District total of **23,250 dwellings**. The 20-year strategic housing target for the South District is **83,500 new dwellings**, of which Canterbury, including Bankstown, will be relied upon as a key contributor.
- **Jobs:**
 - The draft DSP indicates that the Bankstown centre currently supports around 12,100 jobs, however lower figures have been quoted by the ABS (Journey to Work data) and other sources. As detailed later in Section 4 of this report, for the purposes of this report an estimate of 10,000 workers is used for the current employment level.
 - A number of planning policies and initiatives are noted in the draft DSP which are expected to support ongoing growth in jobs in the Bankstown centre. These initiatives include improved transport linkages (e.g. Sydney Metro City & Southwest rail project), the proposed Western Sydney University campus, and development and investment associated with Bankstown's future role as a Health and Education Precinct.

- The draft DSP notes a baseline target of **17,000 jobs** and a higher / aspirational target of **25,000 jobs** to be provided in the Bankstown centre by 2036. A larger and more diverse (office based) workforce will have significant flow-on benefits to retail shops and services in Bankstown, including Bankstown Central.

Sydenham to Bankstown Urban Renewal Corridor

The Bankstown centre is located within the Sydenham to Bankstown Urban Renewal Corridor which is based around the existing railway line between Sydenham and Bankstown.

The corridor runs approximately 14 km east from Bankstown and connects to the Sydney CBD. The Sydney Metro City & Southwest rail project, to be delivered in 2024, will see the corridor upgraded to a rapid transit rail service, providing opportunities to deliver increased development densities along the corridor to leverage the new rail infrastructure.

The Sydenham to Bankstown Urban Renewal Corridor strategy provides new dwelling forecasts for the key 'station precincts' along the corridor. The Bankstown station precinct, together with Campsie and Marrickville, are intended to accommodate the largest increase in new dwellings, with each supporting approximately **6,000 new dwellings** by 2036.

Rail Infrastructure

The draft Plan, including the Future Transport Strategy 2056, identifies future transport links to and through Bankstown as illustrated in Figure 2.1. These include:

- An upgraded or 'committed train link' between Bankstown and Sydenham (i.e. the Sydney Metro City & Southwest rail project).
- Train Link / Mass Transit Investigation (10-20 years) for heavy rail network links between Bankstown and Parramatta, and Bankstown and Kogarah.
- Train Link / Mass Transit (Visionary) for a heavy rail network link between Bankstown and Liverpool.

Sydney Metro City & Southwest

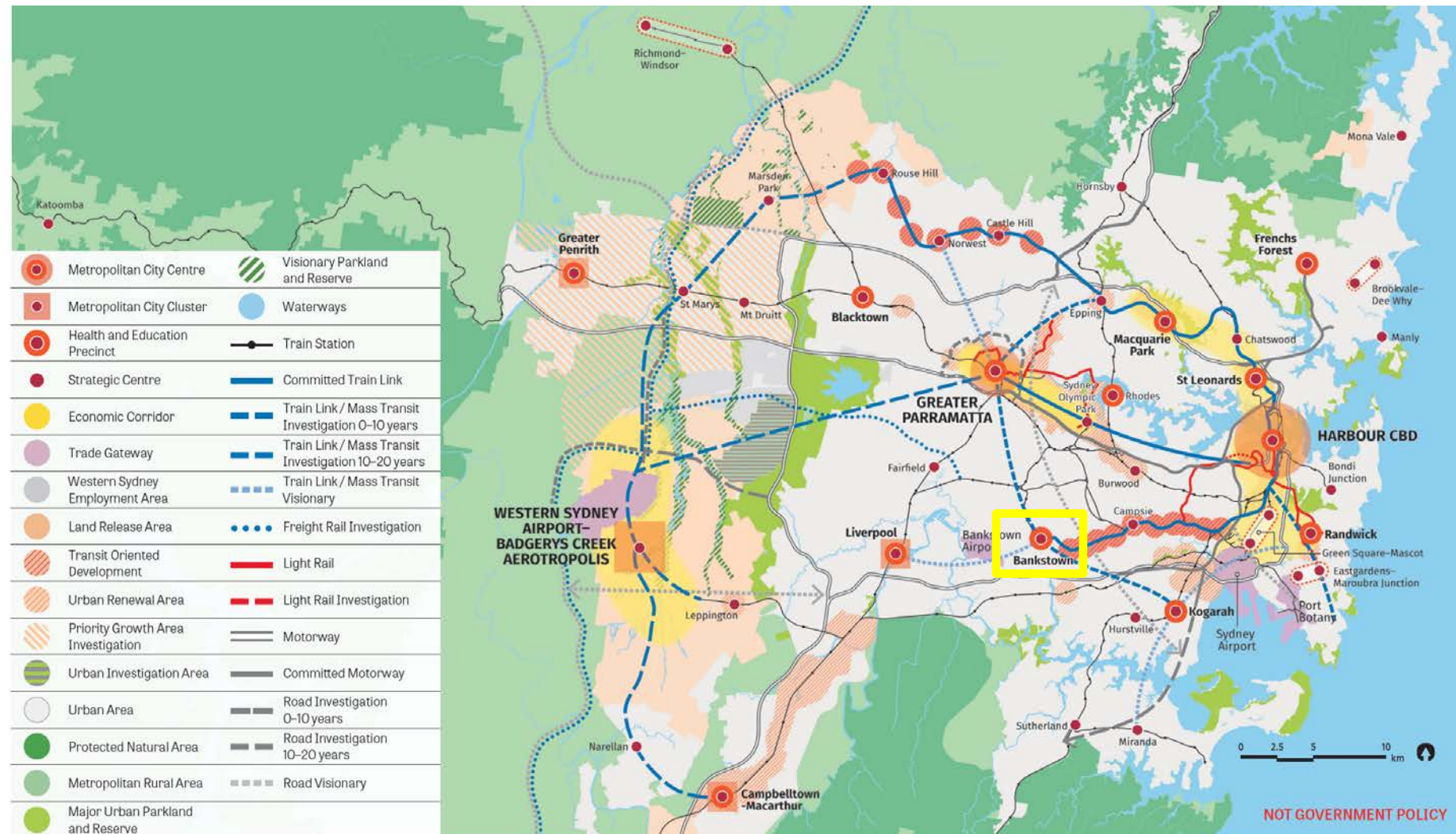
This project involves the upgrade of the existing T3 Bankstown line to a 'metro' format between Sydenham and Bankstown. The metro line will extend through the Sydney CBD to Chatswood and the new Northwest rail link, and will be segregated from the

existing Sydney Trains network to resolve current bottlenecks and provide more frequent train services.

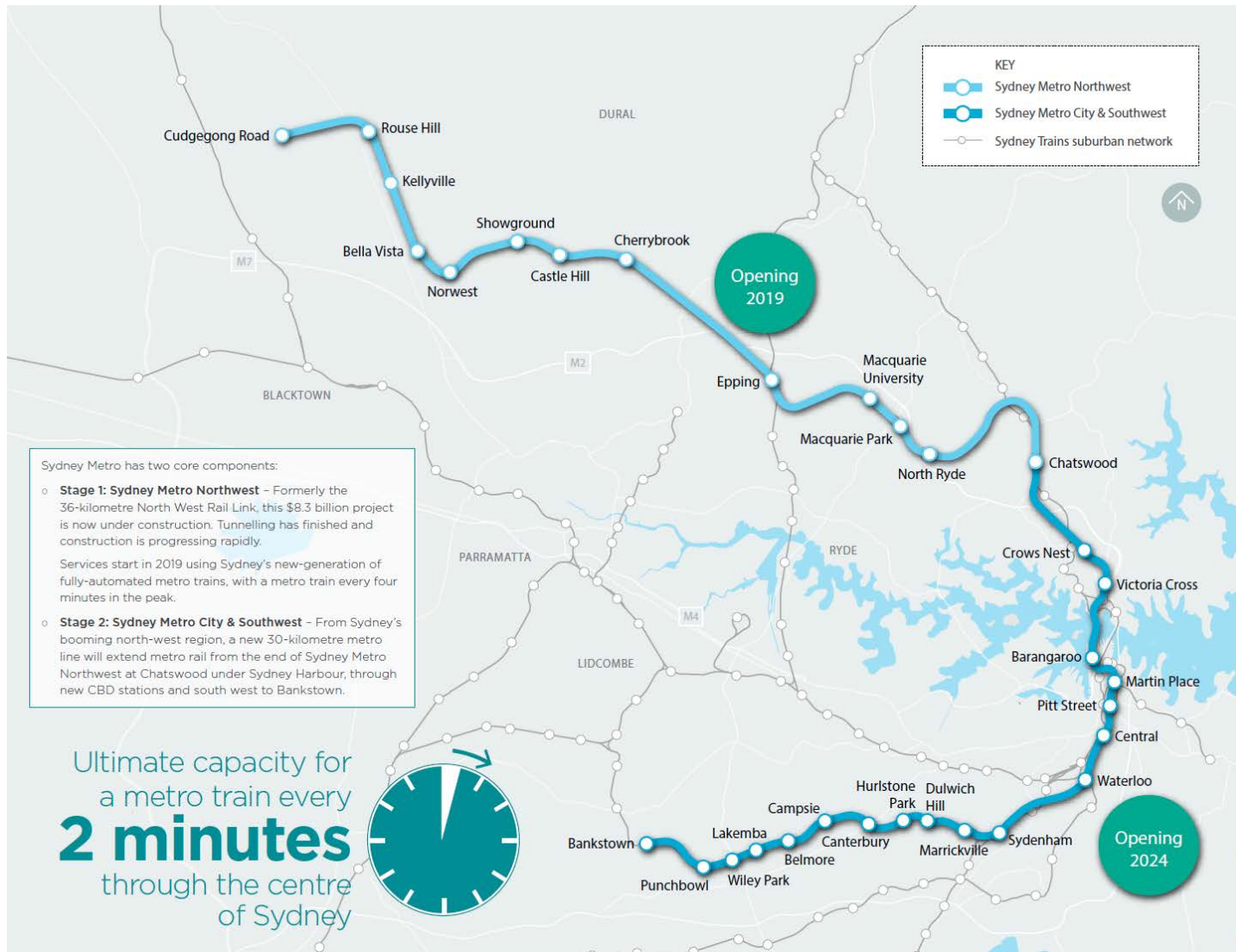
Bankstown Station will undergo a significant redevelopment as part of the project. The rail upgrade is the core component of the Sydenham to Bankstown Urban Renewal Corridor strategy.

This significant investment in the mass transit lines to and through Bankstown will clearly enhance the accessibility and attractiveness of Bankstown for future commercial investment and support its Strategic Centre and Health and Education Precinct status.

Bankstown Central is well located to capitalise on the future level of activity in Bankstown.



NOTE: Committed projects of: Western Harbour Tunnel & Beaches Link, F6 – WestConnex to President Avenue Kogarah, Parramatta Light Rail Stage 2 and Sydney Metro West are subject to final business case, no investment decision yet. Routes and stops for some transport corridors/projects are indicative only.



Western Sydney University Campus

A new teaching and research campus is proposed on a site to the east of the Bankstown Library and Knowledge Centre, close to the Bankstown Central property. The new Western Sydney University campus has the potential to develop to up to 16 levels and accommodate 7,000 students on completion in 2021

Other projects

Other notable proposals which are either yet to be confirmed, or likely to generate lesser benefits for the Bankstown location, are outlined as follows:

- Compass Centre:
 - Proposed mix use development including residential units (approximately 470), Council administration building (~4,400 sq.m) and retail and commercial tenancies (~7,000 sq.m)
- Road projects:
 - **Fairford Road:** Potential widening of the north-south Fairford Road between the M5 and Hume Highway. This road runs adjacent to Bankstown Central and any upgrading of this key route would have a positive effect on the accessibility of the Bankstown Central site.
 - **Westconnex:** Significant upgrading of the M4 and M5 freeways which are outside the Bankstown area but will improve road access and traffic flow throughout the western suburbs.
 - **Stacey Street:** A proposed grade separation of the Stacey Street and Hume Highway intersection to alleviate congestion and improve travel times both via bus and car.
- Bus network:
 - The redevelopment of Bankstown train station would provide additional support for upgrading of the location as a major bus interchange and key bus routes including to Parramatta and Liverpool.
- Light rail:
 - There remains some potential for an extension of the light rail line from Parramatta to Bankstown in the medium-long term.
- Residential projects
 - A number of residential projects are proposed or under construction throughout the City Centre. A significant share of these projects are situated to the south of the train line [refer Map 2.2].

Summary

The metropolitan planning framework nominates a high order role and status for the Bankstown City Centre which will support ongoing development and investment in Bankstown going forward. This is evidenced by a number of current infrastructure projects and urban renewal initiatives which are expected to bring direct benefits to the area in the form of significant population growth and job creation and heightened levels of activity in Bankstown. These initiatives will also enhance the accessibility of Bankstown to a geographically broader catchment area, which can have a direct positive impact on the extent of the trade area for Bankstown Central.

These outcomes will combine to elevate the strategic role of Bankstown and significantly increase the size of the market available to Bankstown Central (locally and regionally) which will underpin potential for the expansion and upgrade of Bankstown Central shopping centre.



