



Planning Proposal PP_2015_BANKS_002

Nos. 83–99 North
Terrace and 62
The Mall in Bankstown

Note:

Changes to the exhibited
planning proposal are shown
as:

- ~~Double strike through~~ is
deleted text.
- *Italics & underlined* is
added text.





Part 1–Intended Outcomes

This planning proposal applies to the following site as shown in Part 4 (Map 1):

Property Address	Property Description
No. 83 North Terrace in Bankstown	Lots 19–20, DP 5541
No. 85 North Terrace in Bankstown	Lot 18B, DP 412699
No. 99 North Terrace in Bankstown	Lots 15–17, 21–24 and 27, DP 5541
	Lot 1, DP 207810
	Lot 1, DP 507818
No. 62 The Mall in Bankstown	Lot 9, DP 777510

The intended outcome of this planning proposal is to provide a site specific framework that enables the development of the site at Nos. 83–99 North Terrace and 62 The Mall in Bankstown:

- To deliver a better built form that achieves design excellence and contributes to the urban context and business environment of the Bankstown Central Business District.
- To deliver a better built form that achieves a high level of environmental performance.
- To deliver certain public benefits to the Bankstown Central Business District.



Part 2–Explanation of Provisions

To achieve the intended outcome, it is proposed to amend Bankstown Local Environmental Plan 2015 by providing an ‘alternative’ development control regime for the site at Nos. 83–99 North Terrace and 62 The Mall in Bankstown.

The ‘alternative’ development control regime may only permit development to achieve a building height up to 83 metres, a floor space ratio up to 5:1, and dwellings on the first floor if the development delivers the following public benefits to the satisfaction of Council:

- A public administration building and associated car parking spaces.
- The highest standard of architectural, urban and landscape design.
- ~~Compliance with the energy and water targets under clause 4.4A of Bankstown Local Environmental Plan 2015.~~

If the development does not deliver these public benefits to the satisfaction of Council, then the current maximum building height of 41–53 metres (clause 4.3), the maximum floor space ratio of 4.5:1 (clause 4.4), and the commercial floor space (ground and first floors) requirement (clause 6.9) under Bankstown Local Environmental Plan 2015 will continue to apply to the site.

The ‘alternative’ development control regime as outlined above can be achieved by way of a new site specific clause in Part 4 of Bankstown Local Environmental Plan 2015 as follows, or wording to this effect:

83–99 North Terrace and 62 The Mall, Bankstown – Alternative Building Envelope and Public Benefits

- (1) This clause applies to the site at 83–99 North Terrace and 62 The Mall in Bankstown.
- (2) The objective of this clause is to allow development for the purposes of a building with a height and floor space ratio greater than that otherwise permitted under this Plan but only if the building includes certain public benefits.
- (3) Despite clauses 4.3, 4.4 and 6.9 of this Plan, development consent may be granted to the erection of a building with a building height up to 83 metres, a floor space ratio up to 5:1, and dwellings on the first floor on the land to which



this clause applies but only if the consent authority is satisfied that the building includes the following public benefits:

- (a) public administration building and associated car parking spaces, and
- (b) the highest standard of architectural, urban and landscape design. ~~and~~
- ~~(c) compliance with the energy and water targets under clause 4.4A of Bankstown Local Environmental Plan 2015.~~

It is noted the proposed site specific clause has not been the subject of legal drafting and may be altered in the legal drafting process.



Part 3–Justification

Section A–Need for the planning proposal for the proposed rezoning

1. Is the planning proposal a result of any strategic study or report?

The proponent has submitted a proposed scheme which combines the properties at Nos. 83–99 North Terrace and 62 The Mall in Bankstown into a single development site. The proposed scheme is a mixed use development (commercial and residential floor space) which dedicates a component of the commercial space for the purposes of a public administration building. As part of this arrangement, the amount of floor space being utilised by the public administration building (no more than 0.5:1) would transfer to the remainder of the site, resulting in a building height up to 83 metres, a 5:1 FSR, and dwellings on the first floor.

~~The proposed scheme is the result of the proponent testing several development options. Council commissioned an architectural peer review of the proposed scheme which found the additional floor space and height for this large site will continue to provide high amenity apartments without significantly impacting on the amenity of surrounding buildings.~~

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

The preferred option is to proceed with a planning proposal should Council and the proponent enter into a voluntary planning agreement to realise the public benefits of this development.

Alternative options are to amend the Height of Buildings Map and the Floor Space Ratio Map, or to allow a variation of the development standards under clause 4.6 of Bankstown Local Environmental Plan 2015. However, these options will set an undesirable precedent and do not provide certainty to the delivery of the public benefits under the voluntary planning agreement.

In light of the above, a planning proposal is the best means of achieving the intended outcomes, giving the Council, the community and the proponent certainty as to the development outcomes envisioned for the site.



Section B–Relationship to strategic planning framework

3. **Is the planning proposal consistent with the objectives and actions contained within the applicable regional or subregional strategy (including the Sydney Metropolitan Plan and exhibited draft strategies)?**

Metropolitan Plan ‘A Plan for Growing Sydney’

In December 2014, the Department of Planning & Environment released the Metropolitan Plan ‘A Plan for Growing Sydney’. This planning proposal is consistent with the directions and actions of the Metropolitan Plan, namely:

- **Action 1.7.1: Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity.**

This planning proposal unlocks developable land by consolidating fragmented sites for redevelopment and improves planning policies to encourage flexibility, higher density and a more diverse range of activities.

- **Action 1.7.3: Develop job targets for strategic centres.**

This planning proposal delivers a good supply of commercial office space to increase job opportunities and is vital to a productive economy. This planning proposal also delivers jobs at a core location that can capitalise on the proposed Sydney Metro (South Western Line) Link connecting Bankstown to the Sydney CBD.

- **Action 2.2.2: Undertake urban renewal in transport corridors which are being transformed by investment and around strategic centres.**

This planning proposal provides an opportunity for significant urban renewal in the Sydenham to Bankstown Urban Renewal Corridor. The proposed Sydney Metro (South Western Line) Link will provide improvements on the Bankstown Rail Line and will allow faster and more frequent train services. To capitalise on improved public transport, this planning proposal focusses new housing next to the Bankstown railway station.

The Bankstown railway station precinct is planned to undergo one of the biggest transformations ever seen in Bankstown when the Sydney Metro is introduced and the development of the site provides an opportunity to significantly improve the urban context and business environment of the Bankstown CBD.



- **Action 3.3.1: Deliver a healthy built environment.**

This planning proposal integrates land use and transport to encourage active modes of travel such as giving more people the option of taking public transport as part of daily commute.

Draft South District Plan

In November 2016, the Greater Sydney Commission released the Draft South District Plan. This planning proposal is consistent with the priorities and actions of the Draft South District Plan, namely:

- **Productivity Priority 1: Manage growth and change in strategic and district centres and, as relevant, local centres.**

This planning proposal is consistent with Productivity Priority 1 as it considers opportunities for the Bankstown CBD to grow within the context of new transport infrastructure, namely the proposed Sydney Metro (South Western Line) Link. The delivery of a good supply of commercial office space at this strategic location also contributes to the job target, and meets service needs.

- **Productivity Priority 4: Prioritise the provision of retail floor space in centres.**

This planning proposal is consistent with Productivity Priority 4 as it considers the impacts of new retail and commercial proposals to the viability and vitality of the centre, and the need for new retail development to reinforce / enhance the public domain.

- **Section 3.4.4: Planning priorities for strategic, district and local centres.**

The Bankstown CBD will be served by a future Sydney Metro station, which presents an opportunity to grow local employment, enhance public amenity and provide higher density living in the right locations. This planning proposal is consistent with the proposed priorities for the Bankstown CBD, namely to facilitate the attraction of office / commercial floor space.

- **Section 3.8: Accessing a greater number of jobs and services within 30 minutes.**

This planning proposal is consistent with the ambition for Greater Sydney to be a 30-minute city, which includes access to local employment opportunities, shops and public spaces around strategic and district centres.



- **Action L3: Councils to increase housing capacity across the District.**

This planning proposal is consistent with Action L3 as it investigates local opportunities to address strategic needs and focusses housing capacity on transport corridors with high accessibility.

- **Action L9: Coordinate infrastructure planning and delivery for growing communities.**

This planning proposal is consistent with Action L9 as it provides a more targeted and coordinated approach to planning and delivering local infrastructure, while also expediting investment and development, and potentially boosting the delivery of new housing.

- **Liveability Priority 4: Facilitate the delivery of safe and healthy places.**

This planning proposal is consistent with Liveability Priority 4 as it considers the inclusion of planning mechanisms such as floor space bonuses to incentivise the provision of infrastructure, namely a Council administration building and public domain improvements to deliver safe and healthy places.

Draft Sydenham to Bankstown Urban Renewal Corridor Strategy

In June 2017, the Department of Planning & Environment released the revised Draft Sydenham to Bankstown Urban Renewal Corridor Strategy. The draft strategy includes the following vision statements:

- New development above the station will provide a visual marker for the Bankstown Station Precinct.
- The Bankstown CBD will be renewed and modernised as it redevelops for increased jobs and homes.

To this extent, the draft strategy proposes high rise mixed use development (25 storeys) above the railway station and certain sites immediately north of the railway station. This planning proposal is consistent with the draft strategy as it is one of the sites identified for 25 storeys.

To ensure future land use change is consistent with the strategy, a Ministerial (117) Direction will be applied to the finalised strategy.



4. Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

In September 2011, Council adopted the Bankstown CBD Local Area Plan to transform the Bankstown CBD into the 'City for the City', a major activity and transport hub that services the City of Bankstown and the wider West Central Subregion. The Bankstown CBD will continue to be a place of strong population and economic growth.

This planning proposal is consistent with the actions of the Bankstown CBD Local Area Plan, namely:

- **Action L2: Lead the way with better standards of building design.**

Action L2 aims to achieve well-designed mixed use and residential development that makes the most of the location and provides interesting active street frontages. This is vital to distinguish the Bankstown CBD from other strategic centres and strengthen the liveability of the centre.

The Department of Planning & Environment has issued statewide policies to achieve good urban design namely the Apartment Design Guide and BASIX. Council is committed to build on these policies and to customise the design controls to further enhance the character and appearance of the Bankstown CBD.

Action L2 recommends preparing more detailed design controls for key strategic sites, which would make the Bankstown CBD a model of sustainable renewal and redevelopment. The key sites (for reasons including location, lot size and building age) include the Civic Precinct (Rickard Road), the Bankstown Railway Station, and the site at Nos. 83–99 North Terrace and 62 The Mall in Bankstown (Compass Centre site).

This planning proposal is consistent with Action L2 as it looks to customise the height and floor space ratio for the site at Nos. 83–99 North Terrace and 62 The Mall in Bankstown to achieve a practical building envelope that promotes opportunities for landmark buildings and A-Grade office space.

- **Action L4: Establish Sydney's best local Civic Precinct.**

The site is at a core location with interfaces to the Bankstown Railway Station Precinct and the Civic Precinct.

Action L4 promotes the development of the Civic Precinct as the primary location for local civic and administration services in the City of Bankstown.



This action identifies the need to better integrate Council's administrative office with Council's other citywide facilities in the Civic Precinct (namely the Council Chambers, Library and Knowledge Centre, and Paul Keating Park).

This planning proposal is consistent with Action L4 as it responds to the City's needs. It offers a unique opportunity to significantly reshape and add to the ongoing revitalisation of the Bankstown CBD, particularly in terms of completing the integration of Council's citywide facilities within the Civic Precinct.

5. Is the planning proposal consistent with applicable state environment planning policies?

This planning proposal is consistent with applicable state environment planning policies (as shown in Attachment A), namely SEPP 65 (Design Quality of Residential Apartment Development). This planning proposal takes into consideration the design principles and the Apartment Design Guide in developing the building envelope standards.

~~The proposed scheme is the result of the proponent testing several development options. Council commissioned an architectural peer review of the proposed scheme which found the additional floor space and height for this large site will continue to provide high amenity apartments without significantly impacting on the amenity of surrounding buildings.~~

6. Is the planning proposal consistent with applicable Ministerial (117) directions?

This planning proposal is consistent with applicable Ministerial (117) directions (as shown in Attachment B), namely:

- **Direction 1.1–Business and Industrial Zones:** This planning proposal encourages employment growth and supports the function of the Bankstown CBD as a strategic centre.
- **Direction 3.4–Integrating Land Use and Transport:** This planning proposal ensures land uses, built form and infrastructure directly relate to the walkable catchment of public transport. The development of the site will help to improve access to the proposed Sydney Metro (South Western Line) Link.
- **Direction 7.1–Implementation of A Plan for Growing Sydney:** This planning proposal is consistent with the directions and actions contained in the Metropolitan Plan 'A Plan for Growing Sydney' (see Section B(3) of this planning proposal for a more detailed summary).



However, this planning proposal is likely to be inconsistent with certain Ministerial (117) directions, namely:

- **Direction 3.5–Development near Licensed Aerodromes:** Council's experience with the Commonwealth Department of Infrastructure & Regional Development and Bankstown Airport Limited on previous planning proposals indicates this planning proposal is likely to be inconsistent with this direction, specifically clause 4(d).

Clause 4(d) requires Council to obtain permission from the Commonwealth Government (or delegate) if a planning proposal is to allow (as permissible with consent) development that encroaches above the Obstacle Limitation Surface.

The Department of Infrastructure & Regional Development and Bankstown Airport Limited have confirmed in writing that it cannot give permission at the rezoning stage. The reason is the Commonwealth Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996 require all penetrations of the prescribed airspace to be approved on a case-by-case basis, subject to safety assessments and advice from the Civil Aviation Safety Authority and Airservices Australia. This would occur at the development application stage.

Therefore, the Department of Infrastructure & Regional Development does not support, and the legislation does not allow blanket shielding at the rezoning stage.

Council officers have met with the Department of Planning & Environment to discuss this inconsistency between the Commonwealth and State legislation. The Department of Planning & Environment has advised Council to proceed with planning proposals despite the inconsistency with this direction.

As part of the Gateway process, an OLS / PANS–OPS airspace analysis report will be required to assess the implications of the planning proposal in more detail.

- **Direction 6.3–Site Specific Provisions:** This planning proposal is inconsistent with clause 4(c) as it proposes to add a site specific provision in addition to those already contained in Bankstown Local Environmental Plan 2015.

In accordance with clause 6 of this direction, the inconsistency is considered to be of minor significance as the proposed provision does not apply unnecessarily restrictive site specific planning controls or drawings that show details of the development proposal. A site specific provision is deemed necessary to give Council comfort that there is an appropriate mechanism to realise the public benefits in a timely manner.



Section C–Environmental, social and economic impact

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

The site does not contain any critical habitat or threatened species communities.

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

This planning proposal does not result in any other likely environmental effects.

~~In accordance with SEPP 65, the proposed scheme is the result of the proponent testing several development options. Council commissioned an architectural peer review of the proposed scheme which found the additional floor space and height for this large site will continue to provide high amenity apartments without significantly impacting on the amenity of surrounding buildings.~~

- 9. How has the planning proposal adequately addressed any social and economic effects?**

This planning proposal is consistent with the framework to achieve integrated social and economic renewal as outlined in the Bankstown CBD Local Area Plan.

This planning proposal responds to the City's needs by offering a unique opportunity to significantly reshape and add to the ongoing revitalisation of the Bankstown CBD, particularly in terms of completing the integration of Council's citywide facilities within the Civic Precinct.



Section D–State and Commonwealth interest

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

The existing local infrastructure is considered adequate to allow for the development of the site resulting from the planning proposal.

However as part of the Gateway process, a transport and traffic report will be required to assess the implications of the planning proposal in the context of the railway station and surrounding road network in more detail.

11. What are the views of State and Commonwealth public authorities consulted in accordance with this gateway determination?

An update to this section of the planning proposal will occur following consultation with the State and Commonwealth public authorities following the gateway determination.

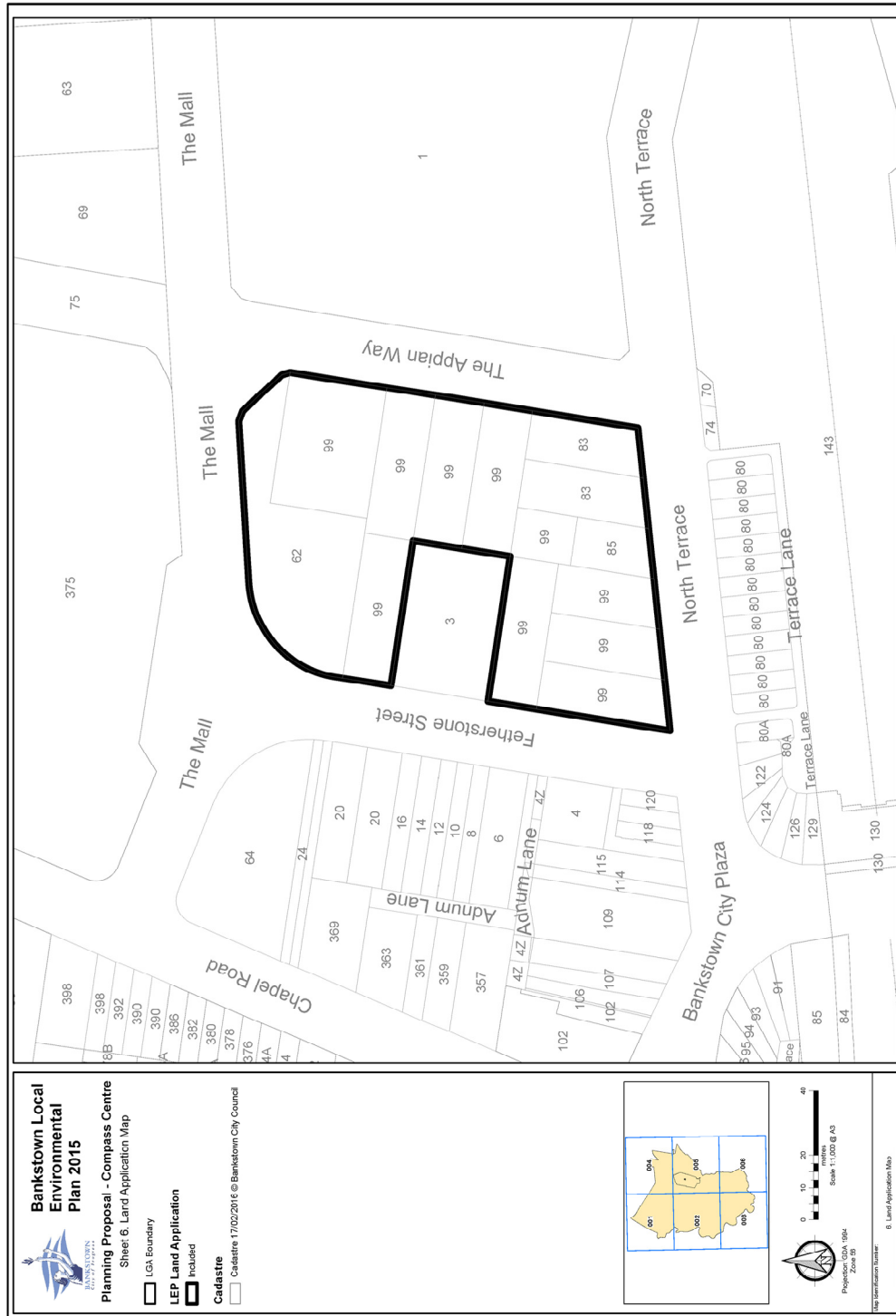


Part 4–Maps

Page Number	Maps
16	Map 1–Land Application Map
17	Map 2–Location of site in relation to the Bankstown Central Business District
18	Map 3–Current Maximum Building Height
19	Map 4–Proposed Maximum Building Height
20	Map 5–Current Maximum Floor Space Ratio
21	Map 6–Proposed Maximum Floor Space Ratio

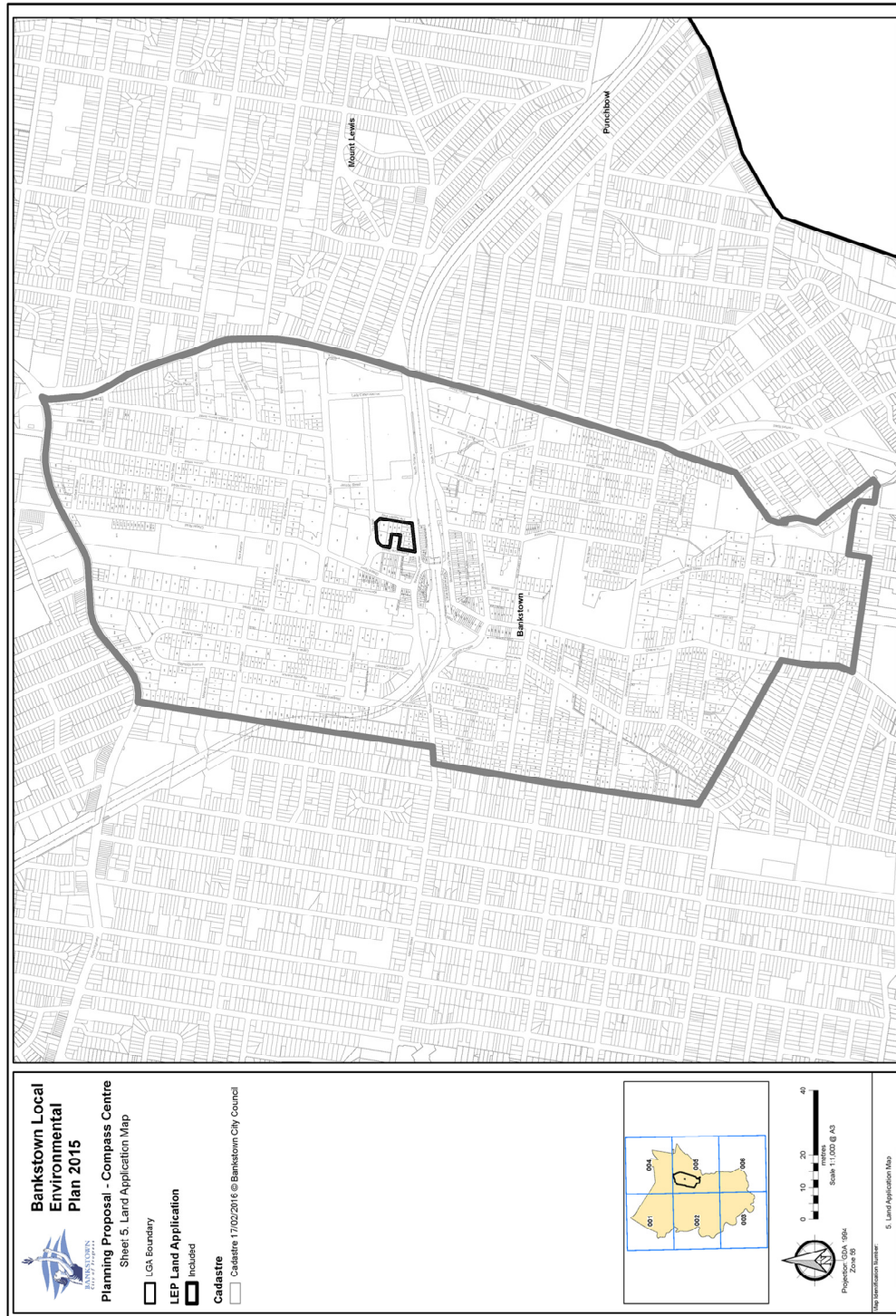


Map 1–Land Application Map





Map 2–Location of site in relation to the Bankstown Central Business District



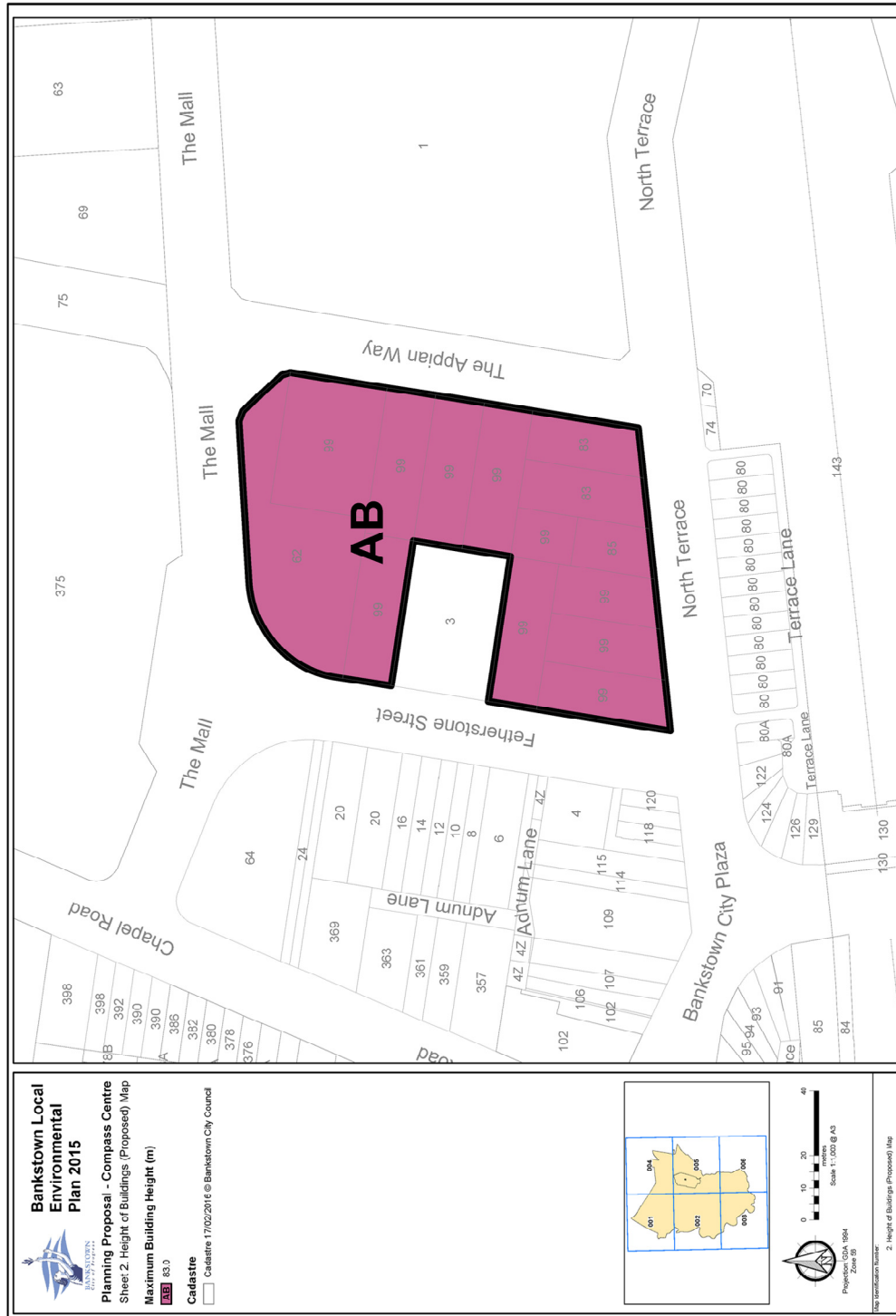


Map 3—Current Maximum Building Height





Map 4–Proposed Maximum Building Height



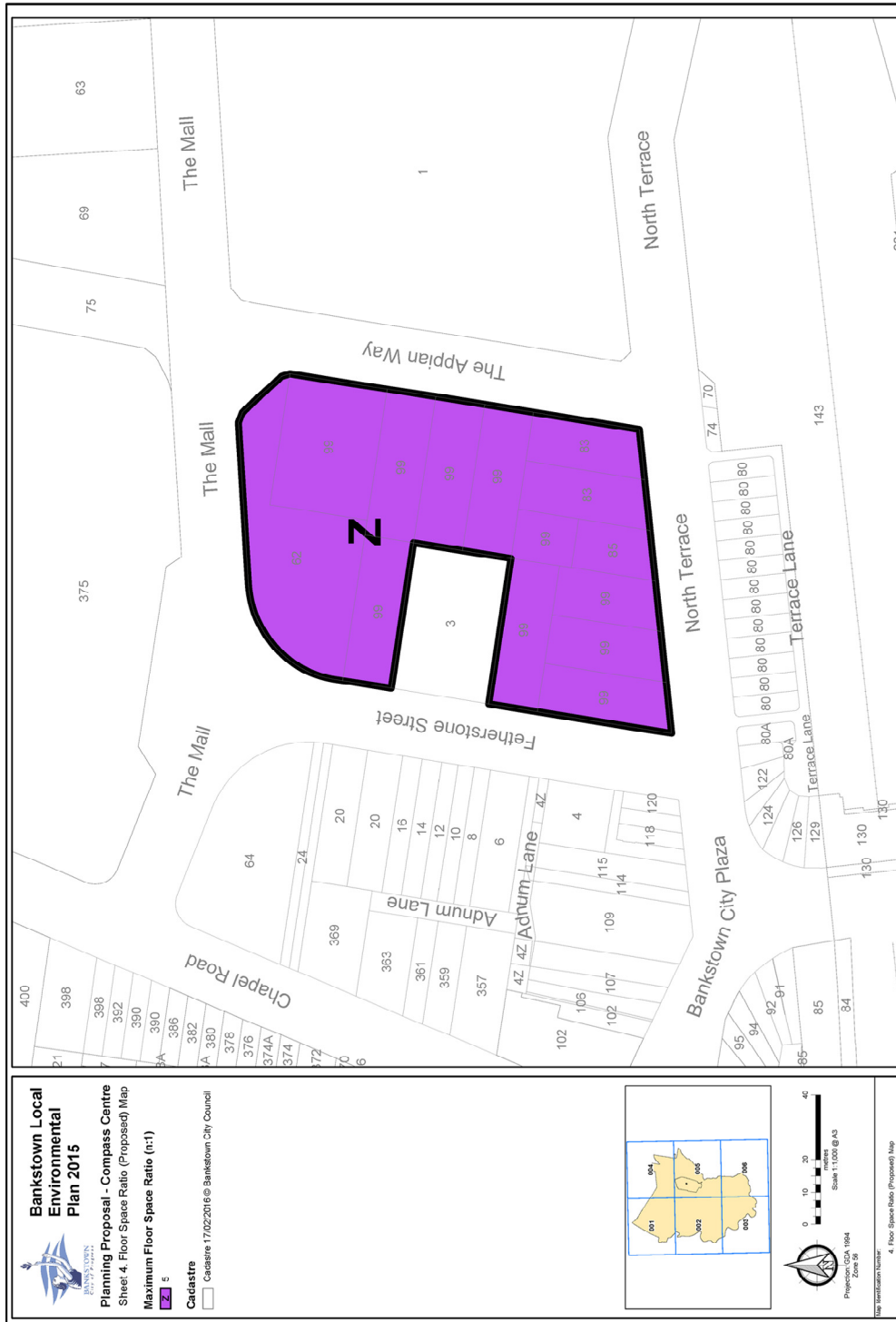


Map 5—Current Maximum Floor Space Ratio





Map 6—Proposed Maximum Floor Space Ratio





Part 5–Community Consultation

Although the gateway determination will confirm the public consultation that must be undertaken, the exhibition period for this planning proposal is likely to take 28 days and would comprise:

- Advertisements in the local newspaper that circulates in the area affected by the planning proposal.
- Displays at the Council administration building (Bankstown Branch) and corporate website.
- Written notification to affected and adjoining property owners where practical.
- Written notification to relevant agencies including:
 - Commonwealth Department of Infrastructure & Regional Development
 - Sydney Metro Airports Bankstown
 - Transport for NSW
 - Roads & Maritime Services
 - Sydney Water
 - Ausgrid.

Part 6–Project Timeline

Dates	Project timeline
December 2016	Issue of gateway determination.
April 2017	Exhibit planning proposal.
July 2017	Report to Council following the exhibition.
August 2017	Submit planning proposal to the Department of Planning & Environment for determination.



ATTACHMENT A–State Environmental Planning Policies

SEPPs (as at December 2016)		Applicable	Consistent
1	Development Standards	Yes	Yes
14	Coastal Wetlands	No	N/A
19	Bushland in Urban Areas	Yes	Yes
21	Caravan Parks	Yes	Yes
26	Littoral Rainforests	No	N/A
30	Intensive Agriculture	Yes	Yes
33	Hazardous & Offensive Development	Yes	Yes
36	Manufactured Home Estates	No	N/A
44	Koala Habitat Protection	No	N/A
47	Moore Park Showground	No	N/A
50	Canal Estate Development	Yes	Yes
52	Farm Dams & Other Works in Land & Water Management Plan Areas	No	N/A
55	Remediation of Land	Yes	Yes
62	Sustainable Aquaculture	Yes	Yes
64	Advertising & Signage	Yes	Yes
65	Design Quality of Residential Apartment Development	Yes	Yes
70	Affordable Housing (Revised Schemes)	No	N/A
71	Coastal Protection	No	N/A
	(Affordable Rental Housing) 2009	Yes	Yes
	(Building Sustainability Index: BASIX) 2004	Yes	Yes
	(Exempt & Complying Development Codes) 2008	Yes	Yes
	(Housing for Seniors or People with a Disability) 2004	Yes	Yes
	(Infrastructure) 2007	Yes	Yes



SEPPs (as at December 2016)		Applicable	Consistent
	(Kosciuszko National Park–Alpine Resorts) 2007	No	N/A
	(Kurnell Peninsula) 1989	No	N/A
	(Mining, Petroleum Production & Extractive Industries) 2007	Yes	Yes
	(Miscellaneous Consent Provisions) 2007	Yes	Yes
	(Penrith Lakes Scheme) 1989	No	N/A
	(Rural Lands) 2008	No	N/A
	(State & Regional Development) 2011	Yes	Yes
	(State Significant Precincts) 2005	Yes	Yes
	(Sydney Drinking Water Catchment) 2011	No	N/A
	(Sydney Region Growth Centres) 2006	No	N/A
	(Three Ports) 2013	No	N/A
	(Urban Renewal) 2010	No	N/A
	(Western Sydney Employment Area) 2009	No	N/A
	(Western Sydney Parklands) 2009	No	N/A
	Greater Metropolitan REP No 2–Georges River Catchment	Yes	Yes
	Sydney REP (Sydney Harbour Catchment) 2005	Yes	Yes



ATTACHMENT B–Ministerial (117) Directions

Direction & Issue Date		Applicable	Consistent
Employment and Resources			
1.1	Business and Industrial Zones [14/04/16]	Yes	Yes
1.2	Rural Zones [14/04/16]	No	N/A
1.3	Mining, Petroleum Production & Extractive Industries [01/07/09]	No	N/A
1.4	Oyster Aquaculture [01/07/09]	No	N/A
1.5	Rural Lands [01/07/09]	No	N/A
Environment and Heritage			
2.1	Environment Protection Zones [14/04/16]	Yes	Yes
2.2	Coastal Protection [14/04/16]	No	N/A
2.3	Heritage Conservation [01/07/09]	Yes	Yes
2.4	Recreation Vehicle Areas [14/04/16]	Yes	Yes
2.5	Application of E2 and E3 Zones & Environmental Overlays in Far North Coast LEPs [02/03/16]	No	N/A
Housing, Infrastructure and Urban Development			
3.1	Residential Zones [14/04/16]	Yes	Yes
3.2	Caravan Parks & Manufactured Home Estates [14/04/16]	Yes	Yes
3.3	Home Occupations [01/07/09]	Yes	Yes
3.4	Integrating Land Use and Transport [14/04/16]	Yes	Yes
3.5	Development Near Licensed Aerodromes [14/04/16]	Yes	No
3.6	Shooting Ranges [16/02/11]	No	N/A
Hazard and Risk			
4.1	Acid Sulfate Soils [01/07/09]	Yes	Yes



4.2	Mine Subsidence and Unstable Land [14/04/16]	No	N/A
4.3	Flood Prone Land [01/07/09]	Yes	Yes
4.4	Planning for Bushfire Protection [01/07/09]	No	N/A
Regional Planning			
5.1	Implementation of Regional Strategies [14/04/16]	No	N/A
5.2	Sydney Drinking Water Catchments [03/03/11]	No	N/A
5.3	Farmland of State & Regional Significance on the NSW Far North Coast [01/07/09]	No	N/A
5.4	Commercial & Retail Development along the Pacific Highway, North Coast [21/08/15]	No	N/A
5.5	Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) [Revoked]	No	N/A
5.6	Sydney to Canberra Corridor [Revoked]	No	N/A
5.7	Central Coast [Revoked]	No	N/A
5.8	Second Sydney Airport: Badgerys Creek [14/04/16]	No	N/A
5.9	North West Rail Link Corridor Strategy [30/09/13]	No	N/A
5.10	Implementation of Regional Plans [14/04/16]	Yes	Yes
Local Plan Making			
6.1	Approval and Referral Requirements [01/07/09]	Yes	Yes
6.2	Reserving Land for Public Purposes [01/07/09]	Yes	Yes
6.3	Site Specific Provisions [01/07/09]	Yes	No
Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney [14/01/15]	Yes	Yes
7.2	Implementation of Greater Macarthur Land Release Investigation [22/09/15]	No	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy [19/12/16]	No	N/A
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan [15/05/17]	No	N/A