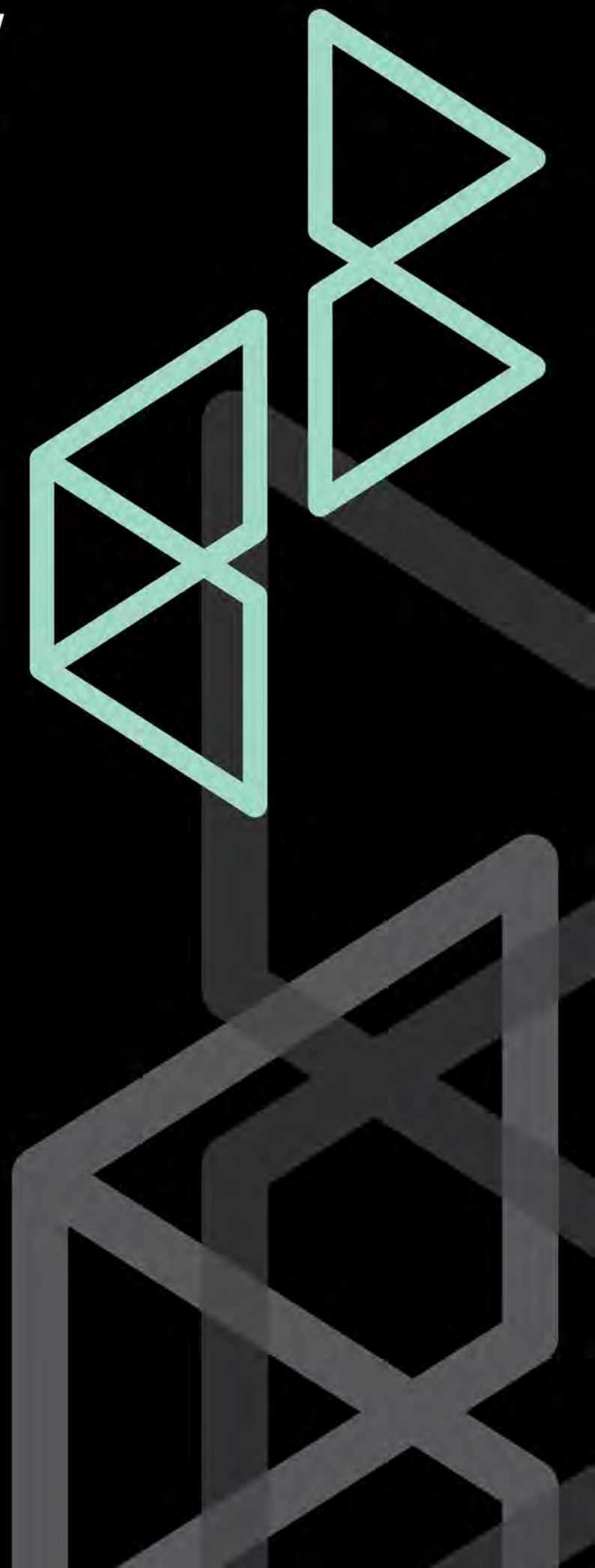




Planning Proposal

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

July 2023





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Planning Proposal Versions

Proponent Version

Revision	Author	Date
1	Urbis	December 2019
2	Urbis	March 2022

Council Versions

Revision	Author	Date
1	Canterbury Bankstown Council	February 2022 – Report to Local Planning Panel and Council on assessment of planning proposal
2	Canterbury Bankstown Council	May 2022 – Submission to Department of Planning and Environment
3	Canterbury Bankstown Council	March 2023 – Submission to Department of Planning and Environment post-Gateway pre-Exhibition
4	Canterbury Bankstown Council	May 2023 – Final submission to Department of Planning and Environment post-Gateway pre-Exhibition to satisfy Condition 3
5	Canterbury Bankstown Council	July 2023 – Final exhibition version to update references to new Canterbury Bankstown LEP 2023 effective on 23 June 2023



Introduction

The *Canterbury Bankstown Local Environmental Plan 2023* (CBLEP 2023) is the statutory planning framework that establishes land use zones and building envelope controls such as floor space ratios and building heights in the former City of Bankstown.

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

- Accommodate a concept plan comprising mixture of uses across the site up with height and density focussed along North Terrace and near the existing Bankstown Railway Station and future Metro Station.
- Facilitate reconfiguration of the existing shopping centre layout to accommodate the proposed additions and staged construction of approximately 19 towers around the retained central core of the shopping centre with exception of the Town Centre Precinct (Target site) which will involve construction of new towers following demolition of all existing structures within that precinct.
- Provision of new public open spaces such as a new 5,000m² public park and 5,615m² pedestrian focused plazas throughout the site and boulevards including the east west pedestrian link along northern end of site between Jacob Street and Lady Cutler Drive.
- Facilitate extension of Jacobs Street between The Mall and Northern Terrace for road traffic and pedestrians.
- Relocation of the bus interchange and layover to a new permanent location either within or outside of the site subject. This will be subject to ongoing discussions with TfNSW and an agreement between the proponent, Council and TfNSW on the new location.

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

Table 1: Estimated floor space/yields resulting from the intended development outcome

Land Use	Gross Floor Area (GFA)	Assumed Accommodation Yield
New public open space	10,615m ²	N/A
Childcare	891m ²	N/A
New Retail	15,041m ²	N/A
Retail (retained from current provision)	91,090m ²	N/A
Commercial	119,117m ²	N/A
Hotel	17,957m ²	439 Hotel Rooms
Residential	128,525m ²	1255 Apartments
Residential (Student Accommodation)	18,976m ²	694 Student Accommodation Rooms
Serviced Apartments	5,742m ²	89 Serviced Apartments



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

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

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

As per the Department's publication '*Local Environmental Plan Making Guideline (December 2021)*', a Planning Proposal is a document that sets out the justification for making changes to the Canterbury Bankstown LEP 2023. A Planning Proposal is comprised of the following components:

Part 1	Objectives and intended outcomes – a statement of the objectives of the proposed LEP
Part 2	Explanation of provisions – an explanation of the provisions that are to be included in the proposed LEP
Part 3	Justification of strategic and site-specific merit – justification of strategic and potential site-specific merit, outcomes, and the process for implementation
Part 4	Maps – maps, where relevant, to identify the effect of the planning proposal and the area to which it applies
Part 5	Community consultation – details of the community consultation that is to be undertaken on the planning proposal
Part 6	Project timeline – project timeline to detail the anticipated timeframe for the LEP making process in accordance with the benchmarks in this guideline

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

In accordance with the Local Environmental Plan Making Guideline, this Planning Proposal is classified as 'Complex'.



Part 1 – Intended Outcomes

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

Table 2: *Subject site details*

Property Address	Property Description	Current Zone	Site Area
1 and 1A North Terrace, Bankstown	Lot 1 DP 795649	B4 Mixed Use Zone under CBLEP 2023	114,073m ²
	Lot 89A DP 405477		
	Lot 45 DP 618721		
	Lot 1 DP 237386		
	Lot 1 DP 1289891		
	Lot 23 DP 1117290		
	Lot 11 DP 746201		
	Lot 26 DP 1142237		
	Lot 1 DP 128989		
	Lot 31 DP 1142236		
	Lot 22 DP 1117290		
	Lot 18 DP 1117290		

Figure 1: *Site Map*



The site contains a regional shopping centre development known as “Bankstown Central” (previously known as “Bankstown Centro”) which was originally established in 1966. The site is bound by North Terrace to the south, Jacobs Street, The Mall and The Appian Way to the west, Rickard Road to the north and Stacey Street to the east. The site has dimensions of



approximately 500m east to west and 270m north to south. The total site area is 114,073m². The Bankstown Central shopping centre is a 2-3 level retail development with associated car parking, loading facilities, landscaped areas. Bankstown Central accommodates anchor tenants including Myer, Target, Big W, Kmart, Woolworths, Dan Murphy's and a new Coles Supermarket to open in 2022 in addition to approximately 260 specialty stores including a food court. The Bankstown Central site is the largest privately owned landholding within the Bankstown CBD.

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

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

The intended outcomes of this Planning Proposal are:

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



Part 2 – Explanation of Provisions

To achieve the intended outcomes, the proposed amendments to Canterbury Bankstown Local Environmental Plan 2023 are:

- Amend the “Height of Buildings Map” to increase building height from 35m/41m to a variety of heights across the site as follows:
 - o Rickard Road Precinct North: Part 50m/ Part 70m
 - o Rickard Road Precinct South: 67m
 - o Town Centre Precinct: 86m
 - o North Terrace Precinct: 83m
 - o Stacey Street Precinct: Part 55m / 46m / 35m
- Amend the “Floor Space Ratio Map” (FSR) to change the FSR from 3.5:1 (inclusive of the 0.5:1 sustainability bonus via Clause 6.29) to FSRs up to an FSR of 3.9:1 (across the entire site) comprising FSRs distributed across the four Precincts as follows:
 - o Rickard Road Precinct: 3.4:1
 - o Town Centre Precinct: 7:1
 - o North Terrace Precinct: 3.8:1
 - o Stacey Street Precinct: 3:1
- Amend Clause 6.29 ‘Additional gross floor area for development in Bankstown CBD commercial core’ to exclude the subject site from the application of this clause. This is because the Planning Proposal does not seek to apply the existing 0.5:1 FSR bonus under this clause on the basis the proposed FSRs include uplift that already factors in the maximum FSR sought to ensure certainty that future development will be able to achieve the FSRs proposed.
- Amend Clause 6.14 ‘Restrictions on development in Zone B4’ to achieve the following intended outcomes:
 - o Enable residential development within the Rickard Road Precinct without the need to provide commercial premises or other non-residential purposes on the ground and first floor levels; and
 - o Stipulate (a) a minimum 50% of non-residential floor space within the Town Centre Precinct and (b) a minimum 40% non-residential floor space across the entire site.

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



Part 3 – Justification

Section A–Need for the Planning Proposal

1. Is the planning proposal a result of an endorsed LSPS, strategic study or report?

The Planning Proposal is a result of a request from the landowner to change the building height and Floor Space Ratio planning controls and Clauses 6.29 and 6.14 of the CBLEP 2023 applicable to the site. The existing controls were implemented as a result of increased densities recommended in Council's Bankstown CBD Local Area Plan, which amended the Bankstown LEP 2015 (gazetted in March 2014). The Bankstown CBD LAP is clear in its support for *“redeveloping land within a reasonable walking distance of the Bankstown Railway Station for medium and high density housing”*. This vision is consistent with the Bankstown City Centre Master Plan and Council's vision for the growth of Bankstown in the Local Strategic Planning Statement 'Connective City 2036'. It is noted that the adopted Bankstown City Centre Master Plan and resultant Planning Proposal that has been submitted to the Department replaces the Bankstown CBD LAP as the comprehensive strategy document for the future of Bankstown. The Master Plan acknowledges and supports this Planning Proposal proceeding separate from the Bankstown City Centre Planning Proposal.

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

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

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

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



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

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

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

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

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

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

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

The proposal is uniquely positioned as the largest single private landholder in the Bankstown CBD to facilitate substantial redevelopment and renewal of the site and is an opportunity for



the proposal to act as a catalyst, through the delivery of public benefits, social infrastructure, housing and local employment within the Bankstown CBD.

Section B—Relationship to strategic planning framework

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

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

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

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

Objective	Consistent / Rationale
Objective 4: Infrastructure use is optimised	Yes. The site is located adjacent to the Bankstown railway station and future Metro station that will commence operation in 2024. A bus interchange is located within the boundaries of the site and a permanent location will be resolved between TfNSW, Council and Vicinity concurrently as this Planning Proposal progresses. The site therefore has excellent public transport connectivity to the surrounding region and broader Sydney Metropolitan Public Transport Network.
Objective 6: Services and infrastructure meet communities’ changing needs.	Yes. There is a need to deliver social infrastructure that reflects the needs of the community now and in the future. The Planning Proposal includes a public benefit offer to provide additional infrastructure including a 5,000m ² public park, a 1,000m ² indoor multi-purpose facility, 200m ² incubator/co-working space, cycleways along Rickard Road and The Appian Way and an extension of Jacob Street between The Mall and North Terrace. The proponent has also provided a statement of intent that advises that affordable housing would be provided in the event that a minimum of 40% employment generating floor space across the Bankstown Central site including 50% within the Town Centre Precinct is not delivered.
Objective 7: Communities are healthy, resilient and socially connected	Yes. The Planning Proposal will increase housing density by providing 1,255 additional dwellings plus 694 student housing units near existing public transport (train, bus and future Metro Train services), encourage walking and active transport outcomes through delivery of new pedestrian and cycling connections in and around the site, provide new publically accessible indoor recreation space, a new public park, new commercial office, retail and local community facilities.



Objective	Consistent / Rationale
Objective 10: Greater housing supply	Yes. The South District Plan specifies a target of 58,000 dwellings within the Canterbury Bankstown LGA by 2036. The Council's LSPS "Connective City 2036" sets a target of 50,000 dwellings by 2036. The Planning Proposal will also provide approximately 1,255 new dwellings which contributes around 10% of the CBD's target of 12,500 dwellings by 2036 in Council's Housing Strategy.
Objective 11: Housing is more diverse and affordable	Yes. The Planning Proposal seeks to facilitate 694 student housing units and 1,255 apartments (including build to rent) as part of the proposal. The built to rent housing would be suitable to key workers such as police, fire and other emergency services workers and public health workers such as nurses. The GSRP sets a target of between 5-10% of new residential floor space to be affordable rental housing for very low and low-income households "<i>noting that these parameters will be tailored to each nominated area</i>". The proponent has also provided a statement of intent that advises that affordable housing would be provided in the event that a minimum of 40% employment generating floor space across the Bankstown Central site including 50% within the Town Centre Precinct is not delivered.
Objective 12: Great places that bring people together.	Yes. The proposal includes a new public park and indoor multi-purpose facility that will provide opportunities for passive and active recreation for the local community. The park will be accessible via existing and proposed public footpaths and future cycleways identified in Council's <i>Complete Streets</i> policy. These features will facilitate social gatherings and provide opportunities for social interaction.
Objective 14: A Metropolis of Three Cities - integrated land use and transport creates walkable and 30 minute cities	Yes. Bankstown is a Strategic Centre in the Greater Sydney Region Plan. The site is located adjacent to the Bankstown railway station and future Metro station that will commence operation in 2024. A bus interchange is located within the boundaries of the site and will be relocated to permanent location subject to an agreement between TfNSW, Council and Vicinity. The site will include provision of new public footpaths and delivery of cycleways within the Bankstown CBD. The site therefore has excellent public transport connectivity to the surrounding region and broader Sydney Metropolitan Network.
Objective 22: Investment and business activity in centres	Yes. The Planning Proposal will facilitate an additional 119,117m² of commercial and 15,041m² of retail floor space on site. In total, approximately 10,215 jobs are estimated to be generated by the proposal through the eventual redevelopment of the site.

Discussion

The Planning Proposal achieves consistency with the aims and objectives of the *Greater Sydney Region Plan – A Metropolis of Three Cities*. The Planning Proposal will deliver a new precinct that will offer a range of diverse housing choice through a mix of dwelling types including the emerging build to rent accommodation and student housing typologies. As a mixed use precinct the proposal has strategic planning merit as it accords with the key Greater Sydney Region Plan objectives under "A city for people" (Objectives 6, 7 and 8) and "Housing the city" (Objectives 10 and 11).



Objective	Consistent / Rationale
	The Planning Proposal would facilitate a total of approximately 10,215 additional jobs when the site is fully redeveloped which is 60% of Council's target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Master Plan. The quantum of commercial floor space is considered acceptable for the site and is consistent with the strategic policy objectives of NSW Government and Council for commercial office and associated uses to be located within Bankstown CBD, an important Strategic Centre and Health and Education Precinct. The proposal provides a network of internal streets, public footpaths and shared cycleways that connect to the proposed public parks on the site and adjoining the site. The proposal has the attributes of a walkable community. The site has excellent access to existing and future public transport, including rail, Metro and bus services. The site is located within the Bankstown Strategic Centre and due to its location, and range of land uses proposed, is able to fully fulfil the objectives of providing future residents a 30 minute city. The proposal therefore will achieve consistency with Objective 14 "A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities". Careful and sensitive design is required for this scale of development. Council will prepare a site specific DCP to include built form design development controls including building separation, setbacks, street wall/podium heights, solar access to key public spaces, views and building height diversity and variety. The DCP will be developed with consideration of the urban design principles established for the site by SJB as reviewed by Council's internal Urban Design Team and as well as the design principles within <i>Better Placed</i> by Government Architect NSW to facilitate high standard urban design outcomes during the subsequent DA stages for the site. As there has been minimal renewal in the centre and a lack of take up of the existing development controls, the proposal represents an opportunity for the renewal of the subject site to act as a catalyst for the centre.

3.2 South District Plan

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

Objective	Consistent / Rationale
<u>Liveability</u>	Yes.
Planning Priority S1: Providing services and social infrastructure to meet people's changing needs	The Planning Proposal is consistent with the stated priorities as it is specifically aimed at the delivery of new employment floor space and housing on a large CBD site with no housing currently, which will significantly improve housing diversity and choice within Bankstown. The Proposal will facilitate the delivery of a substantial quantum of residential accommodation and employment floor space on a site that is suitable for the scale and intensity proposed given the size of the site, its location within the CBD and near public transport infrastructure, the minimal overall amenity impacts to the adjacent areas and connectivity to nearby centres.
Planning Priority S2: Fostering healthy, creative, culturally rich and socially connected communities	The proposal will allow for a transit-oriented development that will assist in achieving housing diversity and affordability on a site that is well located to services and facilities.



Objective	Consistent / Rationale
Planning Priority S3: Providing housing supply, choice and affordability, with access to jobs and services	Undertaking development in accordance with the site specific DCP, to be prepared by Council, will facilitate high quality urban design outcomes. The proposal presents an opportunity to incorporate facilities to encourage the use of car-sharing, electric and hybrid vehicles, including car charging stations.
Planning Priority S4: Creating and renewing great places and local centres, and respecting the District's heritage	The proposal will improve the viability and liveability of the Bankstown CBD through the expanded commercial floor space within the centre and substantial public domain upgrades consistent with the liveability priorities.
Productivity	Yes.
Planning Priority S12: Delivering integrated land use and transport planning and a 30-minute city	The site is within the Bankstown CBD, which is a Strategic Centre and a Health and Education Precinct. The proposal would result in significant contribution to the jobs growth target in the LSPS and South District Plan. The proposal is consistent with the District Plan's emphasis on bringing jobs closer to where people live by providing new retail and office development in an accessible location. The proposed provision of substantial housing including student accommodation and apartments (including build to rent housing) and additional employment floor space within walking distance of Bankstown railway station (and future Metro station), is consistent with the District Plan's emphasis on improving access to jobs on the basis that from an economic perspective, having access to a larger number of jobs means greater potential for job and skill matching, enhanced opportunities for skill and knowledge development and ultimately better outcomes for households and the economy overall. Student accommodation is well placed to service the new Western Sydney University Bankstown Campus, currently under construction and anticipated to attract around 10,000 students and with around 2,000 on campus daily. This will assist in investment and growth of Bankstown as a health and education precinct. The proposal has an opportunity to significant assist Bankstown to fulfil its Strategic Centre role and make the centre a vibrant and attractive place to live, work and visit. The proposal will enhance the public domain through streetscape works and improve access to public parks through construction of new pedestrian footpaths and parts of a new cycleway network to be delivered in stages in accordance with a Planning Agreement between Council and the proponent. New and improved walking and safe cycling links, improvements to the public domain and an increased tree canopy will encourage people to walk or cycle to and from public transport interchanges which supports Planning Priority S12. The proposal will also facilitate adequate land is available for transit uses, for example bus layovers, subject to approval from TfNSW (<i>Action 55(i)</i>).



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

4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

4.1 Community Strategic Plan 'CBCity 2028'

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

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

4.2 Local Strategic Planning Statement 'Connective City 2036'

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



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

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

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

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

4.3 Bankstown CBD Local Area Plan

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

The Bankstown CBD LAP seeks to concentrate around 80% of the then 3,800 dwelling target and 4,000 new jobs (to 2031) within a 1km walking catchment of the Bankstown CBD to encourage the CBD to become a more “liveable and attractive place” where a greater proportion of residents are closer to public transport and services. The Bankstown CBD LAP



considered the subject site as part of the “Northern CBD Core” and its potential to be redeveloped in the future to contribute to the revitalisation of the Bankstown CBD:

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

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

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

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

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

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

Refer to Section 4.7 for discussion on the Bankstown City Centre Master Plan.

4.4 Affordable Housing Strategy 2020



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

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

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

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

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

While the Planning Proposal is not subject to the planning framework in the Master Plan it will include delivery of 50% employment generating floor space in the Town Centre Precinct, 40% employment generating floor space across the entire site and new public open space and a multi-purpose sporting facility. If the site were within the Master Plan area, there would not be a requirement to deliver affordable housing. However, it is noted that other land adjoining the site could receive an FSR uplift of 1:1 which is greater than the 0.423:1 that the application is seeking for this site and those adjoining sites would not be required to provide affordable housing in addition to employment generating floor space to receive bonus FSR.

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



the residents and workers on the site in the future, as well as people that visit from outside of the site.

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

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

Post Gateway Determination Response – Affordable / Key Worker Housing (Condition 1g)

The draft site specific Development Control Plan (DCP) for the site includes a clause for 'Key Worker' housing which will provide a mechanism for such housing to be provided as part of the Development Application stages in the future. The Key Worker clause provides the requirements for a monetary contribution to be provided to supply this form of affordable housing in the LGA in the circumstance when the total employment generating floorspace across the site falls below 40% (inclusive of the requirement to provide a minimum 50% employment generating floor space in the Town Centre Precinct).

For the reasons above and based on the mechanism to be included in the site specific DCP, Council has accepted that affordable housing will not be a mandatory requirement of the Planning Proposal if the required minimum employment generating floor space will be delivered across the site.

4.5 Employment Lands Strategy 2020

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

- 17,000 baseline target for jobs by 2036.



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

The Planning Proposal would facilitate redevelopment of the site that could generate approximately 10,215 jobs when the site is fully redeveloped which is over 100% of the “baseline” additional jobs target of 7,880 jobs by 2036 and 64% of the “high” additional jobs target of 15,880 jobs by 2036 as per the Bankstown CBD jobs targets in Council’s Employment Lands Strategy. It is noted that the Bankstown City Centre Master Plan adopts the ‘high growth’ jobs target of 25,000. The Planning Proposal would facilitate 60% of Council’s target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Master Plan.

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

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

4.6 Housing Strategy 2020

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

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

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

4.7 Bankstown City Centre Master Plan



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

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

Council has submitted the Planning Proposal to implement the Master Plan with the Department of Planning and Environment on 31 March 2022 (PP-2022-1153¹). The Planning Proposal is under assessment by

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

5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

5.1 Bankstown CBD and Bankstown Airport Collaboration Area Place Strategy

The Bankstown CBD and Bankstown Collaboration Airport Place Strategy (Place Strategy) published in December 2019 aims to guide the transformation of Bankstown CBD from a suburban centre into a distinctive health, academic, research and training precinct by leveraging government and institutional investment and creating a place to innovate and test ideas. The Place Strategy was co-created with government, community and institutional stakeholders over 12 months. It aims to inform and coordinate policy and investment decisions by the NSW Government, Council and major institutions.

¹ Planning Portal link to Bankstown City Centre and Affordable Housing Contribution Scheme:
<https://pp.planningportal.nsw.gov.au/ppr/under-assessment/bankstown-city-centre-and-affordable-housing-contribution-scheme>



The Place Strategy outlines a vision for the Bankstown CBD as a green, healthy and dynamic destination, which capitalises on its diverse cultures and proximity to Salt Pan Creek and the Georges River. It will be a centre for jobs, especially in the health and education sectors, and will see significant growth in worker and student populations.

The Place Strategy includes 10 priorities and 36 actions across the themes of connectivity, liveability, productivity, sustainability and governance. The consistency of this Planning Proposal with these priorities and actions is assessed in the Table 3.

Table 3: Bankstown Collaboration Area Place Strategy Relevant Actions - Assessment

Objective	Actions / Consistent / Rationale
Connectivity	Relevant Actions:
<u>Priority 2:</u> Improve walking and cycling throughout the Collaboration Area	• <i>Action 5: Investigate improvements for better at grade pedestrian facilities across major road corridors with consideration to enhanced design, place and safety outcomes at the interface of Bankstown CBD, key gateways and destinations</i> • <i>Action 6: Review parking provision and reduce parking rates (including maximum parking rates) to match Bankstown's relative accessibility</i> • <i>Action 7: Build Green Grid connections and improve walking and cycling to and along Salt Pan Creek Corridor, Bankstown to Sydenham Open Space Corridor and Georges River</i> • <i>Action 8: Investigate 'Active Routes to Schools' pilots in the Bankstown CBD and Bankstown Airport Collaboration Area.</i> Comment: The Planning Proposal includes provision for better pedestrian facilities into and around the site and identifies certain pedestrian infrastructure improvements (such as through-site links) to be as part of the site concept development plan. Towers and public plazas have been designed in the concept development plan to accommodate pedestrian links on the site. Pedestrian and cycling transport improvements across the broader City Centre will be funded through the future consolidated Development Contributions Plan. Reduction in on-site parking rates, and the adoption of maximum rates within 400m of Bankstown Station was identified in the Bankstown CBD Master Plan and subsequent Planning Proposal. This will also be implemented as part of future DCP amendments associated with this Planning Proposal.
Liveability	Relevant Actions:
<u>Priority 3:</u> Match Bankstown's growth with investment in high urban amenity <u>Priority 4:</u> Plan for Bankstown CBD as a vibrant, diverse and thriving centre	• <i>Action 9: Develop minimum standards and review mechanisms to ensure a well-designed built environment</i> • <i>Action 10: Promote Bankstown as a cultural anchor when planning for the Sydenham to Bankstown Urban Renewal Corridor</i> • <i>Action 14: Encourage short to medium term accommodation and student housing in the CBD.</i> Comment:



Objective	Actions / Consistent / Rationale
	The draft CBLEP will include a design quality clause that will apply the entire Canterbury Bankstown LGA. Once the draft CBLEP is finalised and made, it will apply to certain types of new development on the site. By providing a mix of new uses on the site, this Planning Proposal will be well placed to support a new exempt development provision clause (in Schedule 2) proposed in the Bankstown City Centre Planning Proposal for extended operating hours (including late night trading) to facilitate a more diverse night time economy. This will assist in encouraging new and existing businesses to operate later in the night time that will provide greater activity and vibrancy on the site and in the City Centre that in turn, may lead to positive flow on effects such as opportunities for new cultural activities and events. Good design outcomes will be driven by the DCP amendments to the consolidated Canterbury Bankstown DCP 2021 to support the Planning Proposal. The draft DCP amendment will include specific controls relating to built form, design and materiality, local character, setbacks, landscaping and tree canopy, sustainability, building performance, open space and design excellence and a range of other controls identified in the draft Plan and supporting studies. The DCP will give reference to the abovementioned design quality clause in the draft CBLEP. Council intends to place the draft DCP amendment on public exhibition alongside this Planning Proposal, should the proposal receive a Gateway determination.
Productivity <u>Priority 6:</u> Strengthen Bankstown's identity to embody its diversity, arts and culture <u>Priority 7:</u> Catalyse Bankstown's health, academic, research and training precinct through co-location and integration of institutions	Relevant Actions: <i>Action 21: Develop or retrofit multipurpose facilities to provide specialised resources that support creative activities in Bankstown Arts Centre and other locations</i> <i>Action 22: Identify opportunities to repurpose vacant properties and precincts for creative activities</i> <i>Action 23: Investigate a regional-scale arts and cultural facility in Bankstown CBD</i> <i>Action 25: Consider clustering the acute hospital and health services with related research and educational uses in Bankstown CBD.</i> Comment: The Planning Proposal will permit health service facilities which could facilitate the clustering of health services in the Bankstown City Centre in the future. The proposal includes delivery of 200m² of incubator office space which would be available to support creative and similar activities in the Bankstown City Centre.
Sustainability <u>Priority 8:</u> Enhance requirements and incentivise sustainability	Relevant Actions: <i>Action 29: Investigate higher BASIX and sustainability targets for the development in the Collaboration Area</i> <i>Action 30: Facilitate a precinct-based pilot for an integrated approach for higher environmental performance in Bankstown CBD</i>



Objective	Actions / Consistent / Rationale
Priority 9: Make Bankstown a sustainable, resilient and water sensitive strategic centre	• <i>Action 31: Adopt a water-sensitive city approach to precinct planning and urban design with sustainable urban water management as a core element</i> • <i>Action 32: Develop a Green Infrastructure Strategy</i> • <i>Action 33: Upgrade stormwater infrastructure servicing Bankstown CBD which provides quality urban interfaces with public areas</i> • <i>Action 35: Investigate options and partnerships for food waste treatment and the creation of circular economy for better waste management.</i> Comment: As noted above, the amended DCP that will be exhibited concurrently with this Planning Proposal will include sustainability measures including energy efficiency and water sensitive urban design measures. Actions 32, 33 and 35 are not directly relevant to this Planning Proposal and can be progressed by Council separately.



6. Is the planning proposal consistent with applicable SEPPs?

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

6.1 State Environmental Planning Policy (Housing) 2021

The Planning Proposal is consistent with the aims and objectives of the Housing SEPP as it seeks to facilitate diverse and affordable housing within the Bankstown City Centre. The Planning Proposal does not contain provisions which hinder the application of the SEPP,

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

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

During the future design development of the project, specific issues related to SEPP 65 compliance can be addressed in detail to ensure satisfactory compliance during the DA process. It is anticipated that these aspects can be addressed to the satisfaction of the relevant consent authorities during the development assessment stage.

6.3 State Environmental Planning Policy (Transport and Infrastructure) 2021

6.3.1 Chapter 2 - Infrastructure (former State Environmental Planning Policy (Infrastructure) 2007)

The State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP), sets out requirements for various public authority and infrastructure works throughout the state. In addition, it requires the referral of certain traffic generating development to the RMS during the DA assessment process. Any required referral will be triggered at DA stage and does not impact on the current proposal.

Stantec have prepared a traffic assessment included in the Planning Proposal submission which concludes that overall, the assessment detailed within this report indicates that the transport impacts of the indicative development yield envisaged in the Planning Proposal can be accommodated by the transport system with the completion of the proposed transport responses to the street network.



Appropriate parking will be provided as part of future Development Applications post the Planning Proposal Stage. Details of parking requirements will be incorporated within the site specific DCP.

The Planning Proposal does not contain any provisions which would contravene or hinder the application of Chapter 2 of the SEPP. The proposed amendments to this SEPP to permit the installation of household batteries as exempt development compliments this objective of this Planning Proposal².

7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

This Planning Proposal is consistent with most applicable Local Planning Directions (refer to Appendix B), and discussed in Table 4 below:

Table 4: Consistency assessment against Local Planning Directions (Section 9.1 Ministerial Directions)

Direction	Consistent / Rationale
Focus Area 1: Planning Systems Direction 1.1 – Implementation of Regional Plans	Consistent. This direction aims to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in the Greater Sydney Region Plan - A Metropolis of Three Cities. As discussed above, the proposal is consistent with this plan and thus the Direction.
Direction 1.3 – Approval and Referral Requirements	Consistent. This Planning Proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation or referral.
Direction 1.4 Site-specific Provisions	Consistent, as the LEP contains existing site specific provisions that apply to development on the site (per Clause 6.29 of the CBLEP 2023 6.29 6.29 Additional gross floor area for development in Bankstown CBD commercial core' and Clause 6.14 '6.14 Restrictions on development in Zone B4'. The Planning Proposal seeks to exclude the site from Clause 6.29 which will remove the 0.5:1 maximum bonus applicable to the site. The proposal also seeks to exclude the site from Clause 6.14 so that the northern part of the site (within the Rickard Road Precinct) will be able to be developed with residential apartment buildings without the need to provide non-residential floor space at ground and first floor levels. To not include these site specific provisions as part of the Planning Proposal would remove the ability to control development outcomes that reflect the detailed assessment and concept development plan reviewed and supported by Council. This may reduce certainty in the intended outcomes, impact the employment generating floor space delivered which may have flow on effects on job growth in a location that is best suited to support such employment generation.

² DPE Website 'Fast-track access to installing household batteries' - <https://www.planning.nsw.gov.au/isepp>



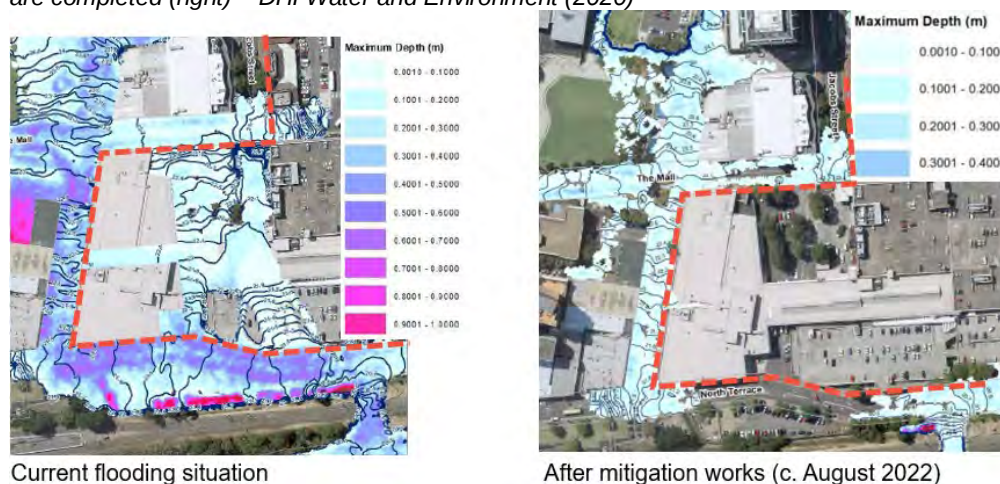
Direction	Consistent / Rationale
Focus Area 4: Resilience and Hazards Direction 4.1 Flooding	Consistent. In relation to existing conditions, the site forms part of the Salt Pan Creek upper catchment and is affected by an overland flow path, stretching from Rickard Road to the open channel at North Terrace. Portions of the western site side of the site, including the Town Centre Precinct and along Lady Cutler Avenue are classified as 'medium' flood risk. As part of the new WSU Bankstown campus tower at 74 Rickard Road, Bankstown Council identified the inadequate capacity of the existing stormwater system in this part of the Bankstown CBD. While a freeboard is a common safeguard to minimise risk on the site, Council recommended that further infrastructure works be delivered that would mitigate flooding impacts associated with the WSU Bankstown building, noting that these works would include broader stormwater infrastructure beyond the site. Council has finalised the decision of the required stormwater infrastructure works and is satisfied that the design, including the culvert works and other associated works, are consistent with the Salt Pan Creek Catchments Floodplain Risk Management Plan and will decrease flooding along the Appian Way and around the WSU Bankstown site, including western side of the Bankstown Central site, as a result of these works. Based on the work schedule at the time of writing, the works will commence by May 2023. The planned duration is six to eight months and Council expects to have the works complete by early 2024. This scheduling may be subject to change due to weather and other impacts beyond Council's control. In 2020 Council engaged DHI Water and Environment (DHI) to perform additional modelling of the drainage system in the Bankstown CBD using the most recent available model version (dated May 2019). DHI's report titled 'Bankstown CBD Drainage Modelling Assessment of culvert sizing in The Appian Way south of The Mall and North Terrace' focuses on the flooding conditions along the Appian way and North Terrace and includes sizing of proposed culverts. The report included an assessment of three options to replace the Sydney Water culverts in The Appian Way south of The Mall. For each replacement option, DHI's modelling used the following parameters in the flood modelling assessment: • Size culverts in The Appian Way south of The Mall to achieve a combined conduit capacity of 100 year Average Recurrence Interval (ARI) (or as close to it as practical) with minimum or no overland flow. • Check if the performance of the previously proposed culvert at North Terrace changes as a result of the network adjustments as above. • Quantify improvements in flooding conditions along The Appian Way and North Terrace. • Check if the proposed network adjustments make an impact on water surface levels downstream of the railway, compared to the existing conditions. The report makes the following summary conclusion: <i>'The modelled design upgrade does not have a negative effect on flooding downstream of the railway lane and rather create significant improvements both along the roads in which the drainage network capacity was upgraded and downstream of the railway underpass. With the proposed upgrade, a large portion of surface flow from the north of Rickard Rd is captured by the inlet Node_12 at Rickard Rd and consequently the surface flow along The Appian Way is significantly reduced. The remaining surface flow is also mostly captured by the inlets along The Appian Way and does not further flow towards the railway underpass in large quantities. The achieved reduction of water surface levels both along The Appian Way and downstream of the underpass is in order of 200-300mm. The Provisional Hydraulic Hazards is reduced from Medium-High to Low along the entire flow path in The Appian Way and North Terrace.'</i>



Direction	Consistent / Rationale
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The land owners of the Bankstown Central site, Vicinity Centres, are providing monetary contribution to the project. The outcome of these stormwater mitigation works will result in significant reduction in the flooding impacts of the Bankstown Central site, refer to Figure 2 below. These positive flooding outcomes are addressed within the abovementioned DHI report.

Figure 2: Flooding maps showing current flooding situation (left) and after Council-led mitigation works are completed (right) – DHI Water and Environment (2020)



The issue of flooding in the Bankstown CBD has also been investigated as part of the Bankstown Master Plan. Council's Asset Planning – Stormwater Officer provided the following comments:

"Ministerial Direction 4.3 Flood Prone Land Objectives:

The Draft Bankstown City Centre Master Plan has been developed generally in accordance with the objectives of Ministerial Direction 4.3 Flood Prone Land. The Master Plan has been developed in consultation with:

- Bankstown DCP (2015)
- Bankstown Development Engineering Standards (2009)
- Salt Pan Creek Stormwater Catchment Study (Bewsher/BMT, 2009)
- Salt Pan Creek Catchments Floodplain Risk Management Study and Plan (Bewsher, 2013)

The above planning and policy documents are based on the principles with the NSW Flood Prone Land Policy and NSW Floodplain Development Manual (2005).

Industry Peer Review:

Notwithstanding the above comments, it is recommended that the Draft Master Plan be reviewed by a suitably qualified industry expert experienced in the matters of floodplain development with respect to the NSW Flood Prone Policy and NSW Floodplain Development Manual (2005)."

This review has been undertaken and submitted with the Bankstown City Centre and Affordable Housing Contributions Scheme Planning Proposal. The *Flood Planning Assessment Report* prepared for Council by Stantec (formerly Cardno) confirms the Bankstown City Centre and Affordable Housing Contributions Scheme Planning Proposal is generally considered to be in accordance with the provisions of the *NSW Flood Prone Land 2021 Package*.



Direction 4.4 – Remediation of Contaminated Land	Not applicable. The site is not within an investigation area. The use of the site has involved retail and commercial uses contained within the confines of the shopping centre building. Prior to the use of the site as a retail shopping centre, the land was used for residential purposes.
Focus Area 5: Transport and Infrastructure Direction 5.1 Integrating Land Use and Transport	Consistent, as the subject site is located within a strategic centre and within less than 800m from Bankstown railway station. This Planning Proposal capitalises on the completion of Sydney Metro City and Southwest conversion, which includes a new Metro railway station at Bankstown (less than 100m to the south of the site) that commences operation in 2024 and aims to align employment and housing growth with the delivery of city-shaping transport infrastructure. Increasing residential and employment opportunities in an area which will have enhanced access to transport infrastructure reduces dependence on cars supports the efficient and viable operation of public transport services. The proposal also includes delivery of a mixed use precinct that will facilitate active transport modes through and around the site, connecting to bus and rail transport services.
Direction 5.3 Development near Regulated Airports and Defence Airfields	Consistent. The site is subject to prescribed airspace restrictions due to the proximity to the Bankstown Airport. Bankstown Airport is subject to the federal Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996. Airspace above the Bankstown CBD is affected by operational requirements for Bankstown Airport. A building that penetrates the Obstacle Limitation Surface (OLS) requires approval under that legislation from the Commonwealth Department of Infrastructure and Regional Development. The proponent submitted a Preliminary Aeronautical Impact Assessment Report, which indicates the Obstacle Limitation Surface level is 108.2 metres AHD. The submitted concept design complies with this requirement. However in regard to 2(d) of this Local Planning Direction which states“(d) obtain permission from that Department of the Commonwealth, or their delegate, where a planning proposal seeks to allow, as permissible with consent, development that would constitute a controlled activity as defined in section 182 of the Airports Act 1996. This permission must be obtained prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act.” Following post-Gateway consultation with the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Federal Department), the Planning Proposal could be released for public consultation in advance of any controlled activity application submitted under the Airports (Protection of Airspace) Regulations 1996 (APARS), subject to any development proposal with a height more than 51 metres AHD (defined as protrusions into protected airspace) be subject to a controlled activity assessment and require approval under APARS that is administered by the Australian Government. A copy of correspondence with the Federal Department has been attached in Appendix U of the Planning Proposal which has been taken as permission to prior to undertaking community consultation. The Planning Proposal area is not located within an ANEF 20 area. Acoustic attenuation considerations for future development are therefore not required.
Focus Area 6: Housing Direction 6.1 Residential Zones	Consistent, as the Planning Proposal does not reduce the permissible residential density of the site.



Focus Area 7: Industry and Employment

Direction 7.1 Business and Industrial Zones

Justifiable inconsistency, the site will provide a significant quantum of jobs growth for Bankstown, and to facilitate a genuine mixed use precinct it is proposed to permit residential accommodation development in the Rickard Road Precinct without the requirement for non-residential uses at ground and first floor levels. The proposal would facilitate increased FSR and employment generating floor space (approximately 10,215 new jobs). The Planning Proposal seeks to safeguard 40% of the overall site floor space as employment generating floor space and at least 50% of the Town Centre Precinct as employment generating. The proposal will retain the existing B4 Mixed Use Zoning of the land that permits commercial premises with consent and therefore the scope for employment generating uses across the site remains unaffected by the proposal. It is noted that despite the proposed allowance to permit fully residential development in the Rickard Road Precinct, the developer can choose not to take up this control and continue to deliver non-residential uses at the ground and first floor levels of development in that precinct.

The proposal will facilitate employment growth in a well-connected strategic centre within easy walking distance of Bankstown railway station and future Metro station (opening 2024). The Planning Proposal will include a site specific LEP clause to permit residential accommodation in the Rickard Road Precinct without the need to provide ground or first floor non-residential uses. The concept plan submitted with the Planning Proposal demonstrates that this provision does not impact the ability for the overall site to generate substantial employment generating floor space and that the inclusion of such a site specific provision does not occur at the expense of the delivery of future employment generating floor space.

Section C–Environmental, social and economic impact

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

This Planning Proposal relates to an existing site in a highly urbanised environment and seeks to increase densities within this existing urbanised context. This Planning Proposal does not adversely affect any critical habitat or threatened species, populations or ecological communities, or their habitats. The *Biodiversity Strategic Plan 2015-2025*³ prepared by the former Bankstown City Council identifies the ecological status of all land within the former Bankstown LGA. That Strategic Plan included ecological mapping obtained from a variety of sources including:

- BCC Bushland Mapping
- BioNET
- Office of Environment and Heritage (OEH) Sydney Metropolitan Catchment Management Area
- (SMCMA) Vegetation Mapping

³ Canterbury Bankstown Biodiversity Strategic Plan 2015-2025:
<https://www.cbcity.nsw.gov.au/environment/biodiversity/biodiversity-corridors>



- Council commissioned flora and fauna surveys.

The mapping within the Strategic Plan remains valid given there have been no significant land use changes since that study was completed and it confirms that Bankstown City Centre does not contain areas of Endangered Ecological Communities or habitats. Any development that would occur in the future that is facilitated by this Planning Proposal will therefore not have any direct impacts on any Endangered Ecological Communities.

8. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

Natural hazards

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

Contamination

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

Traffic, car parking and vehicle servicing

Vision for Bankstown CBD under the Master Plan and Complete Streets

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

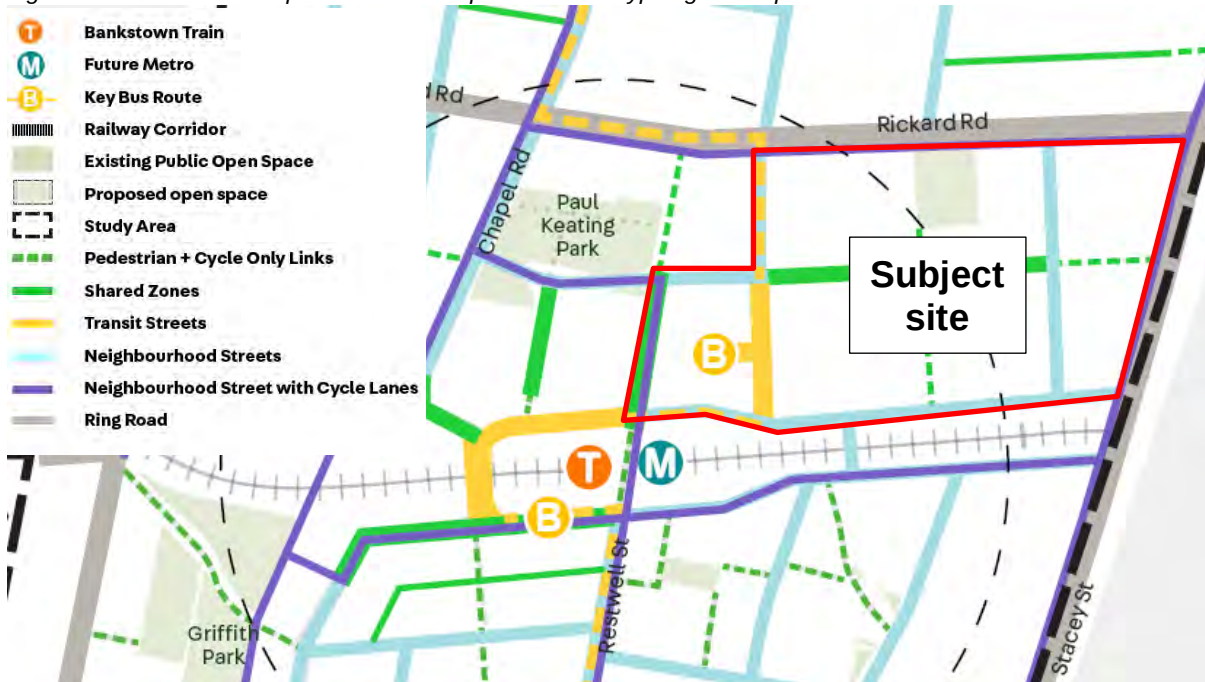
The key strategies of Complete Streets relevant to the Planning Proposal are:

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



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

Figure 3: Bankstown Complete Streets 'Proposed Street Typologies' map



Complete Streets has been developed through detailed microsimulation traffic modelling undertaken by traffic consultants GTA (now Stantec). The modelling included consideration of how the Bankstown CBD street network will respond to, and require changes to accommodate traffic and parking demands from future development and increasing pedestrian/cycling movements. Complete Streets also has considered the potential Bankstown Central redevelopment and provides recommended street changes on and around the site to cater for the planned growth on the site (refer to the Figure 3).

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



Figure 4: Master Plan changes to car parking within the core city centre and outside of core city centre. Site is shown in red.



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

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



Land use type	Recommended Planning Proposal rate	Bankstown City Centre Master Plan Rate – maximum car parking rate (inner CBD core area)	Supported by Council?
		Visitor: 1 space / 10 dwellings	
Hotel	0 to 0.2 spaces / room	Not addressed in Master Plan	No – further detail required post-Gateway. See assessment discussion below under 'Assessment of the Traffic and Transport Implications of the Planning Proposal'
Student accommodation	0.1 spaces / apartment	Not addressed in Master Plan	
Child care centre	Nil	Not addressed in Master Plan	

Permanent Bus Interchange Location - Council's Position

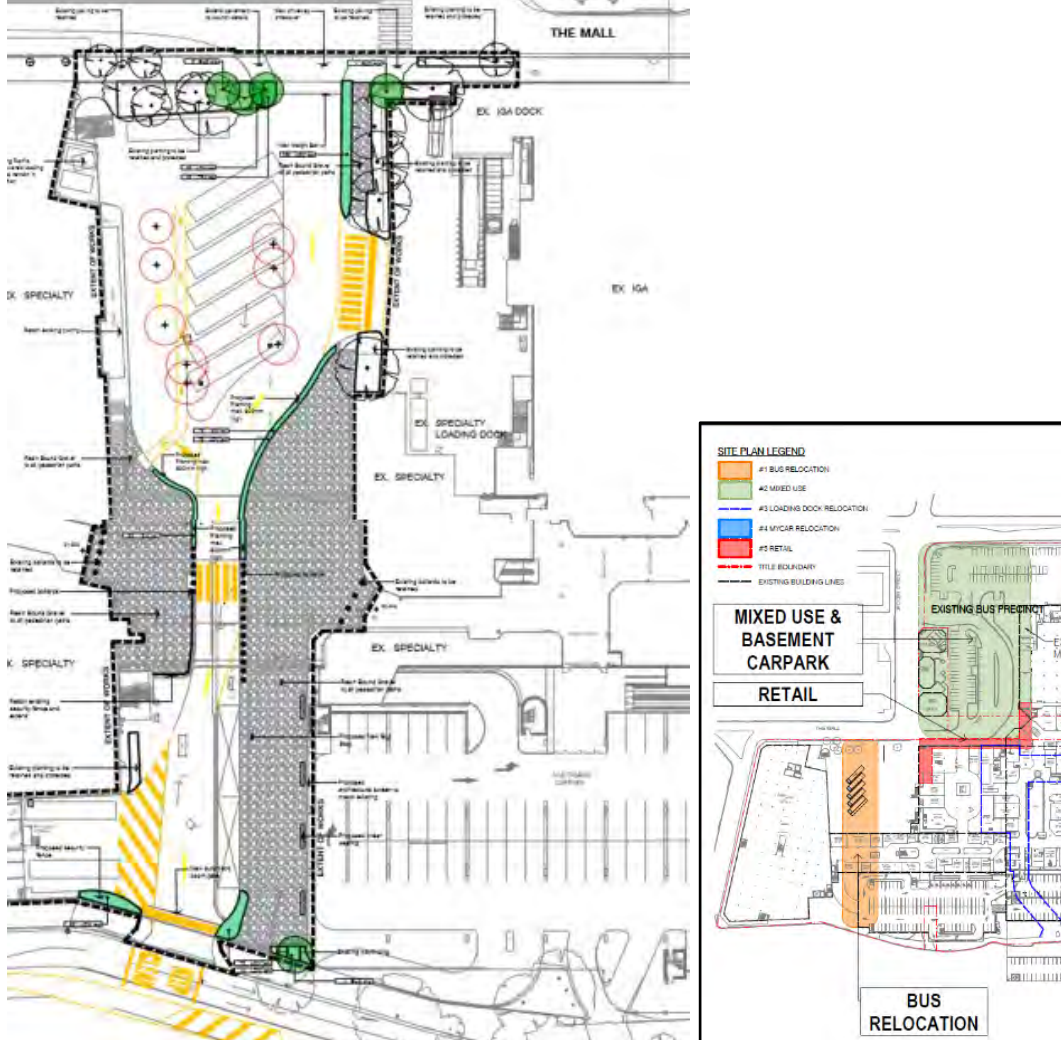
A key public transport issue that affects the Bankstown CBD and Planning Proposal that has yet to be progressed by TfNSW relates to the future permanent location of the bus interchange for Bankstown that is currently within the Bankstown Central site. The issue of the permanent location of the bus interchange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

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

These works have been completed and the temporary interchange commenced operation in May 2022. The existing bus interchange on the Bankstown Central site fronting Jacob Street has closed and be converted to a customer car park.



Figure 5: Approved temporary bus layover (DA-529/2020) and map with location shaded

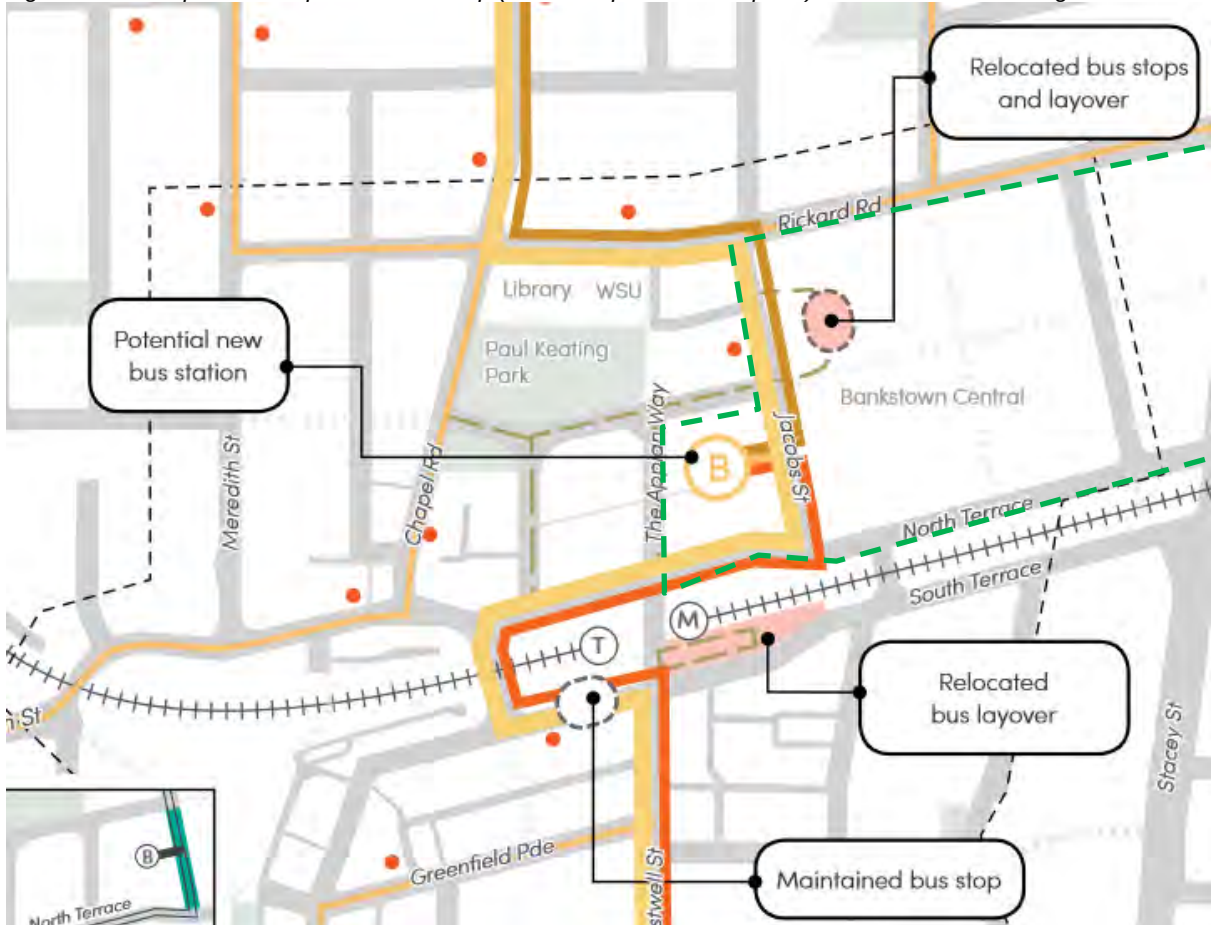


Council's Complete Streets nominates the bus interchange in the Town Centre Precinct as a new permanent location as part of a reconfiguration and rationalisation of the bus routes that run through the Bankstown CBD. The reasons for this preferred permanent location are:

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



Figure 6: Future public transport network map (from Complete Streets p127). The site is marked in green dashes



Permanent Bus Interchange Location – Proponent’s Position

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

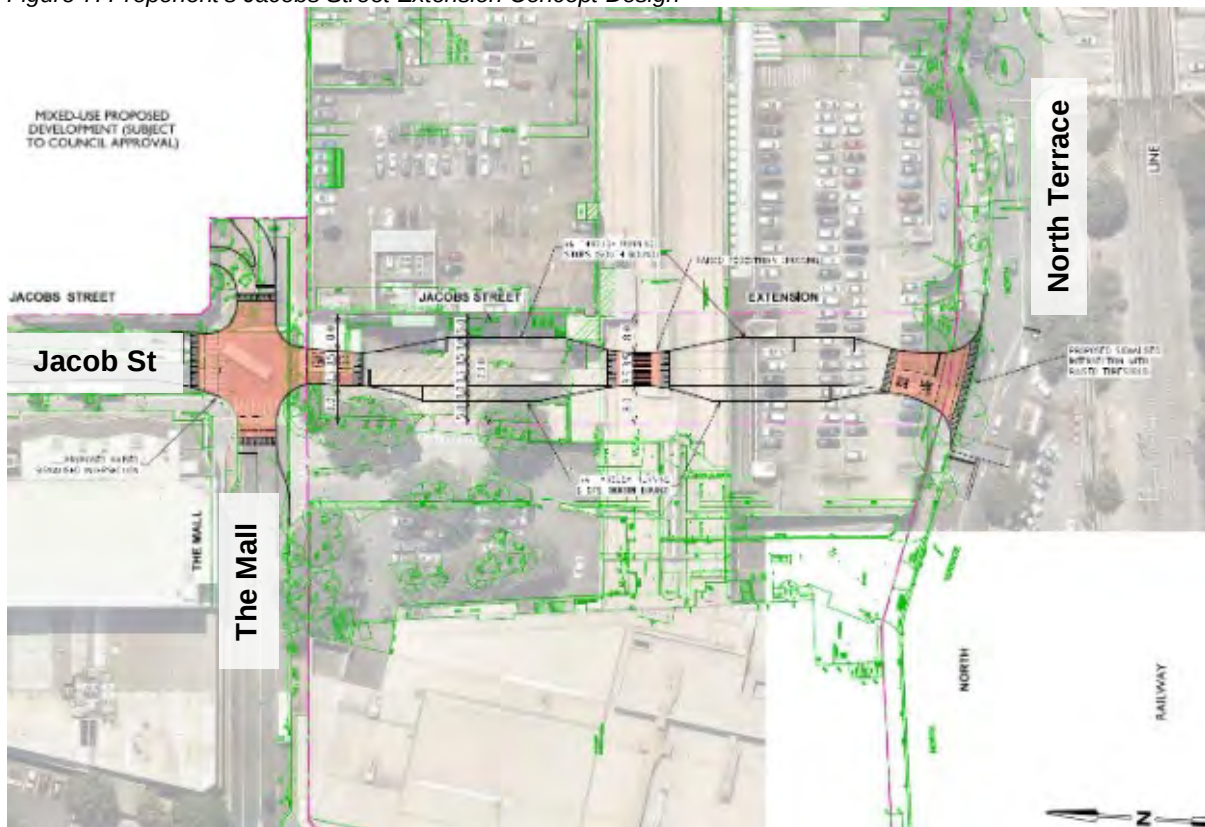
- It supports the provision of a productive CBD by avoiding the inefficient use of land.
- It improves bus operating travel times by avoiding deviations off the road network carrying the bus services.
- It places bus services in the public domain where buses are visible (not hidden within a station)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



- Is proximate to other transport services including Bankstown railway station/future Metro station.

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

Figure 7: Proponent's Jacobs Street Extension Concept Design



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

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

The location of bus layover should support productive places. To this end locating layover outside of centres where compact form and walkability are key features should be considered.



Where layover is located within a centre it should be located away from streets with high levels of active frontages and areas of pedestrian activity. Within centres options to minimise the footprint of the layover should be thoroughly investigated”.

Permanent Bus Interchange Location – Way Forward

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

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

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

Early Engagement with TfNSW

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

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



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

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

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

Table 5: Council's response to TfNSW letter dated 24 December 2022

Issue	Council Response
<u>Existing conditions assessment</u> Define the existing conditions of the transport system serving the master plan site, addressing the levels of performance for all transport modes, including walking, cycling and freight.	Response: Council has completed this work as part of Bankstown Complete Streets. Council and the proponent's traffic consultant can work together to review and amend the existing traffic modelling prepared for Bankstown Complete Streets if necessary to reflect any changes to existing conditions since the model was completed.
<u>Connections</u> Assess the impacts and opportunities arising from the master plan proposal on travel demands and operation of the rail and bus networks and future Metro. Define a clear, permeable and accessible precinct network of walking and cycling connections to help achieve a sustainable transport system to accommodate the master plan proposal.	Response: Bankstown Complete Streets already provides details on how the road and transport infrastructure will be improved to cater for planned growth across the entire CBD, including the Bankstown Central site. The Bankstown City Centre Master Plan also provides details on how walking and cycling will integrate with the future Metro. Details on the pedestrian and cycling connections will be included in the site specific DCP and will be consistent with Bankstown Complete Streets. The proponent will be required to address this in the DA stage of the project.
Investigate opportunities for a permanent bus interchange in consultation with TfNSW and Council.	Response: Council has approached TfNSW on this matter for several years with no clear direction or commitment to resolve this matter received from TfNSW. In March 2023 TfNSW wrote to Council to advise support for a permanent bus interchange to be provide as part of an on-street solution involving the future extension of Jacobs Street. Council, Vicinity and TfNSW will work together to develop a Reference Design and progress insertion of the Reference Design requirements into the Planning Agreement to achieve this outcome.



Issue	Council Response
<u>Traffic generation rates</u> Traffic generation rates should be identified through empirical evidence (i.e. surveys of similar land uses with comparable characteristics) with consideration of cumulative impacts of other known traffic generating developments within the area of influence.	Response: Council's traffic impact assessment peer review has identified some additional information that is required to provide justification for traffic generation rates used by the proponent. Council will request this information post-Gateway and update the Planning Proposal and support reports prior to exhibition.
<u>Transport Modelling</u> The following three stage modelling approach should be considered: Strategic transport modelling using existing model resources (i.e. STM and STFM) to identify travel demands, patterns and mode splits. Appropriate modelling software that considers route choice based on travel time delay and dynamic/coordinated traffic signal operations (i.e. microsimulation, hybrid model, or mesoscopic model). Intersection modelling - based on the flows from the above modelling exercise.	Response: 'Aimsun' microscopic modelling has already been completed by Stantec traffic consultants which informed the Bankstown Complete Streets analysis and recommendations. Council has provided the microscopic modelling files to TfNSW along with the supporting reports and documents including the Traffic Modelling Report, Transport and Place Analysis and Workshop Summary.
The above modelling approach should include a base year model, future years base case (without development), and a separate model with full development and background traffic growth. Consultation should be undertaken with TfNSW and Council to agree on the year the future base should be modelled.	Response: As above, Bankstown Complete Streets already provides details on how the road and transport infrastructure will be improved to cater for planned growth across the entire CBD, including the Bankstown Central site. The detailed microsimulation model completed for Bankstown Complete Streets can be reviewed and adjusted by Council and/or the proponent in consultation with TfNSW if required. There should be no need to create a new traffic model.
The proponent's traffic consultant should collaborate with TfNSW and Council to identify and agree on the geographical boundary/extent of the model study area which will be based on the output from the strategic models (Item #1 above), key travel links to measure impacts of development traffic on travel time and intersections to be modelled.	This matter can be undertaken post-Gateway and resolved before the matter is reported to Council post-exhibition.
<u>Identified Road and Transport Infrastructure</u> Based on the above modelling outputs, identify transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use. Staging based on trigger points linked to GFA/masterplan stages should be identified.	Response: To be addressed in site specific DCP and DA stage. Bankstown Complete Streets identifies transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use across the entire CBD including the Bankstown Central site. The proponent has provided an indicative staging plan that comprises seven stages over 20-30 years. Council will work with the proponent and TfNSW as required to ensure



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

Assessment of the Traffic and Transport Implications of the Planning Proposal

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



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

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

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

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

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

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



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

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

Post-Gateway Response – Consistency with Ministerial Direction 5.1 Integrating Land Use and Transport and Consultation with TfNSW - Response to Condition 1b (i)

An updated Traffic report has been prepared by Stantec to respond to the Gateway determination condition 1b (i) to (iii). The report is attached to this planning proposal and includes a Response to Gateway Determination Letter (Attachment 1) and Updated Transport Impact Assessment for the Bankstown Central Planning Proposal (Attachment 2) to the Stantec report.

The table below provides a summary of the responses to Conditions 1b (i), (ii) and (iii). A full response is provided in the Stantec updated Traffic Impact Assessment report and abovementioned Attachments to that report.

Table 6: Response to Gateway determination Conditions 1b (i), (ii) and (iii)

Condition	Council Response
b. address consistency with Ministerial Direction 5.1 Integrating Land Use and Transport by consulting and addressing matters raised by Transport for NSW including:	A copy of the updated Traffic Impact Assessment prepared by Stantec in response to the Gateway determination condition was sent to TfNSW for comment. Feedback from TfNSW was received on 14 April 2023 which states:
i. the need to satisfy TfNSW's traffic modelling	<i>"we have undertaken a preliminary review and consider that the best approach to dealing with any outstanding traffic and transport issues at the planning proposal stage, given the constrained nature of the existing road network, would be through the development of a Travel</i>



and transport planning requirements;

Demand Management Plan (TDMP) to minimise the traffic generating impact of the proposal.”

Response:

A TDMP will be prepared in parallel with the exhibition of the Planning Proposal. This TDMP should be informed by the updated TIA included in Attachment 2 but be expanded to address the specific items requested by TfNSW which is appropriate given the updated TIA adopts a travel demand management approach for the development of Bankstown Central.

The planning proposal will encompass a range of “development responses” to proactively encourage walking, cycling and public transport use, and discourage private motor vehicle trips. Refer to the Executive Summary (Table ES1) in the Stantec Traffic Impact Assessment.

The TDMP will not fundamentally alter the nature of the Planning Proposal itself or materially impact or change the car parking and traffic impact assessment provided within the Traffic Impact Assessment prepared by Stantec. It is noted that the draft site specific DCP includes the following control regarding the submission of a TDMP:

- a. *“A Travel Demand Management Plan (TDMP) that includes a range of development responses to proactively encourage walking, cycling and public transport use to minimise the traffic generating impact of the redevelopment of the site. The TDMP is to include details of how Development Applications on the site address the following:*
 - i. *Improving pedestrian and active transport connections to the interim bus interchange, future permanent bus interchange, railway station and future metro station, and neighbouring land uses*
 - ii. *Measures that ensure lower parking rates especially for the commercial and residential land uses do not result in increased parking on neighbouring streets*
 - iii. *Measures to promote and accommodate increased bus patronage given the large number of additional trips forecast on the public transport system (noting the railway line will not serve all travel movements/directions of travel).*
 - iv. *How loading/unloading and service vehicles will access the site without significant safety and amenity impacts in areas of higher pedestrian/cyclist activity, and*
 - v. *A mechanism to review the TDMP upon construction and occupation of the initial stages of the proposed*



development to identify whether the objectives are being met and if further measures are required. This can be achieved through a condition of Development Consent."

The above approach will ensure the TDMP requirements outlined in the TfNSW comments are addressed and will apply to all future redevelopment on the site relevant to the planning proposal.

ii. the demonstration of the site's development capacity based on transport constraints applying to the subject land and within the wider Bankstown Town Centre Master Plan Area defined by Councils Bankstown Town Centre Master Plan;

Attachment 2 of the Stantec report contains an updated transport impact assessment (TIA), which confirms the transport responses that are to be adopted as part of the Planning Proposal in response to the local traffic and transport conditions. The key points in this response are:

- The site has excellent planned and existing public transport services (train and bus connections)
- New pedestrian connections through the site will be delivered
- Bicycle parking and end of trip facilities will be delivered across the CBD as part of the Bankstown City Centre Master Plan
- Creation of a new transit street, the Jacobs Street extension
- Adoption of maximum car parking rates and no minimum parking rate for the site specific DCP (and broader City Centre DCP, yet to be finalised)
- Promotion of more people living and working within walking distance of train/metro and buses

Include measures and initiatives outlined above which seek to make the most of the available active travel and public transport capacity (now and proposed) and limit the impacts on the constrained road network capacity.

iii. the need to provide an evidence base in terms of methodology, assumptions, and calculations for the development potential reflected in proposed height and FSR standards and how these are related to traffic and transport constraints and future requirements; and

A response to this matter is contained in the updated Traffic Impact Assessment report. In summary, the key points of the response are:

- The proposal is consistent with Government Policy which supports higher density in existing centres with public transport connections. The proposal is also consistent with the Bankstown City Centre Master Plan which was adopted by Council in 2021
 - It would not be appropriate to determine the site's development capacity based on a constraint in road network capacity. Rather, it is considered appropriate for this constraint to simply inform the manner in which the development occurs.
 - The intended outcome of this planning proposal is to facilitate the redevelopment of the site for a range of uses consistent with the intended future development character of the Bankstown CBD.
 - The concept master plan for the site sets out a range of potential future uses and building typologies to inform and verify the proposed height and FSR controls.
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- The concept masterplan assumes a particular mix of uses and building typologies for the purposes of assessing the merits of the planning proposal. This is envisaged to be delivered over a long timeframe (30 – 40 years or more).
 - The building typology and use mix may change and evolve over time to respond to market conditions.

The travel demand management approach adopted for the planning proposal, including the measures and initiatives outlined above will help to mitigate the development impacts as far as practicable by encouraging active travel and public transport trips, and discouraging and limiting private motor vehicle trips. The detailed traffic and transport analysis will be contained within each future DA for the Precincts.

iv. clarification on the permanent location of the Bankstown bus interchange.	On 23 March 2023 TfNSW wrote to Council to advise that they would accept a bus interchange located on Jacob Street as part of the future extension of that street with bus layover on adjoining streets. The design of the bus interchange would be subject to a Reference Design that would be developed by an independent consultant engaged by TfNSW, Council and Vicinity with costs shared by the three parties.
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Provision of public open space

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

Overshadowing

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



Urban Design and Concept Structure Plan

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

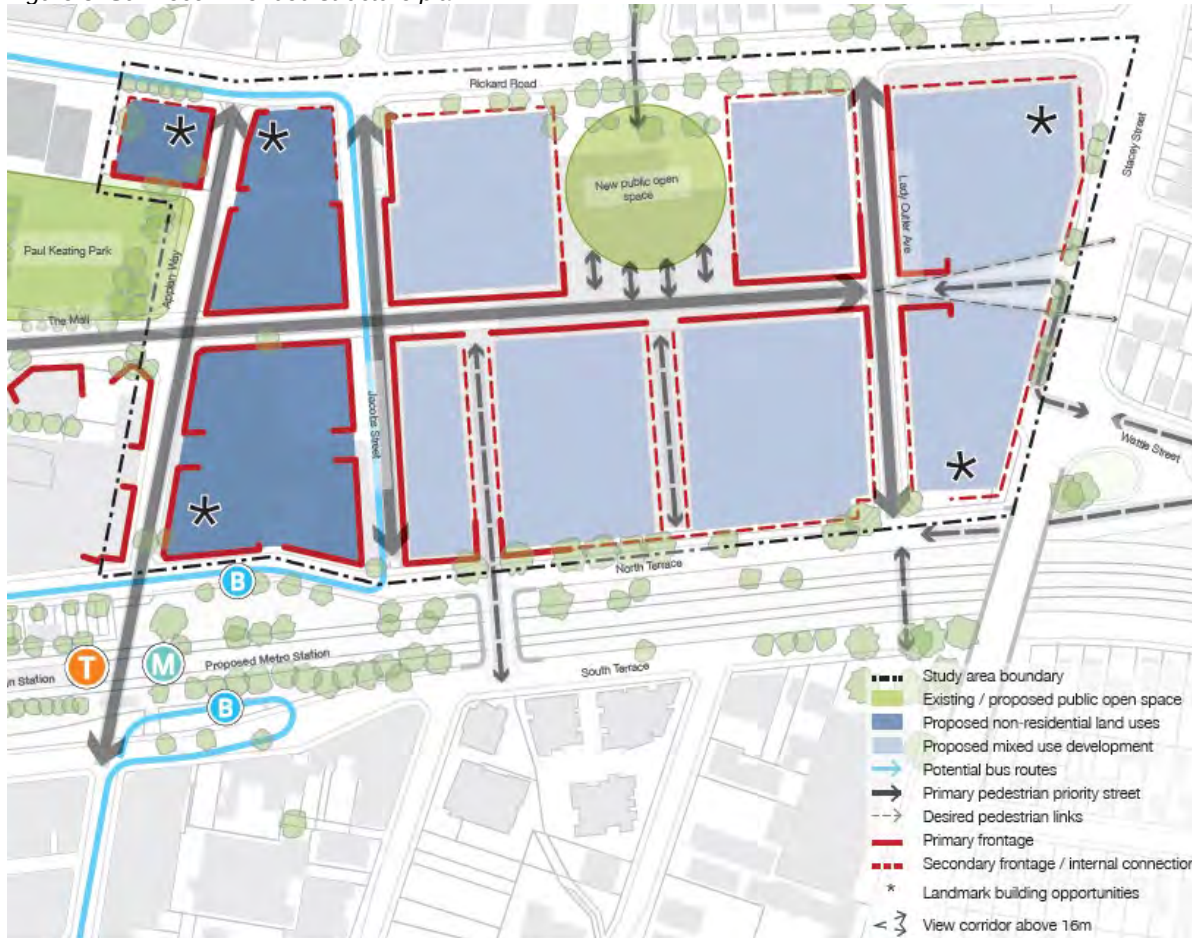
The amended Planning Proposal generally reflects the dialogue between Council and the proponent, and incorporates key urban design principles developed by a Council commissioned Urban Design Study prepared by urban design consultants SJB Architects. SJB's *Bankstown Central Urban Design Study* issued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

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

The SJB structure plan is shown at Figure 8.



Figure 8: SJB recommended structure plan

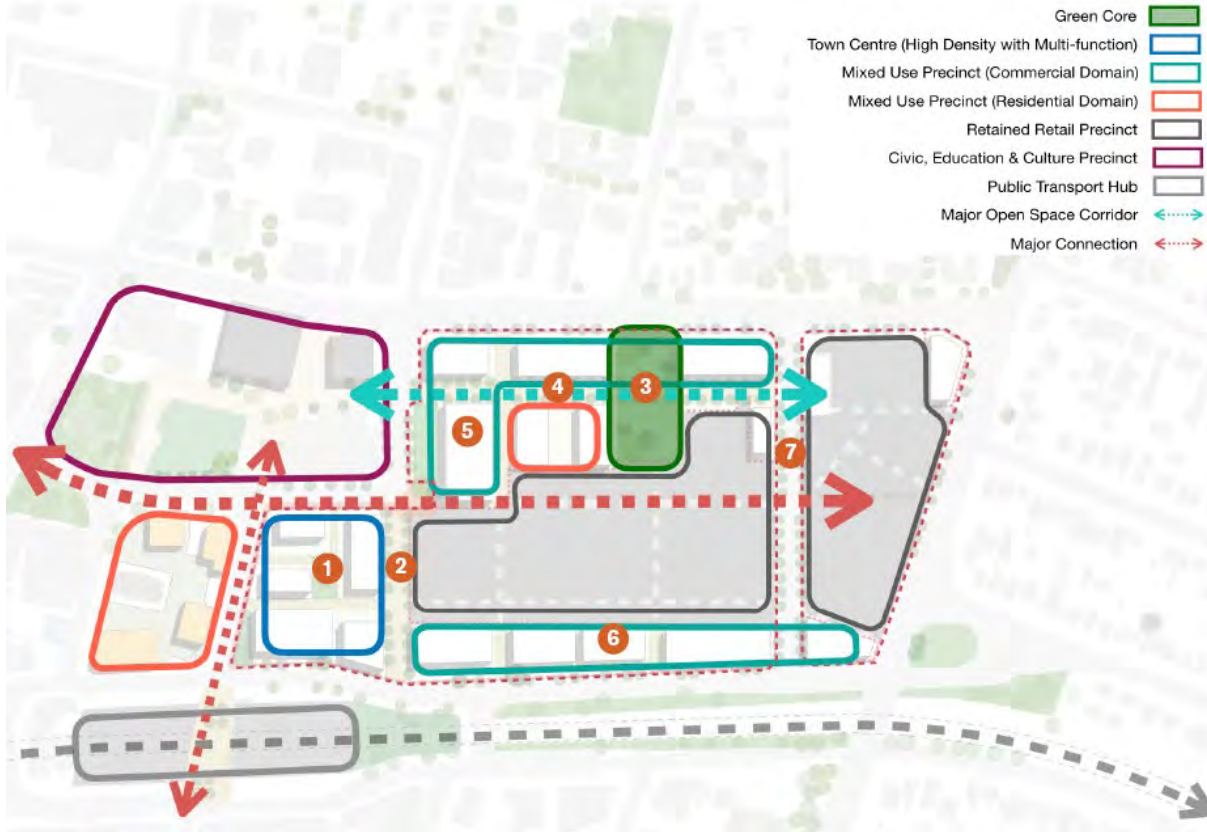


The structure plan submitted by the proponent adheres to most of the principles developed by Council and SJB Architects, and importantly provides a 5,000m² public park located on Rickard Road, extends Jacob Street and commits to 50% minimum employment generating uses for the Town Centre Precinct. Some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

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



Figure 9: Proponent's site master plan prepared by FJMT



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

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

Building heights

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



with Council's and the State Government's future desired character and adopted strategic vision of the Bankstown CBD.

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

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

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

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

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

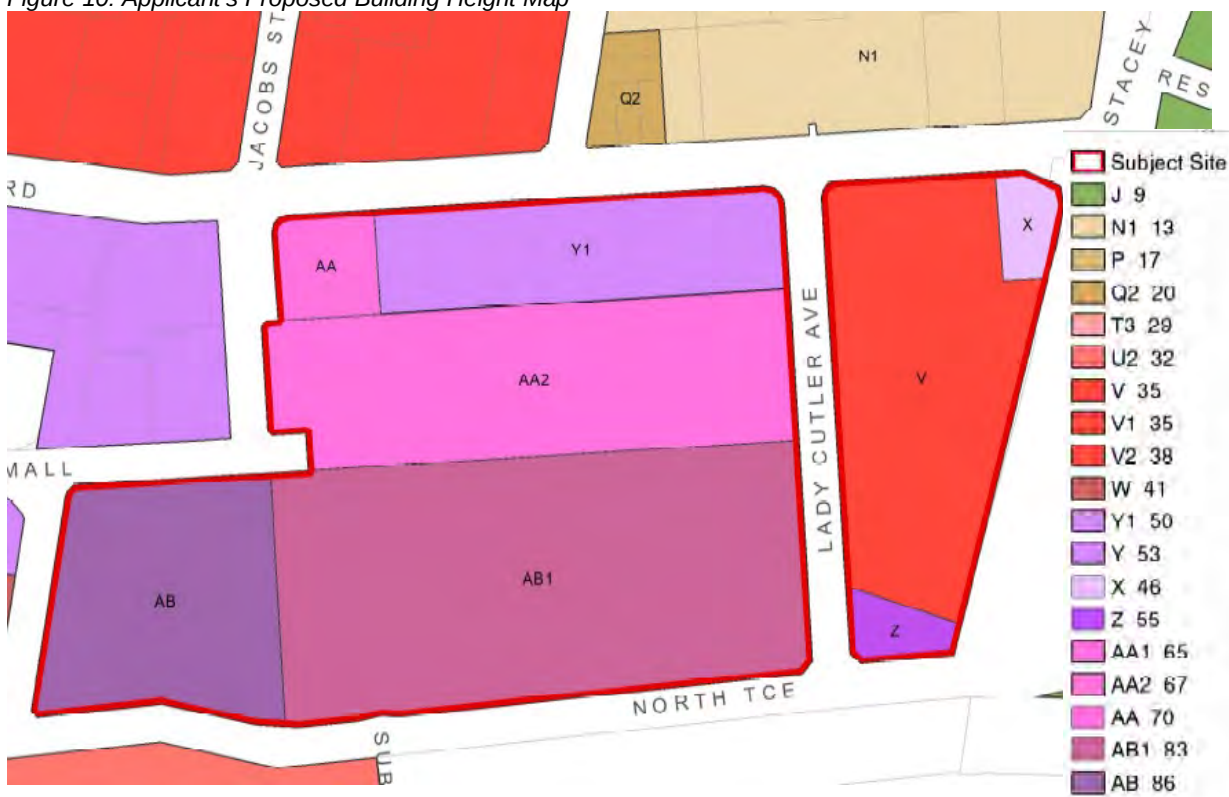
The SJB Study recommends towers up to RL108.2 (approximately 25 storeys) in the Town Centre and Stacey Street Precincts which the maximum permitted under PANS-OPS



aeronautical operational constraints imposed by Bankstown Airport airspace safety requirements (refer to Figures 16 below).

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

Figure 10: Applicant's Proposed Building Height Map



Floor space ratio

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

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



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

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

To ensure employment floor space is delivered to assist Council's jobs growth target the Planning Proposal will include a planning mechanism in CBLEP 2023 to impose a minimum non-residential development floor space control of 50% for the Town Centre Precinct. The details of the planning mechanism will be included in the Planning Proposal prior to exhibition.

The precinct based approach to applying different FSRs to each precinct is considered a logical and practical means of locating density in the right location and delivering the vision for the site and the Bankstown CBD. The precinct based FSRs will be reflected in the draft CBLEP 2023 maps and assist with the staged delivery of public benefits linked with a Planning Agreement.

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

Post-Gateway Response – Urban Design and Open Space (Condition 1d)

Response to Condition 1d (i) and (iv)

The Response to Gateway Determination Conditions – Bankstown Central Master Plan Planning Proposal document prepared by Fjmt Studio dated February 2023 (revision D) provides a response to Condition 1d(i) and (iv).

- Condition 1d(i) - Solar access compliance testing is included in the document that demonstrates the building arrangement and heights proposed can achieve consistency with the solar access requirements of the Apartment Design Guide and SEPP 65 (as required under Condition 1d (i) of the Gateway determination). Indicative floor plates for towers on Block K and R show how at least 70% of apartments will achieve a minimum of 2 hours of solar access on the Winter Solstice. For the purposes of the Planning Proposal the information is sufficient and full details of compliance with SEPP 65 would be required at the development application stage.



- Condition 1d(iv) – the Planning Proposal has progressed in tandem with the Bankstown City Centre Master Plan and subsequent Planning Proposal (PP-2022-1153), which has ensured the built form outcomes for the Bankstown Central Planning Proposal integrate with the Master Plan. The response in the Fjmt Studio document (Appendix V1) illustrates that the key initiatives and outcomes sought in this Planning Proposal including open space size and location, consideration of solar access impacts on the central park, transition in building height and solar access impacts on key streets, residential apartments and open space to the south of the site have been considered with a wider context of the broader surrounding Bankstown CBD. The Fjmt response document also provides a response on the key integration considerations with the Master Plan including
 - o Height
 - o Density
 - o Connectivity – pedestrian access
 - o Open space, and
 - o Solar access

It is noted that the Fjmt Studio response includes reference to prior solar access analysis submitted with the Planning Proposal. Refer to Appendix V3 and V4 for this analysis prepared by Fjmt Studio at the request of Council during the assessment of the Planning Proposal that demonstrates the proposed building heights and arrangement of towers on the site will not result in adverse solar access impacts on surrounding public and private owned land. The solar access impacts on the central park that fronts onto Rickard Road from future development along the northern side of Rickard Road has informed the location and size of the park. Figure 11 below shows the results of solar analysis undertaken by Council.

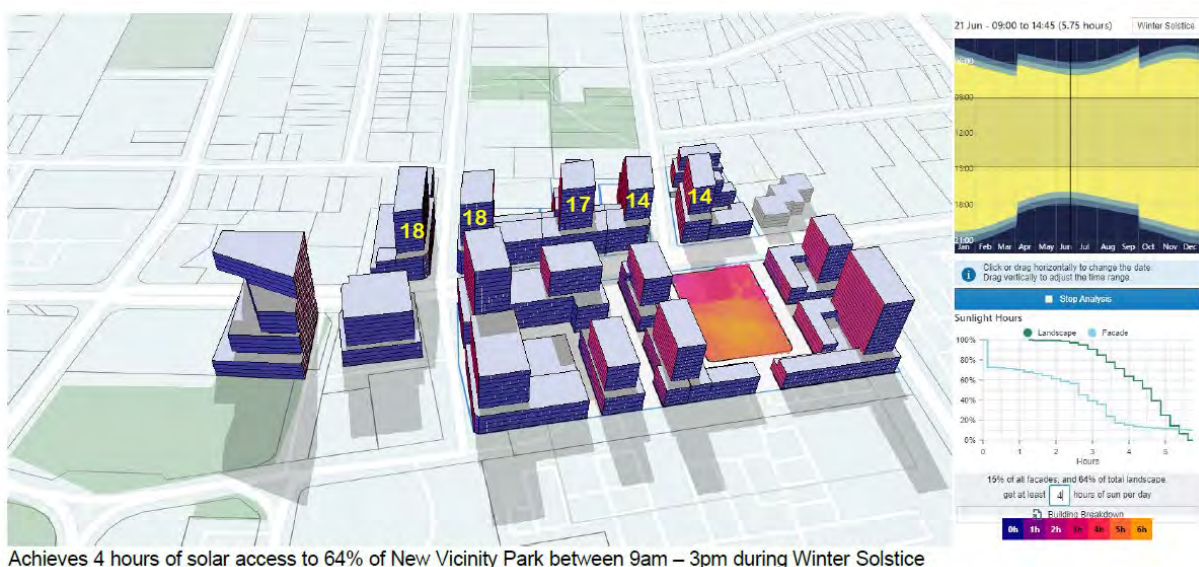


Figure 11 - Solar access analysis demonstrating minimum solar access to proposed central park on Bankstown Central site with proposed building heights along Rickard Road as per Bankstown City Centre Planning Proposal (and Master Plan)



Council's solar analysis has informed the location of the park on the basis of the following outcomes:

- A substantial portion of the park (at least 50%) will receive 4 hours of solar access in the Winter Solstice.
- The location of the park will service an area that is in a more significant deficit in access to open space.
- The location of the park will maintain the open space vista when looking south from Sir Joseph Banks Street.

The western side of the central park as shown in Figure 11 is aligned with Sir Joseph Banks Street and is 60m west of Lady Cutler Avenue. The central park has a north-south orientation in order to maximise direct sun access during Winter, and based on a total size of approximately 5,000m² and width of 60m, the park receives a minimum of 4 hours of direct sunlight from 10am to 2pm in mid-Winter to at least 50% of the park. These provisions are included in the draft site specific DCP to ensure these design requirements are included in future DAs.

Under the Bankstown City Centre planning proposal (PP-2022-1898), the building heights along the northern side of Rickard Road will range from 35m to 61m between Conway Road to the west (61m) to Stacey Street to the east (35m). Refer to Figure 12 below showing an extract of the draft Incentive Height of Buildings map from the Bankstown City Centre planning proposal. I



Figure 12: Bankstown City Centre planning proposal draft Incentive Height of Buildings Map

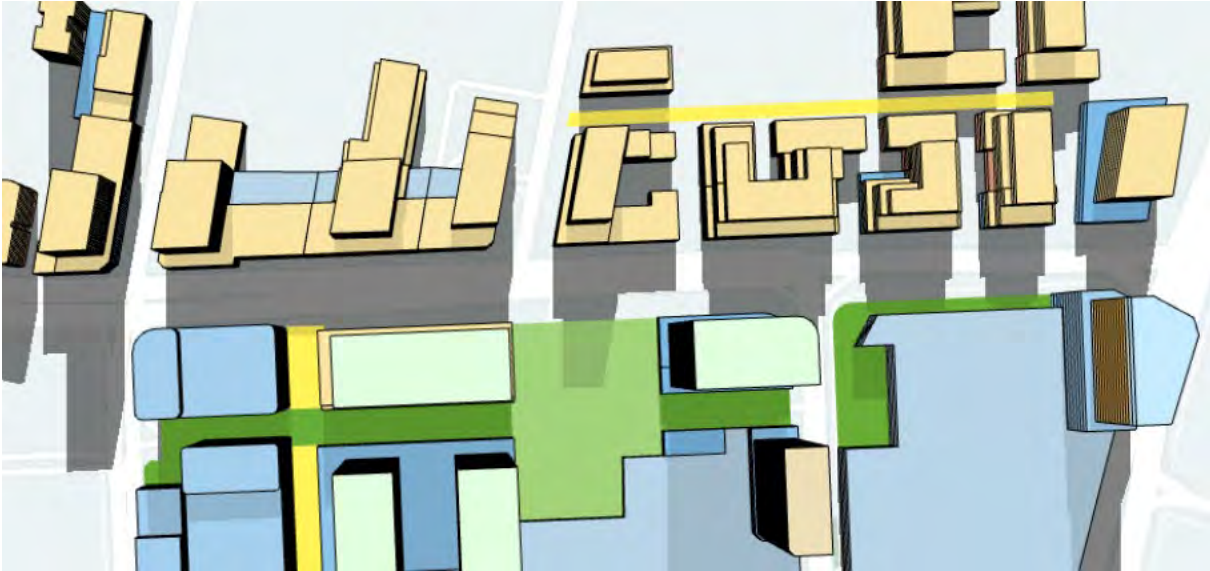


Figure 13: Top down view of 3D modelling demonstrating solar access for future towers on the Bankstown Central site at 12pm on 21 June Winter Solstice

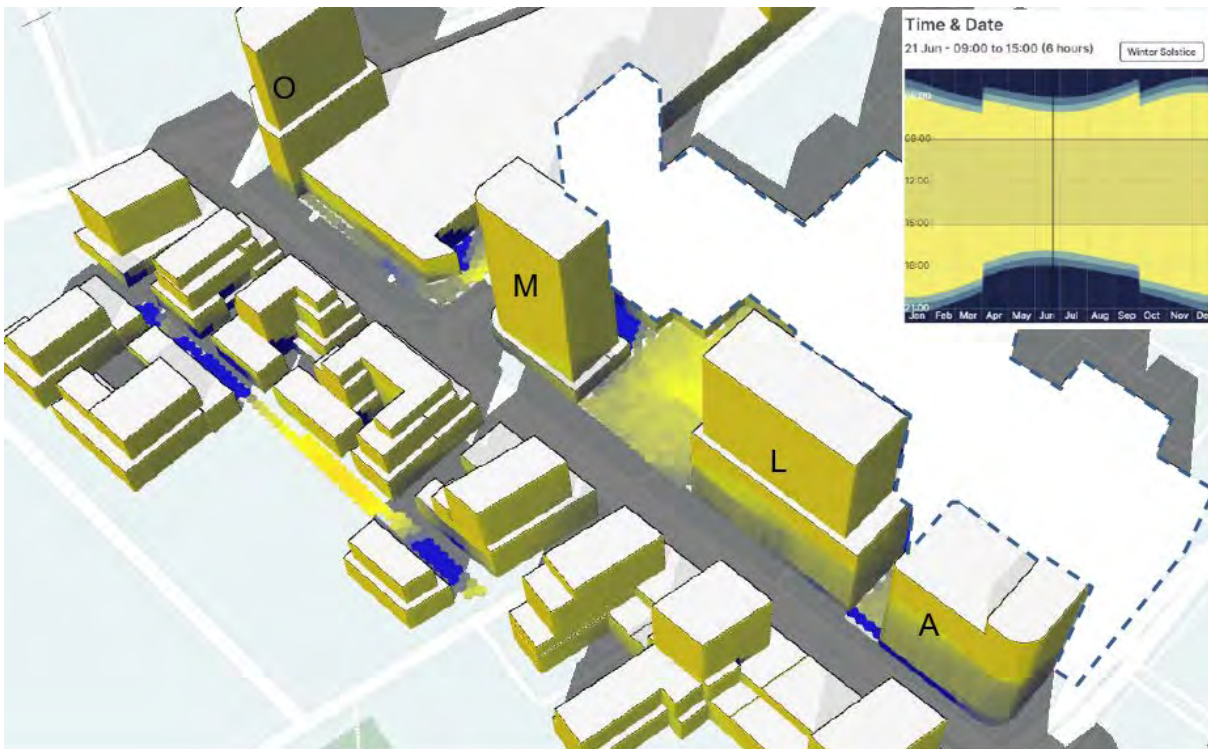


Figure 14: 3D modelling demonstrating compliance with solar access requirements on 21 June Winter Solstice, from 9am to 3pm for towers L, M, O and A with a frontage to Rickard Rd . Note, Tower A is fully commercial in use (approved DA-528/2020)

Council has modelled the solar access impact of the potential impact of proposed towers along the northern side of Rickard Road at the maximum incentive Height of Building heights under the Bankstown City Centre planning proposal on the towers on the southern side of Rickard



Road. The modelling demonstrates that the building heights along the northern side of Rickard Road will have an overall minor impact on the solar access of the future buildings L, M, O and A along the southern side of Rickard Road on the Bankstown Central site. Refer to Figure 14.

The Department provided feedback to Council on 20 April 2023 seeking clarification on how towers that sit behind the towers along Rickard Road can meet compliance with the ADG requirement for 70% of all apartments to achieve a minimum of 2 hours of solar access on the Winter Solstice. The solar access impacts on towers Q, N and R, which sit behind the towers that front onto Rickard Road are generally compliant with the minimum 70% ADG requirement, with exception of the lower levels. Refer to Figure 15.

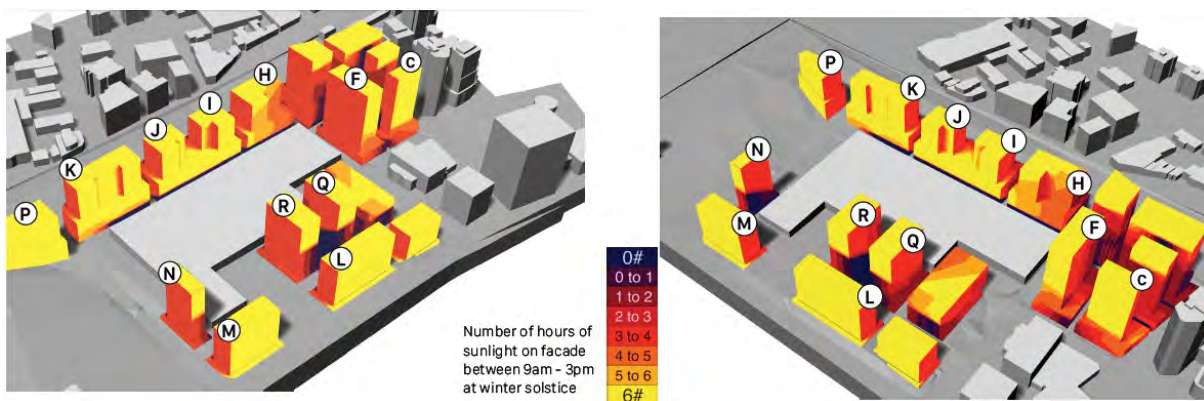


Figure 15: Solar access diagrams, Winter Solstice (source: Response to Gateway Determination Conditions, Fjmt, February 2023 Rev D)

At the time of lodgement of individual DAs for the towers across the Bankstown Central site, the solar access and ADG compliance will be effectively demonstrated. Where buildings have lower levels that do not receive the requisite level of solar access to meet the overall ADG compliance, the design of the buildings will be modified and/or other uses such as commercial office space within podiums would be accommodated. It is the intended outcome of the planning proposal that the site will be transformed into a future mixed-use precinct that will accommodate a variety of both residential and non-residential uses, meaning that this approach is readily achievable, and will help to contribute to the employment generating floorspace required across the site. Given this, it is not considered necessary to provide floorplates for every single residential building at this Planning Proposal stage, in circumstances where individual buildings can and will be designed in the future to ensure the requisite residential standards can be achieved, ahead of DA lodgements for those buildings.

Response to Condition 1d (ii) and (iii)

In response to the post-gateway conditions provided by the Department, further justifications were included in relation to solar access, building separation and alignment between the proposed open space and the Community Infrastructure Needs Peer Review prepared by Cred Consulting for Council. Regarding open space, the design response to the main matters are



summarised below in Table 7. Refer Section 8.0 Open Space Peer Review Response in the Response to Landscape Concept Master Plan dated February 2023 prepared by Fjmt Studio at Appendix V2.

Table 7. Response to Gateway determination Condition 1d (ii) and (iii) - Summary of key points in the updated Landscape Concept Master Plan.

Peer Review comment (Cred Consulting)	Summary of response in Bankstown Landscape Concept Master Plan update – Fjmt Studio 2022
- Generally, supports the open space however more is needed. Recommends 2.5ha - The proposed open space does not result in a complete 200m walking coverage of the site. The proposal includes space that is not public and serves more of a commercial purpose - At least 0.15ha of parkland to be provided to the eastern block	- The site is constrained in relation to developable land due to the location and retention of the existing Bankstown Central shopping centre. This reduces viable land available for open space - To provide the recommended 2.5ha, this would result in 44% of the non-development land (NDL) to be converted to open space which is not feasible - The location of the Central Open Space results in the majority being within 200m and only a small portion beyond 200m. - The western side, being the area outside the 200m walking coverage, is within 200m from the adjoining Paul Keating Park. - The provision for parkland on the eastern block will not be possible due to location of existing shopping centre to be retained. - The proponent will contribute \$4 million to Council for the provision of a multi-purpose sporting facilitate off-site as part of a draft Planning Agreement with Council, in connection with the Planning Proposal.
- The minimum size of a park should be 5,000m² - Consolidate city park, removing walking/cycling paths and making it wider and longer - Accommodate local uses as Paul Keating park is regional/civic use	- The Central Open Space in the current landscape plans is 5,000m². - The proposed size exceeds the sizes from the Government Architect NSW Draft Greener Places Design Guide which states <i>'the minimum size of a local park is 3,000m². In high-density areas, parks are sometimes as small as 1,500 m².'</i> - The width of the park was increased following discussions with Council to improve solar access. As a result, a range of facilities can be accommodated including a playground, outdoor exercise facility and open flexible lawns for events
Does not support the space defined as 'public open space' due to its highly commercialised setting and location of basement limiting provisions for deep soil planting.	- Since the lodgement of this Planning Proposal, a DA has been approved by Council's Local Planning Panel which included an amended Jacobs Street Plaza, retaining tree planting and creating opportunities for greater public accessibility (refer to DA-528/2020 approved 19 July 2021). - Minimum soil depth requirements have been identified throughout areas identified in the Landscape Concept Master Plan for reasonable sized tree planting for the various open space locations on the site.
Supports the following:	Support noted.



Peer Review comment (Cred Consulting)	Summary of response in Bankstown Landscape Concept Master Plan update – Fjmt Studio 2022
o Urban plaza and shared pedestrian cycle path along Rickard Road	

Post-Gateway – Clause 6.29 Sustainability Bonus (formerly clause 4.4A) (Condition 1e)

The Planning Proposal does not apply the sustainability bonus for mixed use development pursuant to clause 6.29 of the *Canterbury Bankstown Local Environmental Plan 2023* which is proposed under the Bankstown City Centre Planning Proposal (PP-2022-1153). Condition 1e seeks clarification for the removal of the sustainability bonus and how the Planning Proposal can meet current best practice standards for supporting Council's objective of achieving net zero emissions by 2050.

The Bankstown Central site is the largest privately owned parcel in single ownership in the Bankstown CBD and Planning Proposal for the site seeks to deliver a substantial amount of new residential accommodation and commercial premises floor space within a key Strategic Centre site in the LGA. Given the size of the development site (11ha), it would not be appropriate to enforce the provisions of this clause and a site-specific approach is required to ensure best practice standards.

The Bankstown Master Plan and subsequent planning proposal offers up to 0.5:1 FSR uplift for certain development if such development achieves development sustainability outcomes.

This mechanism seeks to drive an upward trend towards sustainability for smaller sites owned by different land owners across an entire CBD. Such an approach is not necessarily the best solution for the Bankstown Central site and would not offer a practical solution for a site of this size. For instance, a 0.5:1 bonus would equate to 55,000m² of bonus floor area, equivalent to a 34 storey commercial tower or 50 storey residential tower (approximately). the magnitude of these uplifts, when the total overall FSR sought for the Planning Proposal is 0.42:1 is not practical nor supported by Council (3.92:1 proposed FSR, 3.5:1 current FSR).

The Bankstown City Centre Planning Proposal seeks to achieves planning and environmental sustainability outcomes through a set of 'tools' that are suited in context with the suite of other planning mechanisms proposed in that planning proposal.

The introduction of the new Sustainable Buildings SEPP in October 2023 will introduce new provisions for non-residential development which will apply to future commercial premises development on the site. In accordance with the Sustainable Buildings SEPP Overview, the new Sustainability in non-residential buildings application requirements will include:

- Net Zero statement
- Energy performance and offsets



- Water performance, and
- Embodied emissions reporting.

The actions contained in Direction 7 of the Bankstown City Centre Master Plan contains various recommendations that are encompassed in the Draft Bankstown Strategic Centre Development Control Plan (BCC DCP). A draft site specific DCP has been prepared by Council which includes environmentally sustainable controls and objectives that will support Council's objective of achieving net zero emissions by 2050. These DCP provisions include:

- Use of cool pavement solutions (with a three-year Solar Reflectance Index (SRI) > 50) or porous pavement solutions should be provided along street carriageways and footpaths
- Maximum car parking controls for uses on the site
- Minimum provision of rooftop solar panels
- 75% of the total roof or podium surface be covered by vegetation, and
- Implementing a minimum 15% tree canopy coverage in all open space areas.

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

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

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

- The proposal facilitates an estimated additional 136 new local businesses onto the site.
- Additional 11,000m² of new public open space.
- The increased worker, resident and visitor population at the site has the potential to generate an additional \$88 million annual retail spend, which will contribute to improving the performance of existing retailers within the centre as well as supporting new local retail businesses.
- Increased site permeability and connectivity via walking and cycling.
- Provision of childcare.
- Providing a range of residential accommodation typologies including student accommodation and built to rent residential apartments not currently provided in this location.
- Connection of Jacobs Street through to North Terrace.

In accordance with the documentation submitted by the proponent, the Planning Proposal would facilitate approximately 10,215 additional jobs when the site is fully redeveloped which is 100% of the "baseline" additional jobs target of 7,880 jobs by 2036 and 64% of the "high"



additional jobs target of 15,880 jobs by 2036 for the Bankstown CBD in Council's Employment Lands Strategy and 60% of the additional jobs target under the Bankstown Master Plan.

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

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

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

- The independent feasibility analysis commissioned by Council, which is intended to test the impacts which Council can control through any zoning and land use changes, found that the economic analysis undertaken for the Planning Proposal by the proponent's economic consultant is generally acceptable in context of the strategic policy direction of the State Government and Council for Bankstown CBD to 2036, however some clarifications are recommended to be sought from the applicant prior to finalisation of the Planning Proposal. These clarifications include:
 - o Assess level of impact of proposed commercial office space on other centres in the LGA.
 - o Assess current commercial office stock and market to clarify underlying and developing demand and uptake of commercial stock.
 - o Consideration of existing short-term accommodation in the area and clarification of how catchment share estimates were calculated to establish visitor nights.
 - o Further details on the likely mix of tenancies in the proposed additional retail floor space.
 - o Refining student population numbers for the WSU Bankstown CBD campus and longer term targets within Council's LSPS.
- Further work will be required post-Gateway to resolve the site specific DCP which will address distribution of building heights, public domain and obtain the community's views during public exhibition.
- Delivery of social and community facilities and public infrastructure works required to support the redevelopment of the site will be delivered by the proponent as part of a Planning Agreement with Council. This matter will be finalised with the proponent post-Gateway

Section D–State and Commonwealth interests

11. Is there adequate public infrastructure for the planning proposal?



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

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

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

Post-Gateway Determination Response – Market Depth Assessment (Condition 1f)

The conditions of the Gateway determination required further information regarding the Bankstown Central Market Depth Assessment prepared by Urbis. A summary of the findings produced by AEC Group Ltd in response to the Urbis revised Urbis Market Depth Assessment, is included in Table 8. Refer to Appendix W for the updated Bankstown Central Market Depth Assessment prepared by Urbis.

Table 8: Response to Gateway determination condition 1f

Gateway Condition	Comment (based on AEC Group peer review assessment)
i. Assesses the level of impact of proposed commercial office space on other centres in the Local Government Area	The updated report considers a target scenario which states there will be no impact on other centres as there is enough demand within the Bankstown Strategic Centre to accommodate the proposed office floorspace. Notwithstanding, considering the proposal under a trend scenario will deliver with an oversupply of commercial floor space, which could result in an increase in market competition. This is not considered to result in a significant negative outcome however given the relatively unique context of the Bankstown Centre in comparison to other centres within the LGA (i.e. Campsie is proposed as a specialised lifestyle precinct). On this basis, there is no need to further amend the updated market assessment.
ii. Assesses the current commercial office stock and market to clarify underling and developing demand and uptake of commercial stock	Discussions have been undertaken by Urbis with leasing agents of the major office towers in the catchment to understand current office stock. The updated report reviews these findings in relation to current commercial office stock and is deemed to be acceptable.
iii. Considers the existing short-term accommodation in the area and clarification	The revised proposal includes a multi-storey hotel located within the lower proportion of floorspace for short-term accommodation (STA). This



Gateway Condition	Comment (based on AEC Group peer review assessment)
of how catchment share estimates were calculated to establish visitor nights	component is expected to provide 439 hotel rooms and 89 serviced apartments. The existing supply has been amended to encompass establishments that were previously not included in the study, resulting in a total of 760 rooms over 21 establishments over the catchment. This number is a revision to the previous number of 20 short term accommodation establishments with 812 rooms (from Urbis' 2020 report). As calculated by Urbis the future demand is estimated on average 1.6 visitors per room with an occupancy rate of 65% (was 75% in the 2020 report). The assumption of 0.25% for the catchment share appear to be reasonable for this assessment. Overall, the assessment conducted by Urbis and the peer review by AEC shows a lower demand when compared to the previous assessment, mostly due to more conservative assumptions regarding occupancy rates and forecasts given the Short Term Accommodation market conditions over the past few years.
iv. Provides further details on the likely mix of tenancies in the proposed additional retail floor space	A tenancy breakdown has been provided on page 5 of the updated report.
v. Refines the student population numbers for the Bankstown Western Sydney University campus and longer-term targets within Council's Local Strategic Planning Statement	The AEC peer review notes that the student population numbers for the WSU Bankstown campus has been refined in Urbis' revised 2022 report to align to the capacity figures identified in public media releases. AEC considers this matter has been addressed satisfactorily. The revised Proposal includes 694 beds for student accommodation, which is significantly less than the previous scheme (1,594 beds). When compared to the previous Market Depth Assessment (2020), the following changes/updates were noted in the updated assessment: • Forecast enrolments to 2041 for the WSU Bankstown campus have now been updated to reflect a maximum capacity of 10,000 students, which aligns with capacity figures in media releases. • Adopted propensities are relatively in-line with the previous assessment, with the exception of commencing international students and continuing domestic – interstate students dropping to a propensity, which is closer to the average benchmark. • By applying the minimum, maximum and average benchmark propensities, the demand for student housing ranges from 503 to 1,700 beds, with an average of 941 beds. • Based on Urbis' calculations, there is a demand for 931 beds by 2041. This is lower than the previously estimated 1,836 beds by 2036. The revised demand estimate is considered reasonable and reflective of the current market conditions. There is an existing undersupply of purpose-built student accommodation in the catchment, with no developments in the pipeline. The proposed 694 beds for student accommodation on the Site will partially address the future supply



Gateway Condition	Comment (based on AEC Group peer review assessment)
	shortage once WSU reaches capacity, and provide students with more housing choice.

Post Gateway Determination Response – Development Contributions (Condition 1h)

Condition 1h requires the following:

“Confirm public infrastructure requirements, funding mechanisms such as the Canterbury Bankstown Contributions Plan 2022, and staging of delivery, including details relating to the Letter of Offer by the proponent.”

Public infrastructure requirements generated future development facilitated by the planning proposal will be funded by development contributions made in accordance with the Canterbury Bankstown Contributions Plan 2022 (LIC Plan) and delivery of public benefits under a Planning Agreement between the proponent and Council. The LIC Plan includes the infrastructure identified in the schedules and the Infrastructure Schedules Map (refer to Figure 16).

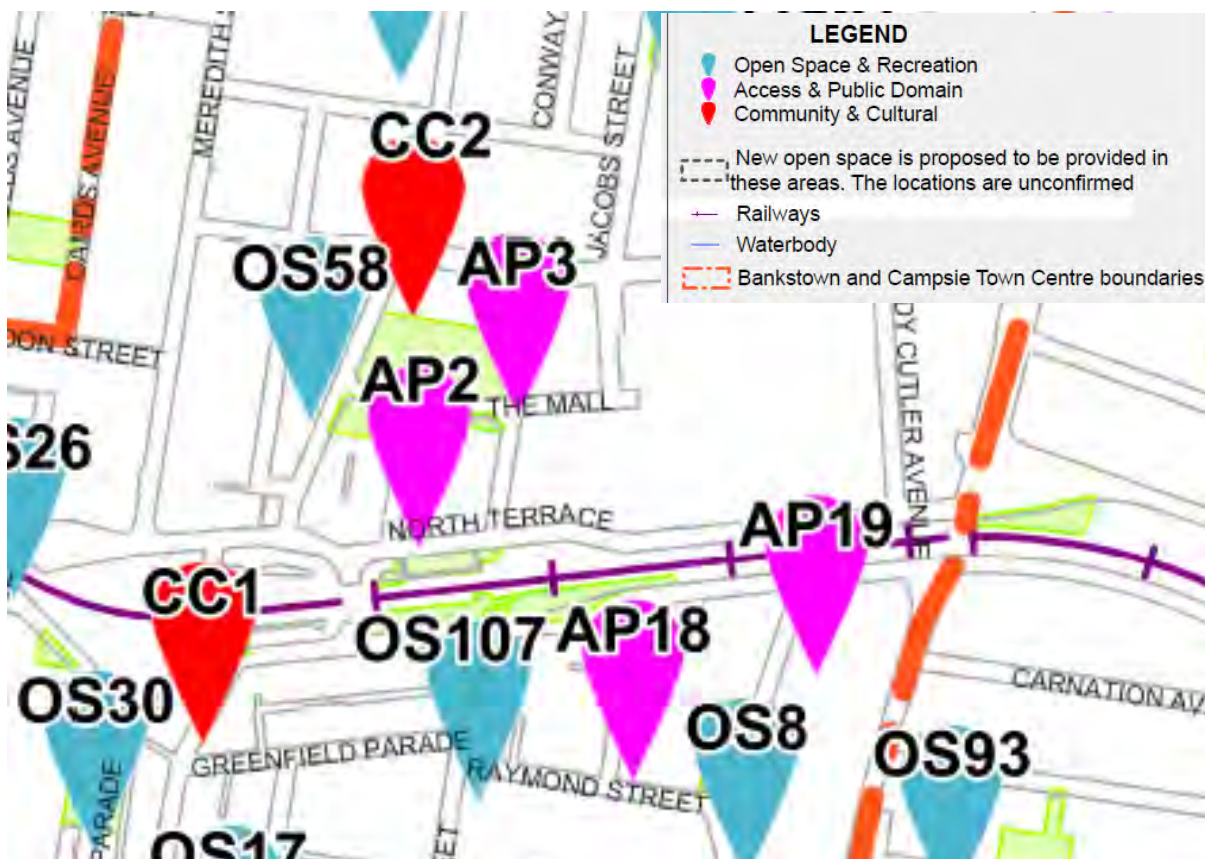


Figure 16: Infrastructure Schedule Map showing the open space, access, public domain and community and cultural infrastructure to be delivered under the LIC Plan 2022 (Source: Canterbury Bankstown Contributions Plan 2022)



Given the size of the site, the current development constraints and the quantum of development contemplated by the development master plan concept, its delivery will be achieved in stages over approximately 30 years. The infrastructure works in the immediate vicinity of the site nominated in the LIC Plan to be funded through development contributions include the following (with timeframe for staging/delivery in parenthesis):

- CC1 – Bankstown Arts Centre - Expansion of facilities to incorporate exhibition/ event space (2033-2038).
- CC2 – Bankstown Library and Knowledge Centre - Expansion of facilities to incorporate additional meeting space (2027-2032).
- OS58 – Paul Keating Park, Bankstown - Implement high priorities from the Paul Keating Park Masterplan (2021-2026).
- AP2 – Appian Way - Public Domain Public domain upgrades (includes public art) (2033-2038).
- AP3 – Bankstown CBD Public Domain - Public domain upgrades. Locations may include War Memorial Civic Centre (2033-2038).
- AP18 – West Terrace Public Domain - Public domain upgrades (2033-2038).
- AP19 - West Terrace through-site pedestrian link enhancements - Embellishment of new West Terrace through-site pedestrian link (879m²) (2033-2038).

The total value of works listed above is \$19,650,000. The CIV of the planning proposal master plan development concept is around \$1 billion. At a contribution rate of 1% of CIV (current Section 7.11 Development Contribution rate), this would equate to \$130 million which would fund 100% the abovementioned LIC Plan works

The Letter of Offer received from the proponent identifies public infrastructure and public benefits that will be delivered in connection with the Planning Proposal (refer to Table 9). The staging of delivery of the public benefit items in the Letter of Offer (to form part of a draft Planning Agreement) will be linked to the staged developed of the site in accordance with the indicative staging delivery provided by the proponent. The table below provides a summary of the expected delivery of the items in the Letter of Offer.

Table 9: Expected delivery timing for public benefit items in proponent's Letter of Offer (and future draft Planning Agreement)

Public benefit item	Expected delivery timing (indicative)
1. An easement over a 5,000m ² publicly accessible open space (Public Park) along Rickard Road including a playground and urban plaza. The Proponent will deliver the works and create an easement over the park in favour of Council to facilitate public access. The park would remain in the ownership of Vicinity.	Stages 3 and 5 (2023-2034)
2. Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way to North Terrace	Stage 2 (2022-2027)
3. Deliver a 1,000m ² Multi- Purpose Facility (MPF) for two indoor courts and enter into long term lease with Council to operate.	Stage 2 (2022-2027) or earlier, as per Planning Agreement



Public benefit item	Expected delivery timing (indicative)
4. Deliver 200m ² of Incubator Space to be fitted out as a warm shell open plan layout suitable for use as office space and enter into long term lease with Council to operate.	Stage 4 (2028-2032)
5. Completion of proposed town centre separated cycleway along the southern side of Rickard Road and the eastern side of The Appian Way frontages to the site in accordance with Complete Streets requirements.	Stage 2 (2022-2027) for The Appian Way cycleway works. Stage 3 (2023-2039) for Rickard Road cycleway works.

11. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

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

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



Part 4 – Maps

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



Part 5 – Community Consultation

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

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

Written notification to public authorities including:

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

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



Part 6 – Project Timeline

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

Dates	Project timeline
April 2022	Consideration of Planning Proposal by Council and resolution to submit for Gateway Determination
May 2022	Submission of Planning Proposal to the Department of Planning and Environment (DPE)
October 2022	Gateway Determination issued by DPE
March 2023	Complete further studies and additional information to address Gateway conditions, if required
May 2023	Planning Proposal exhibition – commencement and completion (anticipated to be 28 days)
July 2023	Consideration of submissions and Planning Proposal post exhibition and prepare report to Council
October 2023	Submit Local Environment Plan to DPE to finalise the LEP
December 2023	Notification of instrument being made



APPENDIX A – State Environmental Planning Policies

State Environmental Planning Policies	Applicable	Consistent
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Yes	Yes
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Yes	Yes
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Yes	Yes
State Environmental Planning Policy (Housing) 2021	Yes	Yes
State Environmental Planning Policy (Industry and Employment) 2021	No	N/A
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	Yes	Yes
State Environmental Planning Policy (Planning Systems) 2021	Yes	Yes
State Environmental Planning Policy (Precincts—Central River City) 2021	No	N/A
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	No	N/A
State Environmental Planning Policy (Precincts—Regional) 2021	No	N/A
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	No	N/A
State Environmental Planning Policy (Primary Production) 2021	No	N/A
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	Yes
State Environmental Planning Policy (Resources and Energy) 2021	No	N/A
State Environmental Planning Policy (Transport and Infrastructure) 2021	Yes	Yes



APPENDIX B – Ministerial Directions

Local Planning Directions		Applicable	Consistent
Focus area 1: Planning Systems			
1.1	Implementation of Regional Plans	Yes	Yes
1.2	Development of Aboriginal Land Council land	No	N/A
1.3	Approval and Referral Requirements	Yes	Yes
1.4	Site Specific Provisions	Yes	Yes
Focus area 1: Planning Systems – Place-based			
1.5	Parramatta Road Corridor Urban Transformation Strategy	No	N/A
1.6	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No	N/A
1.7	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.8	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.9	Implementation of Glenfield to Macarthur Urban Renewal Corridor	No	N/A
1.10	Implementation of the Western Sydney Aerotropolis Plan	No	N/A
1.11	Implementation of Bayside West Precincts 2036 Plan	No	N/A
1.12	Implementation of Planning Principles for the Cooks Cove Precinct	No	N/A
1.13	Implementation of St Leonards and Crows Nest 2036 Plan	No	N/A
1.14	Implementation of Greater Macarthur 2040	No	N/A
1.15	Implementation of the Pyrmont Peninsula Place Strategy	No	N/A
1.16	North West Rail Link Corridor Strategy	No	N/A
1.17	Implementation of the Bays West Place Strategy	No	N/A
Focus area 2: Design and Place			
Focus area 3: Biodiversity and Conservation			
3.1	Conservation Zones	Yes	Yes
3.2	Heritage Conservation	Yes	Yes
3.3	Sydney Drinking Water Catchments	No	N/A
3.4	Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	No	N/A
3.5	Recreation Vehicle Areas	Yes	Yes
Focus area 4: Resilience and Hazards			
4.1	Flooding	Yes	Yes
4.2	Coastal Management	No	N/A
4.3	Planning for Bushfire Protection	No	N/A
4.4	Remediation of Contaminated Land	Yes	Yes
4.5	Acid Sulfate Soils	No	N/A
4.6	Mine Subsidence and Unstable Land	No	N/A
Focus area 5: Transport and Infrastructure			
5.1	Integrating Land Use and Transport	Yes	Yes
5.2	Reserving Land for Public Purposes	Yes	Yes
5.3	Development Near Regulated Airports and Defence Airfields	Yes	Justifiable inconsistency
5.4	Shooting Ranges	No	N/A
Focus area 6: Housing			
6.1	Residential Zones	Yes	Yes.
6.2	Caravan Parks and Manufactured Home Estates	Yes	Yes

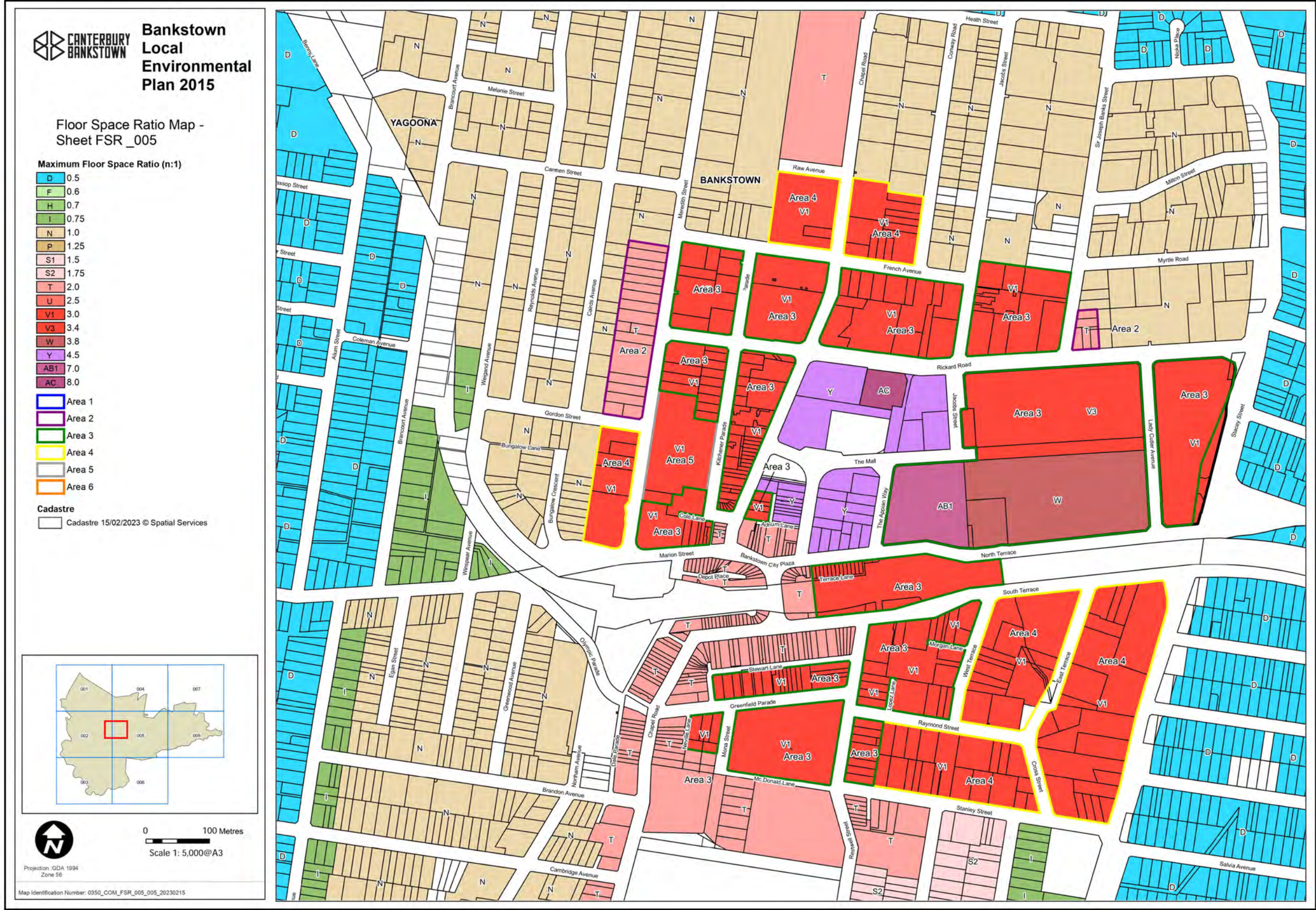


Focus area 7: Industry and Employment			
7.1	Business and Industrial Zones	Yes	Justifiable inconsistency.
7.2	Reduction in non-hosted short-term rental accommodation period	No	N/A
7.3	Commercial and Retail Development along the Pacific Highway, North Coast	No	N/A
Focus area 8: Resources and Energy			
8.1	Mining, Petroleum Production and Extractive Industries	No	N/A
Focus area 9: Primary Production			
9.1	Rural Zones	No	N/A
9.2	Rural Lands	No	N/A
9.3	Oyster Aquaculture	No	N/A
9.4	Farmland of State and Regional Significance on the NSW Far North Coast	No	N/A



APPENDIX C–Local Environmental Plan Maps

Proposed Floor Space Ratio Map



Proposed Height of Buildings Map

