



Vicinity Centres Bankstown Masterplan
Urban Design Statement
for Planning Proposal
Vicinity Centres



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1.0 Introduction

Executive Summary

Bankstown CBD is at the heart of the diverse and vibrant local communities of the City of Canterbury Bankstown Local Government Area.

The city centre is preparing for a major transformation. The Sydenham to Bankstown Metro, the Western Sydney University Bankstown Campus and private site developments within the CBD will bring improved public transport infrastructure, a new tertiary education anchor and additional commercial, retail and residential floor space.

The City of Canterbury Bankstown's 'Connective City 2036' Local Strategic Planning Statement, the Bankstown CBD & Bankstown Airport Collaboration Area Place Strategy, the Bankstown City Centre Masterplan and the 'Complete Streets' plan are leading the policy direction for the future of the CBD and the broader LGA.

Bankstown Central is the primary shopping centre of the Canterbury Bankstown LGA. Established in 1966 as Bankstown Square, the centre has grown with the local community, providing a place of service, social support, gathering and enterprise.

Vicinity Centres' vision for Bankstown Central is to expand its role in the mixed use centre, supporting greater diversity, activation and integration with the future public domain of Bankstown CBD.

The existing centre is internally focussed with parking dominating the street interfaces around the retail centre. The future of the centre is with active edges, pedestrian streets and new open spaces. Outside dining and events can take the place of on-grade and structured parking. New contemporary workplace buildings, student housing, apartments and street retail can contribute to a healthy ecosystem of functions and sustainable movement between uses.

The Urban Design Statement for the Vicinity Centres Bankstown Masterplan outlines the structure for the future of the centre and supports the Planning Proposal prepared by Urbis Planning.

'Where interesting happens'

Canterbury Bankstown Council

"Expanding Bankstown Central to be the new civic epicenter of this interesting, vibrant and unique multicultural community..."

Vicinity Centres



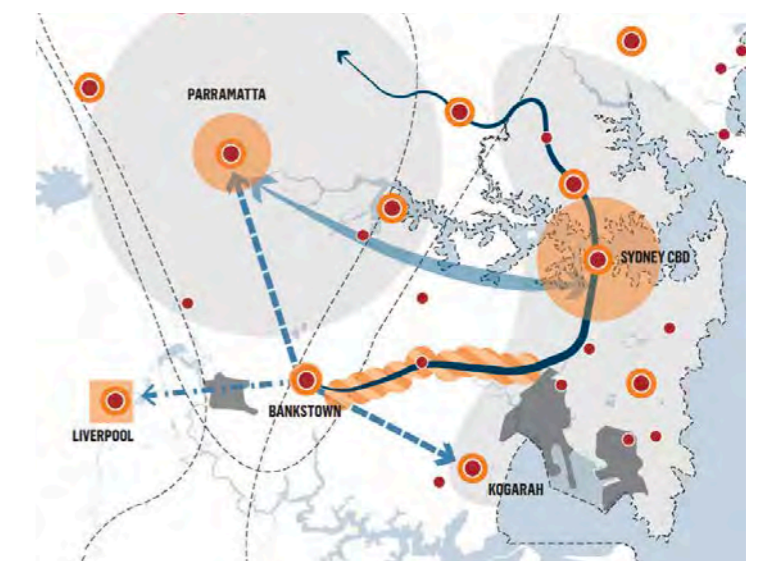
Aerial Map

Bankstown is 20km south-west of Sydney, in the City of Canterbury Bankstown.

Bankstown lies between the Cooks and Georges Rivers in close proximity to the mouth of the Salt Pan Creek. Bankstown Airport is located to the west of Bankstown CBD providing important aviation training and light aircraft services & logistics to the Sydney metropolitan area.

The expansion of the Sydney Metro network to Bankstown will enhance access to employment and connectivity to services in other centres. A future metro link to Parramatta, Sydney's second Central Business District, will further secure Bankstown's position as an important strategic centre in greater Sydney.

Surrounding the Bankstown CBD, low scale residential neighbourhoods, light industrial and logistics centres characterise the urban form of Bankstown.





Paul Keating Park



Bankstown Art Centre



Bankstown Library and Knowledge Centre

Subject Site



Site Map

The Bankstown Central site is adjacent to the Bankstown Station and covers a significant portion of the centre of the Bankstown CBD.

Apptian Way and The Mall, two (2) main streets in the Bankstown CBD adjoin the western edges of the site. Stacey Street (part of the A6) is a main north-south Sydney thoroughfare that adjoins the eastern boundary.

The site is divided by Lady Cutler Drive (in Council's ownership). To the west of Lady Cutler Drive the site is 8.962 ha, to the east of Lady Cutler Drive the site is 2.43 ha, making a total of 11.392 ha.

The existing shopping centre - Bankstown Central is comprised of major retailers as well as other more than 240 stores with extensive on grade parking area on the building roof and surroundings.

The existing Bus terminal sits the northwest corner of the site and provides the bus connections to the surrounding suburbs and the Bankstown airport for the locals and visitors.

The complete site is situated within an 800m walking radius of the Bankstown Station.

- 1 Existing Train Station
- 2 Future Metro Station
- 3 Existing Bus Interchange

Subject Site

2.0 Context

Historic Context

The First Nations people of Canterbury Bankstown "... lived in a close symbiotic relationship with their environment. The land provided kangaroo, emu, possum, wild honey, plants and roots. Botany Bay, the Cooks River and Georges River provided fish and shellfish." City of Canterbury Bankstown

River Country

The rivers and fertile lands.

The original inhabitants of the Bankstown CBD area were the Darug (Darag, Dharug, Daruk, Dharuk) people of the Eora Nation.

After World War II, migrants predominantly from Europe, settled in the Canterbury Bankstown area and enjoyed the waters of the Cooks and Georges Rivers for recreation and entertainment.



Banks Nature and Discovery

Bankstown derives its name from Sir Joseph Banks.

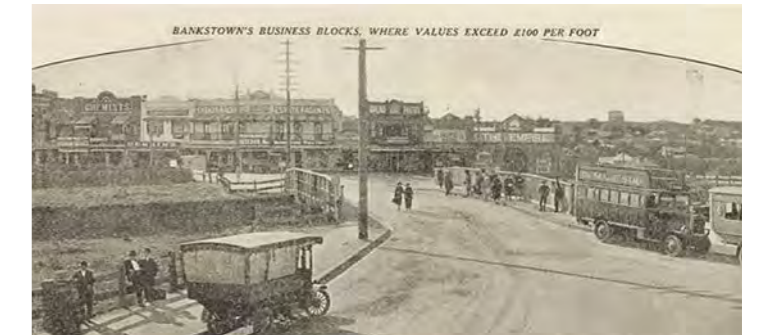
Recognised as the 'Father of Australia', Joseph Banks participated in Cook's first great voyage, visited the Pacific region, documented the flora and fauna of Australia and other Pacific areas, and advocated the colonisation in Australia. Bankstown derives its name from Sir Joseph Banks.



Growth from Connection

Bankstown thrives on connection.

In its early post-colonisation history, Bankstown was isolated and almost abandoned but revitalised after the construction of the Great South Road built by Governor Macquarie. In the early 1900s, the introduction of the Bankstown railway line allowed a significant population expansion. The Bankstown Airport, originally the 'Yankstown' air base, extended the connections to the outside world and brought more opportunity for the development of Bankstown.



Demographic and Cultural Diversity

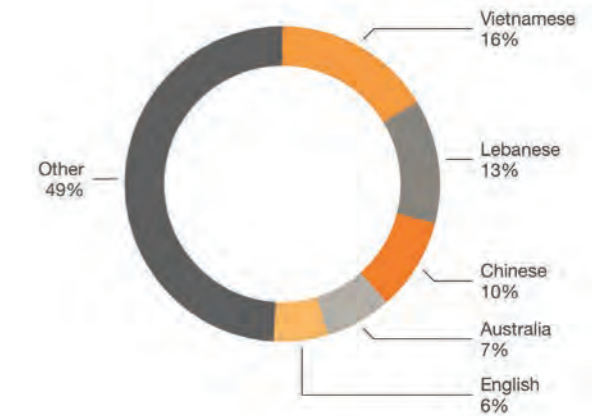
Demographic of Bankstown + Rebranding of Canterbury Bankstown

Bankstown has experienced several waves of migration. English, Irish, Lebanese, European, Vietnamese, African and Syrian. From the 2016 Census, only 17.7% of the Bankstown population spoke English at home and Arabic, whereas Vietnamese and Chinese language speakers covered up to 40% percent of the population. Also, the most common ancestries in Bankstown were Vietnamese, Lebanese and Chinese.

The ethnic diversity of Bankstown has created a host of restaurants, eateries and cafes. It accommodates variety of celebrations and events such as Bankstown Bites Food Festival, Children Festival and Islamic Prayer Festival. Bankstown is a proud model of Australian multiculturalism.



Language spoken in Bankstown (Source: 2016 Census)



Ancestry in Bankstown (Source: 2016 Census)



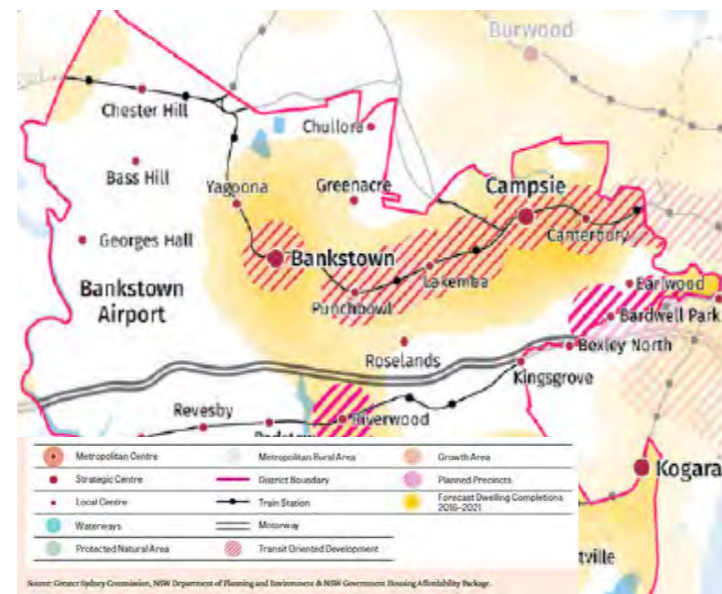
Strategic Planning

South District Plan / Greater Sydney Commission (GSC)

Strategic Centre and Health and Education Precinct

Bankstown is identified as a Strategic Centre and Health and Education Precinct in the Plan. It will be revitalised by the introduction of the Sydney Metro Southwest link.

The plan indicates an additional 83,500 homes will be required across the District by 2036. Based on the 30-minute city aspiration, locations for new jobs and housing and the prioritisation of transport, health, schools and social infrastructure investments will be demonstrated in the strategic centre.



Sydenham to Bankstown Corridor Strategy

Bankstown Station Precinct is the largest employment centre within the corridor.

The Sydenham to Bankstown upgrade will provide more frequent train services and improve accessibility access to other centres. It also will create the demand and opportunities for urban renewal, new growth and development along the corridor.

The Strategy defines the vision and principles for future development of the station precincts. In this strategy, Bankstown is forecast for one of the largest increases in residential and employment. *"Bankstown CBD will be renewed and modernised as it redevelops for increased jobs and homes. Future development around the station will provide a visual marker for Bankstown Station Precinct."*

The objectives of the strategy include:

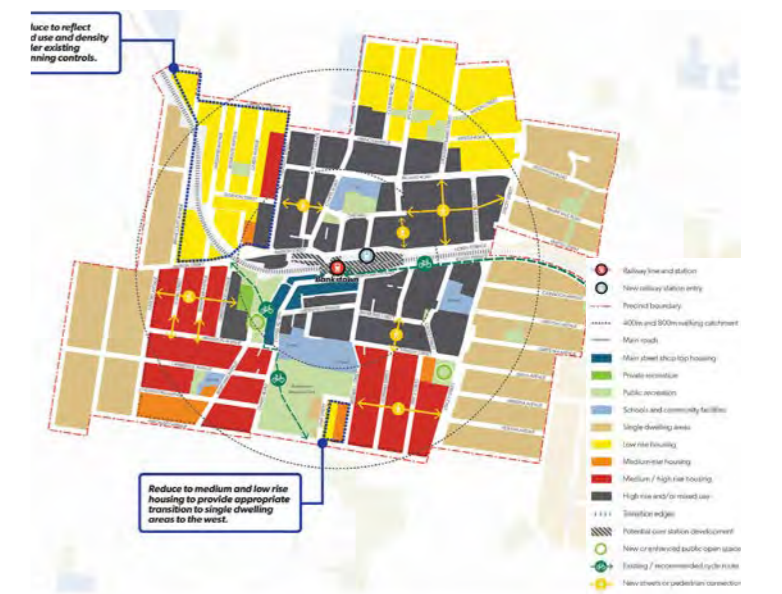


-“Potential to increase the maximum development height to RL 152.4m AHD in the northern portion of the CBD (where Bankstown Central Shopping centre is located) subject to the approval of a ‘safety case’ by the relevant airport authorities.”

-“Redevelopment of Bankstown Central shopping centre enhances pedestrian and vehicular permeability and incorporates public open space and investigates the opportunity to relocate the bus interchange (with consultation with Transport for NSW)”

The site is proposed to be high rise and mixed use with new streets or pedestrian connections.

The new proposed Bankstown Station Plan enhances the north south link across the railway line, improves the circulation around the station and provides the integrated transport interchange vision of Bankstown Station. A new station square is proposed in this plan within a pedestrian friendly environment.



Connective City 2036

Bankstown is to be a major centre for jobs and commerce, retail, medical, civic, education, cultural and night-time economy.

Connective City 2036, the City's Local Strategic Planning Statement, aims to bring together all the critical elements that make a great city and place. It focuses on better quality of, and access to, transport options, protection and enhancement of environmental areas and precious waterways, and a commitment to vibrant centres and quality suburbs.

It demonstrates that Bankstown is the largest major centre for intensive jobs and commerce, retail, medical, civic, education, cultural and night-time economy.

Chapel Road is proposed to be a significant urban spine and destination.

Community Strategic Plan - CBCity 2028

The vision of the city is to be thriving, dynamic and real.

Based on the broad public engagement, CBCity 2028 plan is comprised of one vision, seven destinationa and seven transformations.

The seven transformations are:

- Safe and Strong;
- Clean and Green;
- Prosperous and Innovative;
- Moving and Integrated;
- Healthy and Active;
- Liveable and Distinctive; and
- Leading and Engaged.

Bankstown CBD & Bankstown Airport Place Strategy

The strategy aims to guide the transformation from a suburban centre into a health, academic, research and training precinct.

In partnership with stakeholders, the Place Strategy endorsed by the Greater Sydney Commission, identifies the collaboration area with different precincts and key places, and establishes the vision for the Bankstown CBD and Bankstown Airport. It focuses on the priorities and actions in terms of connectivity, liveability, productivity and sustainability.

To create a health, academic, research and training precinct in this collaboration area, the strategy builds on the anticipated increase in students (25,000 by 2036), employment (25,000 by 2036) and "preserving land for commercial opportunities and protecting it from residential uses".

It indicates "Bankstown Central is the preeminent retail destination in the region and Bankstown CBD's eastern anchor. It offers a diversity of retail, hospitality, entertainment, commercial uses.

Complete Streets

The Intent of Council's Complete Streets is to evolve Bankstown CBD to a pedestrian friendly environment with vibrant street life.

The strategy proposes to focus traffic around a city ring-road and introduce traffic calming, shared ways and pedestrian only zones within the city centre as well as the activation of the street frontages.

This approach will involve adaptations to the surrounding vehicular infrastructure including bus routes, car parking, service vehicles and pedestrian travel paths.

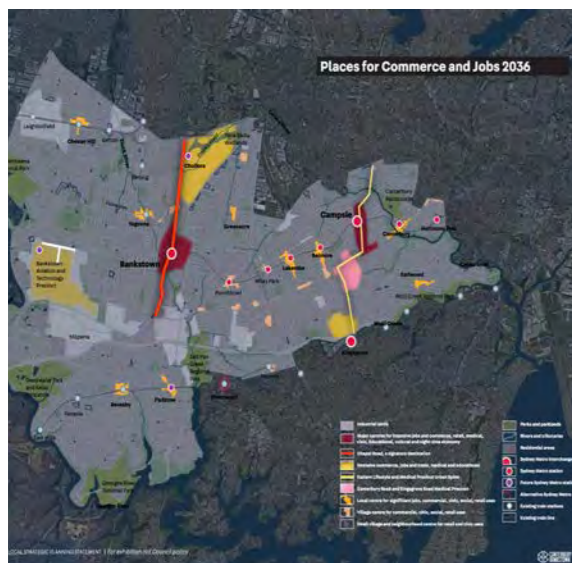
Bankstown City Centre Masterplan

The Bankstown City Centre Masterplan was adopted by Council at its Ordinary Meeting of September 2021 and is now progressing as a Planning Proposal.

The aim of the Masterplan is to improve the quality of development in Bankstown and create a place the community can be proud of. The Masterplan seeks to develop mechanisms to improve the quality and sustainability of the city centre, implement the actions of Bankstown Complete Streets and create a great place for the community.

It identifies six intensification principles informing built form recommendations across the CBD. These intensification principles are supported by Vicinity in that they are a logical and evidence-based approach to master planning for the CBD.

Vicinity has also used these core principles to inform the concept design supporting the Planning Proposal and believes that the concept design is therefore highly consistent with the Masterplan principles.



Existing LEP & DCP

Land Use

The land use permitted under current BLEP is B4 Mixed Use zone.

Under BLEP 2015 the site and all of the adjoining sites are zoned B4 Mixed Use. The zoning aims to integrate suitable business, office, residential, retail and other development to support the Bankstown CBD as a major metropolitan centre. The B4 zone optimises land use around the public transport node..

Height of Buildings (HOB)

The maximum current height of buildings permitted under current BLEP is 35 m - 41 m.

The height limit for this site is 41m at the south west corner of the site immediately south of the Bankstown Civic Tower.

The height of buildings in the Bankstown City Centre is evolving consistent with support for renewal and expanded civic, education and employment uses.

The Compass Centre site, directly adjacent between The Mall, The Appian Way and Featherstone Street, has received Planning Proposal approval heights of 72m and 83m, increases of up to 30.4m above the current BLEP allowable heights. The maximum height of a the buildings in the Compass Centre Planning Proposal is RL 105.300 m.

Floor Space Ratio (FSR)

The maximum current Floor Space Ratio permitted under current BLEP is 3.5:1.

The maximum FSR is derived from the site specific FSR defined as 3:1 with an additional maximum 0.5:1 applicable to development that includes relevant Sustainable development principles.

Sites immediately adjacent to the west are zoned for an FSR of 4.5:1 under BLEP.

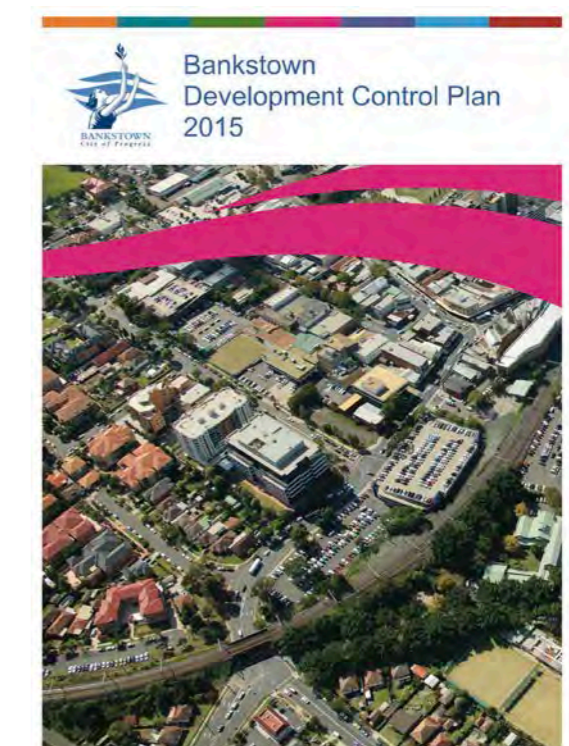
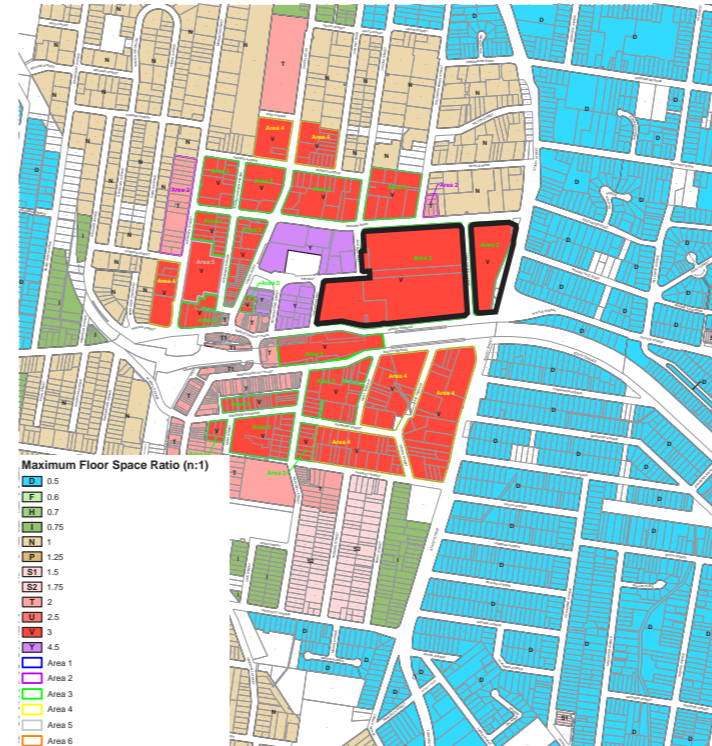
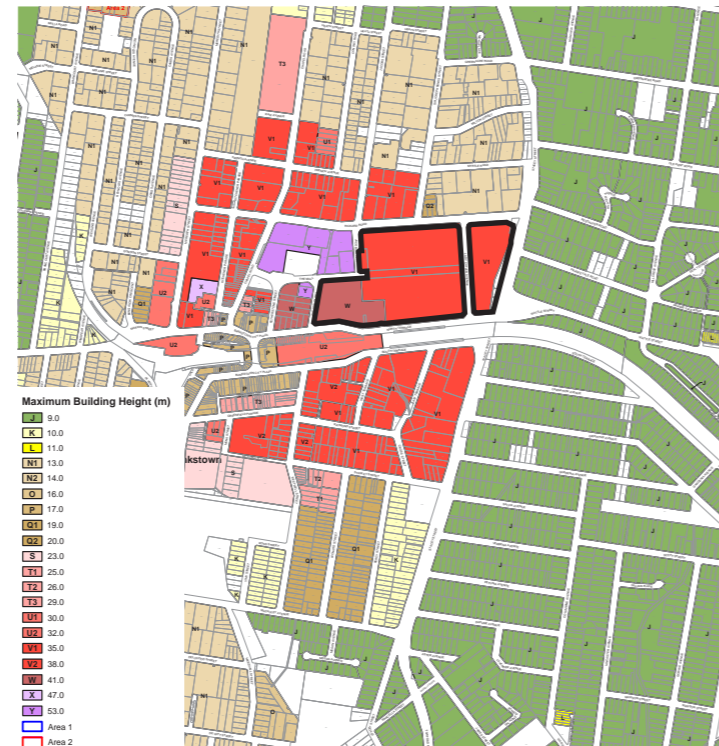
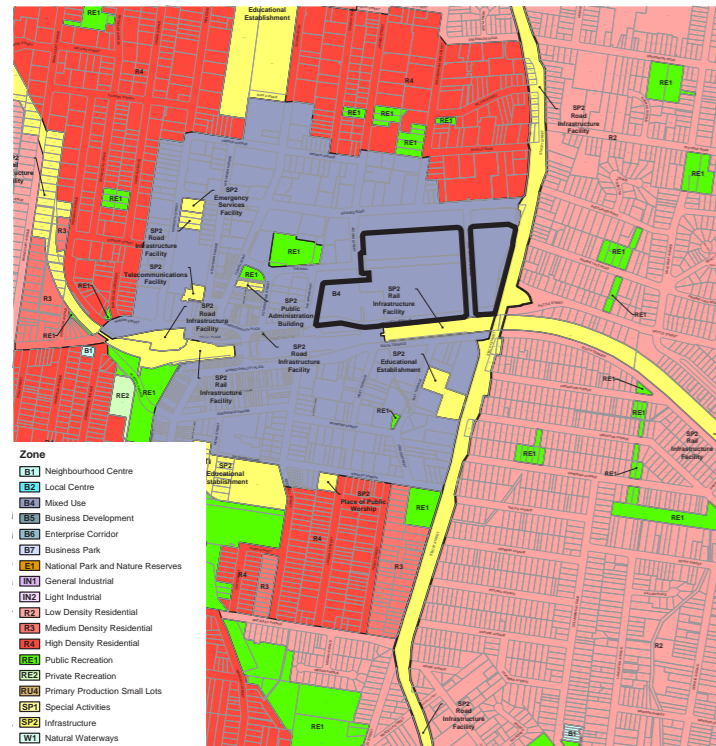
The Compass Centre site, Planning Proposal approval for increased FSR. The Planning Proposal also includes FSR increase to 5:1 based on BLEP allowable FSR of 4.5:1 with an additional 0.5:1 approved based on dedicated Council and Community Centre use.

Consultation with Canterbury Bankstown Council has identified that BLEP 2015 is under review and there is opportunity for the FSR to be reviewed.

Bankstown DCP

The site is within the Bankstown CBD Precincts under the current Development Control Plan.

The Bankstown DCP provides the guidelines and development controls to achieve better urban outcomes in the City of Bankstown. The site is located in the Northern CBD Core, one of the Bankstown CBD Precincts identified in the DCP. It outlines the desired character objectives for this precinct and provides the development controls including setbacks, building orientation, pedestrian, active frontages and building design.



Air Space Controls & Topography

Air Space Controls

The air space limitation is RL 108.2m in the Bankstown Airport Masterplan.

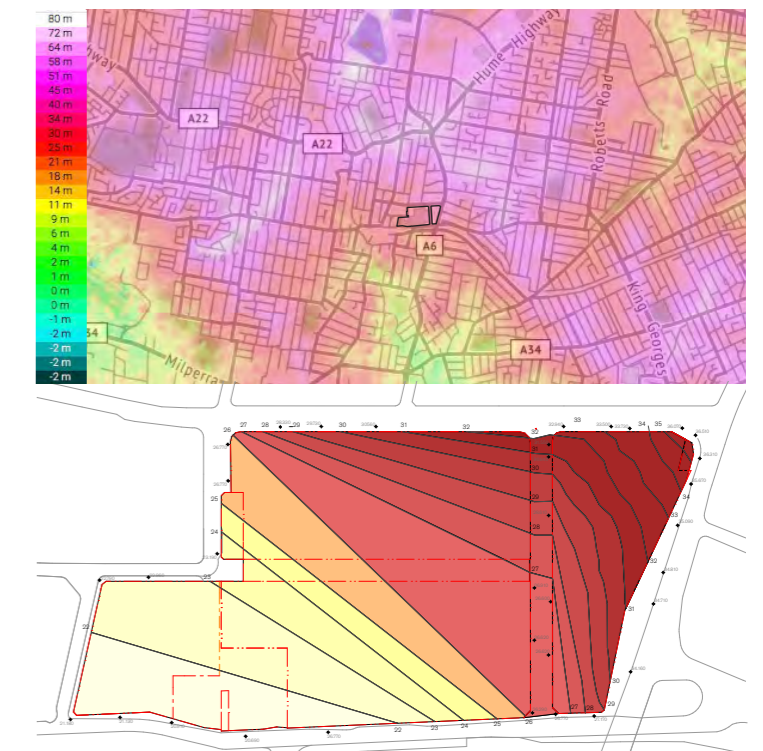
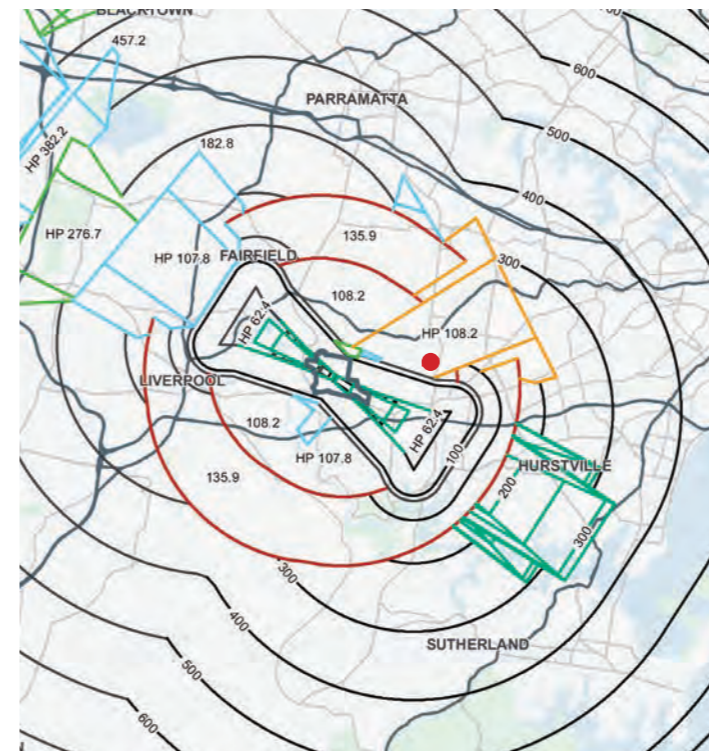
According to the Bankstown Airport Masterplan 2019 (Preliminary Draft), the site is located in the RL108.2m zone shown on the PANS-OPS map.

Topography

The site sits below a ridge running roughly between the Cooks River and Salt Pan Creek.

There is a change in elevation of 14m from the highest point, at the corner of Rickard Road and Stacey Street, and the lowest corner, at The Mall and South Terrace.

The most intense rise is to the north east in the portion of the site, east of Lady Cutler Ave.



3.0 Site Analysis

Bankstown Central

In the last fifty years, Bankstown Central has grown from the Bankstown Square to a major regional shopping centre. As a destination for locals and visitors, it adds significant value to the Bankstown CBD and can evolve with the city centre to deliver improved urban environments.

History of Bankstown Central

The shopping centre of Bankstown for more than 50 years.

Established as 'Bankstown Square' in 1966, it was the largest shopping centre in Sydney and Australia and became the centre of the community and governmental service provision for south-western Sydney. With changes of ownership, the centre was renamed 'Centro Bankstown' in 2003 and rebranded to 'Bankstown Central' in 2013.

Construction Timeline

Continued to grow with Bankstown.

- Chronology of construction is approximately:
- Around 1961: Western building, now Target
 - 1965: Central building, south of The Mall
 - 1979: Northern building, now Kmart
 - Unknown: Bridge link between Western building and 1965 Central building
 - 1989: Southern carpark structure, west
 - Unknown: Southern carpark structure, centre
 - 2003: East of Lady Cutler Drive, also known as Zone A
 - 2007: South east carpark entry off Lady Cutler Ave

Existing Performance

A major regional shopping centre and an attractive node.

Currently, Bankstown Central is anchored by major retailers Myer, Big W, Woolworths, Kmart and Coles (opening Nov 22) as well as more than 263 specialty stores. It provides the convenience for the daily life of the locals and also generates great employment demands. It becomes the destination and identity of Bankstown and will continue to contribute to the local communities.

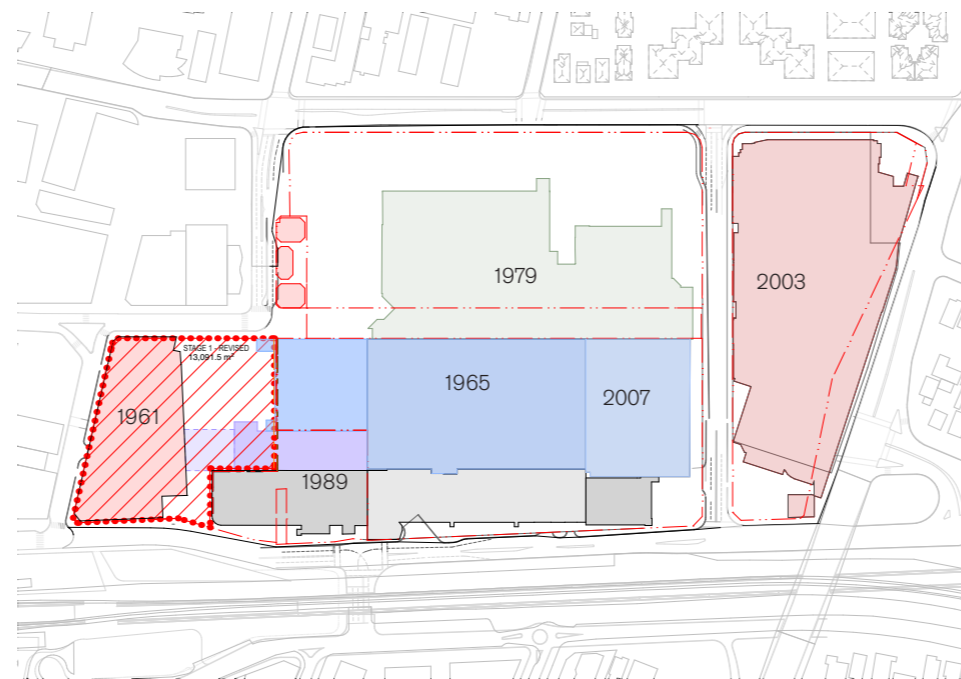
Key metrics of the shopping centre include:

- Gross Lettable Area (GLA): 85,900sqm
- Car Spaces: 3,300

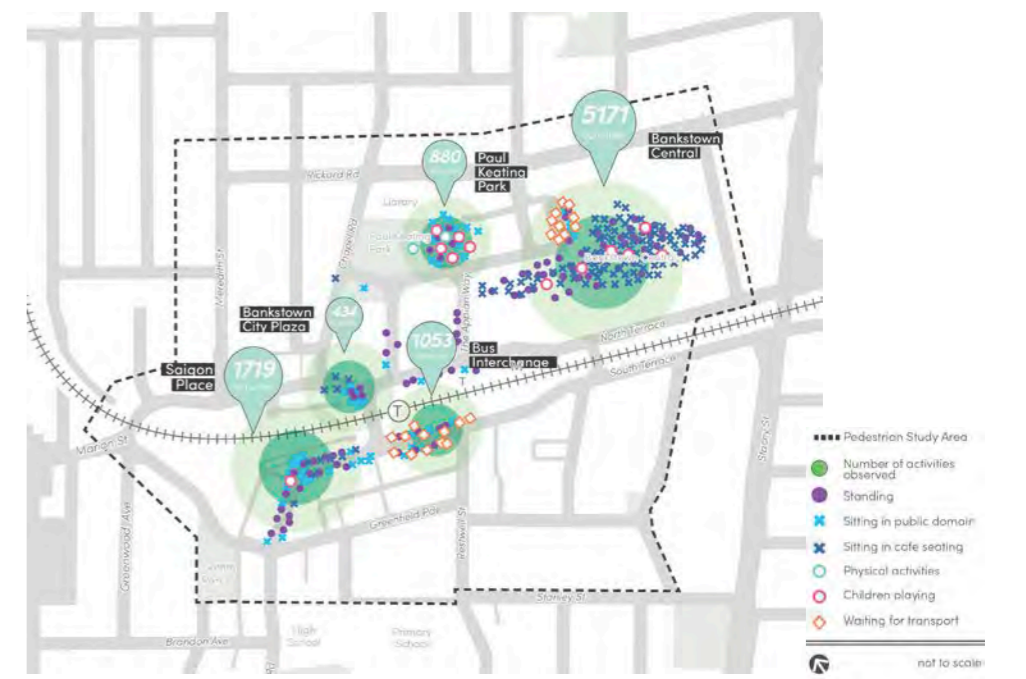
According to the investigation of the Complete Streets project launched by the city council, the Bankstown Central provides a range of spaces and facilities to attract and gather people in the daily life of Bankstown.



The Grand Opening of the Bankstown Square in 1966 (Source: Shirley Bongers)



Building Aging



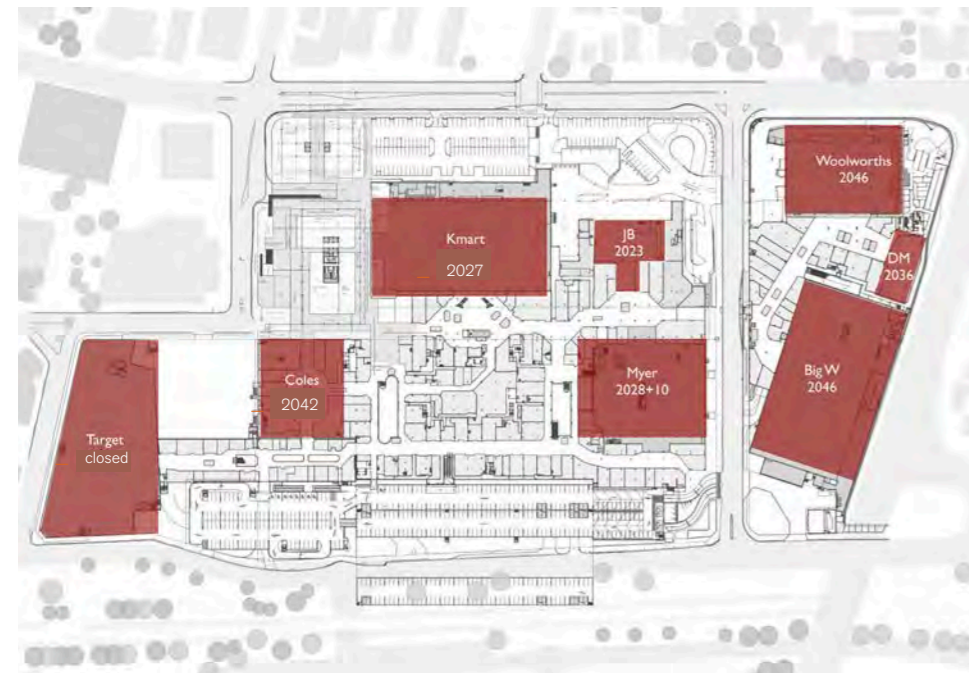
Existing Daily Activities

(Source: Bankstown Complete Streets, City of Canterbury Bankstown)

Tenant Lease Status

Lease of some anchor tenants over 20 years.

The leases of anchor tenants is a key consideration in the renewal approach and staging strategy of Bankstown Central. Large footprint tenants including Big W and Woolworths, have continuing leases of greater than 20 years.



Anchor Tenants Lease Expiry Overlay

On grade parking and loading

On grade parking opportunities.

The shopping centre provides extensive on grade car parking which covers a large proportion of the site and a number of loading docks serving for the retailers exist around the site. The parking and loading affect the pedestrian connections and the quality of the urban environment. Along with the new metro system and change of transit patterns in Bankstown there is significant opportunity to transform the surface parking areas to active frontage streets and open spaces.

The existing loading includes:

1. Above ground loading dock serving Coles, Best & Less, Lincraft. Access from The Mall.
2. Below ground loading dock serving Kmart, Myer. Access from North Terrace.
3. Above ground loading dock serving JB-Hi-Fi. Access from Lady Cutler Ave.
4. Below ground Loading dock serving Woolworths. Access from Lady Cutler Ave.
5. Above ground loading dock serving Big W. Access from North Terrace.



Existing Car Parking & Loading

Existing Car Parking

Existing Loading Access

Limited active frontages, green space and amenity

Large bulk retail buildings limit the provision of open space and public amenity.

Existing retail buildings provide limited active frontage to the street and no outdoor green space and public amenity in the site. Renewal will present the opportunity to prioritise pedestrian and improve the vitality of the local streets accompanied with the urban renewal process.




Existing Street Views / The Appian Way (above) and the Lady Cutler Ave (bottom)

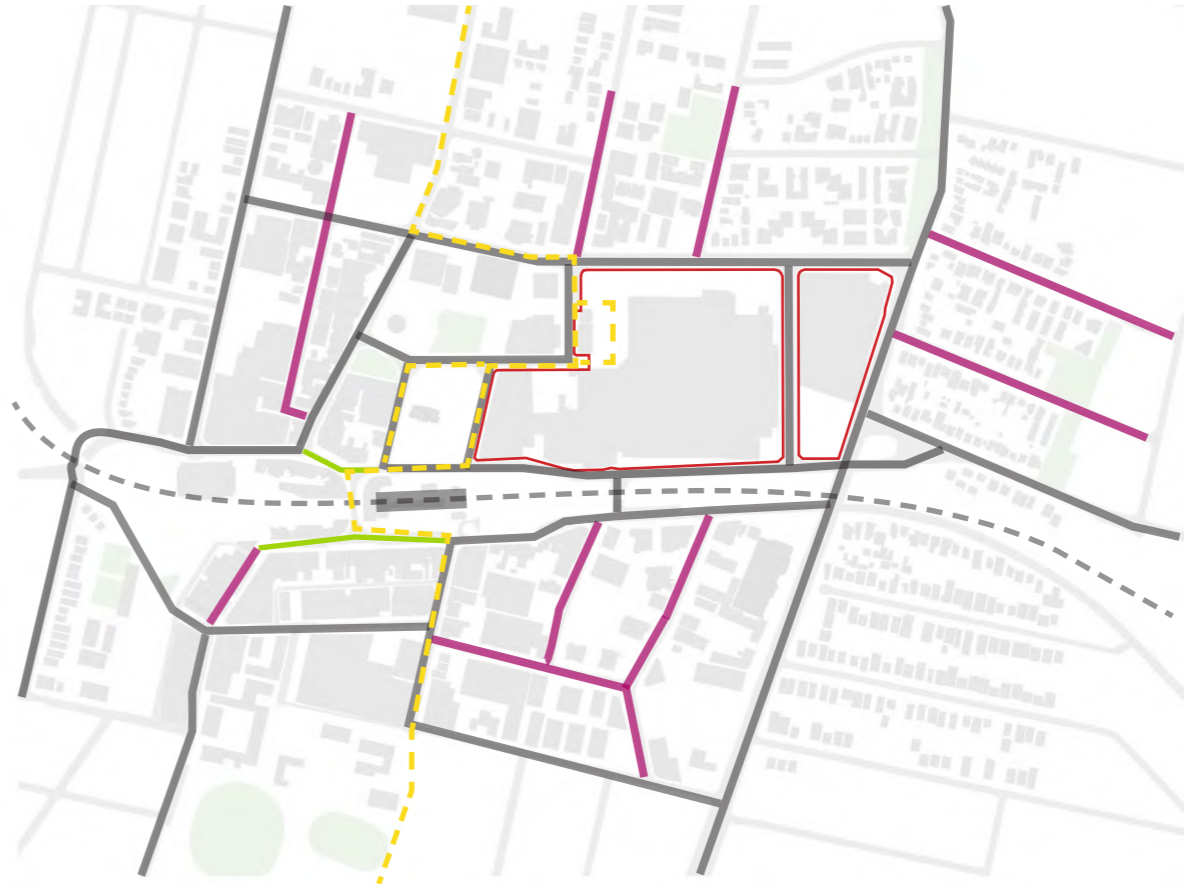
Road Network, Open Space and Pedestrian

Road Network

The site is mainly surrounded by arterial roads with heavy traffic flows especially Stacey Road, Richard Road and the North Terrace. Although the most commonly used entry point to the shopping centre is located on the Lady Cutler Ave, it also carries the service and loading traffic. It is possible to mitigate the impact of the traffic flow, revitalise the local streets, create more pedestrian friendly environment with extensive tree canopy in the renewal project.

The bus route lies on the west edge of the site however, the proposed changes to the bus interchange and the new proposed metro station will allow the road system to be adjusted to enhance the quality of the streetscape.

-  Main Road with High Traffic Volume
-  Neighbourhood Street
-  Shared Zone
-  Major Bus Route
-  Existing Railway Line and Station
-  Subject Site








Open Space

There is currently no green space or other communal amenity directly within the site area.

The majority of the site is within 400m radius to the Paul Keating Park which features a linear playground and seating areas.

The site is not fully covered by the 400m catchment of the surrounded neighbourhood parks and Rickard Rd and the Stracey St present barriers to access.

-  Existing Green Open Space
-  Green Corridor
-  Existing Railway Line and Station
-  400m Walking Radius
-  Subject Site











Pedestrians

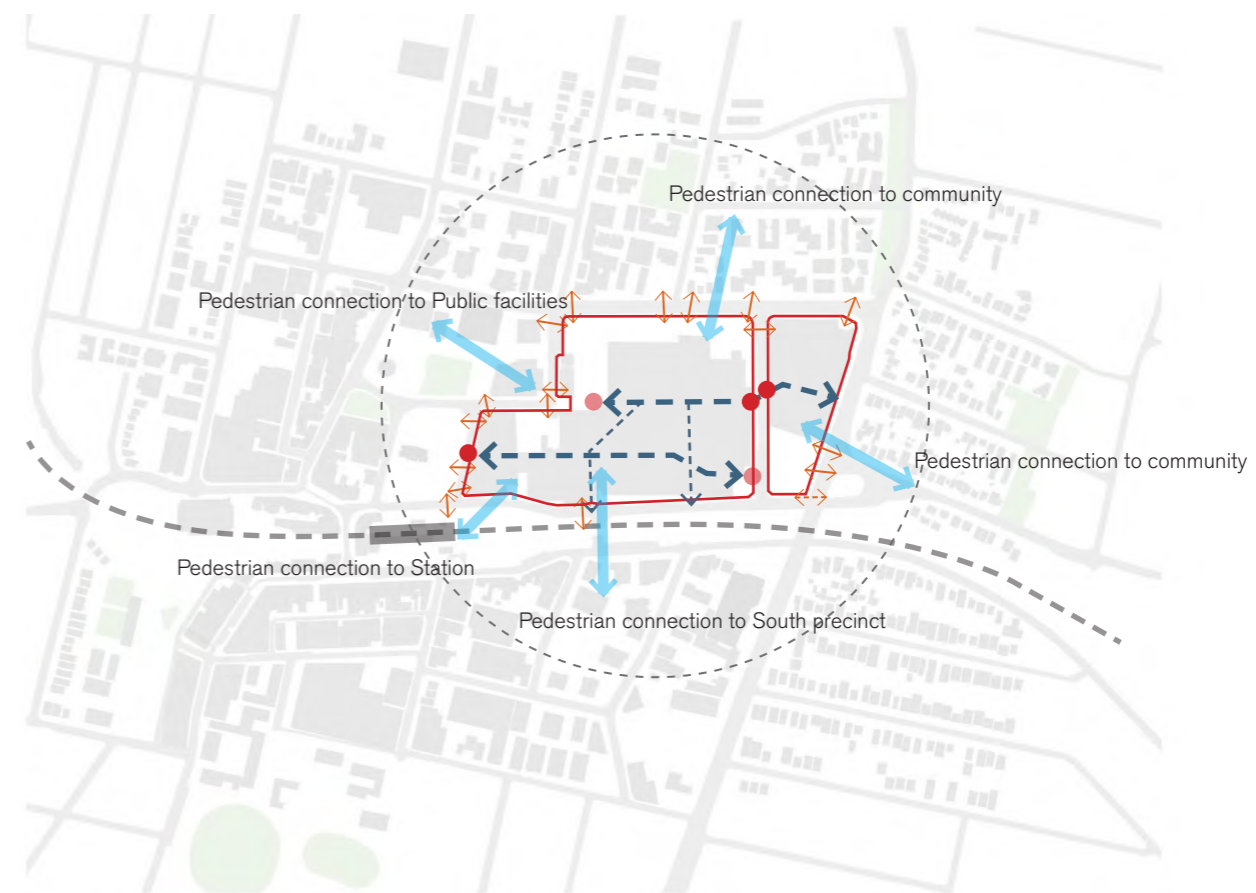
Pedestrian flows in Bankstown CBD north are currently driven by existing centre entries and adjacent site uses.

Analysis indicates that the highest used pedestrian entries are either side of Lady Cutler Drive. The next most used entry is at Jacobs Street.

A limited pedestrian activity review was undertaken by Arup in February 2017 as part of a Metro Integration and Bus Strategy report prepared for Transport for NSW. This report concluded that the city network for pedestrians was difficult to navigate due to reduced sight lines and dog-leg routes.

An overlay of pedestrian walking distance shows that from the key existing CBD locations such as the train station and Bankstown Library, it takes 5 minutes to walk to the midpoint of the site.

-  Most Used Entry of Existing Shopping Centre
-  Major Entry of Existing Shopping
-  Pedestrian External Connection
-  Pedestrian Internal Connection
-  Cross Road Pedestrian
-  Existing Railway Line and Station
-  400m Walking Radius
-  Subject Site



Immediate Context

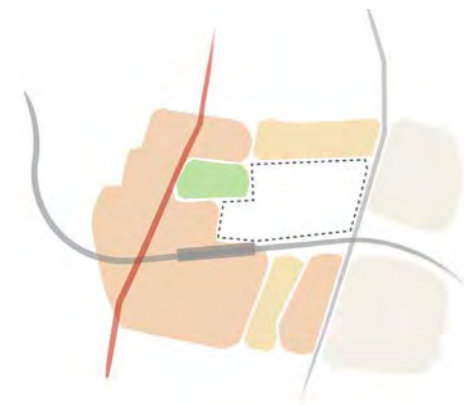
Bankstown CBD is a true regional centre with civic buildings, open space, public transport and local services. Bankstown Central is a significant land holding in the Bankstown CBD and can contribute its growth and evolution.

Immediate Context

Bankstown Central is on the north side of the rail line within the Bankstown Central Business District. The north quarter includes the Bankstown Library and Knowledge Centre, Bankstown Court House, the Civic Tower and Paul Keating Park. To the south of the rail line, the Bankstown Sports Club and street facing retail provide an active dining precinct during the day and evening.

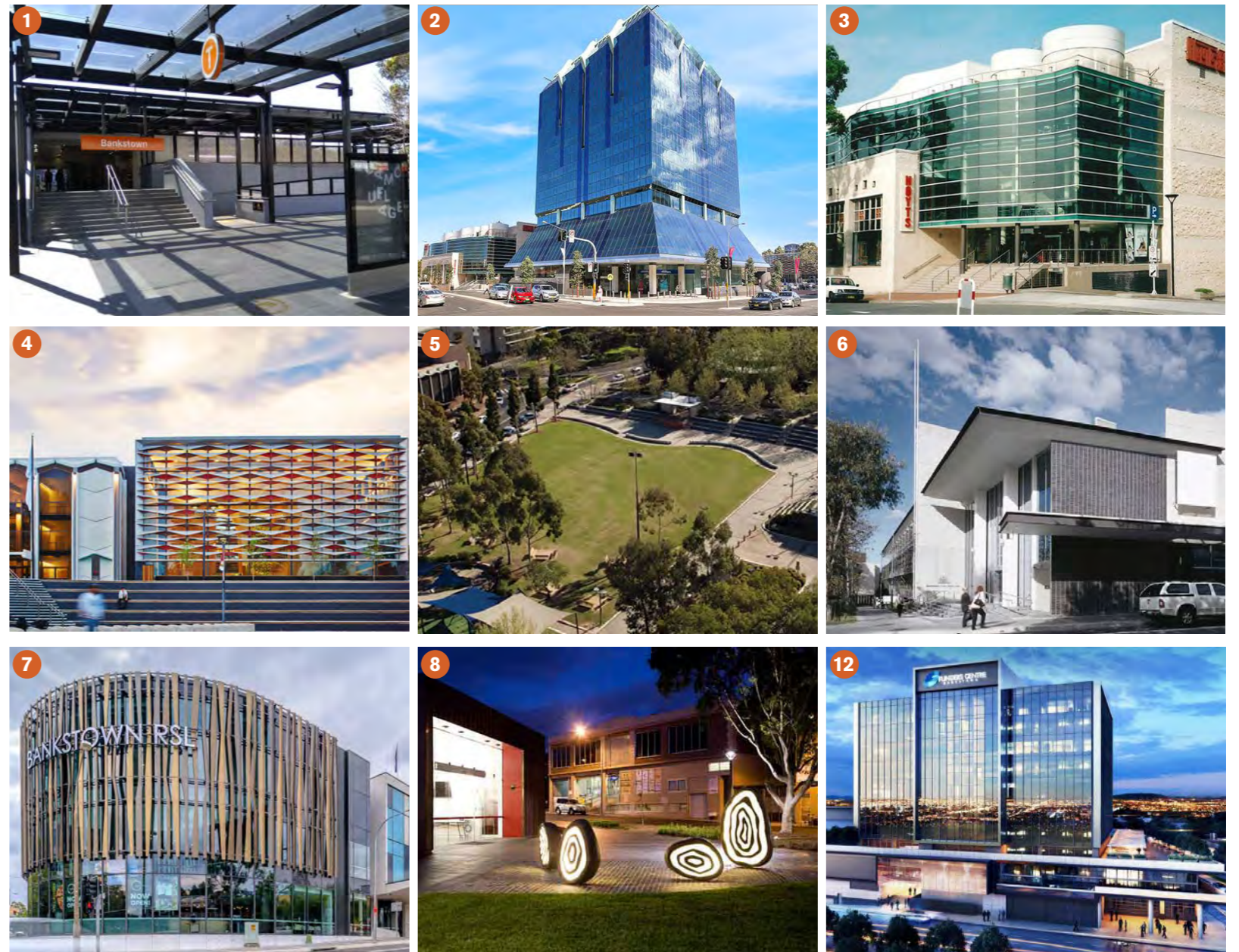
Adjacent Community Facilities

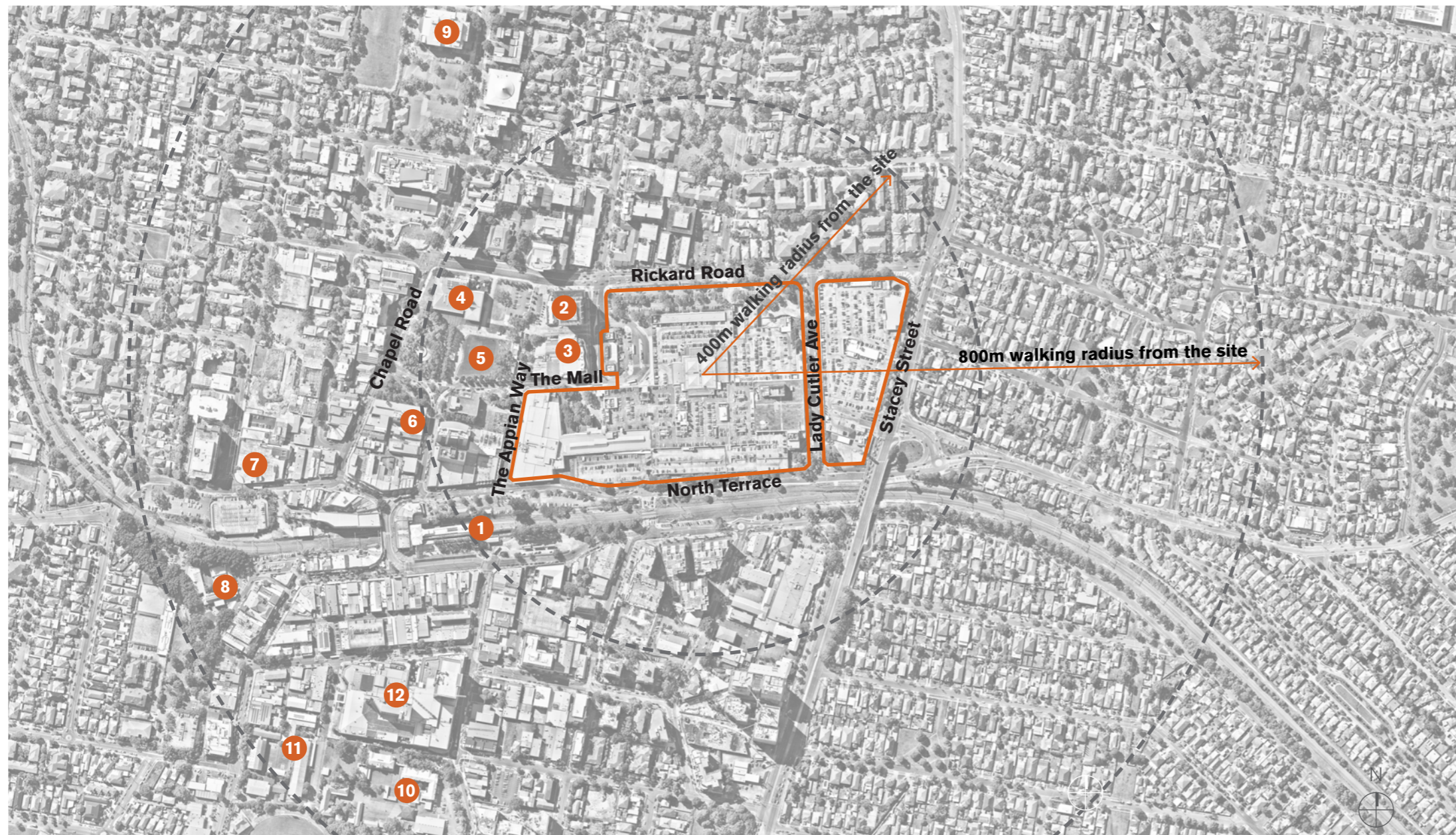
- Bankstown Library and Knowledge Centre
- Paul Keating Park
- Bankstown Court House
- Bankstown RSL Club
- Bankstown Art Centre
- TAFE NSW Bankstown
- Bankstown Public School
- Bankstown Girls High School
- Bankstown Sports Club



Existing Urban Context

- Subject Site
- Transport Corridor
- Urban Spine
- Central Business Urban Precinct
- Civic Precinct
- High-mid-rise Residential Precinct
- Low-rise Residential Precinct





Bankstown Central is located north of the rail line and east of the primary urban functions and public core of Bankstown. To the north and east of the subject site are areas of predominantly low to medium density residential.

- 1 Bankstown Station
- 2 Civic Tower
- 3 Hoyts Bankstown
- 4 Bankstown Library and Knowledge Centre
- 5 Paul Keating Park
- 6 Bankstown Court House
- 7 Bankstown RSL Club
- 8 Bankstown Art Centre
- 9 TAFE NSW Bankstown
- 10 Bankstown Public School
- 11 Bankstown Girls High School
- 12 Bankstown Sports Club

4.0 Future Character

Adjacent Development

The common vision for Bankstown is for a more liveable, vibrant and integrated urban centre. Public and private investment and renewal in Bankstown can bring greater diversity, quality and amenity with improved connections to other Sydney centres.

1 Compass Centre

83-99 North TCE & 62 The Mall (Mixed Use Development)

The site is being considered for a mixed use development, which involves the demolition of all existing commercial premises and trees as well as the construction of 4 residential towers of 19-24 storeys above podium and two levels of basement carpark.

Site Area: 10,122sqm

Proposed FSR: 5:1

Max. Building Height: 72m (with 83m only at the NE corner)

Proposed GFA: 50,610sqm

Council administration: 4,426sqm

Retail and commercial premises: 7,054sqm

Apartment Units: 471

Communal open space: 4,012sqm (39.6% of site area)

2 32 Kitchener Parade

(Mixed Use Development)

The proposal is seeking to demolish the former Bankstown RSL buildings and facilities and accommodate 5 mixed use buildings ranging in height from 10-storeys to 14-storeys, containing ground and first floor retail and commercial tenancies, communal open space, child care centre and apartments. This development is currently under construction

Area: 13,270sqm

Proposed FSR: 3.5:1

Max. Building Height: 47m / 35m

Apartment Units: 516

Communal open space: 20% of site area

3

Western Sydney University - Bankstown Campus

A Landmark building for integrated education and research

Bankstown City Campus will establish a suite of education and research programs to reflect the new highly accessible location in the north of the Bankstown CBD that will improve access to education facilities by public transport. The new flagship campus will offer world class opportunities for strong industry, community and business linkages. This building has been approved with an FSR of 8:1 and is currently under construction

Building Height: 83.05m (RL 106.78m)

GFA: 29,266sqm





The Bankstown Central site is adjacent to the Bankstown Station and covers a significant portion of the centre of the Bankstown CBD.

Proposed new developments will reshape the skyline of the CBD, increase employment opportunities and accommodate new residents.

- 1** Compass Centre
- 2** 32 Kitchener Parade
- 3** Western Sydney University - Bankstown Campus

Complete Streets

The City of Canterbury Bankstown has developed a detailed strategy for the future quality of streets in and around the Bankstown CBD. The strategy promotes active transport (walking and cycling) and prioritises the quality of the public domain.

Complete Streets is a forward looking and positive initiative for the urban design future of Bankstown. The strategies recommendations are drawn from clear analysis and sound urban principles.

- 1 The Appian Way
- 2 The Mall
- 3 Jacobs Street
- 4 Rickard Road
- 5 Lady Cutler Ave
- 6 North Terrace

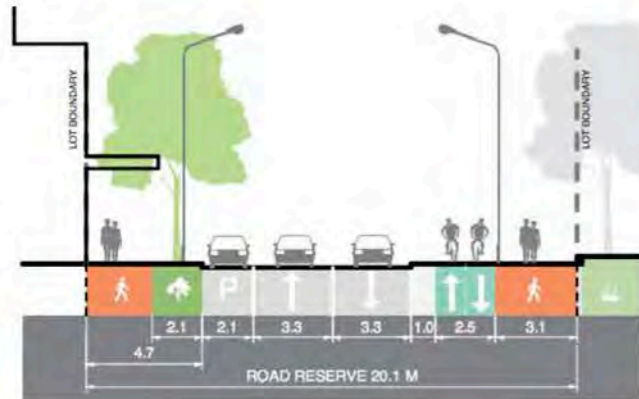


Street montages from Complete Streets

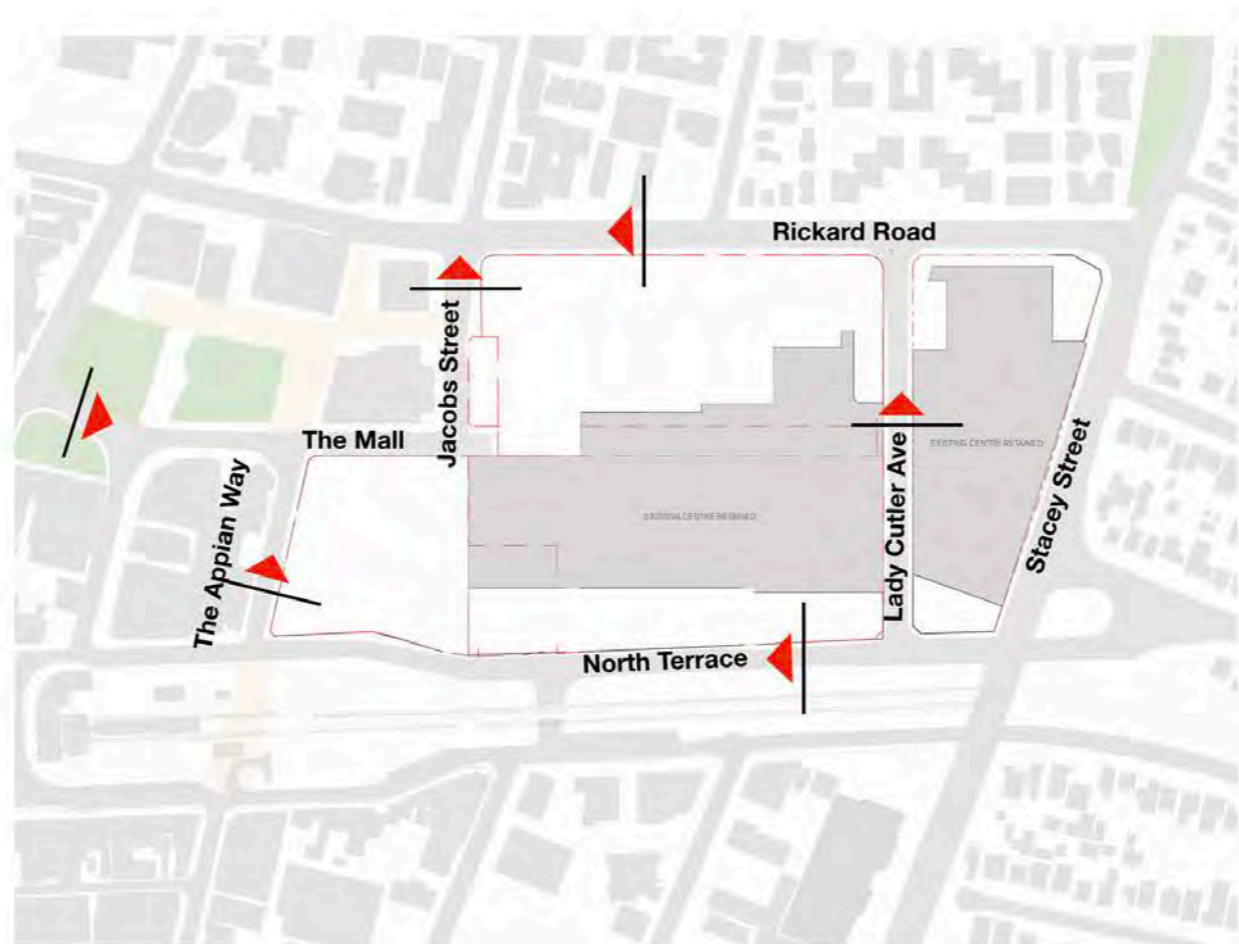
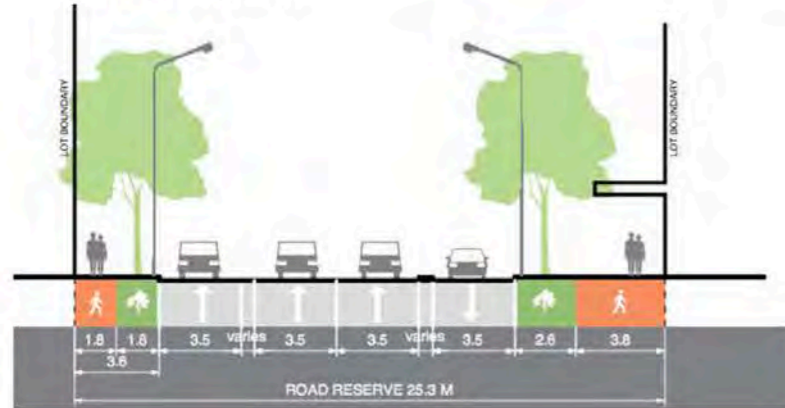
1 The Appian Way



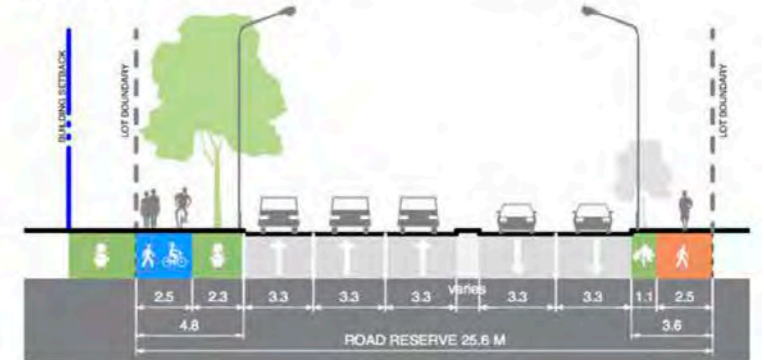
2 The Mall



3 Jacobs Street

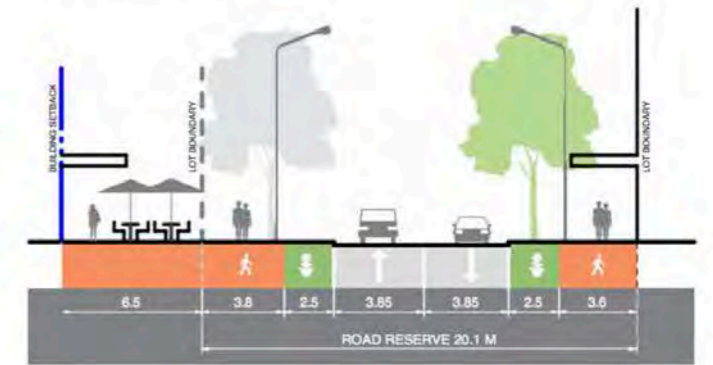


4 Rickard Road

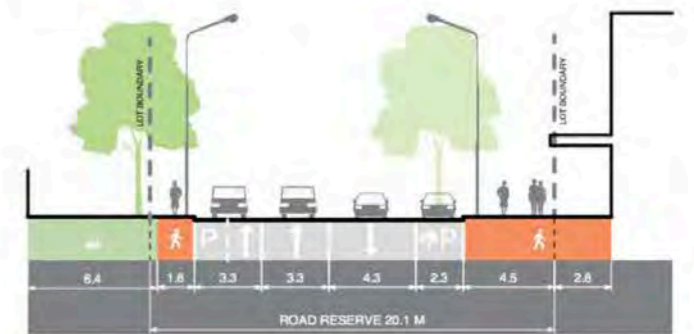


Note - existing street parking retained outside clearway times

5 Lady Cutler Ave



6 North Terrace



Indicative street sections from Complete Streets

New Metro Services

The City of Canterbury Bankstown is working actively with state authorities to achieve the best public transport and public domain outcomes for the new Bankstown Metro Station.

Connecting North and South

The existing rail line and Bankstown Station separates the north half of the CBD from the south with limited connectivity provided through the station concourse and via dispersed street underpasses and bridges.

A new Bankstown Station would allow the pedestrian linkage of Appian Way (north) to Restwell Street (south) to be realised, significantly improving the connectivity and legibility between the north and south CBD precincts.

New Metro Station Design

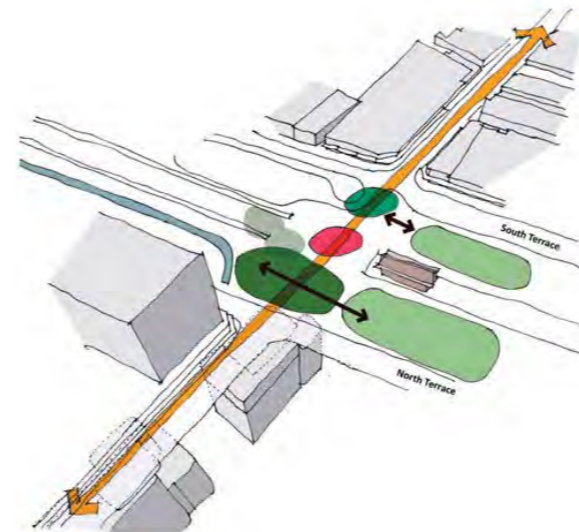
The introduction of high-quality station and precinct designs will be a catalyst for urban revitalisation. The new station will be designed with the goal of sophisticated functionality to provide a calm and intuitively navigable environment, enabling customers to move through spaces with ease and clarity.

Each station design aims to enrich its locale with place-specific design solutions (that build on existing and future precinct planning), and community and heritage aspects of each 'place'. This approach is demonstrated at Bankstown, where a sense of place is delivered through a new pedestrianised plaza connecting the wider Bankstown precincts to the north and south of the existing station with station entry portals whose form and scale mark significant movement and arrival locations.

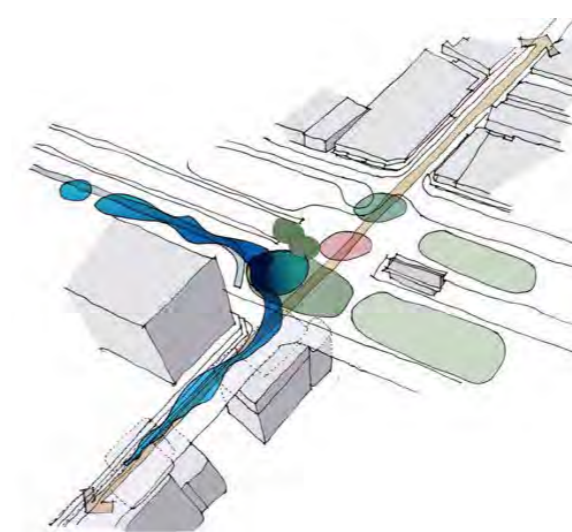
The designs have been developed in partnership with the design team, and seek to minimise impacts with existing railway assets, and Sydney Trains operations. This is achieved by maximising offsite fabrication and assembly (particularly of large structural members), and by reusing existing assets, such as overhead wiring structures and road bridges.

The design approach to the 'line-wide' metro identity seeks to integrate a subtle palette of materials and colours, providing a timeless and sophisticated architectural response. Station concourse buildings will involve a subtle layer of texture, colour and pattern, that aims to unify metro train stations.

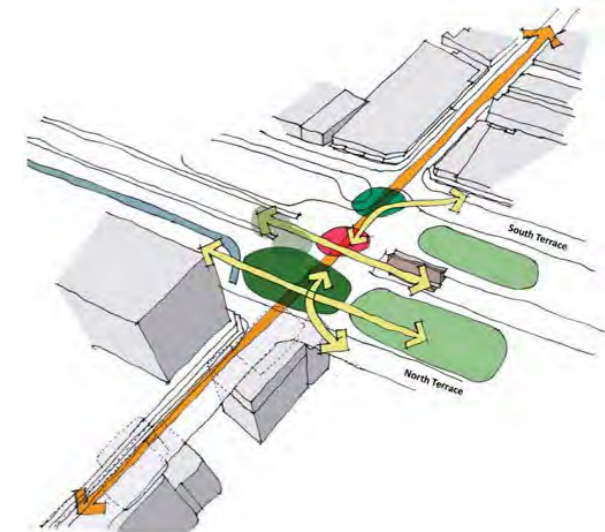
Ongoing collaboration with City of Canterbury Bankstown will ensure Bankstown Station offers a contemporary, 'place-based design' that integrates with the local context and future vision for the City of Bankstown. The new station acknowledges and integrates with the surrounding activities and the scale of the neighbourhood. The station is designed to be legible as a metro station when approached from either direction along the bustling plaza.



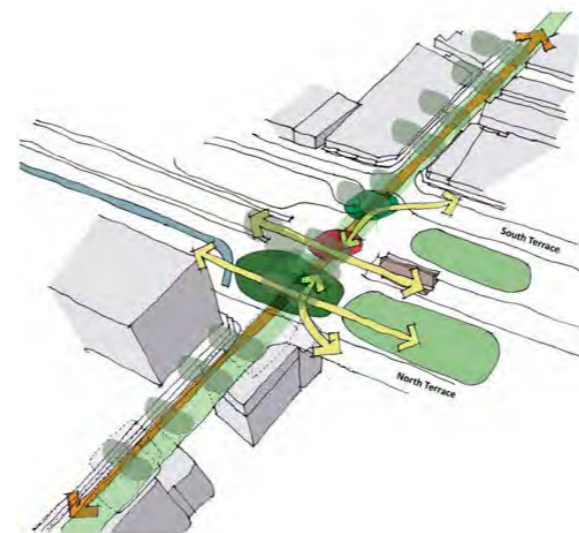
Strategy 1: Create new places that connect to existing landscape and open space settings



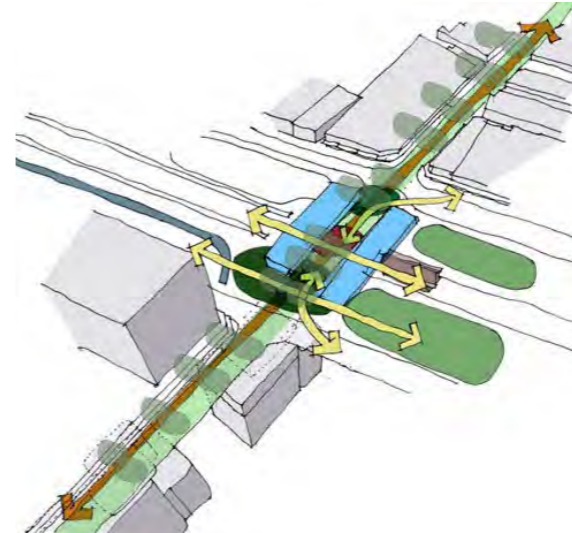
Strategy 2: A Water Connection - Recognising and reinforcing the Salt Pan Creek catchment



Strategy 3: Ground plane and new buildings shaped to allow pedestrian movement, interchange and provide views of built and natural heritage



Strategy 4: Enable the ambition of the city-wide green pedestrian spine



Strategy 5: Station entries form part of the integrated design solution - providing legibility and landmark

Figure 4.1 Urban design strategies for the precinct

New Metro Services

The Station Plaza

Bankstown Central is on the north side of the rail line within the Bankstown Central Business District. The north quarter includes the Bankstown Library and Knowledge Centre, Bankstown Court House, the Civic Tower and Paul Keating Park. To the south of the rail line, the Bankstown Sports Club and street facing retail provide an active dining precinct during the day and evening.

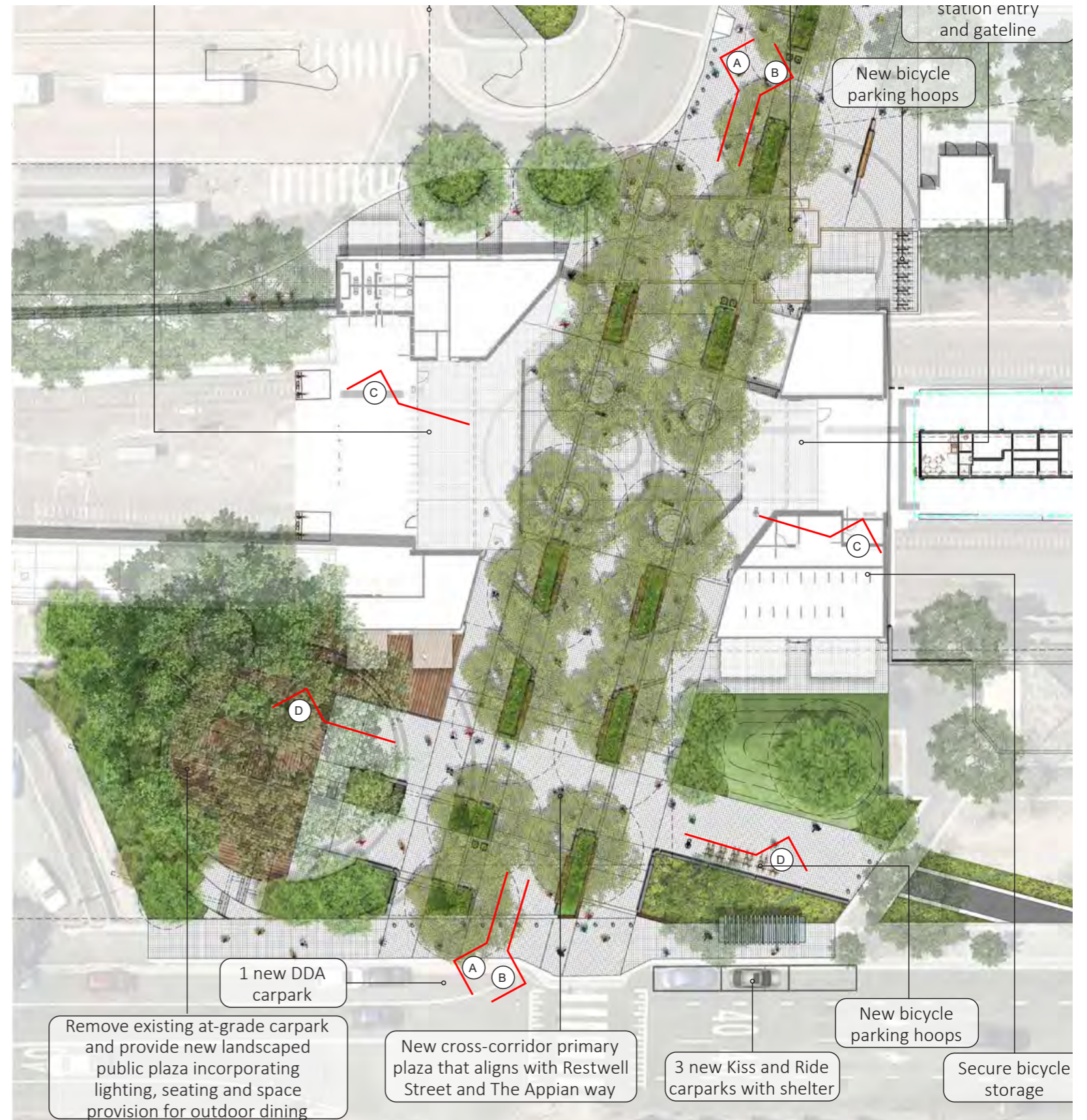


Figure 4.4 Station precinct plan: The plaza

New Metro Services



Figure 4.2 A new cross-corridor connection, artist's impression. This is the design as at 19 March 2021 and subject to further design development



Planning Principles

1  **Place & Identity**

A revitalised Bankstown Central integrates the creation of a strong address and unique identity evolving from Bankstown’s history and culture. It reinforces the indigenous sense of place and identity.



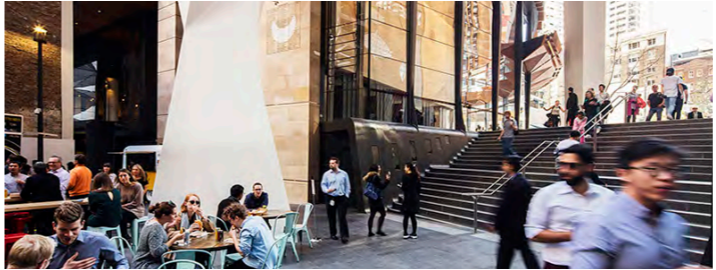
2  **Mixed Use**

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.



3  **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 way-finding.



4  **Public Transport**

To encourage and support the integrated public transport system including the railway and bus and balance the provision of parking.



Vicinity Centres has developed 14 unique Planning Principles to guide the masterplan for the Bankstown Central renewal.

9  **Built Form & Streetscape**

To transfer the large retail building into fine grain urban blocks to support Bankstown CBD to be an strategic centre exemplar. Promotion of design excellence and activation of the streets will be applied in the plan to create an attractive and vibrant precinct.



10  **Sustainability**

Significantly reduce the long term footprint of the development by implementing innovative technologies. Support resilience and safe places for communities with enhanced performance and amenity.



5 Pedestrian & Bike Priority

The enhancement of the pedestrian networks and bike routes in the masterplan. Aim to provide convenient, continuous, safe pedestrian paths and shared zone with shade and facilities.



6 Public Open Space

To provide a variety of open spaces to facilitate a range of social needs for all ages and all cultures and to evolve the open space networks in the Bankstown CBD.



7 Landscape

The featured landscape will demonstrate the local character and identity and also respond to the topographic context.



8 Amenity & Wellbeing

To create a welcoming, amenable, and healthy precinct with sufficient sunlight, natural ventilation, greenery streets, quality open space and mitigate urban heat impact.



11 Water Sensitive Urban Design

Integrate Water Sensitive Urban Design into the infrastructure and landscape in the Bankstown centre to mitigate environmental degradation and to provide improved urban ecology and amenity.



12 Environmental Impact

Reduce and mitigate the impact of the redevelopment to the local communities and nature. Improve the living conditions and amenity by providing quality open spaces and facilities.



13 Lay of the Land

The natural context and topography is embraced to create a layered network of ground planes. Integrated landscape and built form on the site as well as provide barrier free pathways and movements through the precincts.



14 Staging

The whole site development is constrained by the existing retail buildings and established tenant leases. The staging is related to the building condition, lease expiry and market conditions. The masterplan proposal focuses on first stage of development.








5.0 Urban Design Principles

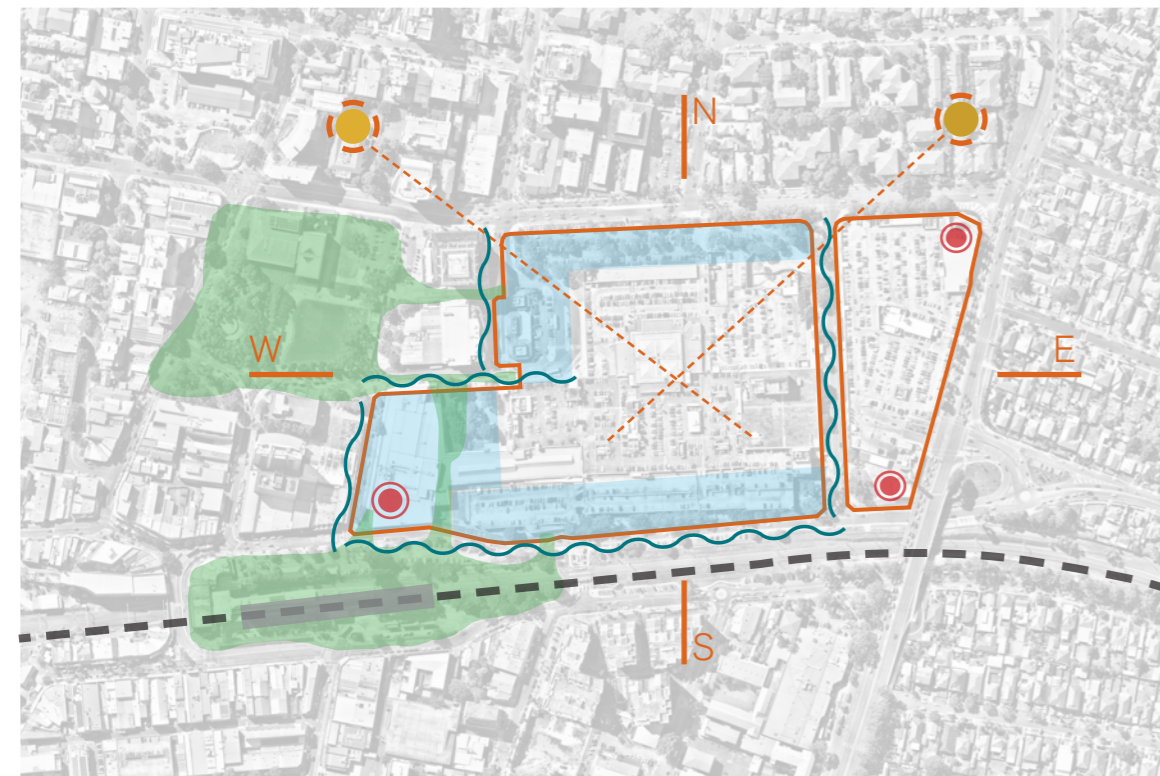
Opportunities & Constraints

The on grade and structured parking surrounding Bankstown Central presents a significant opportunity for the introduction of new uses, active frontages, public domain improvements and open space that benefit the Bankstown CBD and the local community.

Opportunities








- Creating a high density compact urban precinct around the station with fine grain.
- Creating effective connections to the existing civic and cultural centre and the surroundings.
- Evolving the Bankstown Health and Education Precinct.
- Supporting the Bankstown CBD to facilitate the increased employment and residential growth integrated with the public transport.

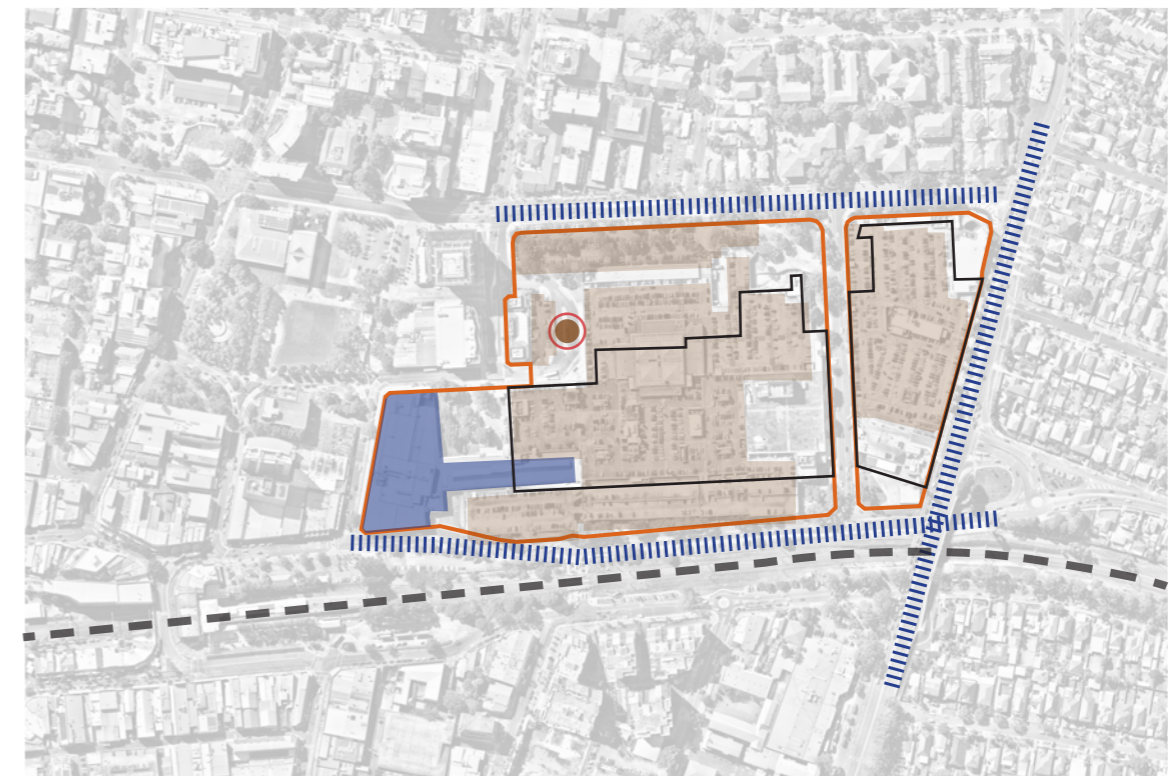
-  High Renewal Potential
-  Potential Connections
-  Potential Landmark
-  Potential Street Activation
-  Subject Site



Constraints

- Existing Bankstown Central operations and extended leases.
- Rail line barrier separating north and south CBD precincts.
- Heavy traffic flows and noise from Rickard Road, North Terrace and Stacey Street.
- Large shopping centre parking and loading requirements.
- Bus movements to Bus Interchange.

-  Existing Bus Interchange
-  Existing Retail building close to the station
-  Existing Car Parking
-  Existing Railway Line
-  Heavy Traffic As Barrier
-  Retained Shopping Centre with Long Lease Anchor Tenants
-  Subject Site



Urban Design Principles

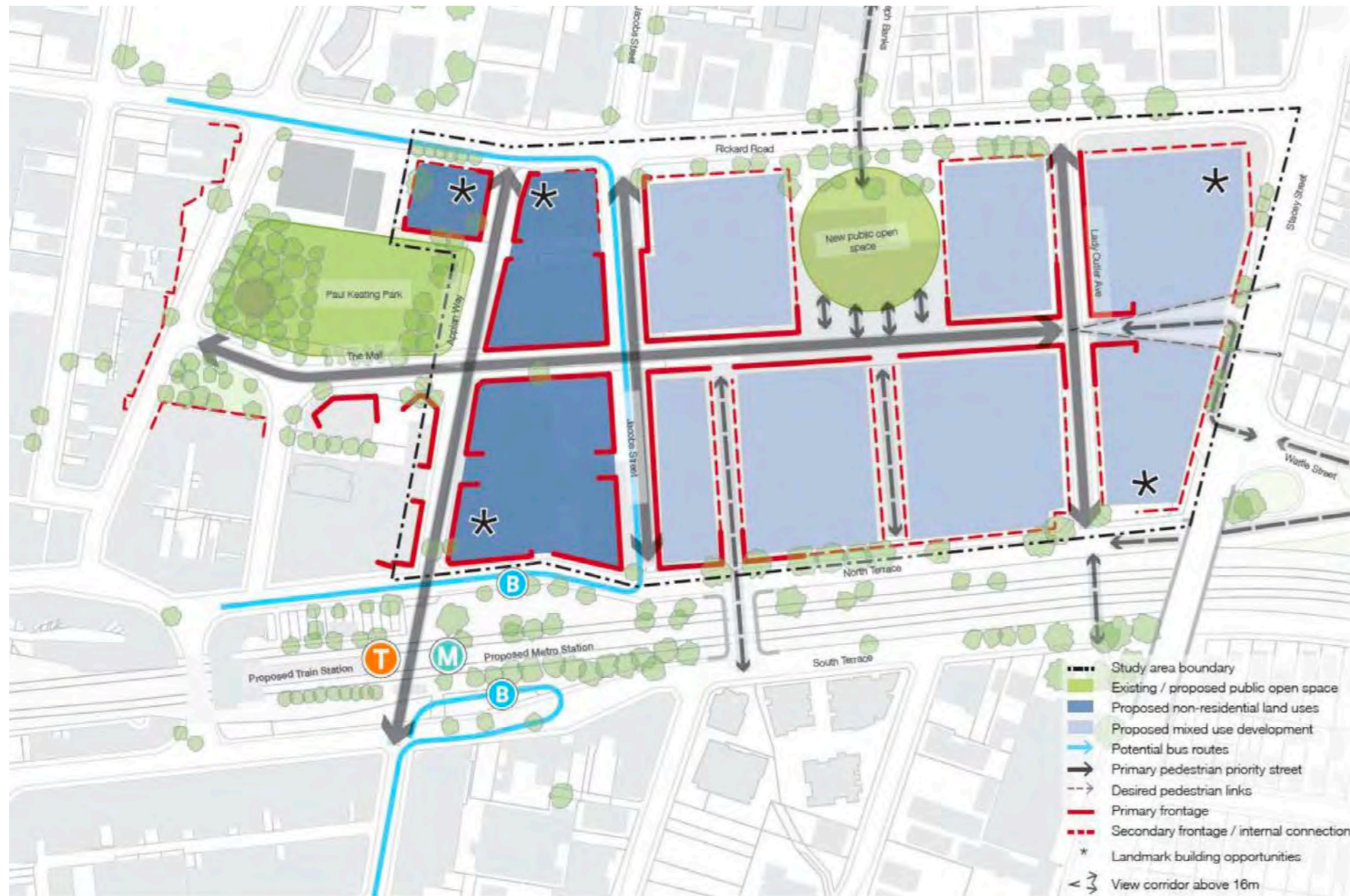
The City of Canterbury Bankstown has undertaken an urban design principles study of the Bankstown Central site, and surroundings, and has developed an indicative Structure Plan.

Structure Plan

The Structure Plan prepared by City of Canterbury Bankstown establishes a series of principles around streets, open spaces, active frontages, urban form and use.

The Structure Plan is high level and assumes that the existing Bankstown Central shopping centre site is unconstrained.

The existing centre and long term leases extend over a number of the key interventions of the structure plan. In order to deliver on the principles, Vicinity Centres has developed an adjusted structure plan that accommodates the medium to long term constraints of the subject site.



City of Canterbury Bankstown _ Bankstown Central Urban Design Principles

Urban Design Principles

Key urban design principles are integrated in the Bankstown Central Masterplan, enhancing connectivity, permeability, liveability and flexibility in the Bankstown CBD.

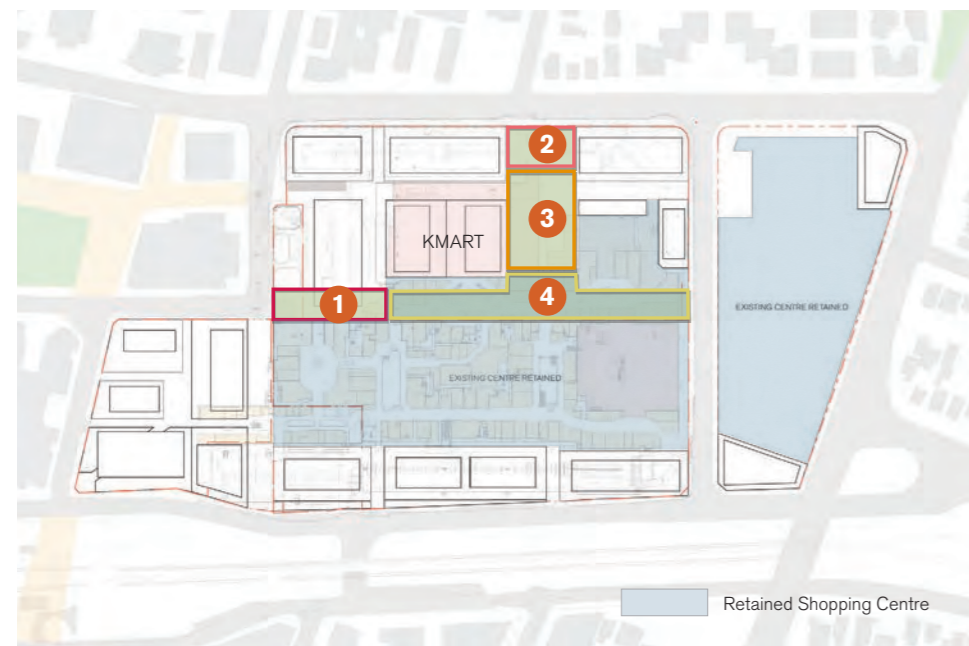
East West Link through the Site

The City of Canterbury Bankstown Structure Plan proposes an east-west pedestrian boulevard as an extension of The Mall through the Bankstown Central site. The timeframe of the delivery of the major east-west link is likely to be greater than 25 years.

The extension of the Mall is impacted by the footprint and ongoing functioning of the retained shopping centre. There will a pedestrian mall through the centre that provides the east-west link. The change in elevation along this alignment would introduce many interface constraints between the boulevard and the retained portions of Bankstown Central.

The indicative schedule of the structure plan 20m link proposal includes four stages:

- Stage 1: West part of the link will be delivered at around 2025;
- Stage 2: North end part of the open space at around 2029;
- Stage 3: Major proportion of the open space at around 2034 with the demolition of Kmart site.
- Stage 4: Major part of the link and the south end part of the open space at around 2045 with the demolition of the shopping centre.

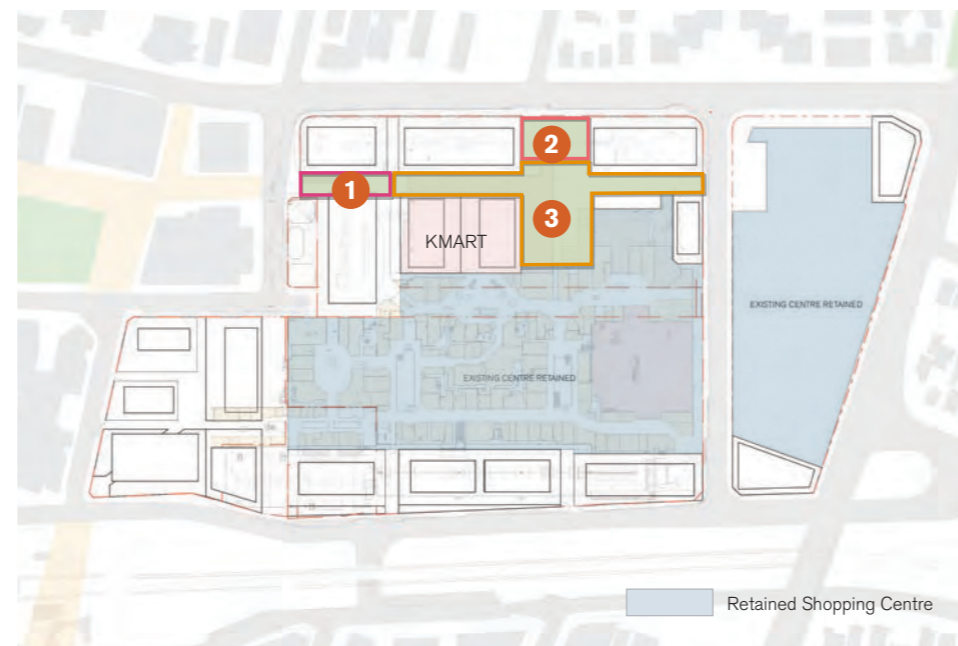


Structure Plan Proposal: New link along the extension of the Mall

An alternative east-west pedestrian Garden Boulevard is proposed in the Bankstown Central masterplan. The link aligns with Civic Drive and provides a valuable connection between the new City Park, Paul Keating Park and the Bankstown Library and Knowledge Centre.

The indicative schedule of the masterplan 16m link proposal includes 3 stages:

- Stage 1: West part of the link will be delivered at around 2025;
- Stage 2: North end part of the open space at around 2029;
- Stage 3: Major part of the link and the open space at around 2034 with the demolition of Kmart site.

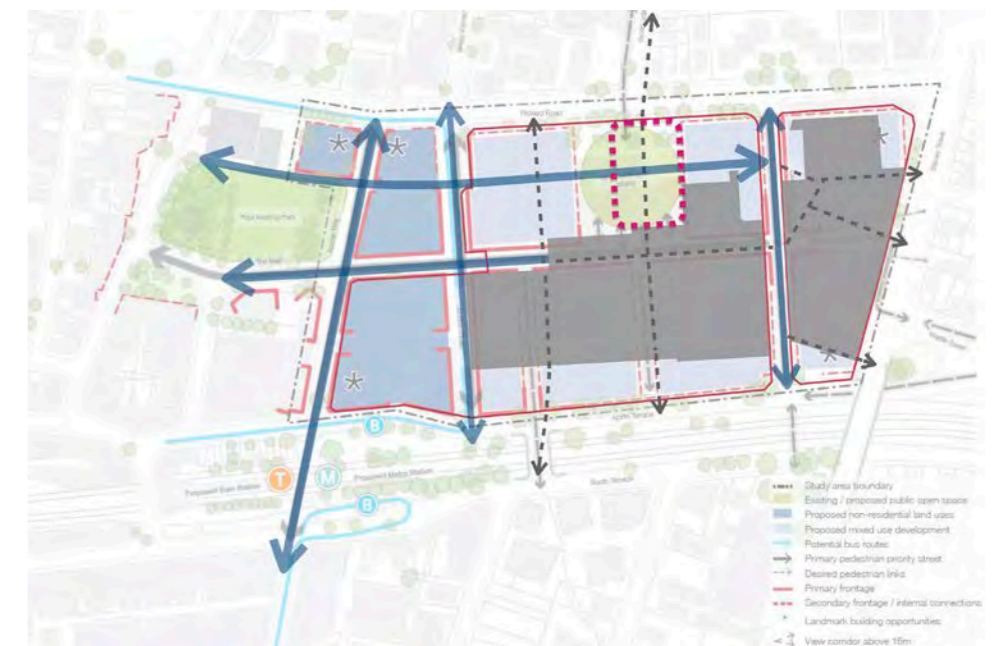


Masterplan Proposal: New link along the Proposed Boulevard

Consistent with the principles of the Council Structure Plan, the Bankstown Central masterplan delivers the primary pedestrian priority streets and will greatly improve the permeability of the site. Working with the constraints of the existing retail shopping centre, the masterplan proposes a major east-west link, the Garden Boulevard, located in the north of the site and connecting the major new open space and the existing cultural and civic centre to the west.

The proposed City Park is a key new 5,000sqm open space, meeting the upper limit of the target range of 3,000 - 5,000sqm in the Council Structure Plan. Also, a variety of pocket parks and open spaces are created and contribute to the open space network in the Bankstown CBD.

The street activation strategies and transport proposals are consistent with the Structure Plan and will improve the streetscapes and pedestrian environment of the CBD.



Structure Plan overlays the masterplan key principles

Connectivity and Fine Grain

The principle aims to enhance connections to the key nodal points in the Bankstown CBD including the station, the civic centre, the new campus, Paul Keating Park and the schools surrounding the site.

Extending connection paths through the masterplan and linking with existing retail centre arcades will improve legibility and permeability.

Providing streets, lanes and arcades that offer alternative routes through the site area and avoid large uninterrupted blocks is the intent of this principle. A fine grain approach leads to variety in scales in the public domain and variety in streetscapes.

The Bankstown Central masterplan will integrate with existing street networks and introduce mid block connections for pedestrians, particularly in the area around Bankstown Station.

Open Space and Landscape

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

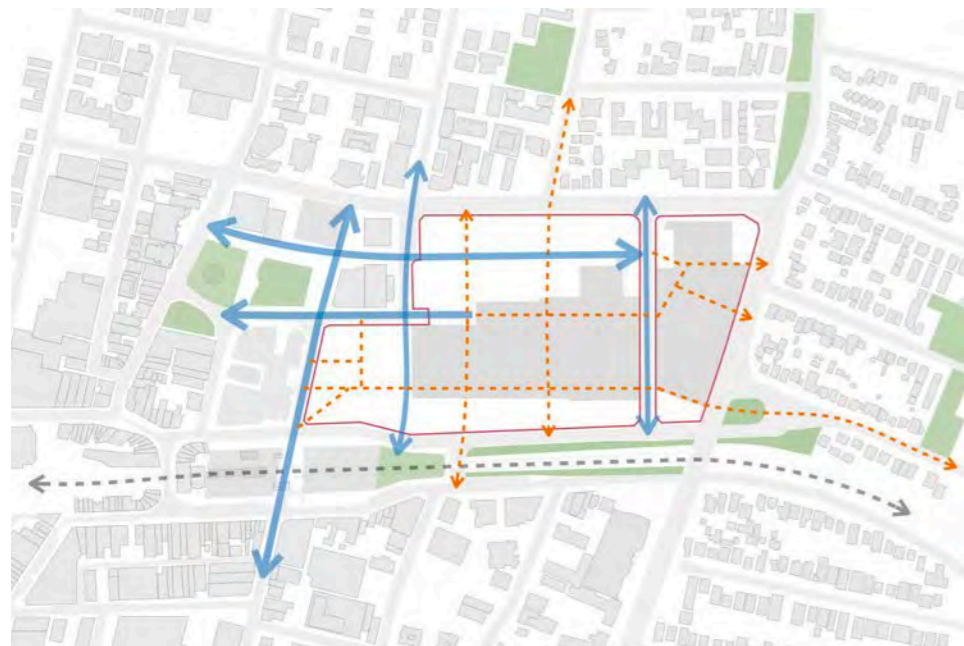
Landscape forms a connective web between open spaces, providing tree canopy, reducing the heat island effect, and increasing pedestrian amenity.

Staging

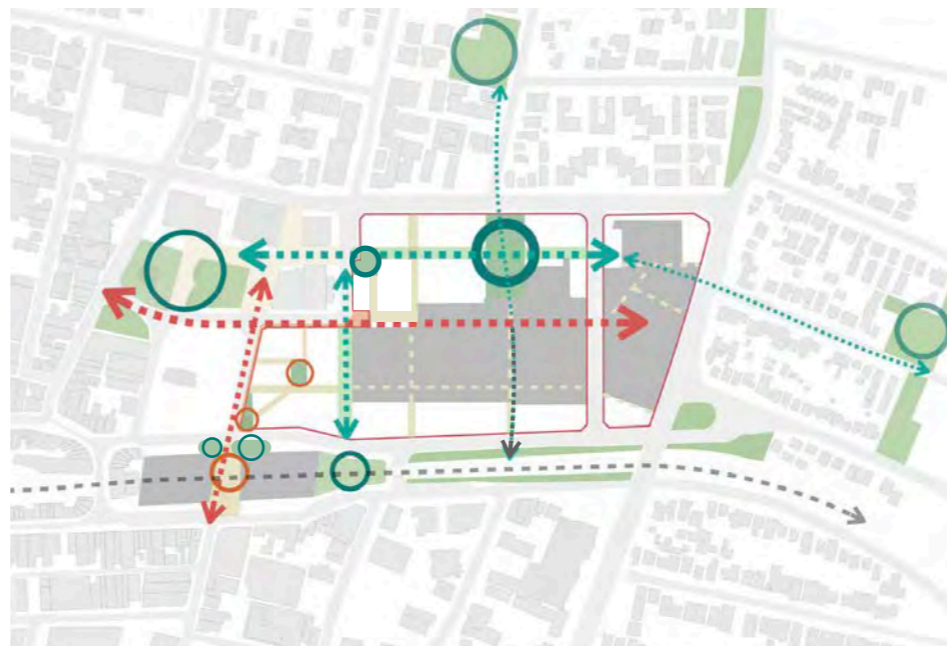
A staging strategy is integral with the masterplan for Bankstown Central's urban renewal. With consideration of the available land, the operation and lease expiries of the retail centre, the proposed infrastructure upgrades, and the local market conditions, the site is proposed to be delivered in 7 stages, excluding the retained extent of the existing centre. The 7 stages are indicated on the staging map below. The renewal is a long term vision with the full masterplan to be delivered over a number of years.

Indicative Staging Scheme:

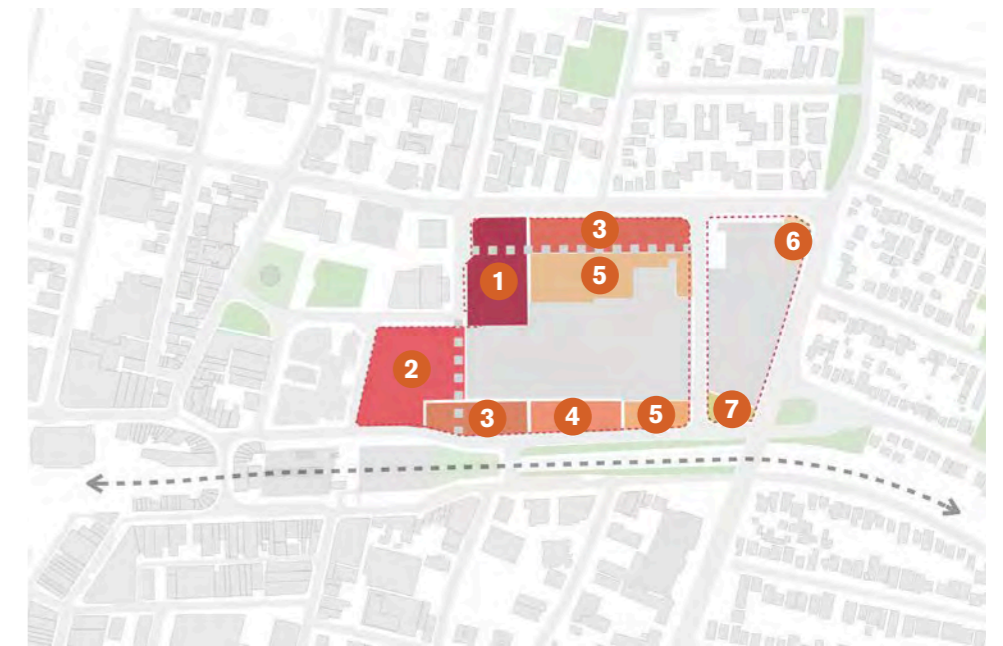
— Stage 1: Bus Precinct	2020-2025
— Stage 2: Town Centre	2022-2027
— Stage 3: North Terrace West + Rickard Road North	2023-2029
— Stage 4: North Terrace Centre	2028-2032
— Stage 5: North Terrace East + Rickard Road South	2030-2034
— Stage 6: Stacey Street Precinct North	2032-2036
— Stage 7: Stacey Street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



Potential connections and Fine Grain



Open Space Structure Plan



Indicative Staging Plan

6.0 Masterplan

Urban Design Framework

Bankstown Central will be a major contributor to the streetscapes and urban form of the future Bankstown CBD, embracing the public infrastructure improvements and welcoming new complementary development to Bankstown.

Masterplan Configuration

The Bankstown Central masterplan proposes a number of key initiatives.

1 Town Centre

The town centre creates a new mixed use city block of street facing buildings, pedestrian lanes and plaza spaces. In combination with the Jacobs Street extension (2), the town centre reduces the floorspace of Bankstown Central and returns space to the public domain.

New employment space would be delivered directly across from Bankstown Station. Activated frontages at street level would bring life to Appian Way, the Mall and Jacobs Street.

Pedestrian lanes would support diagonal movement through the town centre to Bankstown Central and the new green streets and open space.

2 Jacobs Street Extension

The extension of Jacobs Street through to North Terrace introduces a new section of public street that opens up the opportunity to reconfigure movement through the Bankstown CBD, particularly for buses.

Jacobs Street (south) could be configured as a shared way providing priority for pedestrians and public transport.

3 City Park

A new major open space positioned at the end of Sir Joseph Banks Street and linked to Paul Keating Park by the Garden Boulevard (4). City Park is a green space for use by the community for recreation and events.

City Park will contribute new tree canopy and deep soil in the heart of the Bankstown Central masterplan.

4 Garden Boulevard

The Garden Boulevard and City Park create an east-west green boulevard that links with Paul Keating Park and Appian Way for a Bankstown CBD green network.

5 North Mixed Use Precinct

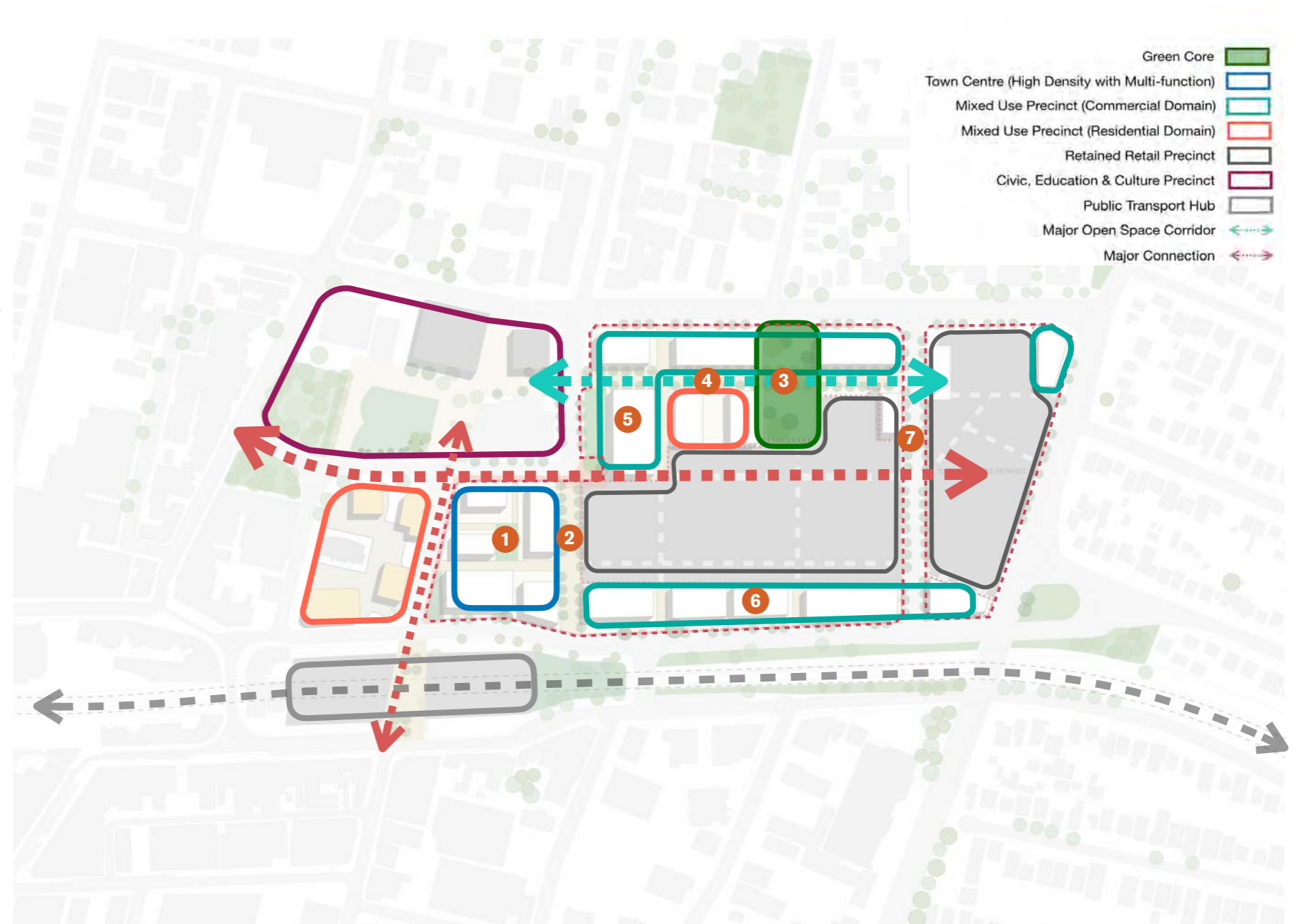
A mixed use precinct with ground level retail fronting the Garden Boulevard and City Park. The North Precinct would enable delivery of the open space and green street.

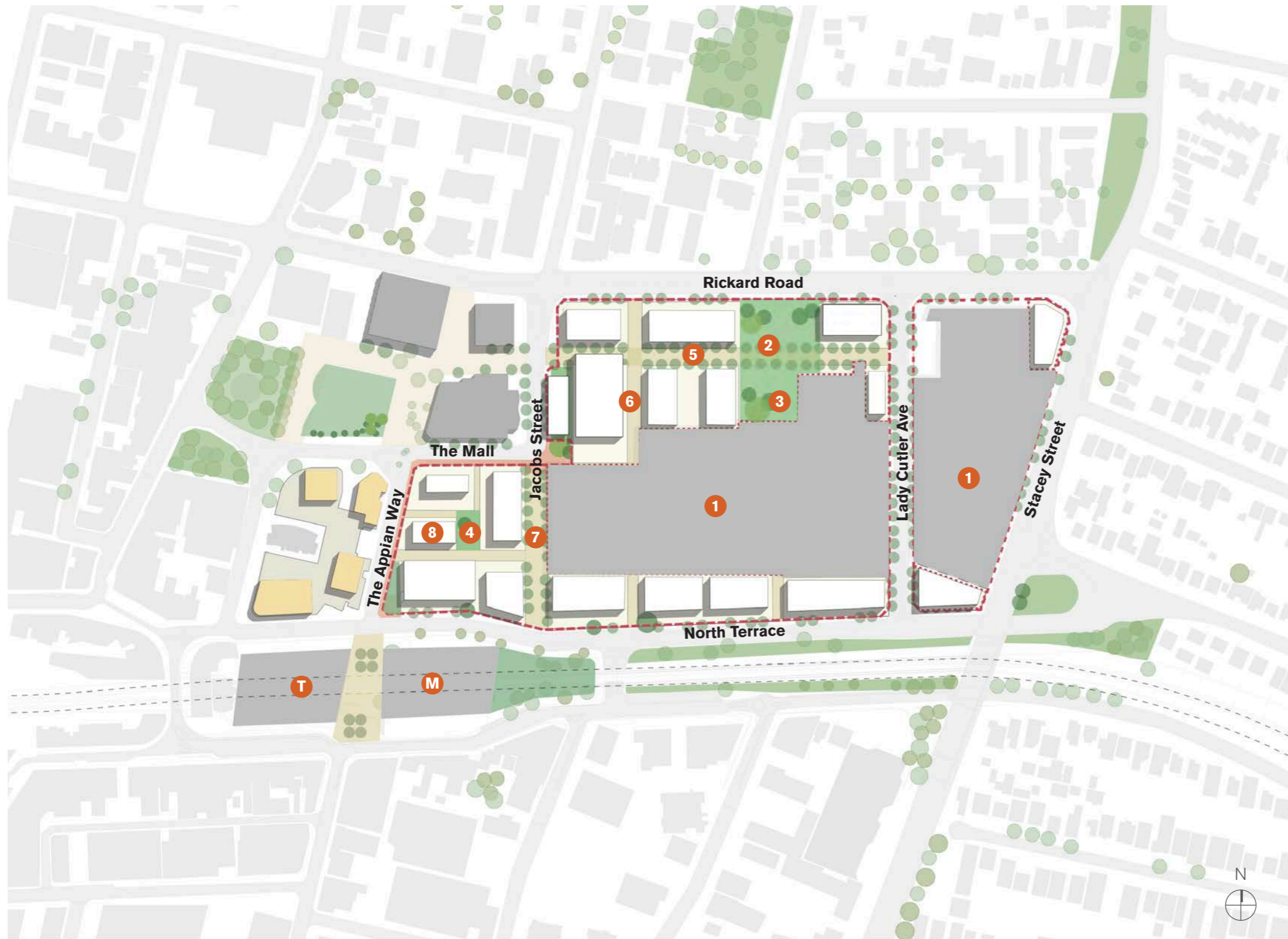
6 South Mixed Use Precinct

The South Precinct replaces structured parking with a mix of uses including commercial and residential space close to Bankstown Station. Street and laneway spaces between the built form provide access to the existing centre and aid permeability.

7 Lady Cutler Ave

The character of Lady Cutler Avenue would be changed to promote traffic calming and prioritise pedestrians, enhancing the safety, quality and vitality of the street.





The Bankstown Central masterplan captures a vision for a mixed use and green urban setting that provides active edges and pedestrian focused spaces where there are currently in active edges and structure carparks.

The masterplan presents a unique urban centre supported by public transport, complete streets, open space networks, multiple urban functions and amenities with potential for local identities and characters.

- T** Bankstown Train Station
- M** Bankstown Metro Station
- 1** Retained Retail Building
- 2** City Park
- 3** Event / Play Space
- 4** Plaza
- 5** Garden Boulevard
- 6** Jacobs Street Food Precinct
- 7** Pedestrian / Bus Shared Way
- 8** Bankstown Town Centre

Public Open Space

The City Park and Garden Boulevard are new people spaces integrated into the public domain network of Bankstown CBD.

City Park and Garden Boulevard

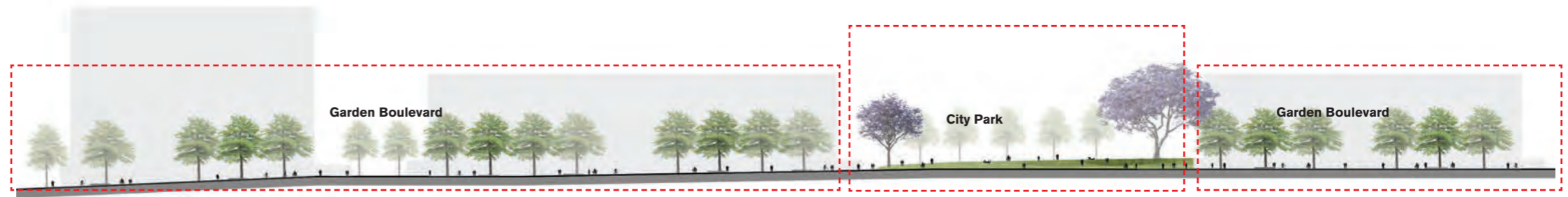
The primary open spaces of the City Park and Garden Boulevard complement the pocket parks and squares in the Town Centre precinct and on the current bus interchange site.

The public domain is simple and flexible giving a strong civic character and timeless quality.

Events such as markets can be arranged along the Garden Boulevard moving to a community focus around the City Park.



Indicative perspective of the Garden Boulevard and the City Park



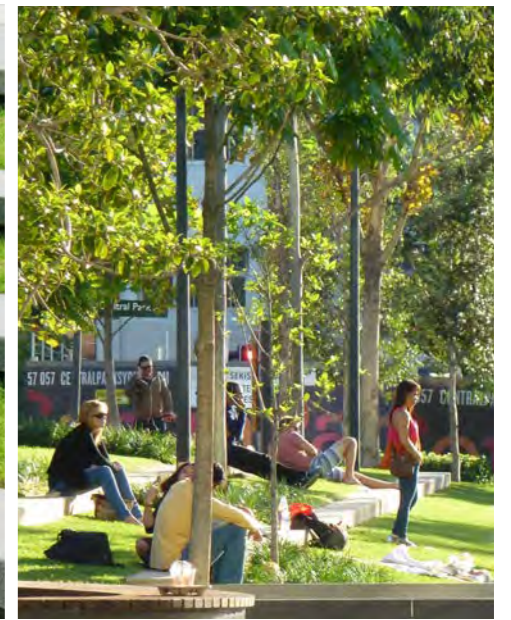
Indicative A-A' Section of the Garden Boulevard and the City Park

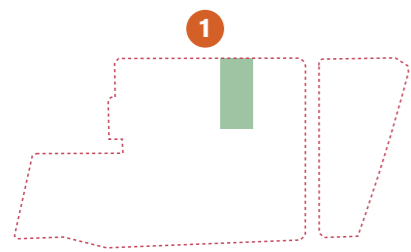


Wulaba Park, Waterloo

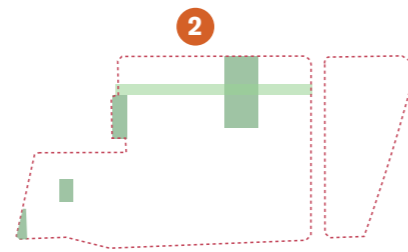


Chippendale Green, Central Park Sydney

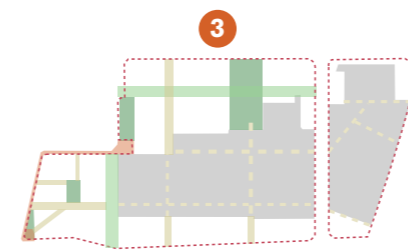




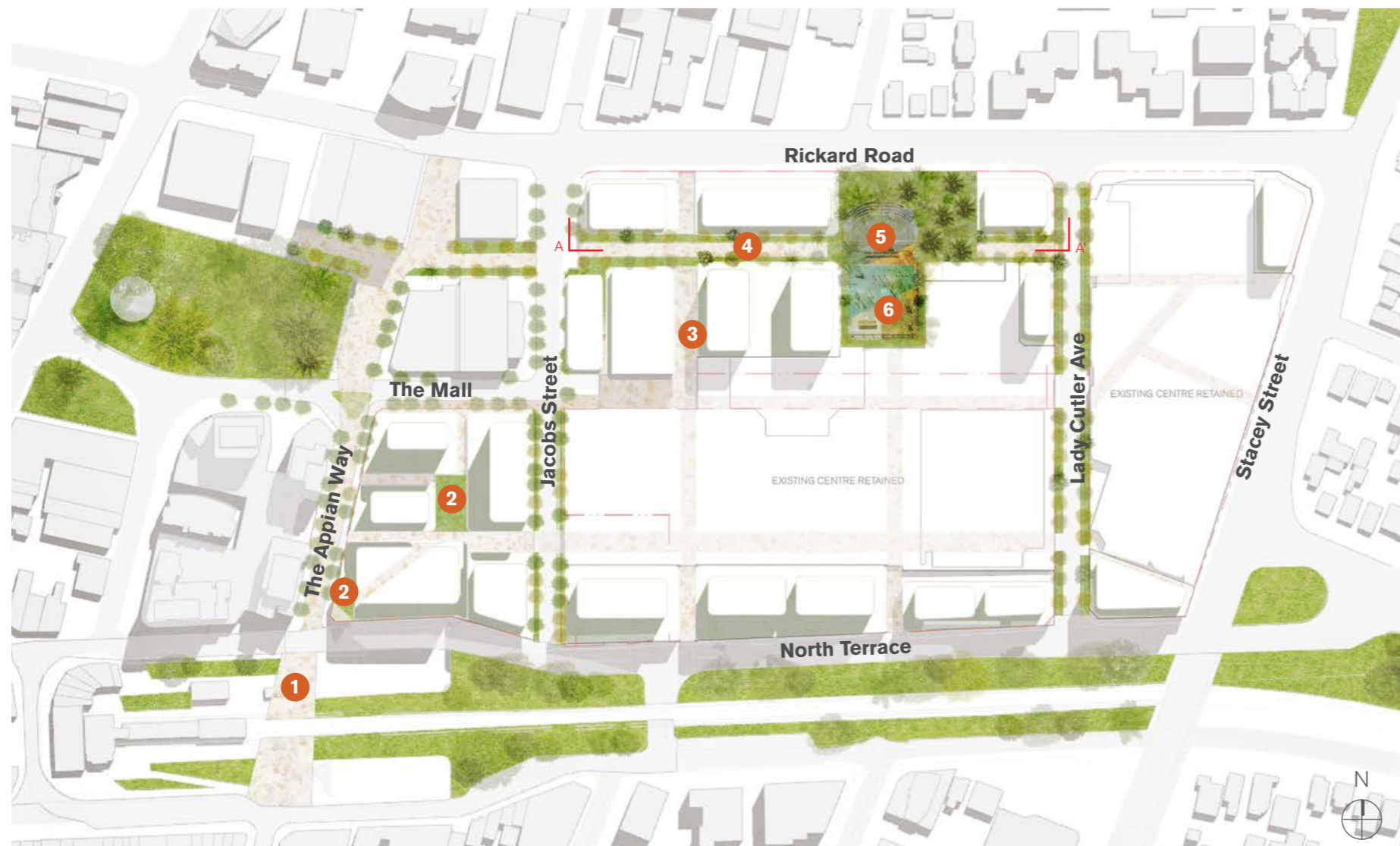
Approx. 5,000 sqm Public



Open Space Network



Open Space + Pedestrian Networks



Indicative Landscape Masterplan

- 1 Station Square
- 2 Plaza
- 3 Jacobs Street Food Precinct
- 4 Garden Boulevard
- 5 City Park
- 6 Event / Play Space

Open Space Network

Providing 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.

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



Indicative Aerial View of the City Park and the Garden Boulevard

Activation/ Parking Strategy

Urban renewal of Bankstown Central presents a significant opportunity to prioritise pedestrian movement, revitalise streets, and enhance the balance and effectiveness of parking in the Bankstown CBD.

Active Frontage

New active frontages are proposed for the Bankstown Central site to enhance the quality of the streetscape, improve the safety and amenity, and to improve the street life of the north-east quarter of Bankstown CBD.

The activation will focus on the town centre precinct and primarily along the boulevard and shared ways (Jacobs Street extension and Lady Cutler Ave) proposed in the masterplan.

Parking Strategy

The preliminary parking strategies include providing on-street parking and balancing diverse traffic movement and parking needs for all users.

Two levels of basement car parking are assumed in the masterplan and will provide more parking spaces to respond to the new commercial and residential development. For detailed traffic and parking information refer to the specialist traffic consultant report.

Street Extension

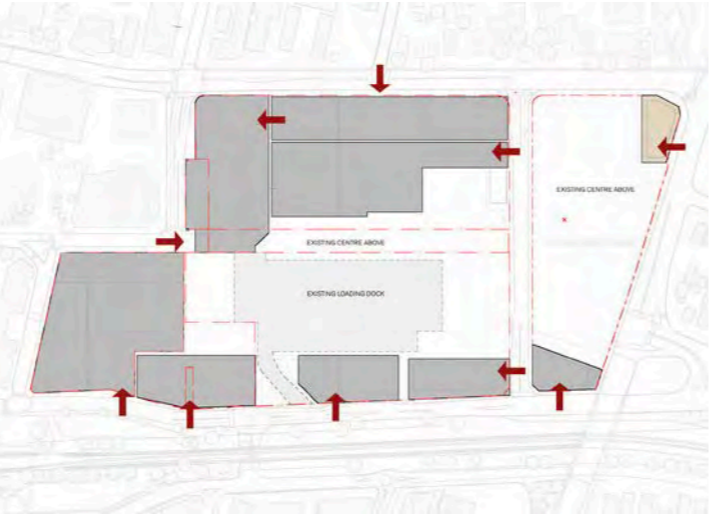
To establish a fine grain urban pattern in the Bankstown CBD, two street extensions are proposed in the masterplan.

The extension of the Mall is a key east-west through site connection. The arcade will be conceptually approached as a pedestrian link.

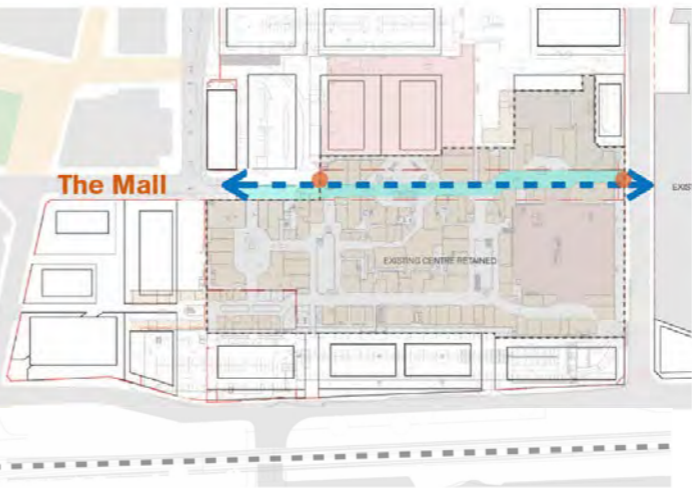
The extension of Jacobs Street as a major north-south link will accommodate a number of bus stops and provide a pedestrian friendly street in the site with significant street trees and street furnitures. The extension will align with the existing Jacobs Street and maintain an equivalent road reserve width.



Active Frontage



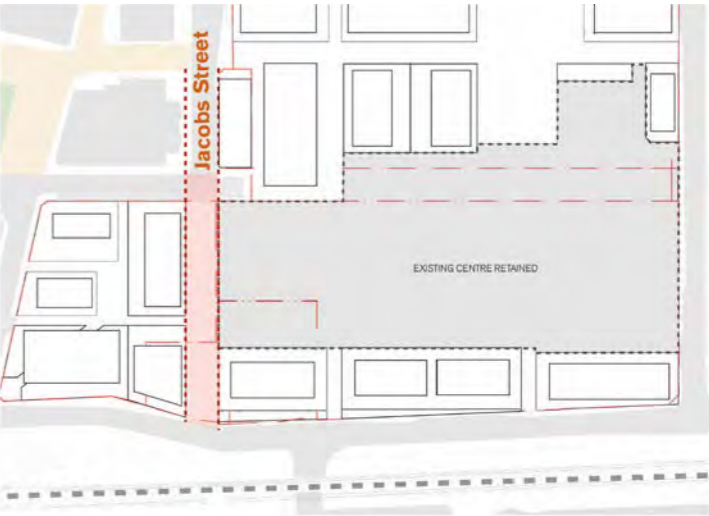
Indicative New Car Parking (Basement)
 Indicative New Car Parking (Above Ground)
 Access to the Car Parking



Arcade through the Retained Shopping Centre Main Access



Indicative Section of the Jacobs Street Extension



Indicative Jacobs Street Extension

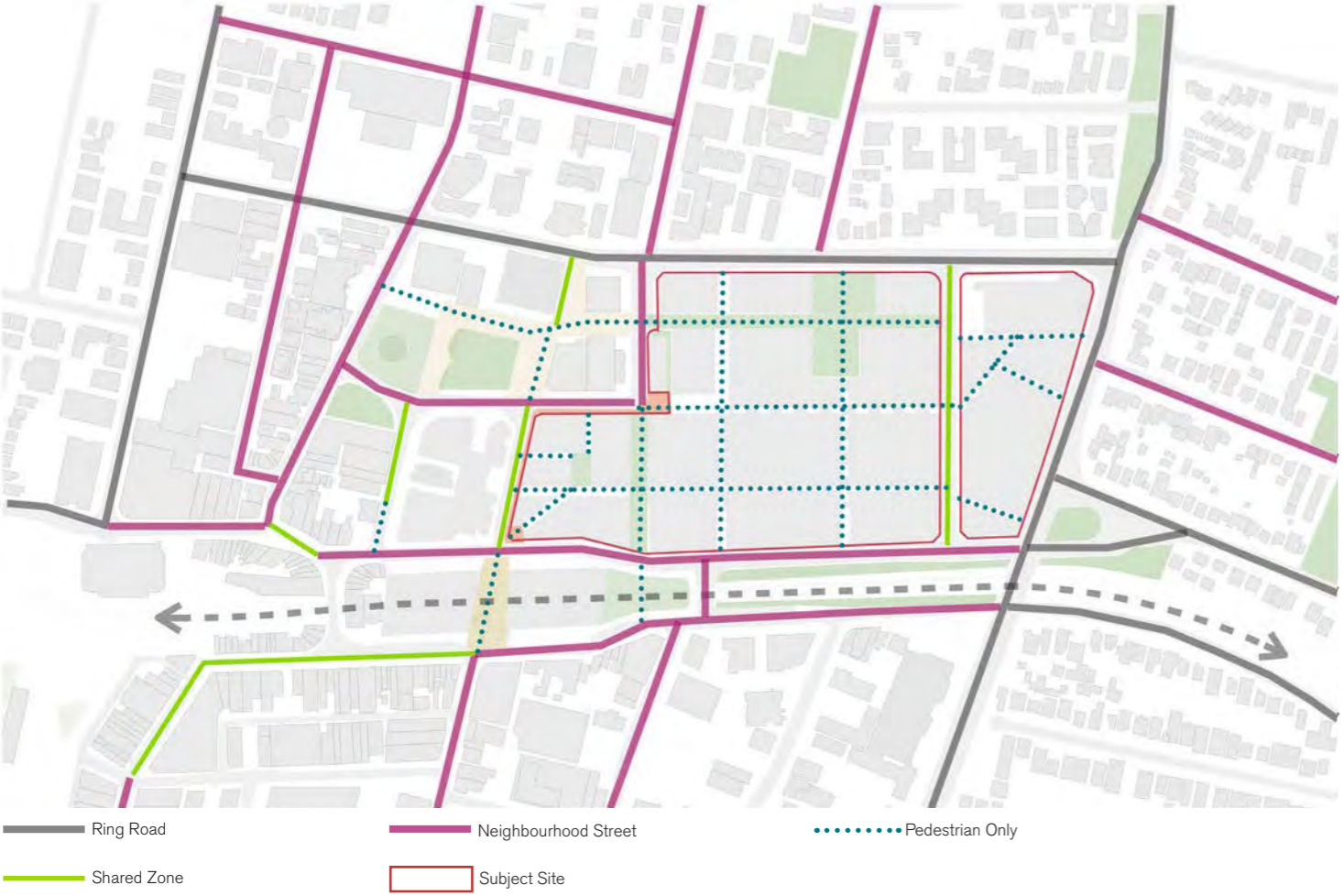
Street Hierarchy / Public Transport

Street Hierarchy

The masterplan incorporates the street hierarchy and traffic management principles of the City of Canterbury Bankstown urban design principles and complete streets plan for Bankstown Central.

Rickard Road and Stacey Street are key elements of the Ring Road system.

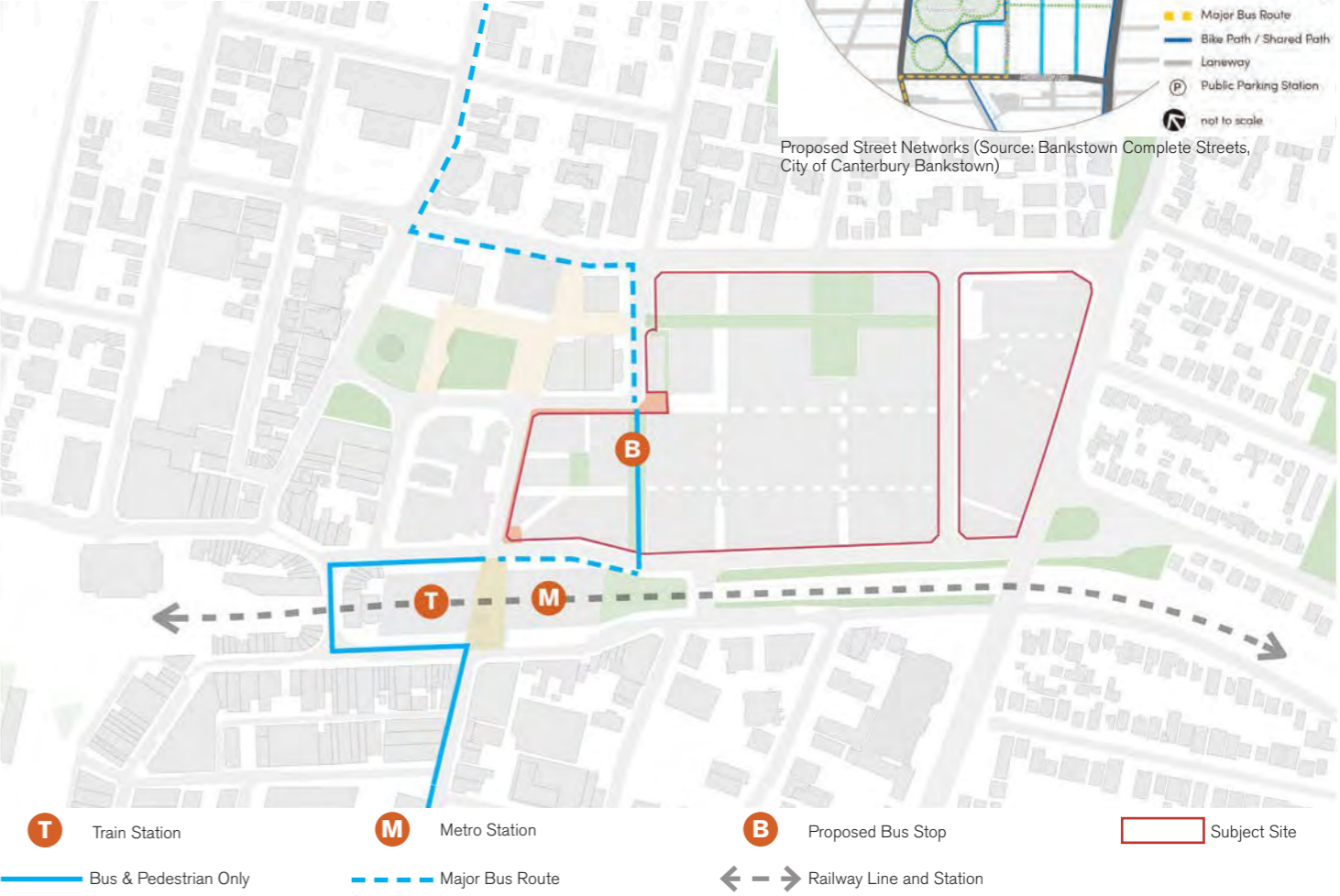
Local streets, shared streets, dedicated pedestrian streets and lanes connect to surrounding pedestrian networks. The new north to south pedestrian connections contribute to the revitalisation of the Bankstown CBD.



Public Transport

The train and Metro will provide convenient railway services to the Bankstown CBD and will integrate with the improvement of the bus service and the active transport.

The extension of Jacobs Street allows bus routes to be replanned with greater use of street side stops in place of the existing interchange configuration.



Built Form

The renewal of Bankstown Central and the enhancement of the public domain is enabled by increased building heights that allow the redistribution of floor space.

Building Height

Proposed maximum building height is the PANS-OPS height plane, RL 108.2M.

Bankstown Central is currently characterised by low scale, very large floor plate retail buildings surrounded by surface and structured parking. The shared vision for the Bankstown CBD is for greater permeability, pedestrian amenity, open space and active edges.

The indicative masterplan shows that new street extensions, green pedestrian environments and mixed uses can be integrated with a reduced size shopping centre. The indicative masterplan redistributes the allowable floorspace into taller, separated buildings that can be modulated to mitigate environmental impacts to surrounding developments.

The Site is currently limited to 35m and 41m maximum building height controls in the LEP which would not allow the floor space distribution required to deliver the urban structure and public domain improvements.

The Bankstown Airport masterplan identifies the PANS-OPS limitation for the site at RL 108.2M.

The adjacent future development in the Compass site and the new WSU campus, have proposed new development with building heights up to the PAN-OPS limitation. Consistent with those developments the Town Centre and North Terrace precincts will allow building heights up to the PANS-OPS height - or 86M (Town Centre precinct) and 83m (North Terrace) effective max building height.

From taller buildings around the station the heights will gradually step down towards the North and the East to transition to existing low height built forms.

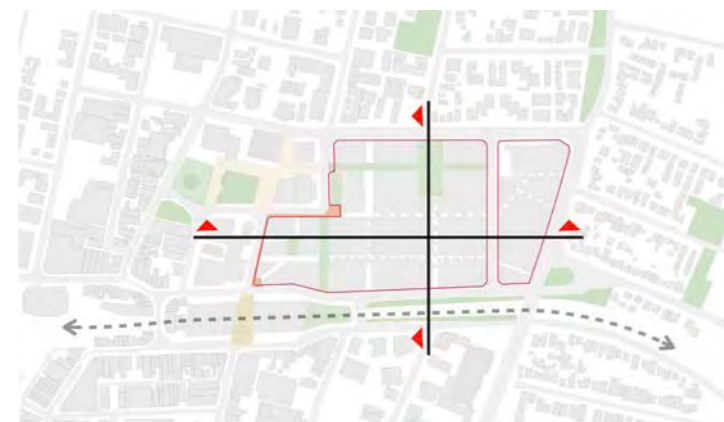
The resulting maximum building heights are 67m for Rickard Rd South, 50m for Rickard Rd North - with the exception of a 70m block on the corner of Rickard Rd and Jacobs St and 35m for the Stacey Street Precinct with the exception of some higher built forms on Stacey St North at 46m and Stacey St South at 55m

The building height of each individual building will be investigated and modulated in the DA stage based on the consideration of the skyline and the shadow impact to neighbourhoods, the open space and the garden boulevard.

The principles of taller buildings closer to the station and along North Terrace with landmarks on the corners of the site are able to be incorporated in the building heights of the Bankstown Central masterplan and is consistent with the Bankstown CBD masterplan.

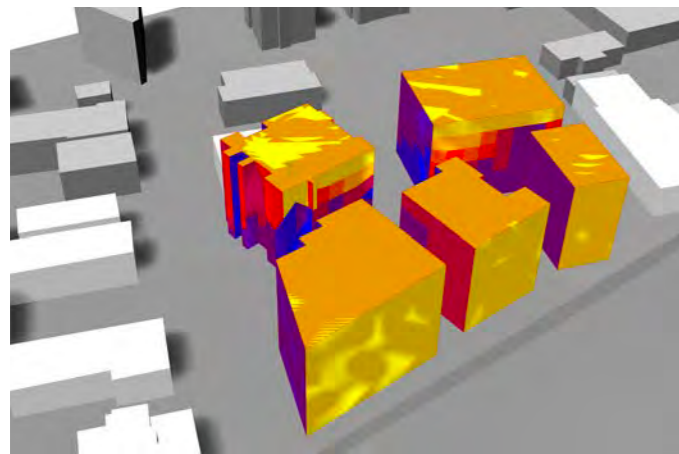
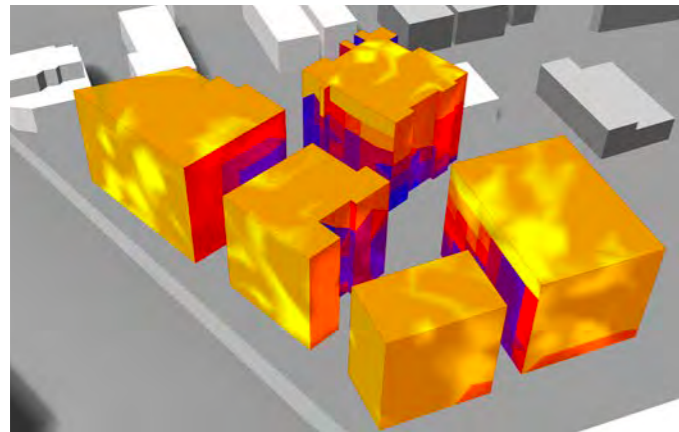


Indicative Section through the site (from South to North)

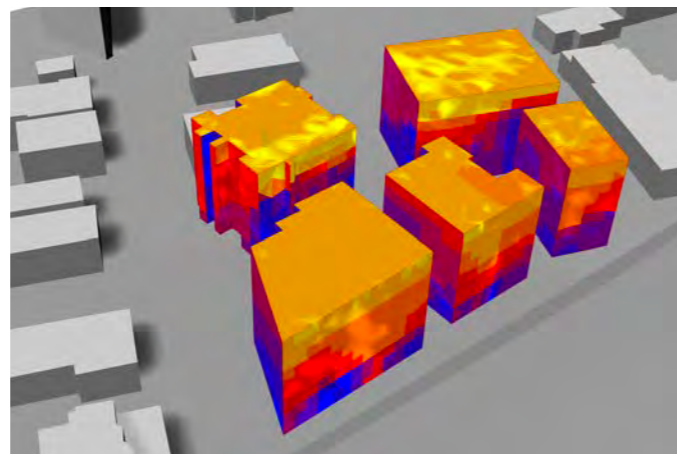
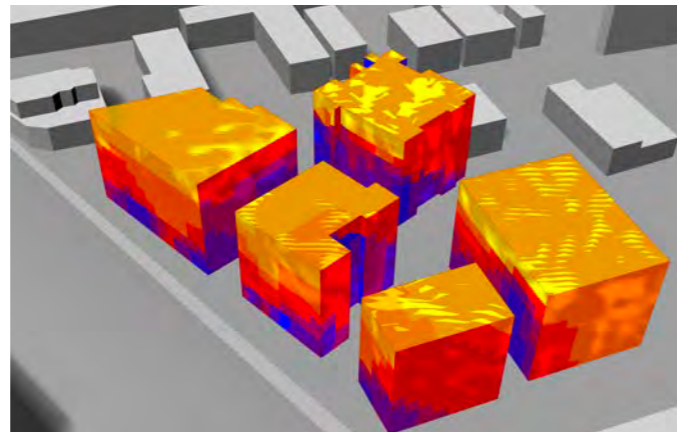


Indicative Section through the site (from West to East)

Shadow Analysis



Existing Solar Access of the Southern Neighbourhood Building



Indicative Shadow Impact to the Southern Neighbourhood Building

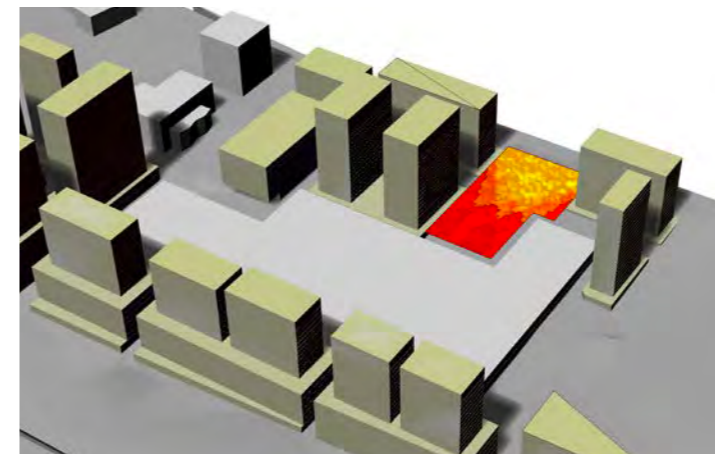
Shadow Impact

Solar analysis has been undertaken to assess the environmental impacts of increased building heights and to mitigate any potential overshadowing to neighbouring residences and to maximise the sunlight hours to the public domain.

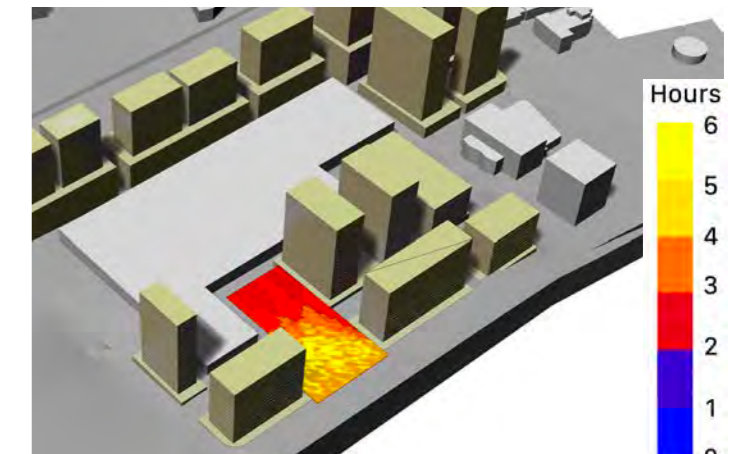
Scenarios with different building height modulation have been investigated under the maximum building height (the PANS-OPS) control and the FSR 3.5 target of the site. Higher building forms are concentrated in the Town Centre site and along the North Terrace, with landmark buildings on the North East, South East corner of the site.

Shadow analysis confirms that minimum (or greater) sunlight hours can be maintained to existing apartments to the south of Bankstown Central.

The shadow analysis demonstrates that the new open space proposed in the masterplan can achieve the solar access target of at least 50% of the City Park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June.



Solar Access of the Proposed Open Space

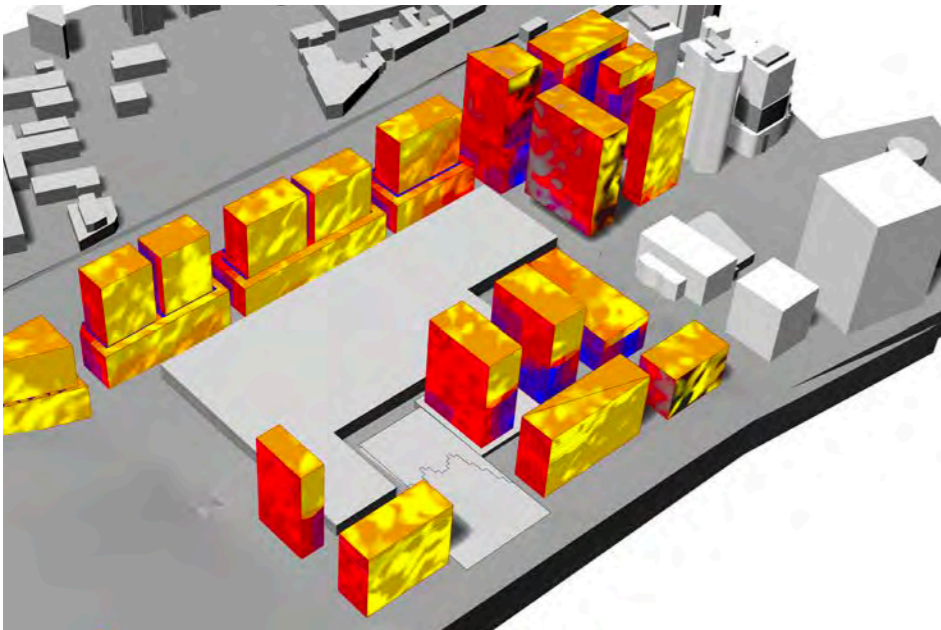


Key ADG Compliance

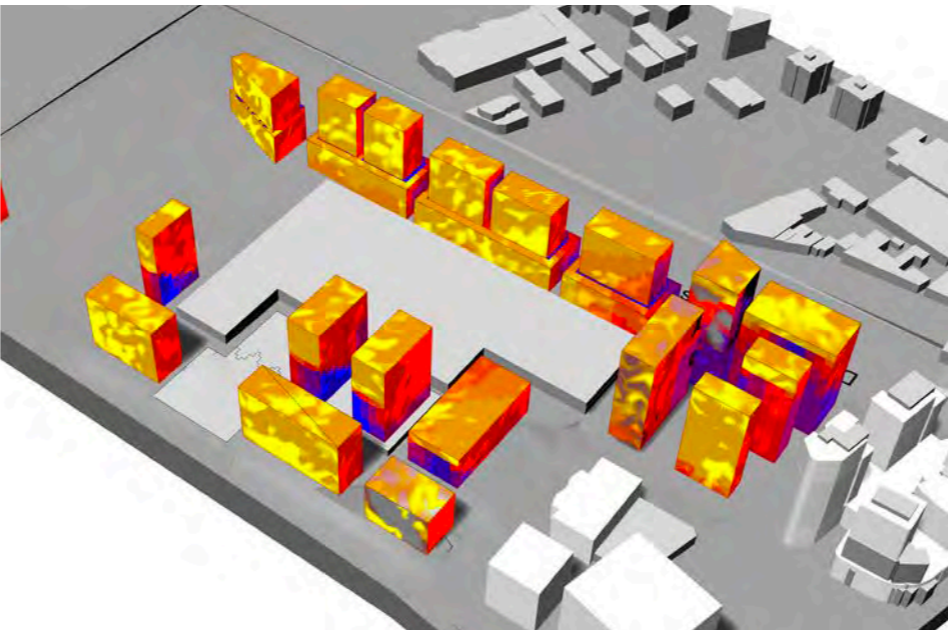
The Apartment Design Guide sets out measurable criteria for apartment design with a focus on space standards and amenity.

The indicative masterplan aligns with the minimum requirements of the Apartment Design Guide [ADG] including building separation and orientation. The proposed massing is able to meet compliance in terms of solar access, natural ventilation and privacy.

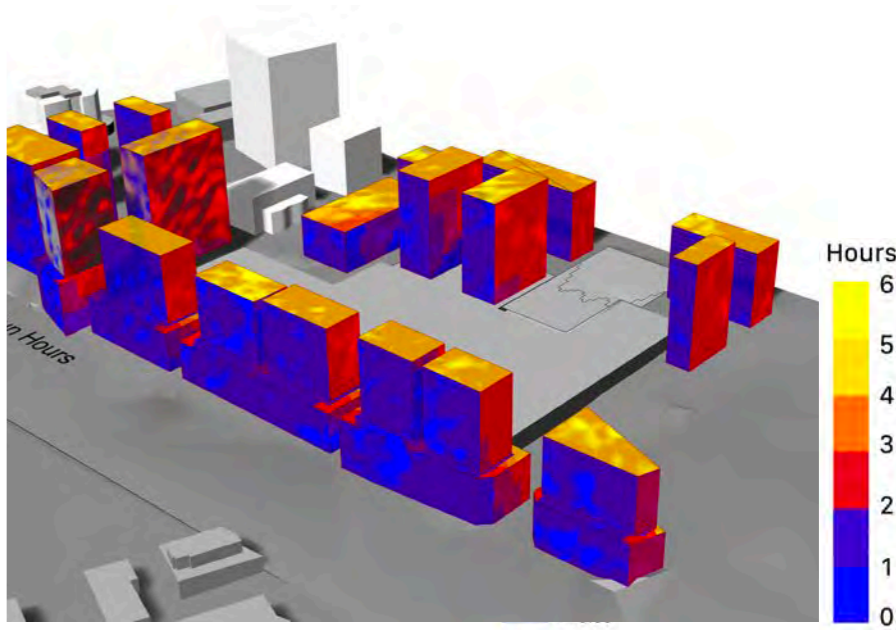
Most of the residential buildings in the indicative masterplan are oriented to face north with four east-west orientation buildings. The solar analysis heat maps indicate that the buildings have sufficient direct sunlight access with the north, east and west facades. The floor plans of each residential building will be developed in the DA stage to meet the solar access requirement of ADG.



Indicative Heat Map (View from North East)



Indicative Heat Map (View from North West)



Indicative Heat Map (View from South East)

Indicative Planning Metrics

		Area / Quantity
Site Area		114,073 sqm
Overall GFA (including new GFA & Retained Shopping Centre GFA)		447,523 sqm
Overall FSR		3.923 : 1
Employment	Commercial Office	119,117 sqm
	Hotel /SAs (Serviced Apartments)	439 rooms (+ 89 SAs) / 17,957 sqm (+ 5,742 sqm SAs)
	Retail	15,041 sqm
	Childcare	891 sqm
Residential		1255 units
Student Housing		694 units/ 18,976 sqm
New Public Open Space		10,615 sqm

Indicative Planning Metrics Table

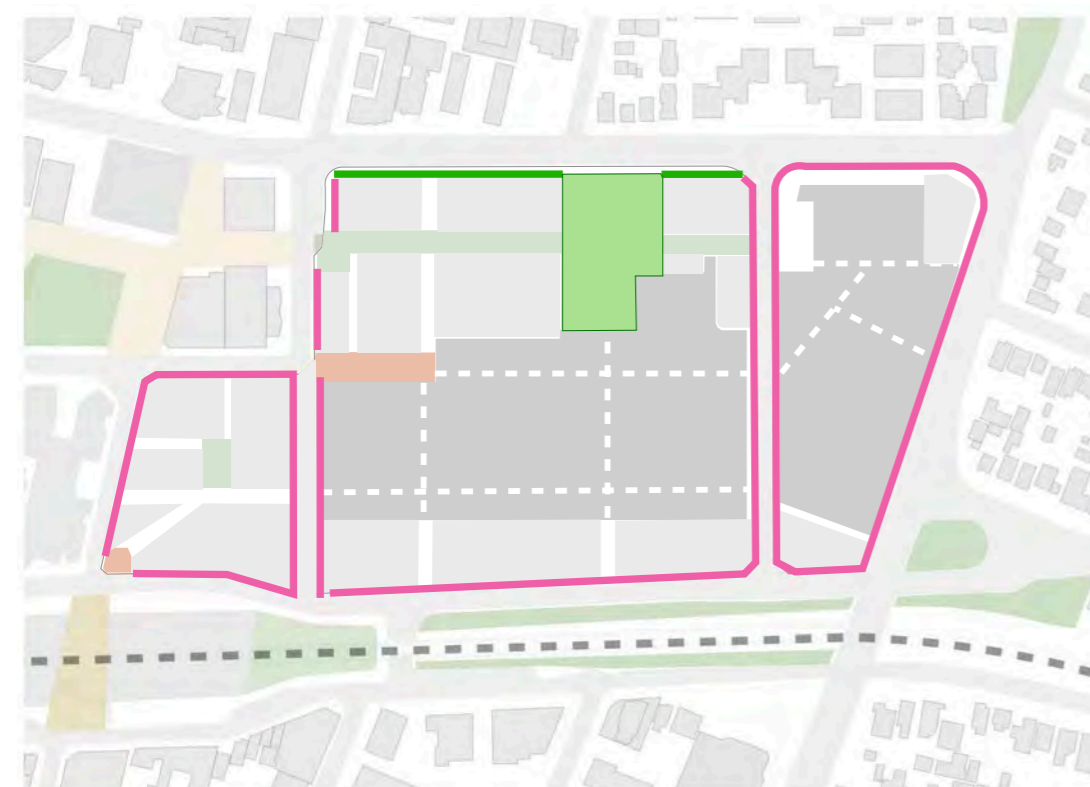
7.0 DCP Diagrams

DCP Diagrams

The Bankstown Central urban renewal will be defined and guided by development controls in relation to building height, setbacks, street walls and building separation for the quality and amenity of the urban environment.

Setback & Street Wall

Street	Setback		Street Wall Height
	Primary Setback	Secondary Setback	
The Appian Way	Nil	Min. 6m	2-4 storeys
Rickard Road	Nil (Commercial)	Min. 3m	2-8 storeys
	3m (Residential)		
North Terrace	Nil	Min. 6m (8m for town centre)	1-6 storeys
		Min. 6m (South East)	1-8 storeys (South East)
Jacobs Street	Nil	Min. 3m (South West)	1-8 storeys (South West)
		Min. 4m (North)	1-8 storeys (North)
The Mall	Nil	Min. 6m	1-6 storeys
Lady Cutler Ave	Nil	Min. 4m	1-6 storeys



— 0m
— 3m

Indicative Setback Plan

Building Separation

- 6M for commercial to commercial
- 9M for commercial to Hotel
- 12M for commercial to residential
- 12M for hotel to hotel
- For residential building separations (incl. student housing) refer to the ADG



— 2 - 4 storeys
— 1 - 6 storeys
— 2 - 8 storeys
— 1 - 8 storeys

Indicative Street Wall Plan

Building Height Control

Informed by building height investigations, adjacent new developments and the future urban character of the Bankstown CBD, the maximum building heights across the subject site area as follows

Town Centre Precinct - 86m

North Terrace Precinct - 83m

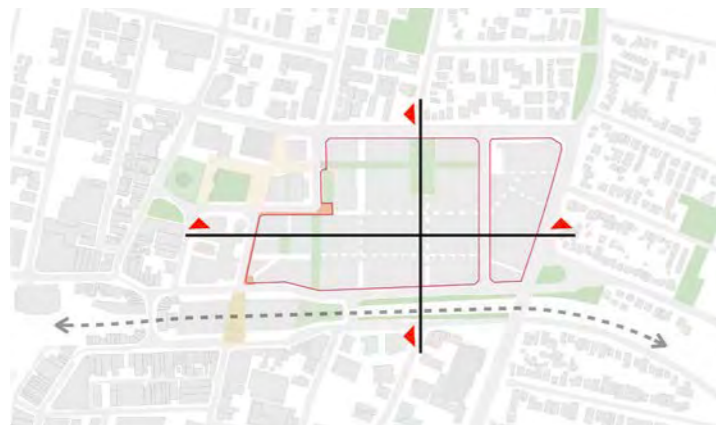
Rickard Road South Precinct - 67m

Rickard Road North Precinct - 50m (except cr Rickard Rd & Jacobs St 70m)

Stacey Street Precinct - 35m (except Stacey St North 46m/ South 55m)

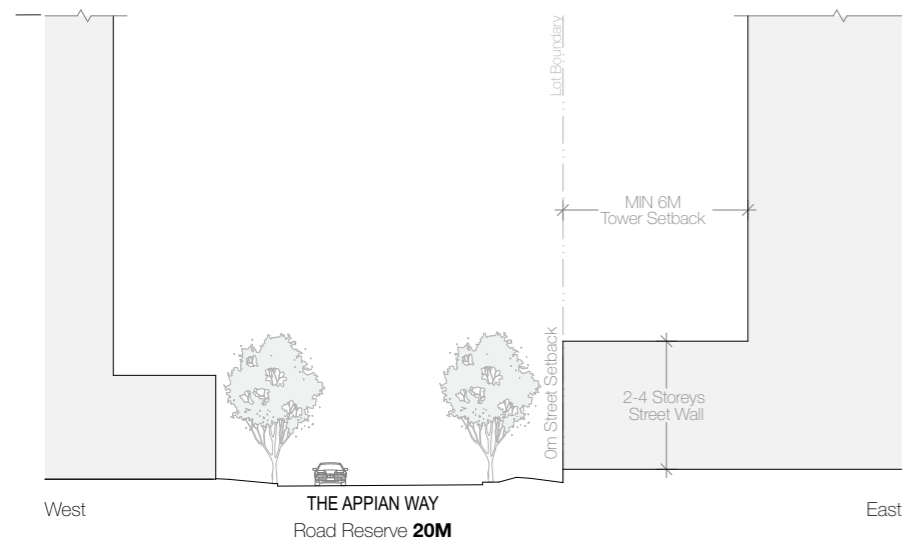


Indicative Section through the site (from South to North)



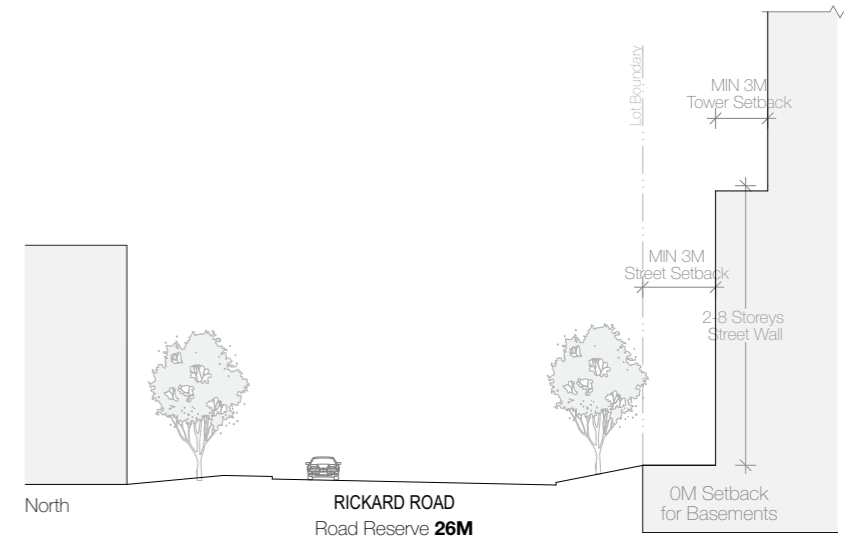
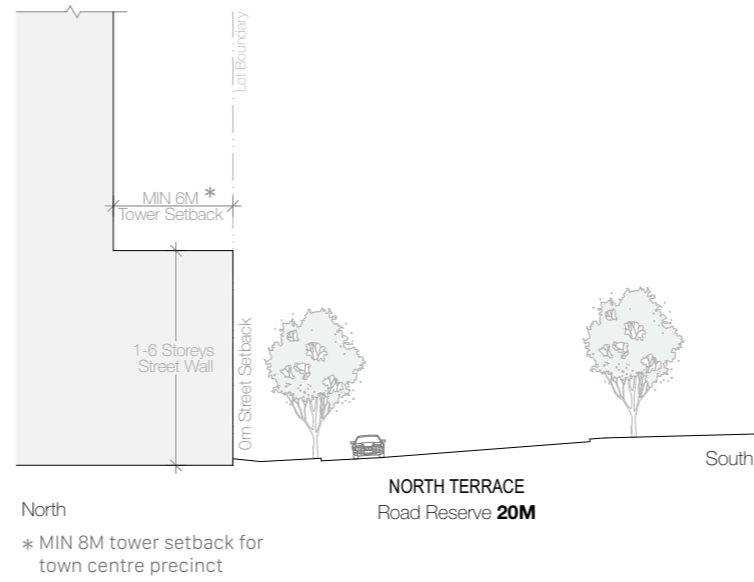
Indicative Section through the site (from West to East)

Typical Street Section



Note: Jacobs Street Extension located within Vicinity Centres owned Lot

Secti



fjmt

architecture
interiors
urban
landscape

Sydney
Melbourne
Oxford
London