

Statement of Environmental Effect

DEMOLITION OF EXISTING STRUCTURES AND THE CONSTRUCTION OF A 10 STOREY MIXED USE DEVELOPMENT COMPRISING OF A BASEMENT CAR PARKING LEVEL, BANKSTOWN RSL ON THE GROUND FLOOR, 3 LEVELS OF PARKING FROM THE 1ST – 3RD FLOOR, PODIUM LEVEL ACCOMMODATING A RESTAURANT ON THE 4TH FLOOR AND A 252 ROOM HOTEL WITHIN THE 4TH FLOOR AND WITHIN THE 5 STOREY TOWER ABOVE PODIUM LEVEL WITH A TOTAL OF 495 CAR PARKING SPACE AT 23, 25 & 27 MARION STREET, BANKSTOWN



Prepared by: **Think Planners Pty Ltd**
Document Date: October 2015
Consent Authority: Sydney West JRPP
LGA: Bankstown Council

QUALITY ASSURANCE

PROJECT: Statement of Environmental Effects: 10 Storey Mixed Use Development

ADDRESS: Lot 1 DP 631443, Lot 1 DP 819518 and part of Lot 1 DP 773269: 23, 25 and 27 Marion Street, Bankstown

COUNCIL: Bankstown City Council

CONSENT AUTHORITY: Sydney West JRPP

AUTHOR: Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
July 2015	Draft Issue	Draft	SK/JW	AB
October 2015	Lodgement Issue	Final	SK/JW	AB

<i>Integrated Development (under S91 of the EP&A Act). Does the development require approvals under any of the following legislation?</i>	
<i>Fisheries Management Act 1994</i>	<i>No</i>
<i>Heritage Act 1977</i>	<i>No</i>
<i>Mine Subsidence Act 1992</i>	<i>No</i>
<i>Mining Act 1992</i>	<i>No</i>
<i>National Parks and Wildlife Act 1974</i>	<i>No</i>
<i>Petroleum (Onshore) Act 1991</i>	<i>No</i>
<i>Protection of the Environment Operations Act 1997</i>	<i>No</i>
<i>Roads Act 1993</i>	<i>No</i>
<i>Rural Fires Act 1997</i>	<i>No</i>
<i>Water Management Act 2000</i>	<i>No</i>
<i>Concurrence</i>	
<i>SEPP 1- Development Standards</i>	<i>No</i>
<i>SEPP 64- Advertising and Signage</i>	<i>No</i>
<i>SEPP 71 – Coastal Protection</i>	<i>No</i>
<i>SEPP (Infrastructure) 2007</i>	<i>Yes¹</i>
<i>SEPP (Major Development) 2005</i>	<i>No</i>
<i>SREP (Sydney Harbour Catchment) 2005</i>	<i>No</i>

¹ Traffic Generating Development and Concurrence from RMS will be required.

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Executive summary

This Statement of Environmental Effects has been prepared in support of a Development Application for demolition of existing structures and the construction of a 10 storey 'Mixed Use Development'. The proposal comprises of a basement car parking level, Bankstown RSL on the ground floor, 3 levels of parking from the 1st – 3rd floor, podium level accommodating a restaurant on the 4th floor with a 252 room hotel on the 4th floor and within the five storey tower above podium level with a total of 495 car parking spaces at 23, 25 & 27 Marion Street, Bankstown.

The proposal will contain the following:

- Bankstown RSL Club: 4,122m²;
- Restaurant: 550 people capacity/1,346m² (including kitchen area: 194m²);
- 252 room x hotel.

The site is a significant land parcel situated within the Northern CDB Core Precinct of the Bankstown Town Centre, on the intersection of Meredith Street and Marion Street, approximately 85m west of the intersection of Chapel Road and Marion Street. The development site is also situated within a 250m walking radius of the major transportation hub including Bankstown Train Station which is serviced by the Sydney Trains T2 Bankstown Line and Bankstown Bus Interchange with extensive services to Canterbury, East Hills, East Hills, Liverpool, Hurstville, Sutherland, Mortdale, Miranda, Strathfield, Lidcombe, Greenacre, Burwood, Parramatta, Merrylands and Sydney.

The site itself is a large irregular shaped land parcel comprises of three separate allotments with a total site area of 15,508m². The development site comprises of Site A and Site B, with Site B subject to a separate future Development Application. A separate DA is to be lodged for the subdivision of the site into two allotments of 5181m² and 13270m² respectively. Site A is the smaller of the two sites and has frontages to Marion Road and Meredith Street, a total site area of 5,181m², and currently accommodates a two storey commercial brick building, a large older style two storey brick building, open car parking area associated with the RSL club and also vacant undeveloped land. The site is zoned B4 – Mixed Use with a maximum FSR of 3:1 and a split height limit of 35m for most of the site, with a portion of the north western portion of the site subject to a maximum height limit of 47m under the Bankstown Local Environmental Plan 2015. It is noted that 'Registered Clubs', 'Recreational Facilities (indoor)', 'Hotel Accommodation', and 'Food and Drink Premises' are permissible with consent within the B4 Zone. The site is also situated within the bounds of the Northern CBD Core Precinct associated with the Bankstown DCP 2014. The proposal has been designed to comply with Council's Floor Space Ratio with also with other key planning controls. It is noted that the majority of the proposal is complying with the maximum building height, however the proposal has been designed to deliver a building that will appropriately address its prominent corner element providing an urban design accent at the intersection of Marion Street and Meredith Street. The variation to the height control is discussed further in this statement.

Situated within a major commercial centre servicing the south-western region of Sydney, the Northern CBD Core is located to the north of railway lines servicing the Bankstown Line, with the built form dominated by large commercial buildings including Bankstown City Centre, Bankstown Court House, Bankstown Police Area Command, Bankstown Central Shopping Centre and smaller traditional one and two storey commercial buildings. It is noted that with the recently gazetted Bankstown LEP 2015 combined with the supporting Bankstown DCP 2014 permitting greater intensification of the built form within the city centre, and with the recent demand for housing within close proximity to essential services, public transportation and recreational opportunities, it is expected that the precinct is to undergo a significant transformation of its built form towards higher mixed use densities.

Being situated within a prominent corner within the southern edges of the Northern CBD Core Precinct, the proposal seeks to provide an important streetscape presence beyond the existing facades currently present. At present, the land use pattern west of the intersection of Chapel Road and Marion Street is not conducive towards attractive high pedestrian volumes that is vital in supporting subsidiary business and contributing towards activating the streetscape. This could be attributed to the location and operation of the main anchor land use: Bankstown RSL Club, which does not have a primary focal entry point from either Marion Street or Meredith, with its entrance currently provided from its carparking area via side secondary street network: Cole Land & Kitchener Parade. Also the overuse of long uninspiring blank walls predominantly along Kitchener Parade combined with a total absence of urban engagement along Meredith Street is impacting upon the vibrancy, viability and overall economic performance along the southern edges of the Northern CBD Core Precinct. It is also noted that the site, especially vacant land and open car parking areas along Meredith Street presents a safety hazard and represents an undercapitalisation of valuable land within an established commercial centre, and it is discouraging and hindering pedestrian movement along the southern edges of the Northern CBD Core Precinct.

The proposed development is to play a key role in the renewal process of the town centre by undertaking a significant redevelopment of the Bankstown RSL Club and associated buildings along the southern edges of the Northern CBD Core Precinct through an increase in recreational and hotel accommodation that will support the growth, viability and overall performance of the city centre.

The proposal seeks to utilise the land in accordance with the zoning and take advantage of its strategic location within an established centre. The redevelopment of the site will not only present a strong and attractive interface that addresses the site's prominent corner location and provide a building edge along Meredith Street, but will permit Bankstown RSL Club to directly address the site's dual frontages, with access to be provided directly from Marion Street, thus significantly augmenting activity and improving legibility of the area at the street level. The proposal will also increase casual surveillance along both Marion Street and Meredith Street, whilst increasing employment opportunities within the locality both during the construction phase and through an increase of commercial space at the completion of the proposal.

The proposal will on balance help to revitalise the area and in conjunction with the existing and planned future developments will ensure that the Northern CBD Core Precinct will not only be a vibrant place with a variety of commercial uses to service the needs of the surrounding established residential areas, but contribute towards improving the vibrancy, viability and overall economic performance of Bankstown Town Centre. Furthermore, the proposal will also align with the principles of urban consolidation which seek to ensure the efficient use of community infrastructure by providing higher density development at strategic locations, noting that the site is located within an established commercial centre.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, and that the proposal represents an appropriate use of well-located land, the application is submitted to Council for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent

Site & Locality Description

Bankstown City Centre

The subject site is located within Bankstown Town Centre, which is located approximately 20km south west of the Sydney CBD and is the administrative centre and the largest commercial centre within the local government area of the City of Bankstown. The city centre services the south-western region of Sydney and surrounding residential areas while provides employment opportunities and vital services to the local community.

With the up-zoning of lands within the CBD itself and residential areas bounding the commercial hub and key arterial road networks, it has been forecasted that by 2031 the CBD is expected to grow by 3,800 dwelling and 4,00 new jobs. The redevelopment of Bankstown RSL Club, including a 252 room hotel and a restaurant will play an important role in providing recreational and short term accommodation opportunities for existing residents, workers, visitors and future residents within the southern edges of the Northern CBD Core Precinct. The town centre has been identified by the State Metropolitan Strategy as a Strategic Centre and a potential enterprise corridor, as illustrated by Figure 1 below.

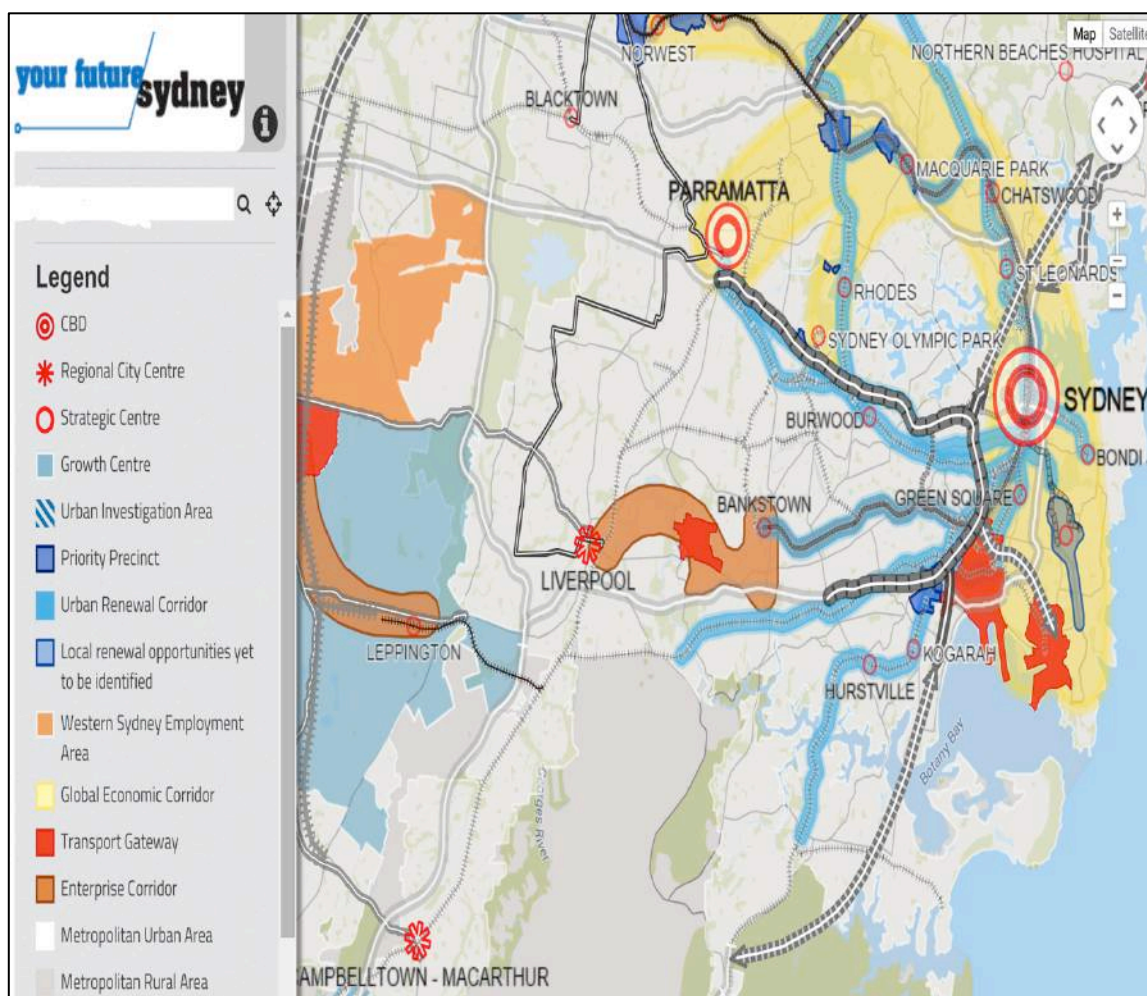
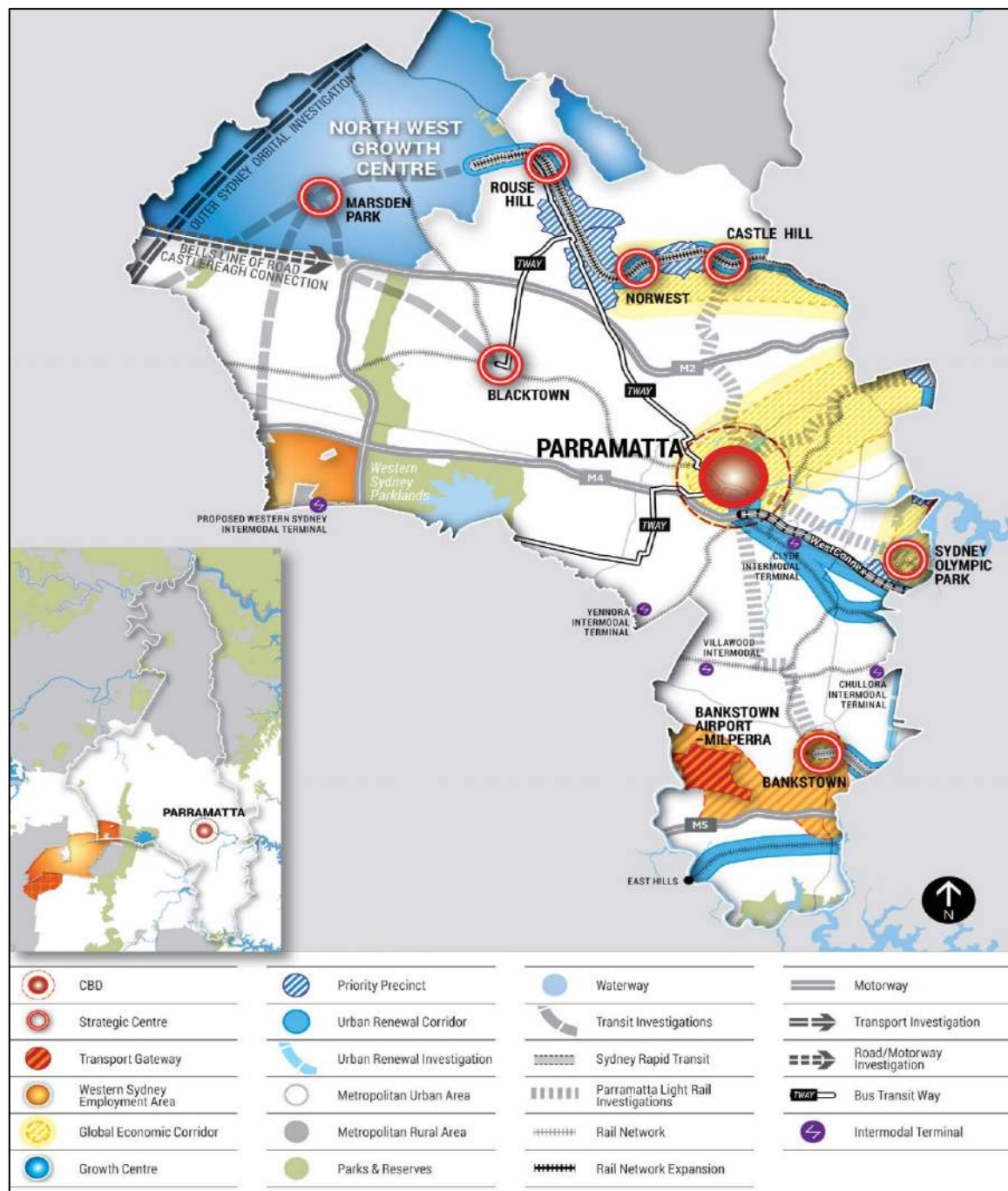


Figure 1: Plan for Growing Sydney Map Extract (Source: Sydney Metropolitan Strategy)

The Sydney Metropolitan Plan has split the wider metropolitan region into 6 key subregions, with Bankstown located within the West Central Subregion, which has been earmarked for significant infrastructure investment and intensive growth by the State Government over the next 20 years.

Residing within the West Central Subregion, Bankstown has been identified to play an important role in continuing to strengthen Sydney's manufacturing industries, whilst increasing the capacity for additional mixed-use development within the CBD in terms of offices, retail, services and housing. Bankstown place within the West Central Subregion is identified below.



Northern CBD Core Precinct

The Northern CBD Core Precinct is one of the 5 precincts that comprise the Bankstown Town Centre. The precinct is to continue to function as the key commercial core of the CBD, with Council visioning a mix of retail and commercial activities on the ground and first floor and higher densities above. As such the precinct has a greater opportunities for greater intensification of its built form compared to other precincts. The 5 precincts that make up Bankstown Town Centre are illustrated below.

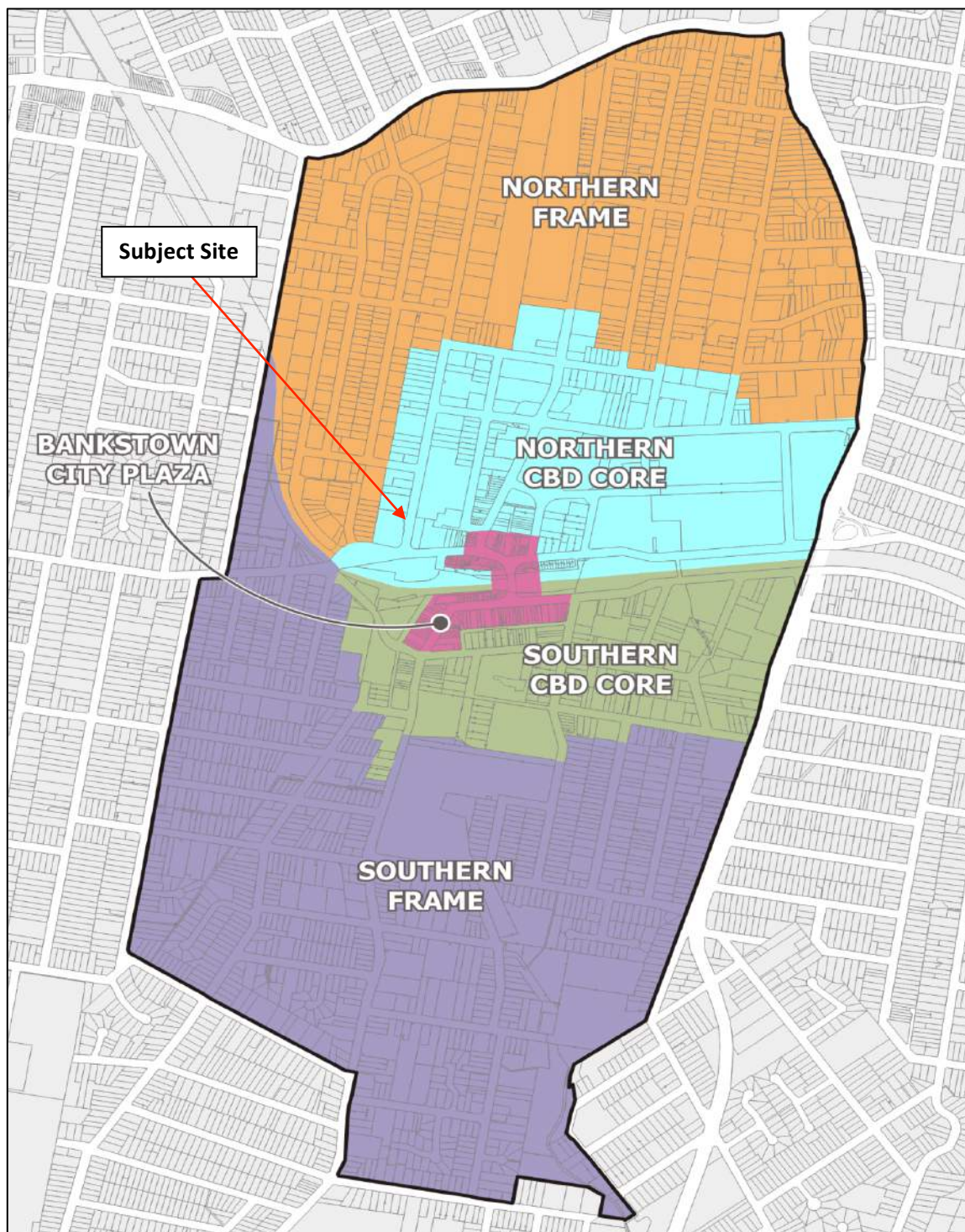


Figure 3: Bankstown Town Centre Boundary Map Extract (Source: Bankstown DCP 2014)

Site Analysis

The subject site is legally described at Lot 1 DP 631443, Lot 1 DP 819518 and Lot 1 DP 773269, known as 23, 25 and 27 Marion Street, Bankstown. It is proposed to undertake a minor boundary readjustment, demolition of existing structures and the construction of a 10 storey 'Mixed Use Development'. The proposal comprises of a basement car parking level, Bankstown RSL on the ground floor, 3 levels of parking from the 1st – 3rd floor, podium level accommodating a restaurant on the 4th floor with a 252 room hotel within the 4th floor and within the five storey tower above podium level with a total of 495 car parking space at 23, 25 & 27 Marion Street, Bankstown

The subject site is a significant land parcel that is located within the Northern CDB Core Precinct of the Bankstown Town Centre, on the intersection of Meredith Street and Marion Street, approximately 85m west of the intersection of Chapel Road and Marion Street. The site is a large irregular shaped land parcel comprises of three separate allotments, and is to be the subject of a future development application that will result in the resubdivision of the land into 2 allotments. The development site comprises of Site A and Site B, with Site B subject to a separate Development Application. The aerial extract of the subject site in context with neighbouring properties is provided in the following page, noting that Site B is subject to a separate DA.

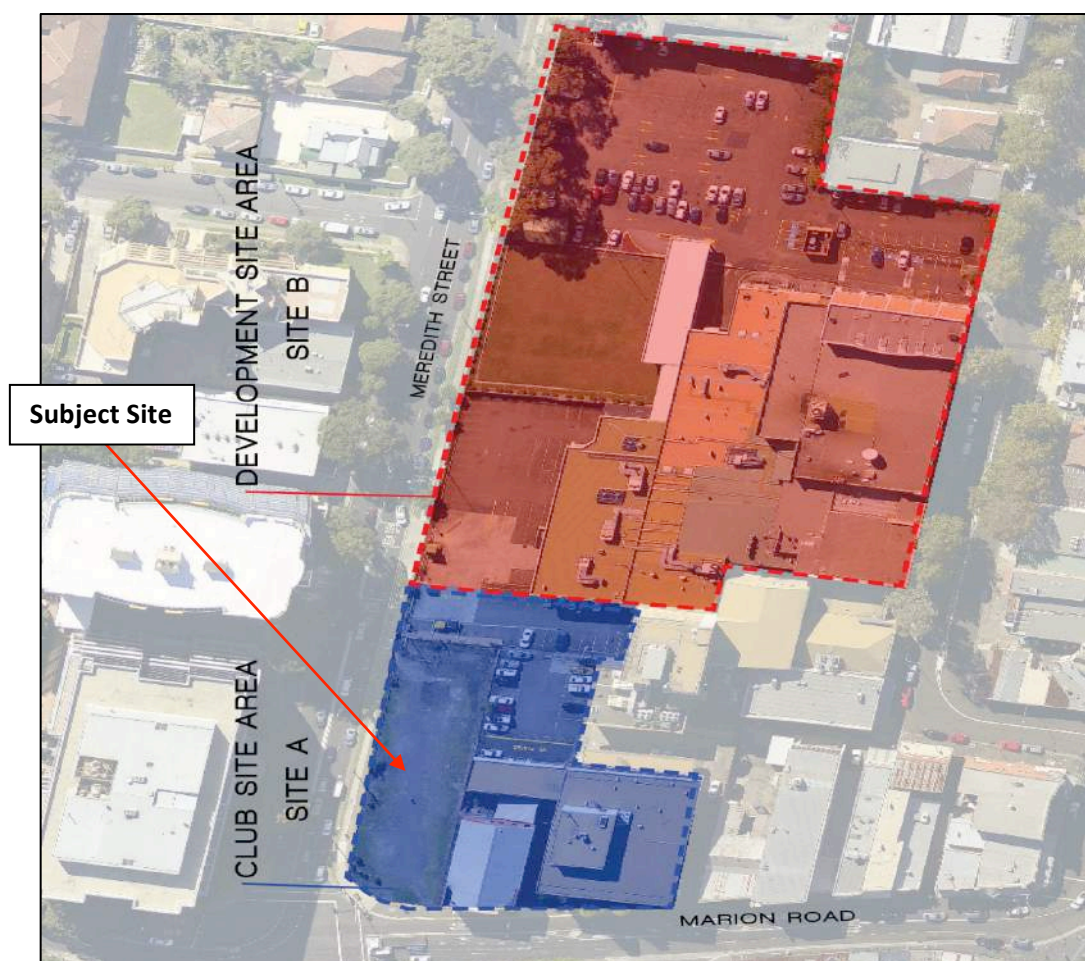


Figure 4: Aerial Map Extract of the Subject Site

The Site A is the smaller of the two sites and has frontages to Marion Road and Meredith Street, a total site area of 5,181m², and currently accommodates a two storey commercial brick building, a large older style two storey brick building, open car parking area associated with the RSL club and also vacant undeveloped land. The existing buildings are in a reasonable condition, however they are aging and are significantly underutilising the sites full development potential given its B4 Zoning which permits development with heights of between 35m-42m. It is also noted that the vacant land and at-grade parking area predominantly along the site's frontage to Meredith Street is not only a undercapitalisation of valuable land situated within a large commercial centre but is detracting from the existing streetscape along Meredith Street.

The aerial extract and photograph of the locality in the following page provide context to the development site.

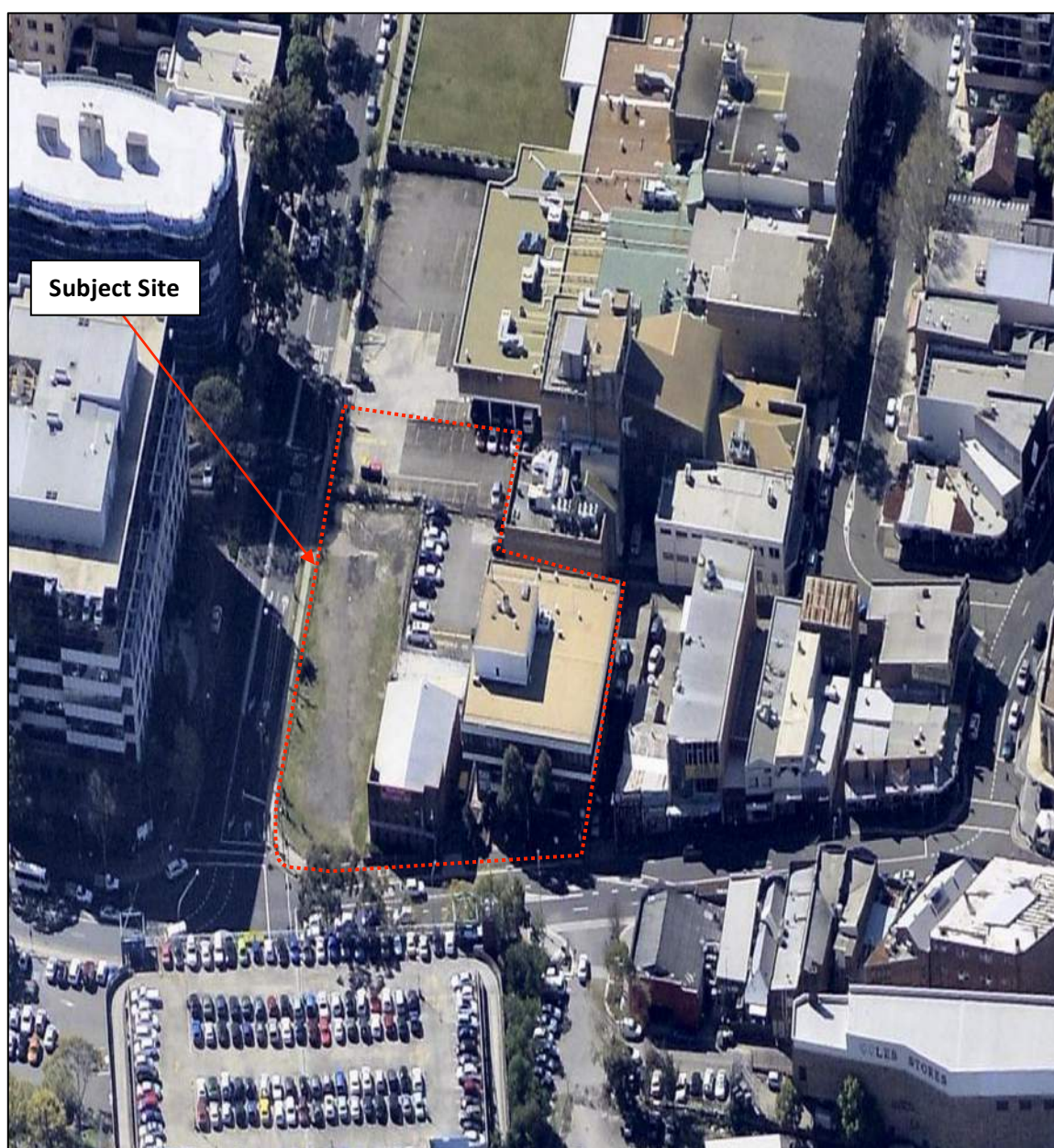


Figure 5: Zoning Map Sheet LZN_005 Map Extract (Source: Bankstown LEP 2015)

As outlined above, the development site is zoned B4 Mixed Use under the provisions of the Bankstown Local Environmental Plan 2015 and is attributed with a maximum permitted height of between 35m-47m and a maximum FSR of 3:1, as illustrated by Council's zoning, height and FSR map extracts below and within the following pages.

Land Zoning Map



Figure 6: Zoning Map Sheet LZN_005 Map Extract (Source: Bankstown LEP 2015))

Height of Building Map

As illustrated below a split maximum building height control apply to the site, with the majority of the site subject to a maximum building height of 35m, noting that the north eastern portion of the site is subject to a maximum building height of 47m.



Figure 7: Height of Building Map Sheet HOB_005 Extract (Source: Bankstown LEP 2015)

Floor Space Ratio Map

As illustrated in the following page, the subject site is subject to a maximum floor space ratio of 3:1, noting that the majority of the site is situated within Area 3 and a small portion of the site to the north resides within Area 5 under Bankstown LEP 2015.

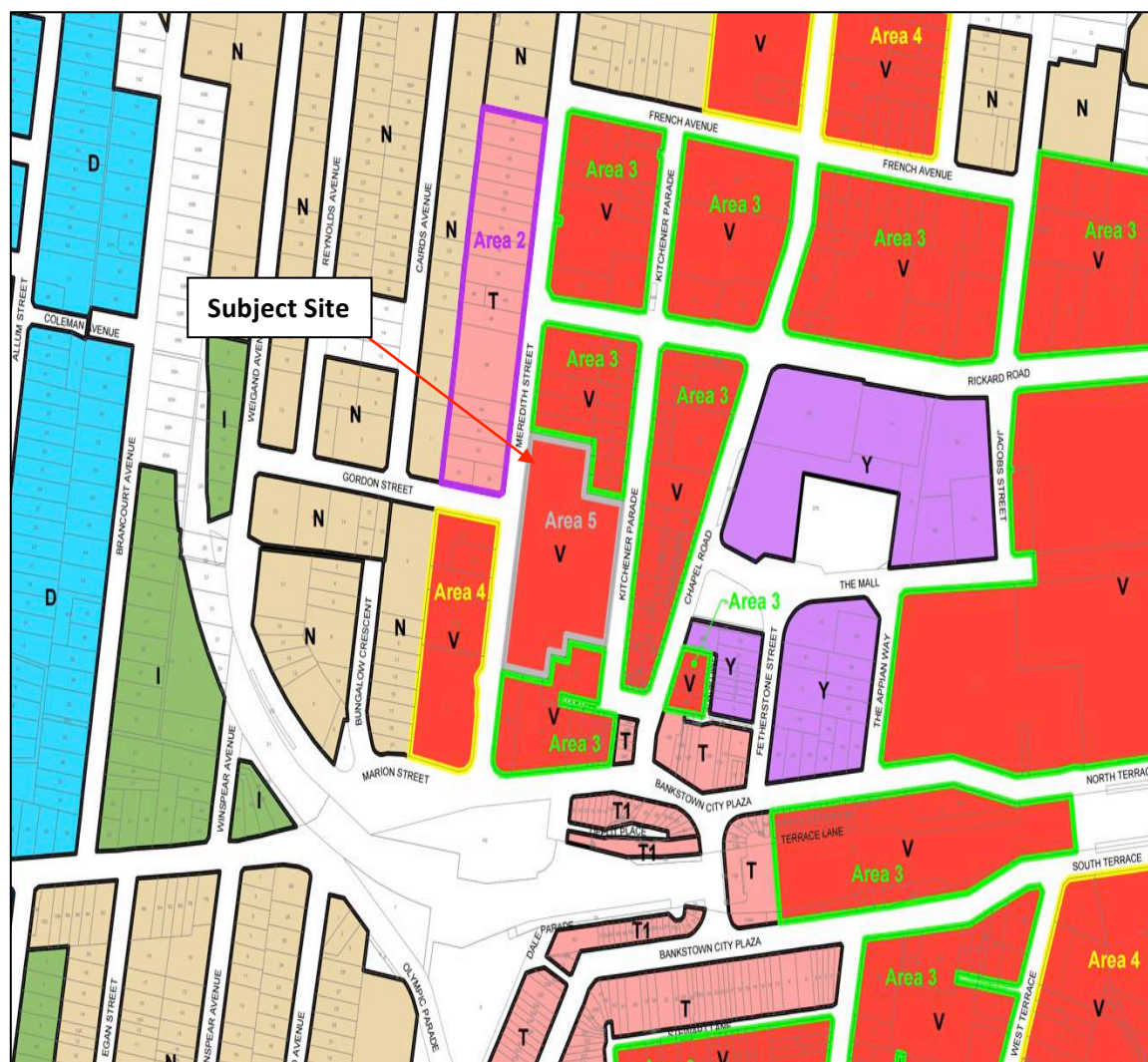


Figure 8: Floor Space Ratio Map Sheet FSR_005 Extract (Source: Bankstown LEP 2015)

Locality Analysis

The development site is located within a 250m walking radius of the major transportation hub including Bankstown Train Station which is serviced by the Sydney Trains T2 Bankstown Line and Bankstown Bus Interchange with extensive services to Canterbury, East Hills, Picnic Point, East Hills, Liverpool, Hurstville, Sutherland, Mortdale, Miranda, Strathfield, Lidcombe, Greenacre, Burwood, Parramatta, Merrylands and Sydney. The site is also within walking distance to a public reserve (Paul Keating Park) and Bankstown Arts Centre.

Figure 9: 250m Walking Radius Aerial Map (Source: Nearmap 2015)

Situated within a major commercial centre servicing the south-western region of Sydney, the Northern CBD Core is located to the north of railway lines servicing the Bankstown Line, with the built form dominated by large commercial buildings including Bankstown City Centre, Bankstown Court House, Bankstown Police Area Command, Bankstown Central Shopping Centre and smaller traditional one and two storey commercial buildings. This is illustrated by an aerial map in the following page.

It is noted that with the recently gazetted Bankstown LEP 2015 combined with the supporting Bankstown DCP 2014 permitting greater intensification of the built form within the city centre, and with the recent demand for housing within close proximity to essential services, public transportation and recreational opportunities, it is expected that the precinct will undergo a significant transformation of its built form towards higher mixed use densities. The subject site is to play a key role in the renewal process

of the town centre by undertaking a significant redevelopment of Bankstown RSL Club and associated buildings along the southern edges of the Northern CBD Core Precinct by increasing recreational and hotel accommodation that will support the growth and viability of the city centre.

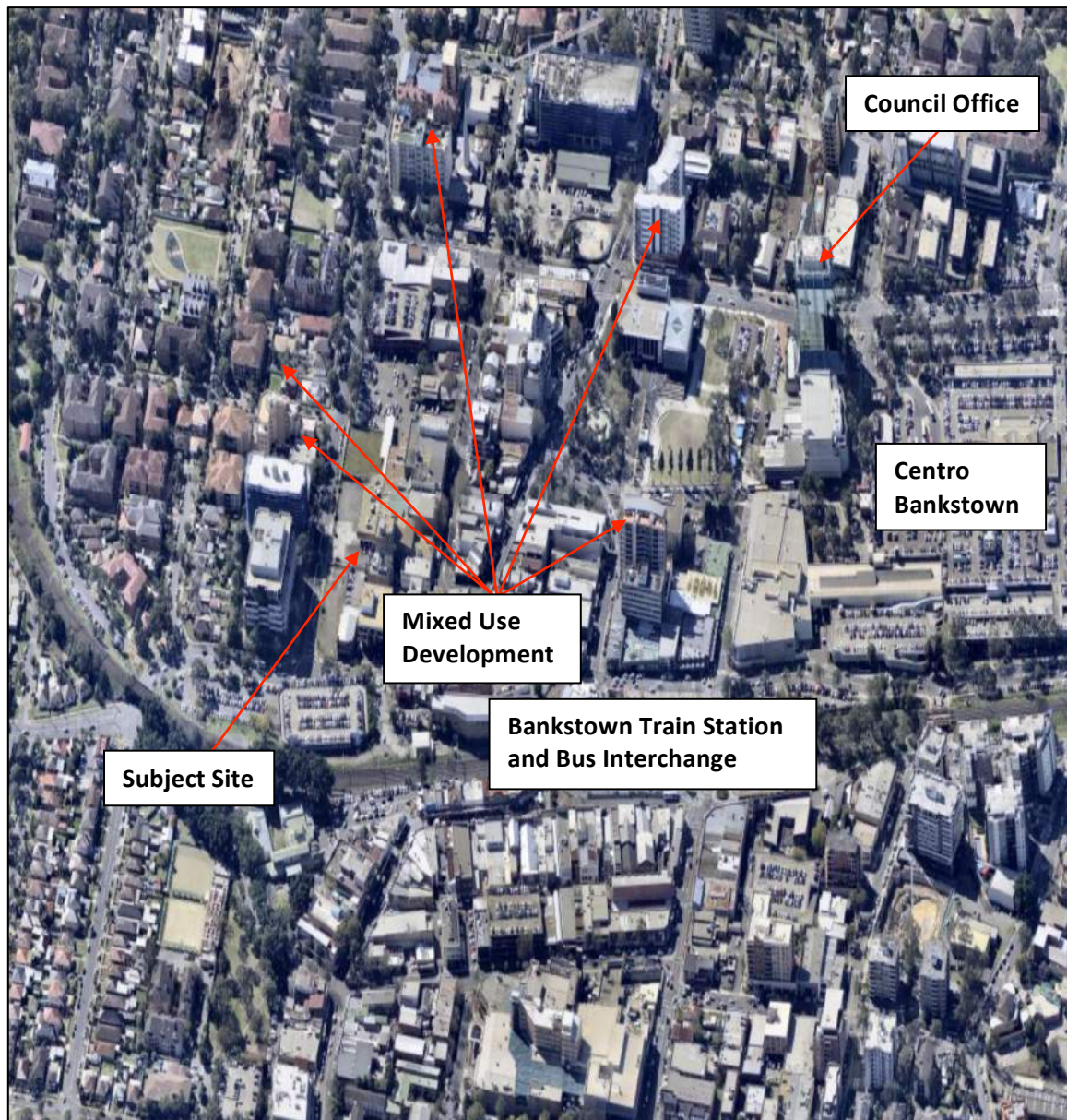


Figure 10: Aerial Map of Northern CBD Core Precinct (Source: Nearmap 2015)

Being situated within a prominent corner within the southern edges of the Northern CBD Core Precinct, the proposal seeks to provide an important streetscape presence beyond the existing facades currently present. At present, the land use pattern west of the intersection of Chapel Road and Marion Street is not conducive towards attractive high pedestrian volumes that is vital in supporting subsidiary business and contributing towards activating the streetscape. This could be attributed to the location and operation of the main anchor land use: Bankstown RSL Club, which does not have a primary focal entry point from either Marion Street or Meredith, with entrance is

currently provided from its carparking area via side secondary street network: Cole Land & Kitchener Parade. Also the overuse of long uninspiring blank walls predominantly along Kitchener Parade combined with a total absence of urban engagement along Meredith Street is impacting upon the vibrancy, viability and overall economic performance along the southern edges of the Northern CBD Core Precinct.

It is also noted that the site, especially vacant land and open car parking areas along Meredith Street presents a safety hazard and represents an undercapitalisation of valuable land within an established commercial centre, and it is discouraging and hindering pedestrian movement along the southern edges of the Northern CBD Core Precinct.

The proposed development is to play a key role in the renewal process of the town centre by undertaking a significant redevelopment of the Bankstown RSL Club and associated buildings along the southern edges of the Northern CBD Core Precinct. The proposed higher density mixed use development will align with the desired future character of the locality by providing consistent setbacks and a more attractive built form to enhance its compact mixed use nature while helping to define the urban form and structure within the Northern CBD Core Precinct. In addition, the increased activity and pedestrian movement attracted by the RSL Club, hotel and restaurant will augment patronage of the area to support the existing businesses, provide essential recreation and accommodation services, whilst supporting the growth, viability and overall performance of the town centre. The development also aims to set the tone and scale for future mixed use development within the Northern CBD Core Precinct.

The proposal seeks to utilise the land in accordance with the zoning and take advantage of its strategic location within an established centre. The redevelopment of the site will not only present a strong and attractive interface that addresses the site's prominent corner location and provide a building edge along Meredith Street, but will permit Bankstown RSL Club to directly address the site's dual frontages, with access to be provided directly from Marion Street, thus significantly augmenting activity and improving legibility of the area at the street level. The proposal will also increase casual surveillance along both Marion Street and Meredith Street, whilst increasing employment opportunities within the locality both during the construction phase and through an increase of commercial space at the completion of the proposal.

The Sydney Metropolitan Strategy supports higher residential development in strategic locations to accommodate future population growth, and Bankstown City Council has zoned the subject site as B4 – Mixed Use, which encourages higher density mixed use developments. Furthermore the locality is ideal for future urban intensification as it is located within the northern section of Bankstown City Centre, with public transportation including a suburban train station and bus interchange with services to Canterbury, East Hills, Picnic Point, East Hills, Liverpool, Hurstville, Sutherland, Mortdale, Miranda, Strathfield, Lidcombe, Greenacre, Burwood, Parramatta, Merrylands and Sydney situated within a 250m radius of the subject site. Furthermore the proposal is located near key arterial roads such as Stacey Street and the Hume Highway.

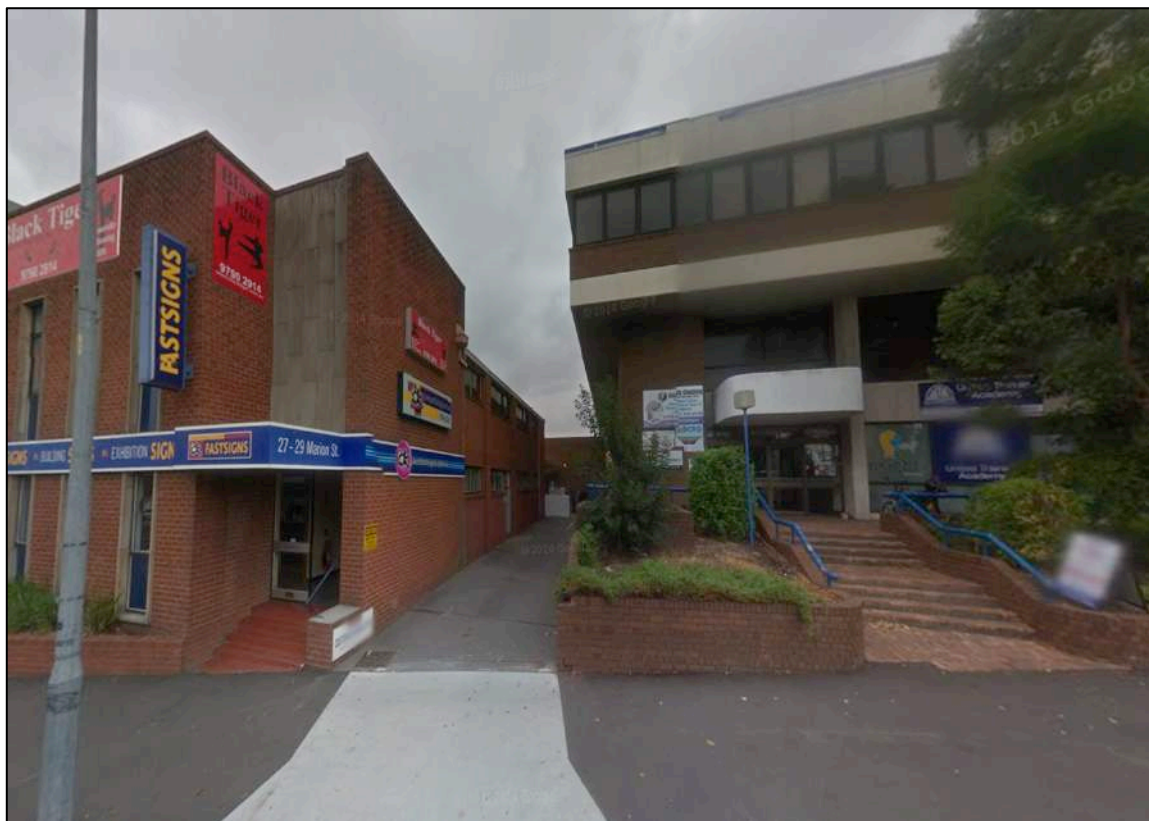
The proposal will on balance help to revitalise the area and in conjunction with the existing and planned future developments will ensure that the Northern CBD Core Precinct will not only be a vibrant place with a variety of commercial uses to service the needs of the surrounding established residential areas, but contribute towards improving the vibrancy, viability and overall economic performance of Bankstown Town Centre. Furthermore, the proposal will also align with the principles of urban consolidation which seek to ensure the efficient use of community infrastructure by providing higher density development at strategic locations, noting that the site is located within an established commercial centre.

Photographs are provided below and within the following pages that give context to the locality and also the relationship of the development site with adjoining developments.

Photograph 1 shows the subject site (Site A) from the intersection of Marion St & Meredith St.



Photograph 2 shows the existing commercial buildings along the site's frontage to Marion St.



Photograph 3 shows existing Council multi car parking complex as viewed from the subject site.



Photograph 4 shows existing streetscape along Marion St including the subject site, looking westwards.



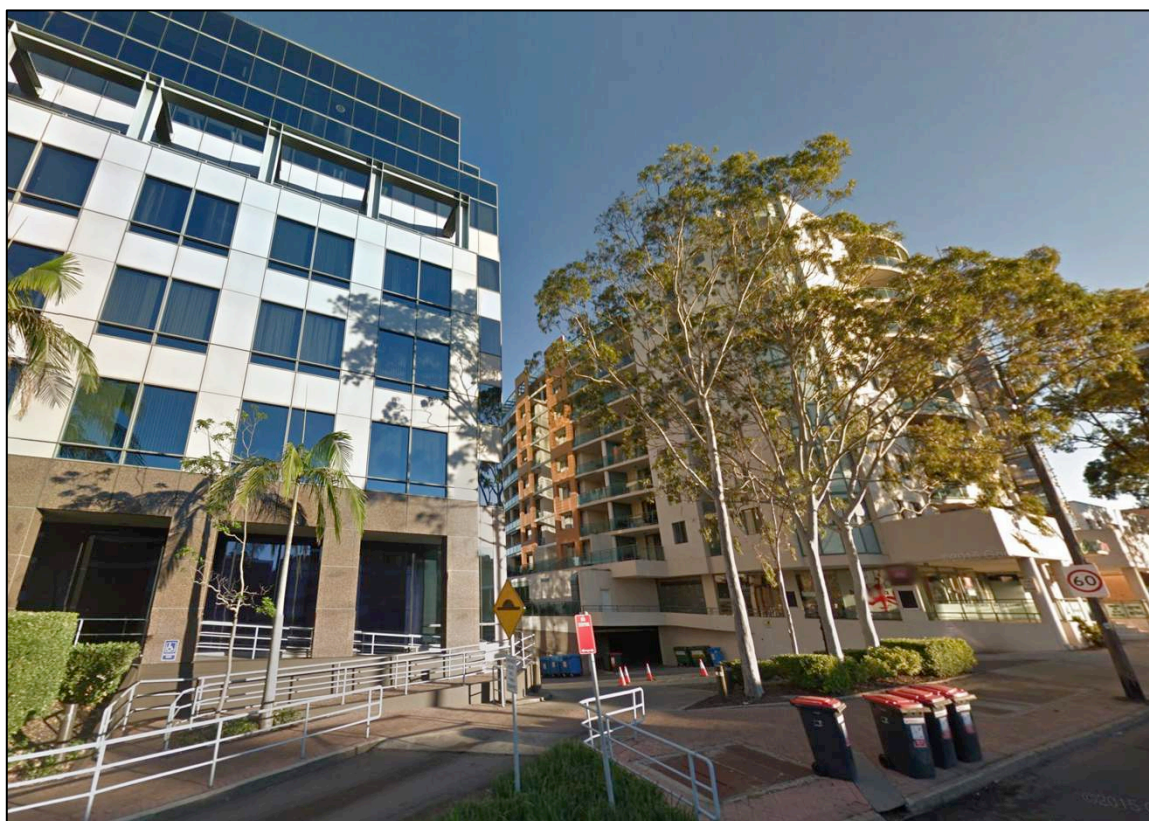
Photograph 5 shows existing streetscape along Marion St, looking eastwards.



Photograph 6 shows the subject site as viewed from Meredith St.



Photograph 7 shows commercial and mixed use building, as viewed from the subject site.



Photograph 8 shows the existing streetscape along Meredith St looking northwards.



Photograph 9 shows the existing streetscape along Meredith Street looking southwards.



Heritage Map

The site is not located within a Heritage Conservation Area nor does it not contain any heritage listed items, however there are a few heritage items located within the vicinity of the subject site, as illustrated by heritage map extract below.

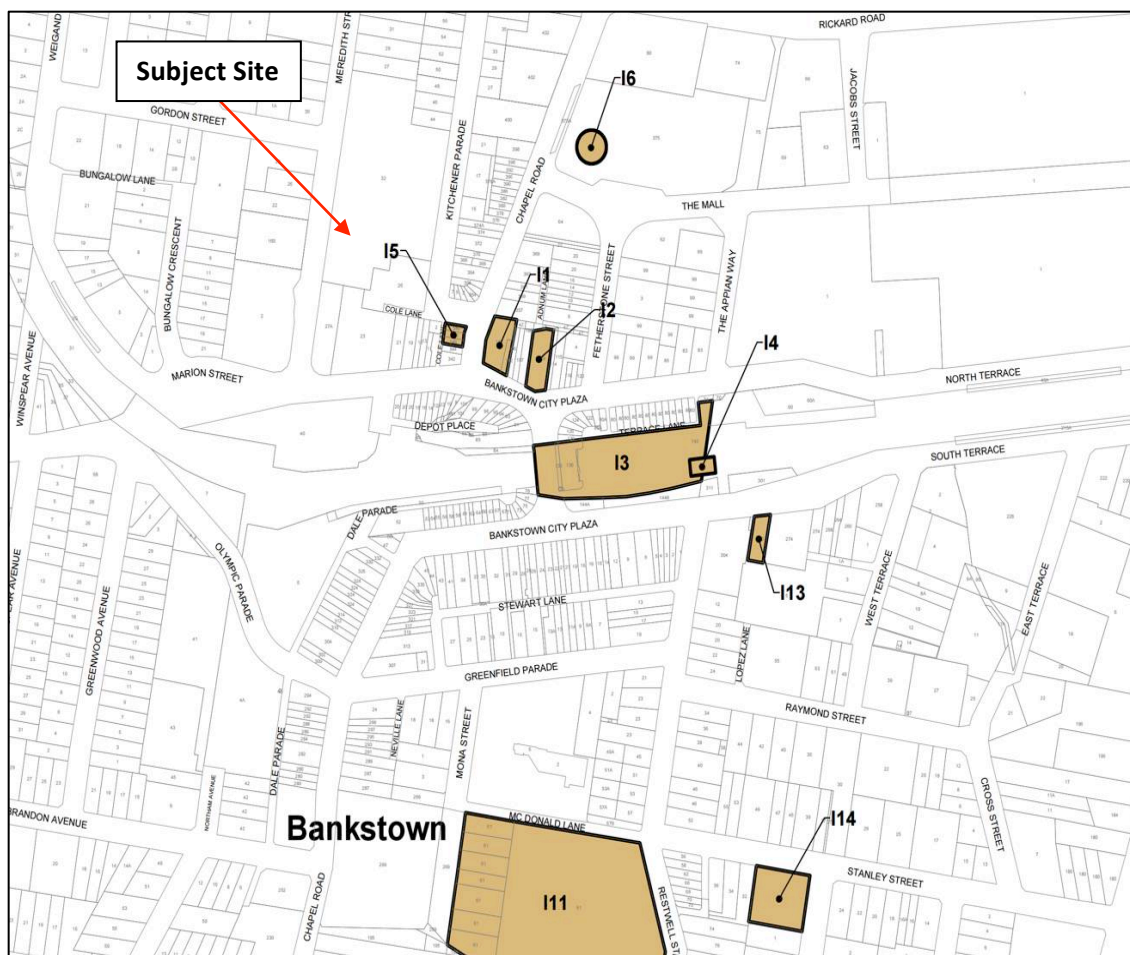


Figure 11: Heritage Map Sheet HER_005 Extract (Source: Bankstown LEP 2015)

Having regard to the location of the subject site relative to the heritage listed items, it is acknowledged that the existing physical separation and the buffer provided by existing developments will ensure that the proposed development will not have a negative impact on the heritage significance of the listed items and as such is considered acceptable. Furthermore the proposal is consistent with the future high mixed use density built form vision envisioned for the subject area by Council.

Description of Proposal

This Statement of Environmental Effects has been prepared in support of a Development Application for minor boundary readjustment, demolition of existing structures and the construction of a 9-10 storey 'Mixed Use Development'. The proposal comprises of a basement car parking level, Bankstown RSL on the ground floor, 3 levels of parking from the 1st – 3rd floor, podium level accommodating a restaurant on the 4th floor with a 252 room hotel on the 4th floor and within the five storey tower above podium level with a total of 495 car parking spaces at 23, 25 & 27 Marion Street, Bankstown.

The proposal will contain the following:

- Bankstown RSL Club: 4,122m²;
- Restaurant: 550 people capacity/1,346m² (including kitchen area: 194m²);
- 252 room x hotel.

Site A

Parking

The proposal incorporates parking within the basement level and on the 1st – 3rd floors containing a total of 495 vehicles. The parking breakdown is as follows:

Basement Level:

- 121 car parking spaces; and
- A dedicated car wash bay.

Also includes 2 disabled car parking spaces.

1st Floor:

- 101 car parking spaces.

Also includes 3 disable car parking spaces.

2st Floor:

- 134 car parking spaces.

Also includes 3 disable car parking spaces.

3rd Floor:

- 139 car parking spaces.

Also includes 3 disable car parking spaces.

Hotel

The development provides a 252 room hotel within the podium level on the 4th floor and within the 5 storey tower above the podium, with reception area on the hotel lobby on the ground floor.

A 5 storey tower above the podium level accommodates the hotel component of the development, which comprises of 48 rooms per level or a total of 240 room.

A brief description of the various aspects of the development is provided below.

Level	Inclusions
Basement Level	Double width access ramp to ground floor located to the north western portion of the basement level.
	121 car parking spaces with the following breakdown:
	<ul style="list-style-type: none"> • 121 car parking spaces; and • A dedicated car wash bay.
	Proposal also provides a total of 2 accessible car parking spaces
	Supply fan plant room
	Service room
	MSR room
	Waste/recycling room
	Grease arrestor room
	Booster pump & sprinkler valve room
	Comms room
	8 x lift core and stairwells
Ground Floor	Double width vehicular ramp and driveway providing access to basement level and upper levels via Meredith Street, via the north western corner of the site.
	Vehicular driveway to loading dock situated to the south eastern corner of the site via Marion Street.
	RSL club comprising of 4,122m ² of floor space and includes the following:
	<ul style="list-style-type: none"> ○ Admin and Office areas; ○ Boardroom; ○ Team room & kitchnette; ○ Staff toilets; ○ Dining and kitchen areas; ○ Lounge area; ○ Buffet area with toilets including a parent room; ○ Gaming lounge area; ○ Cafés; ○ Toilets.
	Chamber substation.

	Primary access to the site via Marion Street which provides access to RSL club and hotel foyer.
	Hotel foyer including office/reception area and 5 x lift core
	Stairwells
1 st Floor	Double width access ramp to ground floor and double width access ramp to upper levels located to the south eastern portion of the first floor
	101 car parking spaces. Proposal also provides a total of 3 accessible car parking spaces
	Back of house area (259m ²), Gaming AHU (31m ²) and garbage area associated with the Bankstown RSL Club
	Service areas
	Fire tank area
	8 x life core including 3 lift core associated exclusively with the Bankstown RSL Club
	Stairwells
2 nd Floor	Double width access ramp to ground floor and double width access ramp to upper levels located to the south eastern portion of the second floor
	134 car parking spaces. Proposal also provides a total of 3 accessible car parking spaces
	Service area
	Storage area
	Detention tank
	6 x life core
	Stairwells
3 rd Floor	Double width access ramp to ground floor and double width access ramp to upper levels located to the south eastern portion of the second floor
	139 car parking spaces. Proposal also provides a total of 3 accessible car parking spaces
	Service area
	Storage area
	6 x life core
	Stairwells
Podium Level	Restaurant 1,346m ² (including 194m ² kitchen area) including potential future outdoor alfresco area - 786.4m ²).
	Housekeeping area.
	Pergola awnings.
	100.4m ² of outdoor enclosed area.
	Planter boxes and planter along the majority of the building line.
	Pathway to future residential podium.
	Plantroom.
	Hotel comprising of an administration area (61m ²), 13 rooms, back of house area including bin storage area and

	a service lift.
	7 x lift core and stairwells.
5 th – 9 th Floor	Tower above podium level comprise of the hotel component of the development with 48 room per level (total rooms: 240 rooms).
	Foyer, internal corridor, 3 x lift core and stairwells.

Site B

Site B is subject to a future separate DA.

The relevant architectural plans for the proposal have been prepared by Altis Architecture Pty Ltd while supporting reports have been prepared by relevant sub consultants. The proposal addresses the sites dual frontages and proposes an attractive building that incorporates contemporary architectural aesthetics that relates to the prominence of the site within the Northern CBD Core Precinct.

The design response has been designed to accentuate the strategic and prominent location of the site within the Bankstown Town Centre and will embody the controls associated with mixed use developments. In this regard, the proposal will incorporate predominantly a consistent 0m setbacks to its street frontages and a more attractive built form than what exists on site to improve legibility, promote increased street level activity, enhance the compact mixed use nature of the precinct and contribute towards the renewal of the subject site.

By economising commercial floor space combined with improving the interaction of the RSL club to its frontages, whilst introducing other land uses that will augment activity at the street level, the proposal will strongly contribute towards revitalising the subject area whilst increasing employment opportunities both during the construction phase and at the completion of the proposal.

The proposal will on balance help to revitalise the area and in conjunction with the existing and planned future developments will ensure that the Northern CBD Core Precinct will not only be a vibrant place with a variety of commercial uses to service the needs of the surrounding established residential areas, but contribute towards improving the vibrancy, viability and overall economic performance of Bankstown Town Centre. Furthermore, the proposal will also align with the principles of urban consolidation which seek to ensure the efficient use of community infrastructure by providing higher density development at strategic locations, noting that the site is located within an established commercial centre.

Design consideration has also been given to residential amenity including aspects such as privacy and solar access for to the site and those of surrounding properties.

Planning Controls

Statutory Controls

The relevant Statutory Planning Controls include: -

- State Environmental Planning Policy BASIX.
- State Environmental Planning Policy No. 55 – Contaminated Land.
- State Environmental Planning Policy (Infrastructure) 2007; and
- Bankstown Local Environmental Plan 2015.

Policy Controls

The applicable policy control document include: -

- Bankstown Development Control Plan 2014.

Consideration

The following summarises the relevant planning controls in relation to the proposal and the compliance of each.

State Environmental Planning Policy No. 55 – Contaminated Land

The site has been the subject of a previous application (DA 627/2008) which has been commenced and is therefore an active consent. The approval is for demolition of existing structures and construction of a new club including basement parking for 120 vehicles. The excavation of the site for basement parking purposes is established by that development application.

This application is also accompanied by a Hazardous Materials Assessment Report. The report identifies a number of hazardous materials present on the site, such as asbestos materials. The demolition of the existing building will require hazardous materials control strategies and management in the demolition phase.

Council can be satisfied that the provisions of Clause 7 of the SEPP is satisfied. If any contaminated material or suspected contaminated material is unearthed during the construction process then actions consistent with the legislative requirements and guideline document will be undertaken.

Bankstown Local Environmental Plan 2015

The development site is zoned B4 Mixed Use, as per the zoning map in the following page, under the provisions of the Bankstown Local Environmental Plan 2015.

‘Registered Clubs’, ‘Recreational Facilities (Indoor)’, ‘Hotel Accommodation’ and ‘Food and Drink Premises’ are permissible with consent on the subject site and the proposal is consistent with the definition contained within the LEP:

Registered Clubs means a club that holds a club licence under the Liquor Act 2007

Recreation Facility (Indoor) means a building or place used predominantly for indoor recreation, whether or not operated for the purpose of gain, including a squash court, indoor swimming pool, gymnasium, table tennis centre, healthy studio, bowling alley, ice rink or any other building or place of a like character used for indoor recreation, but does not include an entertainment facility, a recreation facility (major) or a registered club.

Hotel or Motel Accommodation means a building or place (whether or not licensed premises under the Liquor Act 2007) that provides temporary or short-term accommodation on a commercial basis and that:

- a) comprise rooms or self-contained suites, and

- b) *may provide meals to guests or the general public and facilities for the parking of guests' vehicles.*

but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.

Food and Drink Premise means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:

- a) a restaurant or cafe,
- b) take away food and drink premises,
- c) a pub,
- d) a small bar.



Figure 12: Zoning Map Sheet LZN_005 Extract (Source: Bankstown LEP 2015)

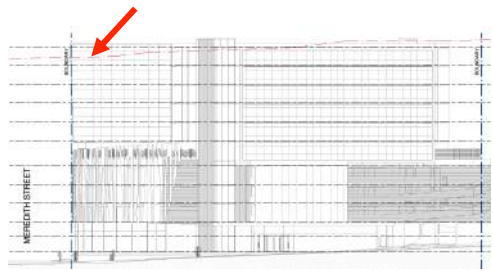
The proposal is also consistent with the prescribed zone objectives that are stipulated as:

- *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 proposed development will play a key role in the renewal of the Northern CBD Core Precinct by providing an attractive gateway building to the southern edges of a precinct that addresses its frontages whilst providing valuable recreational and hotel accommodation opportunities that will support the ongoing growth and viability of Bankstown Town Centre. The increase of additional accommodation and restaurants floor space will contribute towards boosting the local economy of Bankstown and increasing employment opportunities at the completion of the development. The site is well located and is located within proximity essential services, public transportation and recreation opportunities.

The table below provides detail on the development standards relevant to the current proposal as well as other relevant LEP provisions.

Bankstown Local Environmental Plan 2015 – Compliance Table			
Clause	Controls	Comment	Complies
Zoning	B4 – Mixed Use	Development for a mixed use development comprising of a 'Registered Club', 'Recreational Facility (Indoor)', 'Hotel or Motel Accommodation', and 'Food & Drink Premises' are permissible with Council consent in the B4 – Mixed Use Zone.	YES
Part 2 Permitted or Prohibited Development			
2.3	Zone Objectives and Land Use Table	<p>The proposal is consistent with the zone objectives of the B4 – Mixed Use zone and will provide valuable recreational, service and accommodation opportunities in the catchment of public transport and services that will support the ongoing vitality and viability of Bankstown City Centre.</p> <p>The site as it is currently exists is underutilised in terms of its potential. The proposal will not only permit the site to be developed to its full zoning potential but will contribute towards the renewal of the Northern CBD Core.</p>	YES

		Furthermore, the RSL club has been designed to direct address the site's frontage that will contribute towards activating the streetscape and also providing opportunity for casual surveillance of the site dual frontages.	
2.6	Subdivision – Consent Requirements	No subdivision is proposed as part of this development. Not applicable.	N/A
2.7	Demolition Requires Consent	Council consent is sought for the demolition of the existing structures on site.	YES
Part 4 Principal Development Standards			
4.3	Height of Buildings: 35m-47m	<p>The site being subject to split maximum building height control is identified as having a maximum building height of 35m to a majority of the site with a small portion of the north eastern section of the site subject to a maximum building height of 47m under Bankstown Local Environmental Plan 2015 Height of Buildings Map Sheet HOB_005.</p> <p>As shown in the elevation below a minor part of the development will encroach beyond the 35m maximum building height control.</p> <p>It is clear that the encroachment occurs not only due to the natural topographical dip in the south western corner of the site, but importantly gives rise to the opportunity to incorporate the intentional design feature of a more visually grand and prominent built form on this corner of the CBD.</p>  <p>The architectural expression of the</p>	NO


		<p>building at the south west corner seeks to provide spaces of increased height, grandeur and openness. As a result the proposal increases the height minimally.</p> <p>A clause 4.6 variation request accompanies this submission.</p>	
4.4	Floor Space Ratio: 3:1	<p>A maximum floor space ratio of 3:1 is identified for the site under Bankstown Local Environmental Plan 2015 Floor Space Ratio Map Sheet FSR_005. The proposal incorporates a maximum FSR of 2.79:1. Complies.</p> <p>See attached plans for detail. FSR calculations have been undertaken in accordance with Clause 4.5.</p>	YES
Part 5 Miscellaneous Provisions			
5.9	Preservation of Trees or Vegetation	<p>The subject site is within a well-established commercial area, having historically been used for commercial purposes. The subject site does not contain any significant trees or vegetation.</p> <p>The proposed landscaping works including planter boxes will positively contribute to the cohesiveness and visual appreciation of the area and provides relief from the built form, softening the impact of the development.</p> <p>The proposed landscaping and open space areas that is considered appropriate within a commercial context.</p> <p>It is highlighted that no significant vegetation is to be impacted as part of the proposal.</p> <p>Landscaping of the site is to be undertaken in accordance with the attached Landscape Plan. See Landscape Plan for detail.</p>	YES
5.10	Heritage Conservation	<p>Having regard to the location of the subject site relative to the heritage</p>	YES

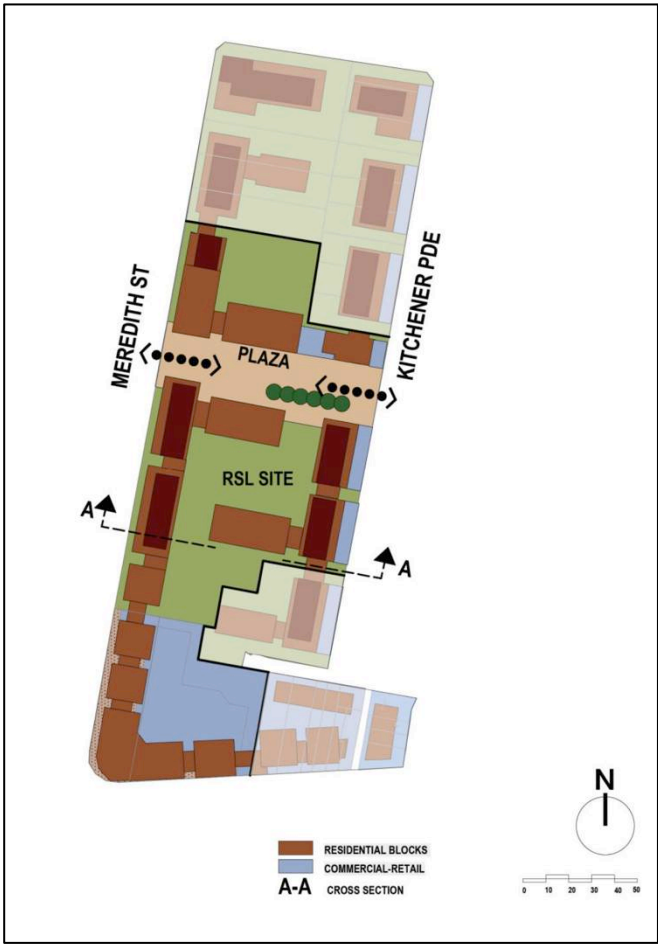
		<p>listed items, it is acknowledged that the existing physical separation and the buffer provided by existing developments will ensure that the proposed development will not have a negative impact on the heritage significance of the listed items and as such is considered acceptable.</p> <p>Furthermore the proposal is consistent with the future high mixed use density built form vision envisioned for the subject area by Council.</p>	
Part 6 Additional Local Provisions - Generally			
6.1	Acid Sulfate Soils	The subject site is not affected by acid sulfate soils. Not relevant.	N/A
6.2	Earthworks	<p>This application seeks Council consent for the excavation of the site as per the attached plans. It is considered that the proposed excavation, particularly for the basement level will have minimal adverse environmental or amenity impact.</p> <p>The proposal results in an appropriate outcome when considering the nature of the development, the unique characteristics of the site and compliance with relevant Council controls.</p> <p>The proposal will not adversely affect or disrupt drainage and flood patterns, flood storage or soil stability in the area.</p> <p>The proposed excavation is consistent with the current and future use of the land and will develop the site into context with its surrounds and in accordance with Councils current and proposed planning strategies.</p> <p>It is considered unlikely due to the location of the site as well as previous development that excavation will lead to the disturbance of relics.</p>	YES
6.3	Flood Planning	The subject site is not identified as	N/A

		being flood prone. Not applicable.	
6.4	Biodiversity	The site has not been identified as Biodiversity land or within close vicinity of Biodiversity land. Not applicable.	N/A
6.6	Development in Areas Subject to Aircraft Noise	The subject site is not affected by aircraft noise. Not applicable.	YES
6.9	Restrictions on Development in Zone B4 Mixed Use	<p>Clause 6.9 (3) stipulates that the ground and first floor for development with land identified as "Area 3" on the Special Provision Map Sheet 005 needs to be used for the purpose of commercial premises or other non-residential purposes.</p> <p>The proposed redevelopment of the Bankstown RSL Club is to utilise the ground floor for commercial purposes associated with the operation of the RSL Club. It is noted that the ground floor has generous proportions and the floor to ceiling heights far exceed that expected for many other developments in the city centre.</p> <p>The first floor comprises parking entirely associated with the commercial operations of the site. Consistent with discussions and requests of Council, the first floor is of adequate floor to ceiling height to allow for future conversion of the carparking space to another commercial use.</p> <p>Accordingly the proposal is consistent with Clause 6.9(3).</p>	YES

Bankstown Development Control Plan 2015

All relevant Council controls have been considered in the following compliance table.

Bankstown Development Control Plan 2015 – Compliance Table		
Controls	Comment	Complies
Introduction		
Section 2 – Site Analysis	A Site Analysis has been prepared for the proposal in accordance with Council controls and is attached as part of this application.	YES
Section 3 – Public Notification of Development	It is envisaged that the proposal will be publicly notified as per Council requirements.	YES
Part A – Precinct Controls		
Part A1 – Centres		
Section 2 – Bankstown Central Business District		
Setbacks		
2.1	<p>Figure 3 in the following page illustrates that the site's is to provide a 0m setback to its frontage to Marian Street and a minimum 3m setback to its frontage to Meredith Street.</p>  <p>The proposal provides a built to boundary setback to both frontages in-order to improve legibility and to</p>	Variation

	establish a street edge that will contribute towards reinforcing the urban character and strengthen the pedestrian amenity and activity at street level. Therefore, the non-compliance to side setback to Meredith Street is considered appropriate and worthy of support.	
2.2	The development is to provide appropriate northern and eastern boundaries, considering its location within an established city centre and considering the absence of residential development.	YES
Site Specific Provisions: No. 32 Kitchen Parade in Bankstown		
2.4	<p>The proposed development is to be consist with the site layout in Figure 5 below, noting that the site is to be retained as a single allotment, however it to be developed in two distinct stages, with Site A the subject to this DA, and Site B subject to a separate Development Application.</p>  <p>The form of the proposal is generally consistent with the diagram in the DCP for Site A.</p>	YES

	The suggested 20m wide mid-block connection pathway will be address by separate Development Application for Site B.	
Building Orientation		
2.5	The proposal does not contain any residential dwellings and as such the Residential Flat Design Code does not apply to the proposed mixed use development. Not applicable.	N/A
2.6	As stated previously within this statement, no residential dwelling is proposed as part of this development, however with the site having a north-south orientation, the proposal has been designed to maximise solar access.	YES
Building Design		
2.7	The proposed mixed use development represents a modern building that addresses its prominent corner location and will be highly articulated along both street frontages with facades that will contain a mixture of vertical and horizontal features including windows, projecting and receding walls, framed elements, feature wall blades and awnings, and a mixed palette of materials, colours and finishes.	YES
2.8	Proposed colours and articulation is to improve the appearance and presentation of the building and set the tone and scale for the renewal of the Norther CBD Core Precinct.	YES
Building Design (Gateway and Corner Sites)		
2.9	<p>The proposed mix use building is located on a corner site and has been designed to address each street frontage with an attractive facade. The corners are given visual prominence through the use of facades and changes in the building articulation, materials and colours.</p> <p>The roof is to be articulated to emphasis the site's corner element and car parking areas are to be incorporated into the design of the mixed use building.</p>	YES
Part B – General Controls		
Section 9 – Residential Flat Buildings, Serviced Apartments and Shop Top Housing		
Objectives	Notwithstanding the proposal not including serviced apartments, as the proposal comprises a	YES

	<p>hotel it is considered that Section 9 of the DCP contains helpful controls to assess the proposal against.</p> <ul style="list-style-type: none"> - The service apartment component of the proposal is compatible with the commercial nature of the Northern CBD Core Precinct and is a permissible land use within the B4 Mixed Use Zone. The proposal responds appropriately to its site and surrounds and is compatible with the desired future character of the locality, being high density mixed use. - The development is oriented to the north and will maximise solar access, with the majority of the overshadowing to fall onto the existing street network. - The proposal has been architecturally designed and treated through articulation of the built form and the use of materials and colors in order to reduce the visual height, bulk and scale. The proposal also adequately address its dual frontage and will not lead to adverse impacts on adjoining properties in terms of solar access, noting that design consideration and appropriate setbacks have been incorporated into the design to reduce potential impacts. - Car parking is to be provided within a basement and within the 1st, 2nd and 3rd floors that are to be articulated and incorporated into the overall design of the proposed mixed use building, thus minimising any potential visual impacts of off-street parking. - Appropriate design features/materials and consideration of CPTED principles have been incorporated in order to reduce the potential for criminal behavior including graffiti (eg. Casual surveillance, etc). 	
Isolation of Allotments		
9.1	Not applicable, as the site is within land zoned as B4 Mixed Use. However it is noted that proposal will not lead to the isolation of neighbouring sites.	N/A
Storey Limit		
9.2	The site is identified as having a 35m-47m height limit under Bankstown LEP 2015. Accordingly Clause 9.2 does not apply to the subject site.	N/A
9.3 & 9.4	The subject site is generally flat in nature and is	YES

	<p>suitable to accommodate the proposed mixed use building.</p> <p>It is considered that the proposed excavation, particularly for the basement level will have minimal adverse environmental or amenity impact.</p> <p>The proposal results in an appropriate outcome when considering the nature of the development, the unique characteristics of the site and compliance with relevant Council controls.</p>	
Setbacks to the Primary and Secondary Frontages		
9.5(a)	Not applicable.	N/A
9.5(b)	Not applicable- site specific control apply, see discussion on Section 2 above	Refer to Section 2 above
9.6	Not applicable- site specific control apply, see discussion on Section 2 above	Refer to Section 2 above
9.8	Not applicable- site specific control apply, see discussion on Section 2 above	Refer to Section 2 above
9.10	Not applicable, serviced apartment is one component of a mixed use development situated within an established commercial centre.	N/A
9.11	Not applicable, serviced apartment is one component of a mixed use development situated within an established commercial centre.	N/A
Private Open Space		
9.12	Not applicable, as the proposal is for a hotel.	YES
Building Design		
9.13	All existing structures currently on site will be demolished as part of this application.	YES
9.14	The proposal is for a hotel and not serviced apartments.	YES
9.15	The proposed mixed use building incorporates a modern flat roof design and as such is compliant.	YES
9.16	The proposed development does not incorporate an	N/A

	attic arrangement. Not applicable.	
9.17	The proposed development does not incorporate any dormer window. Not applicable.	N/A
9.18	The proposed development does not incorporate an attic arrangement. Not applicable.	N/A
9.19	The development does not propose any roof top balconies or equivalent. Not applicable.	N/A
9.20	All ancillary features have been appropriately incorporated into the design of the proposed mixed use building. See attached plans for detail.	YES
Building Design (Car Parking)		
9.21 – Building design (car parking)	No car parking space is to be provided within the front building line.	YES
Building Design (Waste Storage Areas)		
9.22	<p>The proposed waste storage area is of an appropriate size in accordance with Council controls. The waste storage area are to be located within parking level and sufficient buffered from the street level. See attached plans for detail.</p> <p>It is noted that a Waste Management Plan has been prepared and is attached as part of this application. Waste is to be appropriately managed during the demolition and construction stages of the development as well as during the occupation. See attached Waste Management Plan for detail.</p>	YES
Landscaping		
9.23	<p>The subject site is within a well-established residential area, having historically been used for urban purposes and is substantially clear. It is highlighted that no significant vegetation is to be impacted as part of the proposal.</p> <p>The proposal provides landscaping embellishing work appropriate within a city centre context that will improve and enhance the subject site. Landscaping of the site is to be undertaken in accordance with Council controls as per the attached Landscape Plan. See attached Landscape Plan for detail.</p>	YES
9.24	Proposal is to provide landscaping that is appropriate within a city centre context.	YES

Security		
9.25	The proposed development does not share a boundary with a railway corridor or an open stormwater drain. Not applicable. Notwithstanding, it is noted that the proposed development incorporates appropriate measures including built elements, landscaping and design features that will enhance casual surveillance of the site's dual frontages as well as internal areas and are consistent with CPTED principles.	YES
Shop Top Housing		
9.26 – 9.37	The proposed development is strictly for a mixed use development with no residential component proposed. Not applicable.	N/A
Part B5 – Parking		
Section 2 – Off Street Parking		
<p>2.1 – Off Street Parking –</p> <p>Hotel accommodation: 1 space per unit; and 1 space per 2 employees:</p> <p>Restaurants: More than 100m² of total dining bar area: Parking study required</p> <p>No rate for licensed clubs</p> <p>Total: required</p>	<p>The submission is accompanied by a Traffic Impact Assessment Report prepared by Traffix. The report assesses the parking requirements for each component of the proposal; reviews the access and internal design aspects and provides; considers servicing vehicle movements and includes an overall conclusion in relation to the way in which the proposal manages traffic and parking.</p> <p>The parking generation rates for the Club were determined by survey which resulted in a parking rate of 1 space per 18.6m² or 202 spaces for the proposal.</p> <p>The DCP requirement for the hotel requires 280 spaces.</p> <p>The proposal exceeds the demand of 482 spaces.</p> <p>The Traffix Report concludes –</p> <ul style="list-style-type: none"> - The development proposes relocating the existing Bankstown RSL Club from the current site to an adjacent site at the corner of Marion Street and Meredith Street in addition to providing hotel accommodation with a total of 258 rooms. - The traffic generation arising from the proposed development has been assessed as a net increase over and above existing traffic conditions. The increase is 41 veh/hr for the PM peak period with a negligible change in the AM peak. The additional trips can be readily 	YES

	<p><i>accommodated, with minimal impacts on the surrounding road system;</i></p> <p><i>- With 495 off-street parking spaces, the development will contain all parking demands within the site and in particular, it complies with the hotel parking requirement under the Bankstown Development Control Plan and the expected peak parking requirement for the club. Provision of this parking within the basement and podium levels will ensure that visitors have convenient and safe access to the site.</i></p> <p><i>- The proposed car park complies with the requirements of AS 2890.1 (2004). The car park has also been assessed using the computer program Auto Track, as permitted by AS 2890.1 (2004) and operates safely and efficiently;</i></p>	
2.2 – 2.3 – Off Street Parking	Not applicable.	YES
2.4 – 2.6 – Additional developer contributions	Not applicable.	YES
2.7 – Parking requirements for people with disabilities	1 car space per 100 car spaces is to be provided. The development proposes a total of 495 carparking spaces and as such is required to provide a total of 4.92 accessible car parking spaces. The development provides a total of 11 accessible car parking spaces. Complies.	YES
a. – Calculation of parking spaces	Noted.	YES
Section 3 – Off Street Parking Design and Layouts		
Parking Location		
3.1	Not applicable.	N/A
3.2	The proposed accessible car parking spaces are to be appropriately located close to the entrance to the development as well as the lift. See attached plans for detail.	YES
Minimum Parking Bay Dimensions		
3.3	The car parking area including parking spaces and aisles have been designed in accordance with Council controls. See attached plans for detail.	YES
3.4	The car parking area has been designed in accordance with Council controls and relevant standards to accommodate those with a disability. See attached	YES

	plans for detail.	
Service Restriction and Small Car Bay Dimensions		
3.5 – 3.7	Noted.	YES
3.8	No small car bays are proposed. Not applicable.	N/A
Parking Layouts		
3.10	Complies. See attached plans for detail.	YES
Parallel Parking		
3.11	No parallel parking is proposed. Not applicable.	N/A
Stacked Parking		
3.12	No stacked parking is proposed. Not applicable.	N/A
Section 4 – Off Street Parking Access and Circulation		
Access Driveway Width and Design		
4.1	The proposed driveway provides for the shortest most direct access to the basement car parking area.	YES
4.2	The proposed driveway is appropriately dimensioned in accordance with Council controls and relevant standards. Complies.	YES
4.3	Not applicable.	N/A
4.4	Not applicable, no residential development is proposed as part of this proposal.	N/A
4.5	Noted. Complies. See attached plans for detail.	YES
Queuing Distances		
4.6	The driveway incorporates appropriate queuing lengths. See attached plans for detail.	YES
4.7	The proposal will not lead to any queuing nor will it adversely affect traffic or pedestrian flow in the road frontage.	YES
Circulation Roadway and Ramp Gradients		
4.8	Complies. See attached plans for detail.	YES
4.9	Complies. See attached plans for detail.	YES
Vehicular Footway Crossing		
4.10	Noted. Complies. See attached plans for detail.	YES
Internal Circulation		
4.11	Noted. The proposal allows for vehicular movements	YES

	to be undertaken wholly within the site. Vehicles are able to enter and exit the site in a forward direction. Complies.	
Section 5 – Other Considerations		
Minimum Headroom Dimensions		
5.1	The proposal provides appropriate clear minimum headroom requirements of 2.4m or greater to accommodate the proposed use. See plans for detail.	YES
Loading and Unloading Facilities		
5.2 – 5.4	Development provides appropriate loading dock that is separate from parking circulation and exit lanes that will ensure uninterrupted flow of other vehicles in the circulation roadways. The loading dock also permits vehicles to enter and exit in a safe manner and complies with the minimum dimension requirements under the DCP.	YES
Column Location and Spacing		
5.5	All columns are appropriately located and spaced in accordance with Council requirements. See attached plans for detail.	YES
Safety and Security		
5.6	The proposal has been appropriately designed in accordance with Council controls and relevant standards. The car parking area provides good visibility, is appropriately dimensioned and well lit. It is noted that all cars will enter and exit the site in a forwards direction. The proposal will not lead to any adverse safety or security impacts.	YES
5.7	The proposed driveway contains a gentle slope and as such clear visibility is maintained at all times. Adequate sight distance is provided for all vehicles exiting and entering the site via the basement. The proposal is compliant with Council controls and relevant standards.	YES
Sight Distance Requirement		
5.8	The proposed driveway contains a gentle slope and as such clear visibility is maintained at all times. Adequate sight distance is provided for all vehicles exiting and entering the site via the basement. It is noted that all cars will enter and exit the site in a forwards direction. The proposal is compliant with Council controls and relevant standards.	YES

Pedestrian Access		
5.9	The proposal provides for the safe and efficient movement of pedestrian and vehicular traffic within the site and both entering and exiting the site. Vehicle and pedestrian routes are clearly indicated, separated and accessible.	YES
5.10	Lifts and stairs are to be easily identifiable.	YES
5.11	Internal stairwells and fire exits are provided within the basement. See attached plans for detail.	YES
Sign Posting and Line Marking		
5.12	Car parking spaces are to be clearly line marked in compliance with Australian Standards 2890.1. See plans for detail.	YES
5.13	Noted. Appropriate marking will be provided to distinguish visitor and resident parking.	YES
5.14	The proposal provides a two way circulation pattern. Not applicable.	YES
5.15	Directional signs are to be provided, where appropriate.	YES
5.16	Each proposed disabled car parking space will be appropriately marked and stencilled in accordance with Council requirements.	YES
Car Wash Bay		
5.17	Noted. The car wash bay is located within the basement car parking level. See attached plans for detail.	YES
5.18 – Bicycle parking	Bicycle parking is provided within the basement car parking area of the proposal. See attached plans for detail.	YES
Section 6 – Landscaping		
6.1 – 6.11 – Landscaping	Not applicable.	N/A

Conclusion

Following a review of the relevant planning controls, it is concluded that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents.

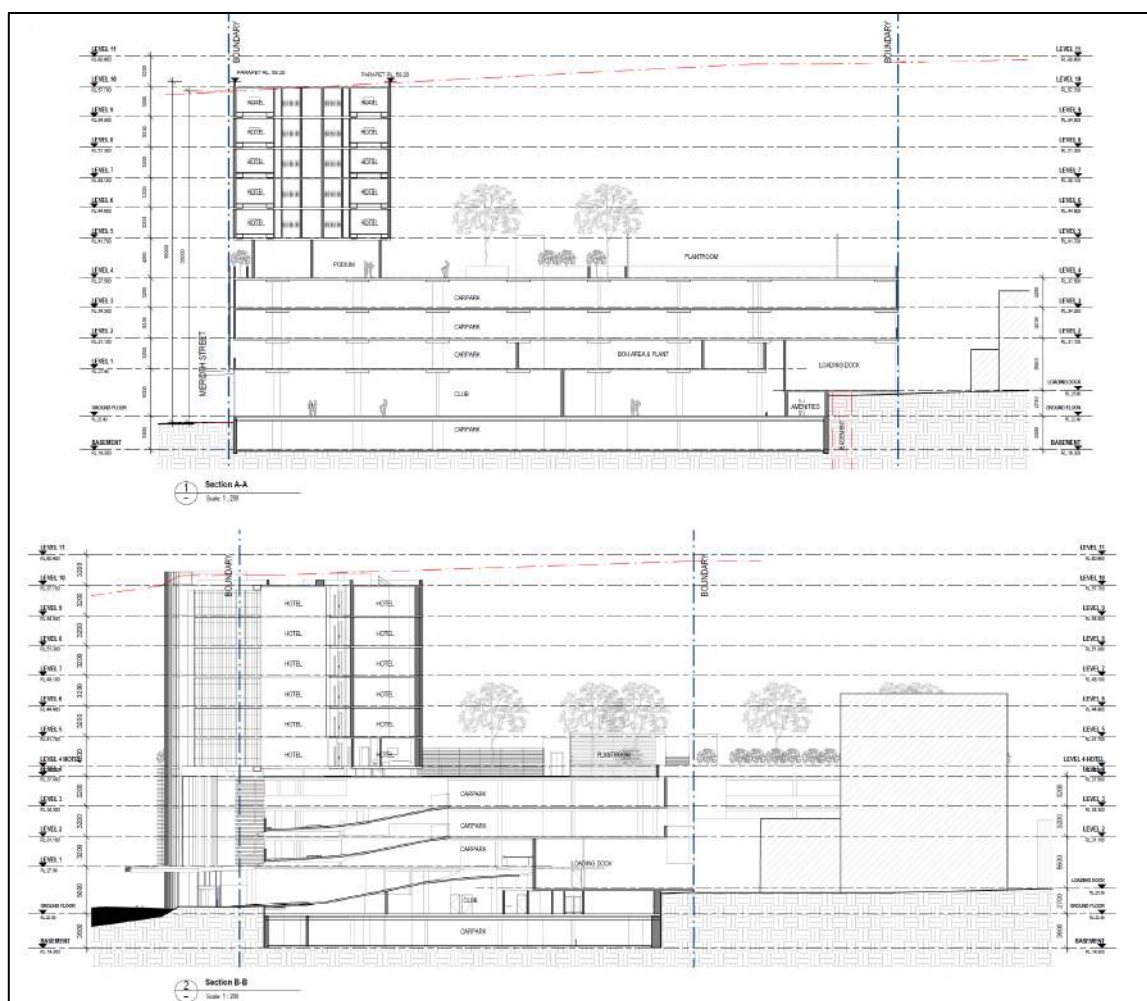
Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, the application is submitted to Council for assessment and granting of development consent. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

Annexure 1: Clause 4.6 Exception to Development Standards

As shown on the sections below, the proposed development comprises a 10 storey building that predominantly complies with the 35m maximum building height control with the exception of small segment of the building and façade feature that exceeds the prescribed maximum height control. Accordingly a variation pursuant to Clause 4.6 of the Bankstown LEP 2015 is requested.

The images below show the extent of variation:



The design of the building ensures that the habitable floor space is contained below the maximum building height line which indicates that the variation is not simply a means of achieving additional development yield on the site, but a site specific design response. In this case the variation stems from treatment to the corner element. It is noted that the area of non-compliance are of a minor nature, noting that its impact to the streetscape is negligible as it will be visually unnoticeable when viewed from the street level, and as addressed below the proposal continues to be consistent with the underlying intent of the control and the variation is considered appropriate.

It is noted that the extent of variation is not overly dominant of the street, it only relates to a minimal area of the building and façade treatment and does not discernibly increase privacy or overshadowing impacts to adjoining properties. It is further noted that the proposal is predominantly compliant with the setback controls and is consistent with the maximum permitted FSR on the site indicating an appropriate scale of development.

Clause 4.6 of the Bankstown Environmental Plan 2015 provides that development consent may be granted for development even though the development would contravene a development standard. This is provided that the relevant provisions of the clause are addressed, in particular subclause 3-5 which provide:

- (3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:*
 - (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
 - (b) that there are sufficient environmental planning grounds to justify contravening the development standard.*
- (4) Development consent must not be granted for development that contravenes a development standard unless:*
 - (a) the consent authority is satisfied that:*
 - (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*
 - (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
 - (b) the concurrence of the Director-General has been obtained.*
- (5) In deciding whether to grant concurrence, the Director-General must consider:*
 - (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and*
 - (b) the public benefit of maintaining the development standard, and*
 - (c) any other matters required to be taken into consideration by the Director-General before granting concurrence.*

Each of these provisions are addressed in turn.

Clause 4.6(3)

In accordance with the provisions of this clause it is considered that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case as the underlying objectives of the control are achieved. The objectives of the maximum development standard are stated as:

(1) The objectives of this clause are as follows:

- (a) to establish that the height of development is compatible with the character, amenity and landform of the area in which the development will be located,*
- (b) to maintain the prevailing suburban character and amenity by limiting the height of development to a maximum of two storeys in Zone R2 Low Density Residential,*
- (c) to provide appropriate height transition between development, particularly at zone boundaries,*
- (d) to define focal point by a way of nominating greater building heights in certain locations.*

The current development proposal is consistent with the underlying intent of the control based on the following:

- The development proposal is consistent with the intent of the maximum height control and will provide an attractive building that addresses its dual frontages. Furthermore, the development does not present an attempt to attain additional development yield on the site given compliance with the FSR control applying to the site and noting that the full FSR has not been achieved across the site;
- Non-compliance is minor in nature with the majority of the building being compliance with the building height control with only a small segment of the building and façade treatment exceeds the height, noting that its impact to the streetscape is negligible as it will be visually unnoticeable when viewed from the street level.
- With the site bounded predominantly by two street frontages, the extent of variation does not discernibly increase the extent of amenity impacts in terms of loss of sunlight;
- The proposed variation will not create any additional impacts on views;
- The development proposal has been designed to comply with key planning requirements, whilst providing an attractive building that addresses the context, streetscape and will play a valuable role in the renewal of the southern edges of the Northern CBD Core Precinct.
- The minor non-compliance to the height control has no impact on the setting of any items of environmental heritage or view corridors; and

- The proposal is not located within a low-density area and the proposal represents an appropriate built form on the site.

As outlined above the proposal remains consistent with the underlying objectives of the control and as such compliance is considered unnecessary or unreasonable in the circumstances. The above discussion demonstrates that there are sufficient environmental planning grounds to justify the departure from the control.

Clause 4.6(4)

In accordance with the provisions of Clause 4.6(4) Council can be satisfied that this written request has adequately addressed the matters required to be demonstrated by Clause 4.6(3). As addressed the proposed development is in the public interest as it remains consistent with the objectives of the building height control. In addition the proposal is consistent with the objectives of the B4 zone, being:

- *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 proposal seeks to utilise the land in accordance with the zoning and take advantage of its strategic location within an established commercial centre. The development aims to present a strong and attractive interface that addresses the site's prominent corner location whilst improving street level activation and legibility of the area for pedestrian and residents. The proposal will increase recreation and accommodation opportunities within the town centre for workers and visitors to Bankstown Town Centre and surrounding residential areas whilst permitting an orderly and appropriate redevelopment of a large land parcel residing within an established town centre.

It is understood that the concurrence of the Director-General can be assumed in the current circumstances.

Clause 4.6(5)

As addressed it is understood the concurrence of the Director-General may be assumed in this circumstance, however the following points are made in relation to this clause:

- a) The contravention of the building height control does not raise any matter of significance for State or regional environmental planning given the nature of the development proposal; and
- b) There is no public benefit in maintaining the development standard as it relates to the current proposal. The departure from the building height control is acceptable in the circumstances given the underlying objectives are achieved

and it will not set an undesirable precedent for future development within the locality.

Strict compliance with the prescriptive building height control is unreasonable and unnecessary in the context of the proposal and its particular circumstances. The proposed development meets the underlying intent of the control and is a compatible form of development that does not result in unreasonable environmental amenity impacts.

The proposal will not have any adverse effect on the surrounding locality, and is consistent with the future character envisioned for the subject area, whilst supporting the role of Bankstown as the key commercial centre that services the south-western region of Sydney. The proposal promotes the economic use and development of the land consistent with its zone and purpose. Council is requested to invoke its powers under Clause 4.6 to permit the proposed variation.

The objection is well founded and taking into account the absence of adverse environmental, social or economic impacts, it is requested that Council support the development proposal.