

Why is this proposed?

Recent market conditions have tended to favour housing with some retail in the Mixed Use Zone. Rarely has development in this zone been for office buildings or institutional uses. Should this trend continue there is a risk that the Bankstown City Centre may evolve into a high density residential centre with retail activity, at the expense of evolving into a more genuine employment hub. Therefore, safeguarding and delivering employment floorspace in the centre frame of Bankstown is key.

Bankstown currently does not have sufficient floorspace capacity under the current planning controls to accommodate the employment floor space target to 2036. If the employment targets are to be realised, on average, a minimum two storey commercial floor space (or a minimum employment FSR 1.4:1 of FSR) is required in the B4 Mixed Use zone in addition to the B3 Commercial Core discussed in Objective 1. This approach is likely to provide more efficient patterns of development as the lower building levels can be better suited to employment uses in higher density locations.

Actions

- 3.2.1 Maintain the B4 Mixed Use zone around the proposed B3 Commercial Core in Bankstown City Centre.**
- 3.2.2 Retain the minimum provision of employment floor space delivery in the B4 Mixed Use Zone as per the current LEP (deliver a minimum of two storeys of employment floor space or 1.4:1, whichever is lesser).**
- 3.2.3 Require strategically important sites in the B4 zone to deliver a minimum of 50% of employment floor space, including:**
 - **The Compass Centre block – between Fetherstone Street, The Mall, Appian Way and North Terrace.**
 - **Parts of the Bankstown Central site (subject to a separate Planning Proposal).**
 - **The corner of Restwell Street and South Terrace.**
- 3.2.4 Introduce a no net loss clause of existing employment floor space in the LEP.**
- 3.2.5 Introduce an incentive height and floor space map (refer to Direction 1). A development can achieve the maximum incentive height and floor space control in the LEP if they deliver a minimum of 50% commercial floor space within the business zones.**

Objective 3.3

Introduce a Night-Time Economy Core in the City Centre and de-regulate night time activities

The Master Plan proposes to create a night-time economy core in the city centre. The night time economy generally refers to the mix of business, leisure, social and cultural activities and experiences that take place after 6.00pm. These include, but are not limited to, food, drinking and entertainment focused core activities such as restaurants/cafes, pubs, bars, theatre, festivals, markets and live music. The night time economy also consists of non-core activities such as transport, retail, service industries, educational establishments and libraries.

It is proposed to reduce regulatory approval processes for retail and business uses and temporary cultural events to trade later into the evening in Bankstown City Centre within the B3 Commercial Core and B4 Mixed Use Zones. With the future Western Sydney University Campus, a potential public hospital and increase in workers and residents over the next 20 years, the City has an opportunity to extend its economic, cultural and creative opportunities into the later hours of the day to create a genuinely dynamic, productive and vibrant city.

It is also proposed to introduce a night time section and map in the DCP, with accompanying information in Planning certificates define parameters relating to late night trading hours, activities, noise and venue management to encourage late night trading whilst minimising adverse amenity impacts to residential development.

This will provide greater certainty to the market of where night time trading is acceptable by Council. It also sets a level of expectation within the community of where late-night trading will occur. Consultation with Sydney Metropolitan Councils outlined that where there are expectations of late-night trading, there is generally a greater level of acceptance of such activity.

New controls for night time trading and the undertaking of cultural activities will work hand in hand with active frontage controls for the City Centre. Refer to Direction 2 – A Centre for People for detail.

It is important to acknowledge that planning controls alone do not create a night time economy. Community consultation for the draft Students and Worker Needs Study and draft Night Time Economy Action Plan identified uninviting public domain spaces and perceptions of safety as barriers to encouraging late night activity in Bankstown. Bankstown's Complete Streets Master Plan and a re-branding strategy for the centre will assist in addressing these perceptions by ensuring public spaces are more inviting and improving Bankstown's image as a safe and desirable evening destination.

Why is this proposed?

This proposal implements the Local Strategic Planning Statement vision to create diverse night time economy in our Centres. It also establishes a night-time economy area as envisioned in the Bankstown CBD and Bankstown Airport Place Strategy by removing regulatory barriers for lower impact retail uses and business uses to operating in the evening. It also carries forward the City’s Creative City Strategic Plan 2019 – 2029 and draft Night Time Economy Action Plan.

The socio-economic benefits of supporting a thriving night time economy is gaining prominence across the globe with increasing urbanisation, and as cities shift away from the traditional 9am to 5pm working model.

The night time economy offers a range of opportunities for providers and users, and also celebrates Bankstown’s dynamic cultural mix. Expanding services after dark, particularly in the arts, culture, retail and entertainment sectors, can help increase productivity, and facilitate wealth and job creation, while also contributing positively to the social and cultural fabric of Bankstown City Centre. These issues have been recognised in recent policy approaches for Metropolitan Sydney, with the cultivation of the night time economy identified as a key action in both the Greater Sydney Commission’s Metropolis of Three Cities and South District Plan.

During community engagement for Council’s draft Night Time Economy Action Plan, businesses stated that they once there is a general practice of businesses in a centre closing by a certain time, it becomes more difficult for individual businesses acting in isolation to justify extending their trading hours. The reduction in regulatory approval processes to trading hours will encourage a clustering of late-night business trading by enabling certain retail and business uses within a precinct-wide area to trade later without development consent, whilst also providing certainty to the residential community over areas that will have increased night time activity.

Consultation for the Student and Worker Needs Study also found that workers and tertiary students desire Bankstown City Centre to be more activated and livelier during the day and night, to encourage students and workers to linger in these centres. The current lack of activation in these centres has contributed to poor perceptions of safety.

Actions

- 3.3.1 Introduce exempt provisions in the LEP for extended trading hours of business premises, retail premises in the B3 Commercial Core and B4 Mixed Use Zones.**
- 3.3.2 Create a Night Time Economy map and section in the DCP with accompanying objectives and controls that define parameters relating to noise and venue management to encourage late night trading whilst minimising adverse amenity impacts to residential development.**
- 3.3.3 Introduce a night time economy map and definition in Planning Certificates.**



Direction 4

A Well-Designed Centre

Introduction

Quality design in public and private areas will transform Bankstown into a sustainable, livable, healthy, and attractive City Centre, while also protecting and enhancing the historic and cultural character of Saigon Place, Salt Pan Creek, Memorial Oval and areas of special character.

The role of design excellence will be elevated through implementation of a design excellence and sustainability clause and establishment of a design excellence panel, setting clear expectations for Council, the community and the development industry of their role in designing and delivering great places and buildings for people.

Design-led built form testing including 3D modelling, has informed building heights and floor space ratios recommended by this Master Plan. The aim will be to establish a culture of design quality through robust and clear architectural, urban design, landscaping and planning controls. Built form controls will promote and support innovation and design excellence. Art will be integrated into development sites and the public realm through public art controls in the DCP and including public art as a consideration in public domain plans.

Planning mechanisms will be investigated and implemented to ensure design excellence and sustainability is managed and delivered throughout the life cycle of development approvals and construction.

What constitutes a well-designed centre?

Good design creates user friendly, enjoyable and attractive places and spaces, which continue to provide value and benefits to people, the place and the natural environment over extended periods. Good design brings benefits socially, environmentally and economically, and builds on these benefits over time – continually adding value.

What do we know?

- There is a wide variety of different sized sites and building typologies across Bankstown which add significantly to the character of the area.
- The City Centre Core is largely defined by fine grain urban fabric. The fine grain is concentrated mostly along Chapel Road, Bankstown City Plaza, Saigon Place, South Terrace and Restwell Street. The concentration of heritage items is mostly around Saigon Place and the Vimy Street to the South.
- There are a number of large sites capable of redevelopment without requirement for amalgamation in order to achieve increased housing and employment opportunities e.g. Bankstown Central, TAFE NSW, Sports Club etc.
- Redevelopment in Bankstown will need to be responsive and in keeping with the existing context and character of the urban fabric.





Objective 4.1

Diversify the Urban Fabric

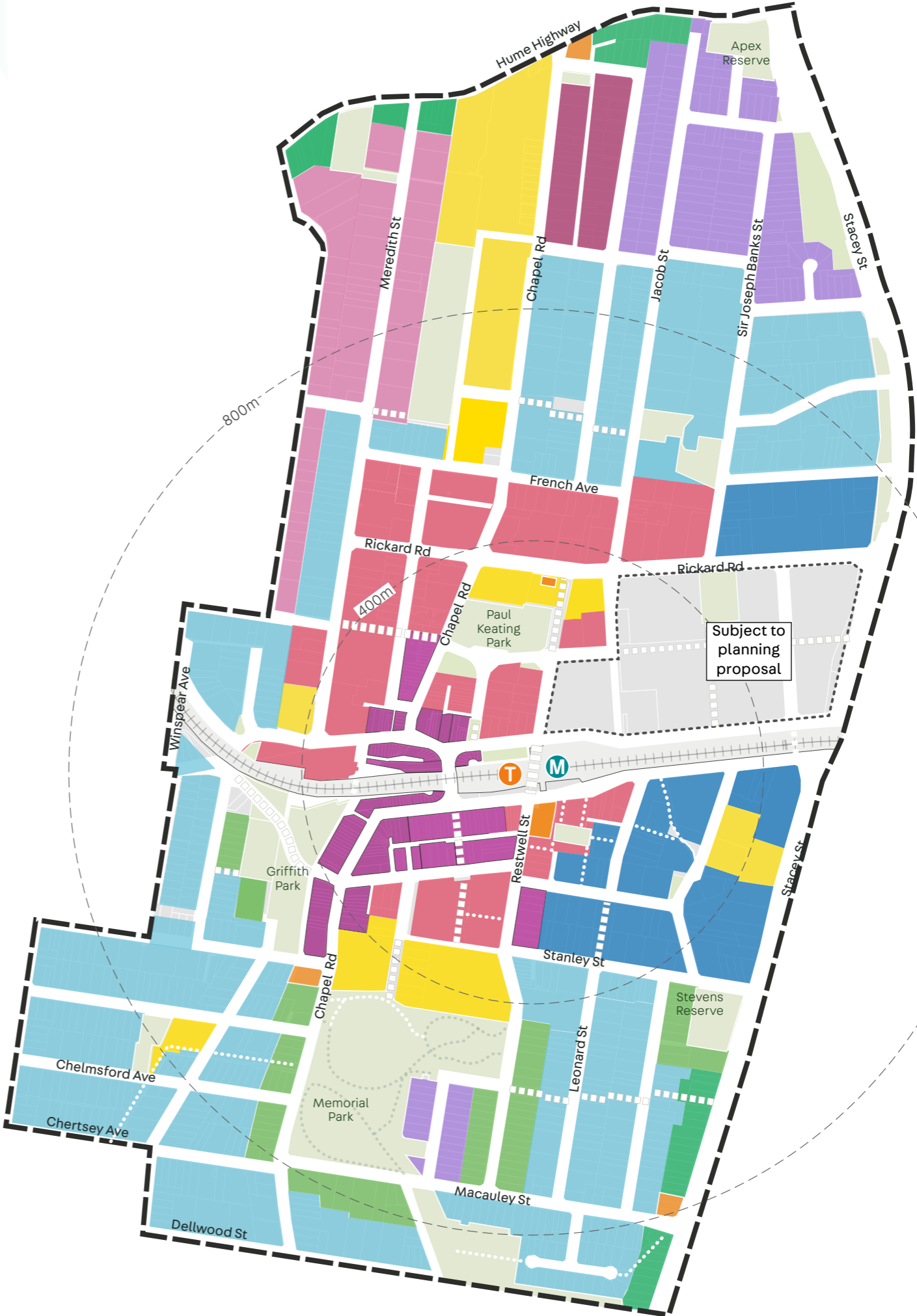
Diverse building typologies are proposed to add further richness, variety and quality to Bankstown’s built environment. High quality design will be at the forefront of new developments in Bankstown. This will deliver on Council’s commitment to achieve design excellence and diverse housing types.

Actions

4.1.1 Develop LEP and DCP controls based on specific built form outcomes for various land uses and building and site typologies, focusing on height, street setbacks, upper level setbacks, street wall height, and other architectural, urban design and landscape controls.

Proposed Built Form Typologies

- Bold Form
- Street wall and tower
- Strata Terrace
- Residential Flat (Mid-Rise)
- Residential Flat (High-Rise)& Mixed-Use
- Park Front
- Fine Grain Shop Top/ Commercial
- Mews
- Institutional
- Noise Edge
- Single dwellings
- Analysis Catchment Area
- Open space



Street Wall and Tower

Podium Towers are proposed in high intensification areas, within the core of the City Centre on key sites surrounding the train station and along Rickard Road, Meredith Street and Restwell Street. These are perceived as the key areas within Bankstown City Centre with the characteristics required to achieve a higher level of intensification on a single site, while also accommodating a variety of uses. Careful consideration to pedestrian amenity and human scale of the streets is required.



Residential Apartment (High-Rise) and Mixed-Use Buildings

High-rise residential and mixed use buildings are proposed on sites to the south of rail corridor and west of Stacey Street where high intensification is proposed. This type is proposed to achieve the growing housing and employment/service need in the Bankstown City Centre while providing the opportunity for more people to live and work near public transportation hubs.



Residential Apartment buildings (Mid-Rise)

Mid-rise apartments are proposed in high intensification areas, mostly to the north (north of French Ave. between Chapel Rd and Stacey St) and partly to the south of the rail way corridor (Between Gordon St and Brandon Ave and south of Stanley St). Careful consideration of the context of each building and adequate built form transition to the neighbouring sites and adjacent streets is required.



Fine Grain Shop Top and Commercial Buildings

Fine Grain Shop Top Housing and commercial buildings are located on sites in Saigon Place along Chapel Road South and parts of Marion Street East, where alterations and additions to existing historic buildings and new buildings are to be sympathetic to and enhance the historic local character, in line with the desired future character of the Food and Culture Precinct. The aim of this built form is to promote sensible urban renewal of Saigon Place responsive to the local culture, existing fine-grain condition stemming from the narrow shop fronts, existing heritage items and potential heritage items under investigation.





Institutional facilities/ Social Infrastructure

Institutional facilities/ Social Infrastructure are generally characterised by their 'campus style' construction, with larger proportions of open space within the site, generally dedicated to playing fields or playgrounds. The key areas where such facilities are located or proposed in City Centre are the school sites, TAFE NSW and the Civic Centres around Paul Keating Park.



Park Front Buildings

The Park Front typology is proposed around the three main parks on the south part of the City Centre; Memorial Park, Griffith Park and Stevens Reserve. The purpose of this built form is to embrace the unique location around the parks and to ensure the built forms on these lots would use the potentials of these locations by maximising views to the park and amenity available to occupants, whilst implementing more greenery as part of the built form.



Noise Edge Barrier Buildings

This built form is proposed along the Hume Highway and Stacey Street where there is high volume of car traffic. Special built form controls will be applied to the sites on these areas to ensure the amenity of the residents are not affected by road noise and air pollution.



Bold Form

This built form is proposed on sites which are considered to be located at the entry to a specific part of the city. These sites will accommodate buildings of particularly high design quality because many people will pass and experience them everyday. They are located on the edge to the City from Hume Highway, Chapel Road North, Stacey Street and Restwell Street from the South of the railway corridor. Design excellence controls which are supported by a Design Review Panel will result in high quality architectural outcomes.





Strata Terraces

In areas of limited intensification, redevelopment will be in keeping with the existing character and built form, namely responding to the single family dwellings, detached walk-up apartments and Strata Terrace houses typologies which currently dominate the north part of the Bankstown City Centre and to the east and west of Memorial Park.



Mews

Appropriate on rear lanes where lot depth allows for frontage along the lane. Built form is typically 2-3 storeys and is shallow in depth to allow for each side of the lot to provide frontage to the street. This lot and lane characteristic only occurs along Price Lane between Chapel Road and Conway Road north of the metro station. Recent development in this area has begun to produce mews typologies. Encouraging more mews housing in Bankstown provides an opportunity to diversify housing options.



Single dwellings (existing)

In areas of limited or no intensification, it is expected redevelopment will be in keeping with the existing character and built form of lower density neighbourhoods, namely responding to the single family dwellings, detached walk-up apartments and Strata Terrace houses typologies which currently dominate the north part of the Bankstown City Centre and to the east and west of Memorial Park.



Objective 4.2

Champion Design Excellence through Performance Testing

Proposed building heights seeks to preserve solar amenity to open space while providing adequate transition between tall buildings and lower scale areas, in accordance with the Intensification Strategy and principles supported by the Tall Buildings Study.

Actions

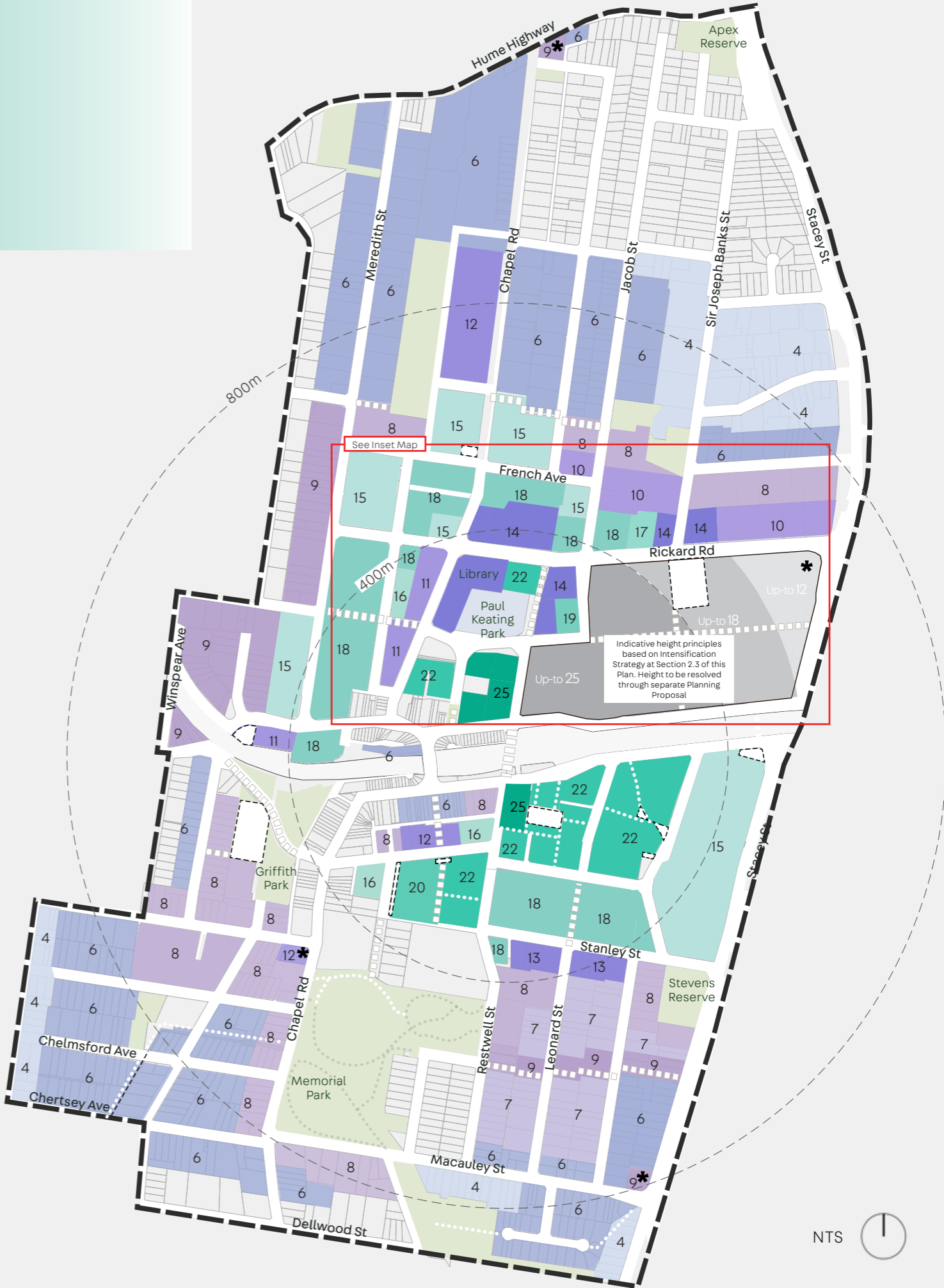
4.2.1 Establish a Design Quality process, introducing a Design Excellence Clause within the LEP, establishing a Design Excellence Panel along with LEP and DCP controls As noted in Section 2, taller buildings are focused around the railway station.

It is noted that the heights shown on this map are inclusive of all incentives outlined under Direction 1 to maintain a high quality and high amenity City Centre.

Proposed Building Heights

- Up to 2 storeys
- Up to 4 storeys
- Up to 6 storeys
- Up to 7 storeys
- Up to 8 storeys
- Up to 9 storeys
- Up to 10 storeys
- Up to 11 storeys
- Up to 12 storeys
- Up to 13 storeys
- Up to 14 storeys
- Up to 15 storeys
- Up to 16 storeys
- Up to 17 storeys
- Up to 18 storeys
- Up to 19 storeys
- Up to 20 storeys/Max 108RL
- Up to 22 Storeys/Max 108RL
- Up to 25 Storeys/Max 108RL
- Up to 12 storeys (Subject to a separate Planning Proposal)
- Up to 18 storeys (Subject to a separate Planning Proposal)
- Up to 25 Storeys/Max 108RL (Subject to a separate Planning Proposal)
- * Bold Form - Marker Sites
- Analysis Catchment Area
- Existing open space
- Proposed open space

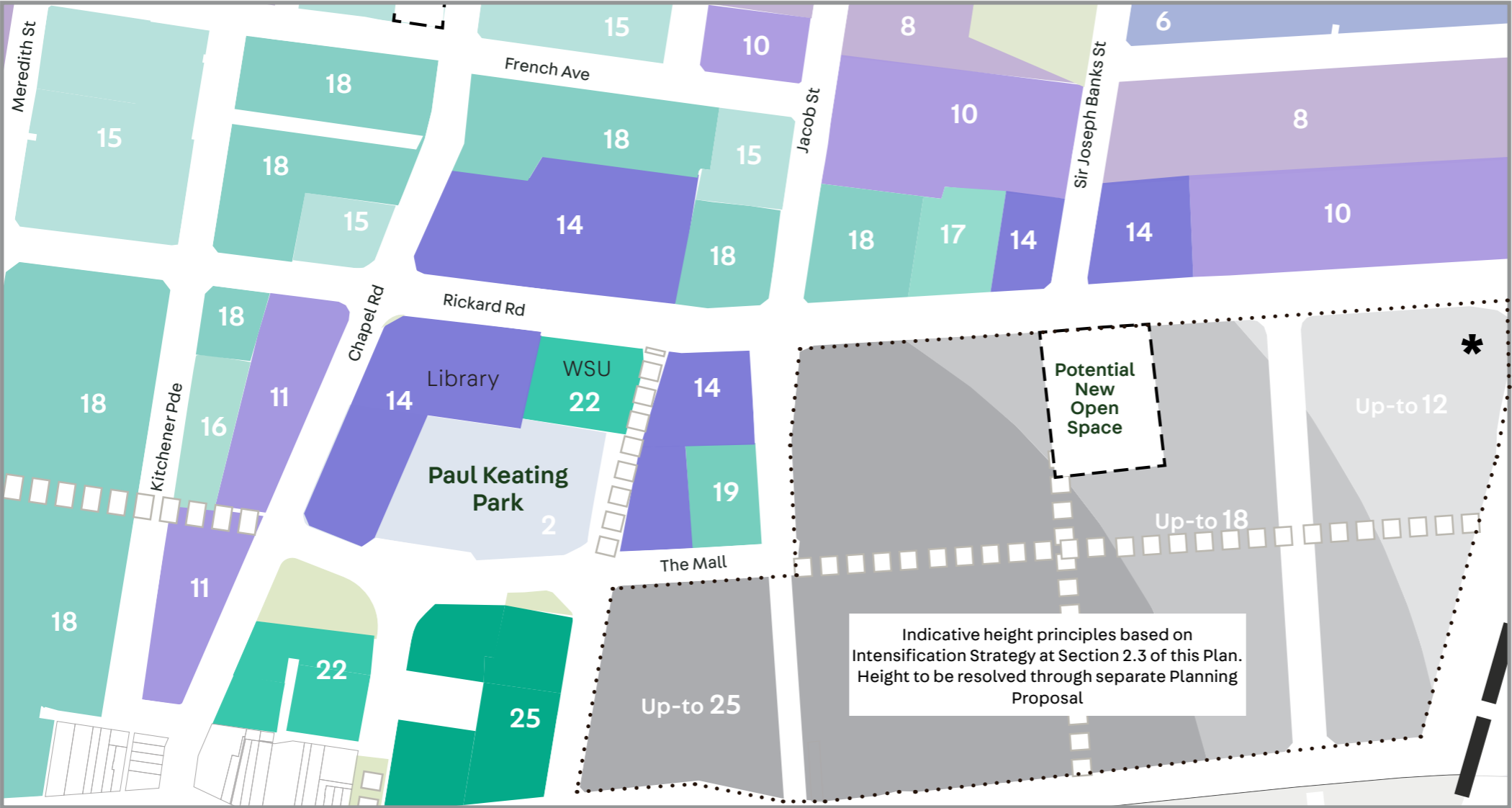
*Height (# of storeys) subject to land Use and floor-to-floor building heights and they are inclusive of all incentives
Building Heights are subject to approval under the Airports (Protection of Airspace) Regulations 1996



Heights to Ensure Adequate Solar Amenity to Paul Keating Park and New Open Space

Building heights to the north, east and west of Paul Keating Park and the New Open Space on the Bankstown Central Site have been tested to ensure adequate solar amenity is provided to each space throughout the year. The diagram below illustrates indicative built form heights that allows for a minimum of 50% of each open space to receive sun light at any given hour on Winter Solstice.

It is noted that no reduction in height to any site has been applied. Any new development in proximity to open spaces will be scrutinised to ensure solar amenity objectives are maintained. It is noted that delivery of the new open space on the Bankstown Central site is subject to a separate, site specific planning proposal.



*Height (# of storeys) subject to land Use and floor-to-floor building heights and they are inclusive of all incentives
Building Heights are subject to approval under the Airports (Protection of Airspace) Regulations 1996



Objective 4.3

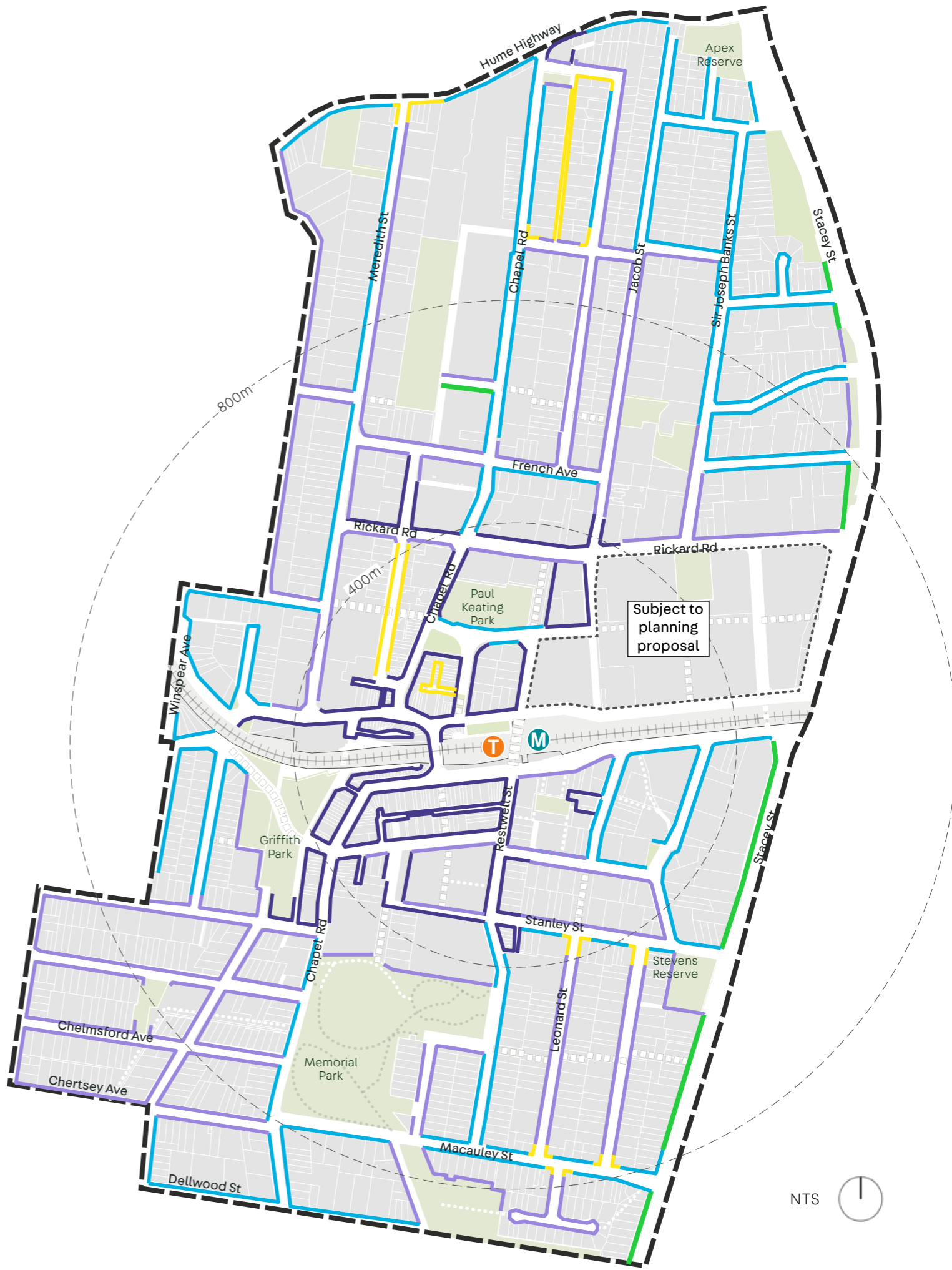
Balance Maximising Greenery and Urban Intensification

Street setbacks have been created which balance the desire for increased plantings, improved tree canopy, increased pedestrian space and on-street dining along key streets and commercial development outcomes, particularly on dense urban sites.

These controls will be tested and refined as part of the development of the Development Control Plan.

Proposed Street Setbacks

- 0m
- 1m
- 3m
- 4m
- 5m
- 8m
- Analysis Catchment Area
- Open space



Actions

4.3.1 Develop DCP controls to ensure implementation of proposed street setbacks.



Upper storey setbacks help achieve a sense of scale and improve opportunities for plantings and landscaping above the street wall where towers are setback.

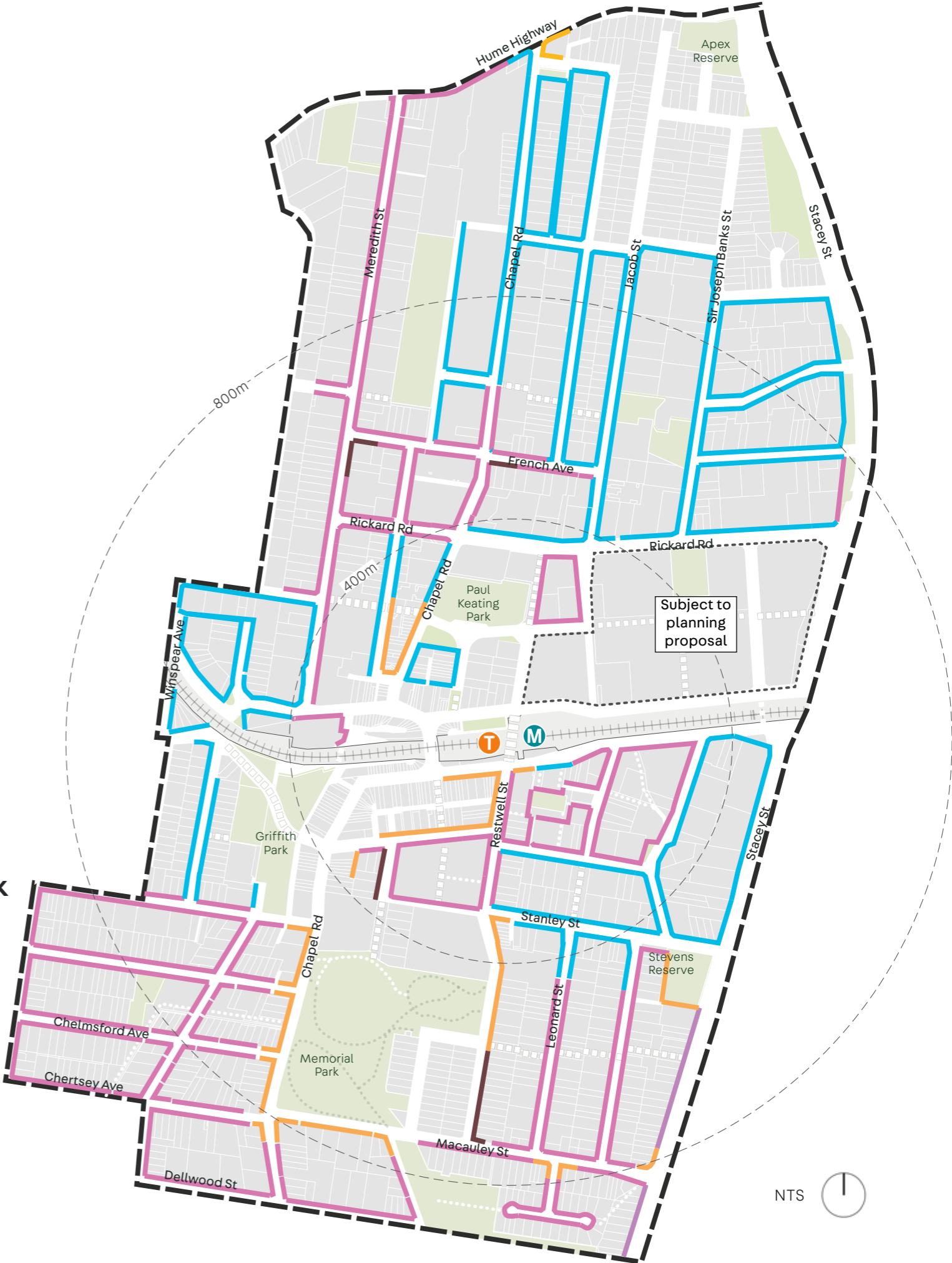
In taller buildings (over 15 storeys) a broad goal is to achieve a 6m upper storey setback. A 0 metre upper storey setbacks is reserved only for 'bold form' sites or where the built form typologies have been specifically developed and tested for unique site conditions.

These controls will be tested and refined as part of the development of the Development Control Plan.

Proposed Upper Storey Setback

- 0m
- 2m
- 3m
- 4m
- 6m
- 8m
- Analysis Catchment Area
- Open space

* Subject to change in DCP



Objective 4.4

Increase Positive Relationship Between Buildings and the Public Realm

Council is establishing a process and framework for achieving design quality, and setting clear expectations for industry, landholders and the community. The Master Plan proposes street wall height and an active facade strategy to improve lively street frontages and frame key public realm destinations, while setting back tower bulk and massing to ensure streets are human scale and drenched with sun.

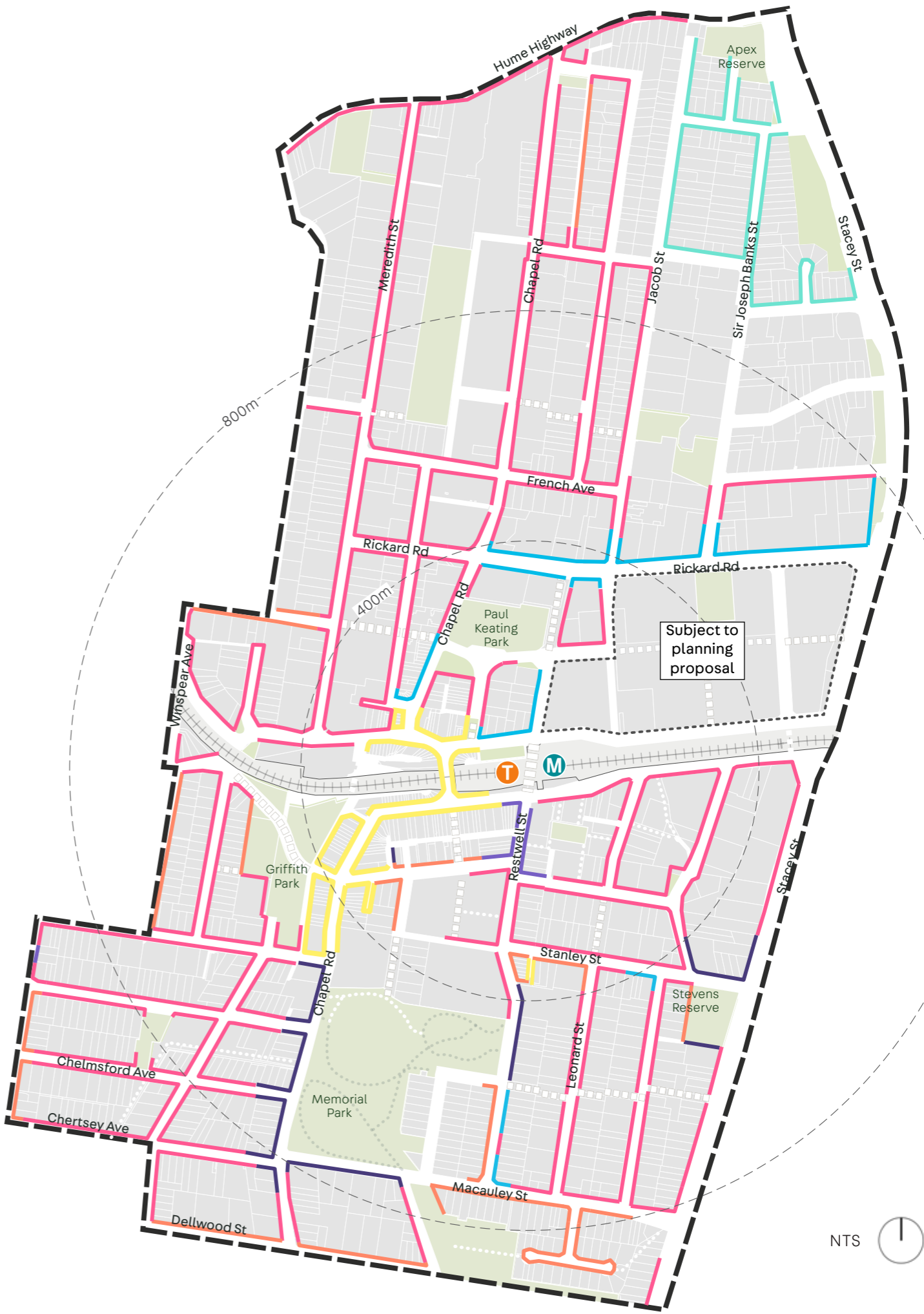
These controls will be tested and refined as part of the development of the Development Control Plan.

Actions

- 4.4.1 Develop DCP controls for active frontages and street wall heights on key streets with non-residential uses at Ground Level.
- 4.4.2 Develop DCP controls to ensure implementation of proposed upper storey setbacks.

Proposed Street Wall Height

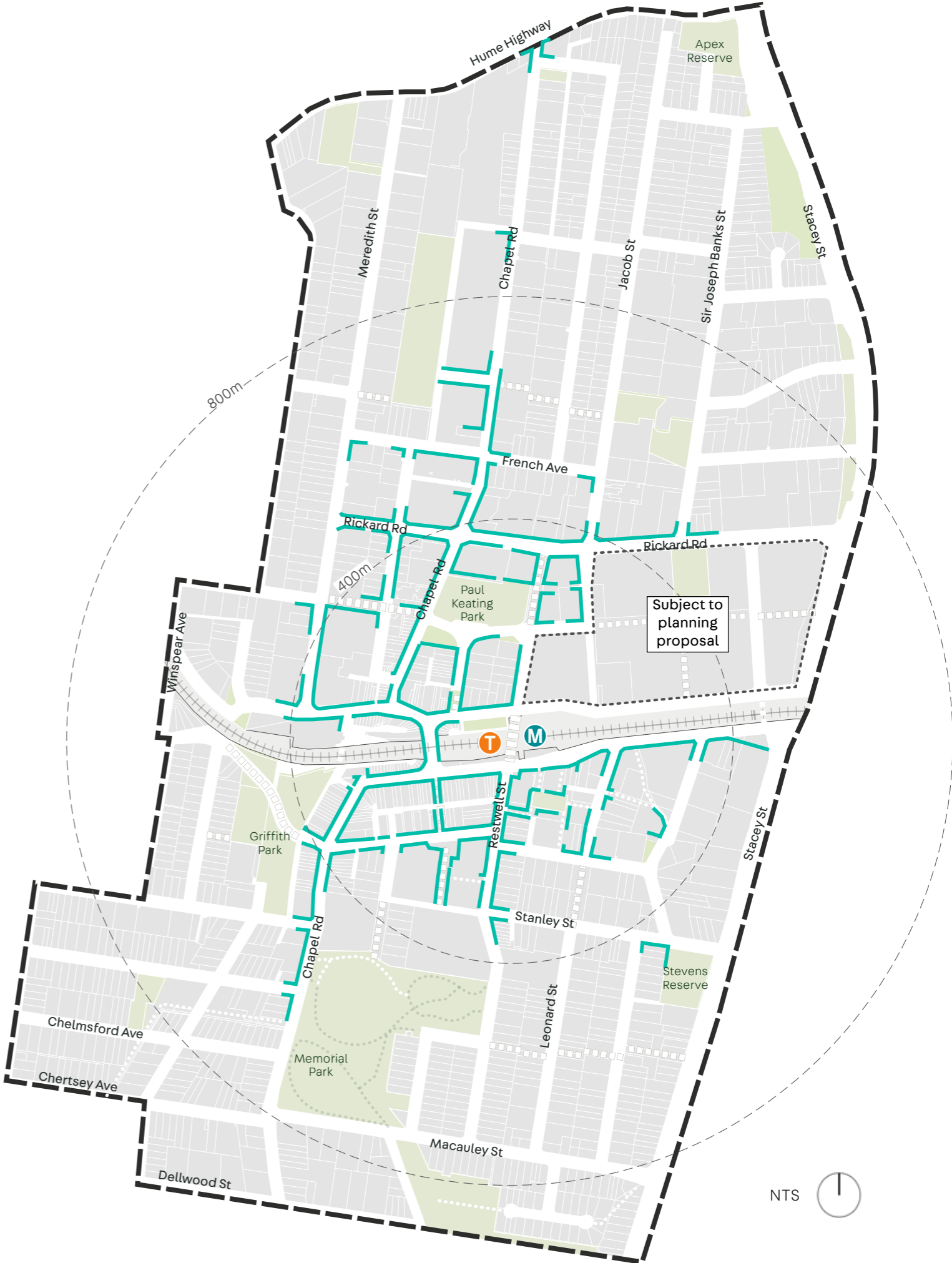
- 1-3 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7-8 storeys
- Analysis Catchment Area
- Open space
- * Subject to change in DCP



Active frontages are important in ensuring a vibrant, safe and inviting City Centre. Active frontages are focused around the railway station and key retail streets. These areas should support activity in the day and night, with the ground floor appropriately designed to encourage visibility and engagement between the public and private realm.

Proposed Active Facades

- Active Facade
- Analysis Catchment Area
- Open space
- * Subject to change in DCP





Direction 5

A Centre that Embrace Nature

Introduction

With nature being an important component of this Master Plan, a high standard of urban greening and biodiversity will be achieved within the public and private domain to enhance community wellbeing, improve urban aesthetics, minimise urban heat and improve ecosystem biodiversity and resilience.

People will live, work and play close to quality and interconnected green spaces. High quality landscaping, tree canopy and water management practices will be incorporated into the built form, development sites, streets and open spaces. Urban tree canopy will be maintained and increased in the public and private realms of the City. The community's social and recreational connection to Salt Pan Creek will be strengthened and first nations people culture will be embedded into the green spaces.

What do we know?

- Based on the open space analysis the percentage of the existing open space land area within the analysis catchment is very low (7.02%) compared to similar urban centres.
- The majority neighbourhood and pocket parks are under-performing or have limited performance.
- The overall supply of open space across the local area is regarded as low with a limited range of park settings and types. Key sites such as Paul Keating Park and Memorial Oval service city-wide needs.
- Based on the open space analysis there are

gaps in the following areas within the master plan boundary; east of Vicinity site, between North Terrace, Rickard Road and Stacey Street, west of Meredith Street between Carmen and Gordon Streets, east and west side of Chapel Road, north of French Avenue, south of Stanley Street between Percy Street and Leonard Street.

- There is opportunity to work with Sydney Catholic Schools in potentially providing community access to school open space.
- Bankstown has an overall canopy cover of 14%. Within the commercial centre canopy cover is lower than the average, with large areas of less than 10% canopy cover. Higher canopy cover percentages can be found across the open spaces and streets and private lots in lower density residential areas.

New neighborhood and pocket parks are proposed in areas undergoing proposed intensification. Addition of new parks will support the growth in Bankstown and ensure all the residents and workers live and work with 200-400m catchment of a public open space.

The location of open spaces in Bankstown City Centre is indicative and will be subject to detailed design testing. A network of pedestrian through site links, local parks and corner plazas is proposed in areas of greater intensification, such as the areas around the LaSalle Catholic College open space, the area to the south east and north east of the rail corridor. The aim of these open spaces and through site links are to improve the amenity for residents and workers of those areas.





Objective 5.1

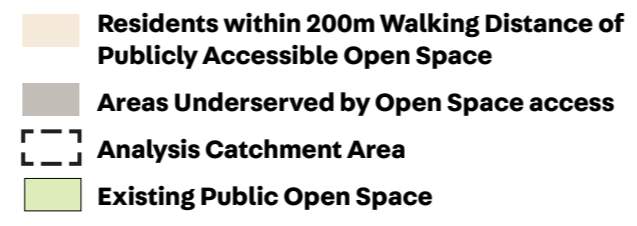
Align urban renewal with delivery of new & improved open space

Actions

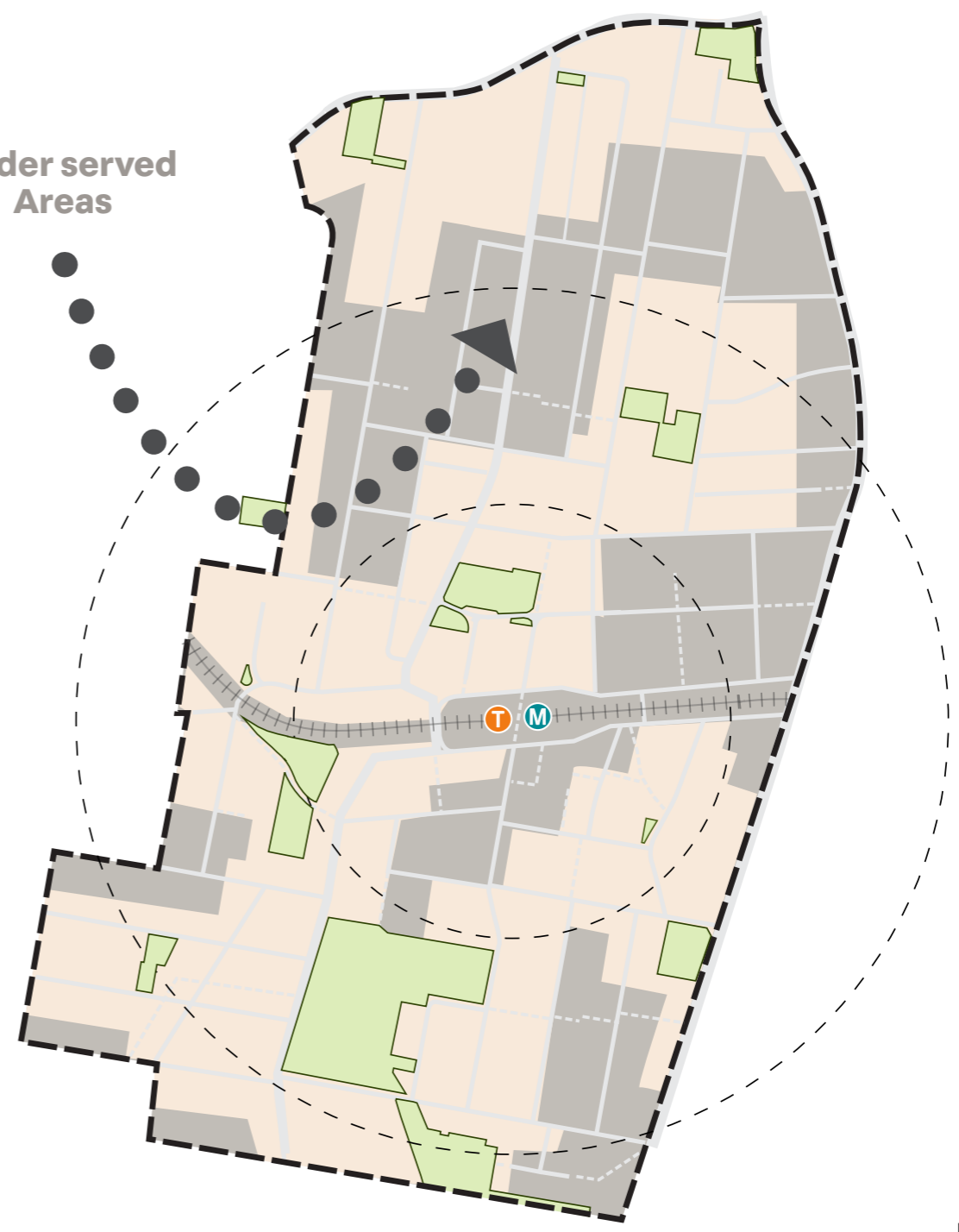
- 5.1.1 Council is to develop a program for the enhancement of existing neighbourhood and pocket parks within Bankstown City Centre, supported with development contributions.
- 5.1.2 Council is to establish planning mechanisms for the delivery of infrastructure on individual sites in the form of open spaces or through site links in accordance with the Urban Design Framework Plan.
- 5.1.3 Council is to negotiate with individual property owners for the delivery of infrastructure on site in the form of open spaces or through site links in accordance with the Urban Design Framework Plan.
- 5.1.4 Allocate development contributions toward partial acquisition of relevant properties in the Salt Pan Creek Corridor to formalise and improve public access to recreation trails and enable biodiversity enhancements. Council is to rationalise zoning along this corridor to reflect the desired land use objectives.

This objective addresses the gaps in open space provision by improving connectivity to open spaces. This will be achieved by introducing new pedestrian, cycle ways and shared paths to existing and proposed open spaces to ensure are within a 200-400m walking catchment to public open space in accordance with the Draft Greener Places Guide (GA NSW).

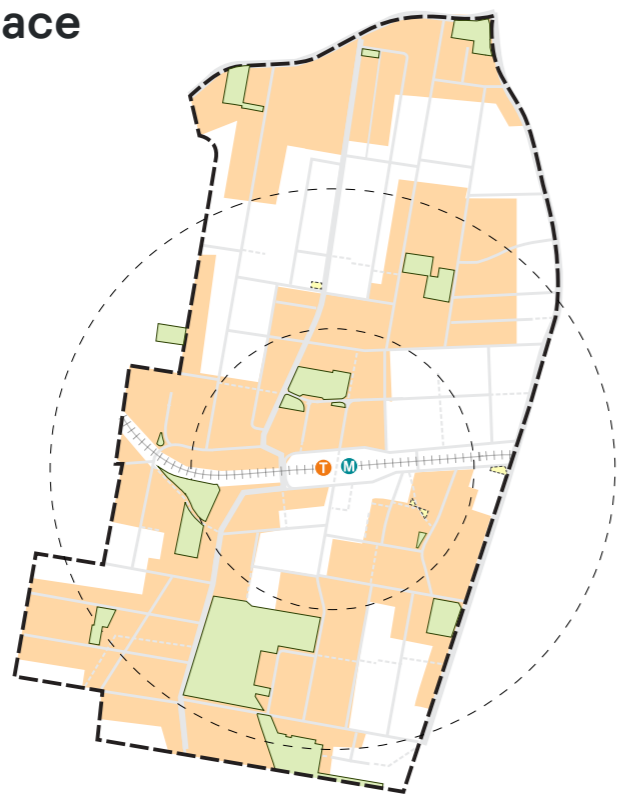
Several parks within or in proximity to the City Centre were considered to be under-performing their role of open space. It is proposed to prepare a comprehensive program for the upgrade and enhancement of the existing neighbourhood parks and local parks within Bankstown.



Under served Areas

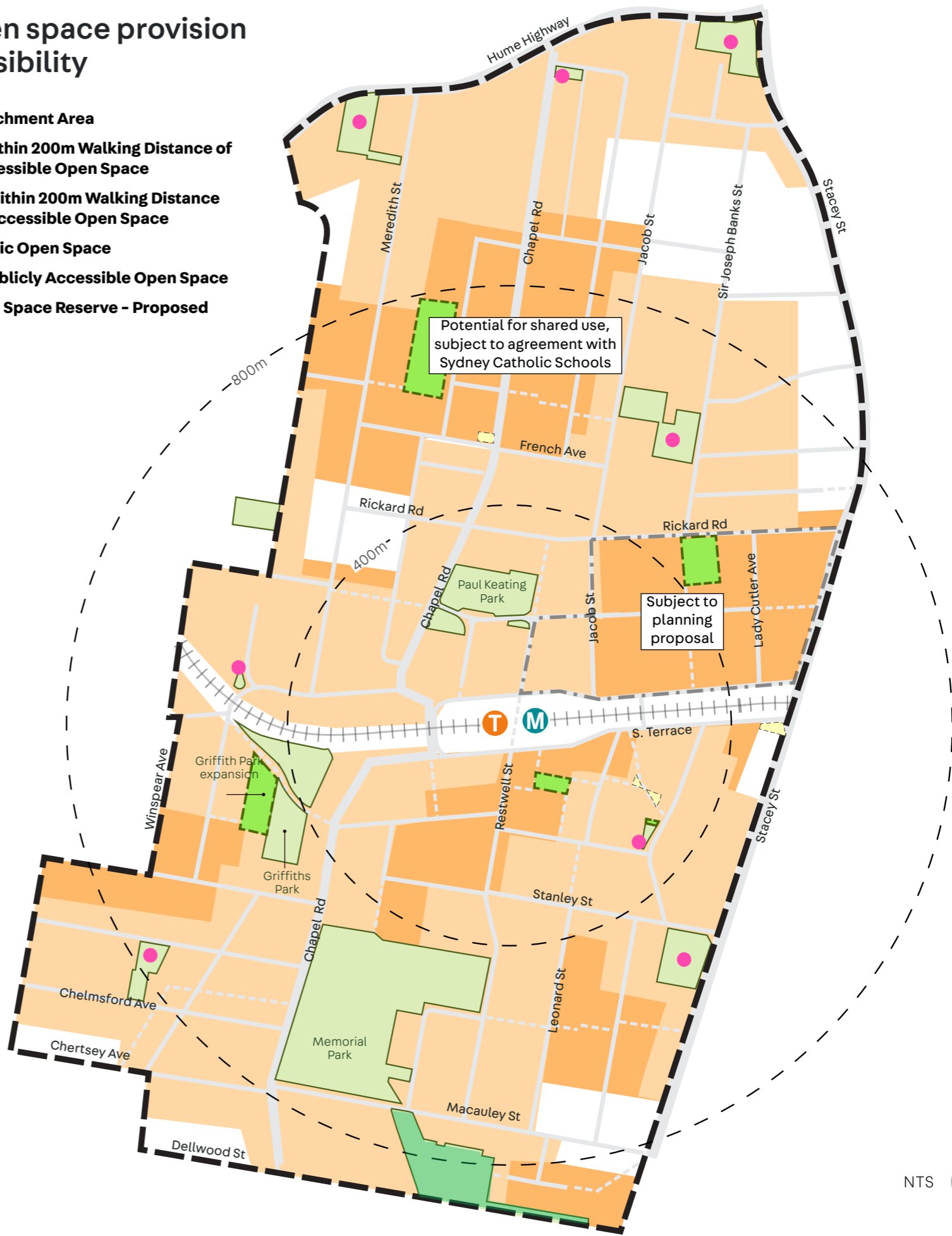


Current open space provision and accessibility



Future open space provision and accessibility

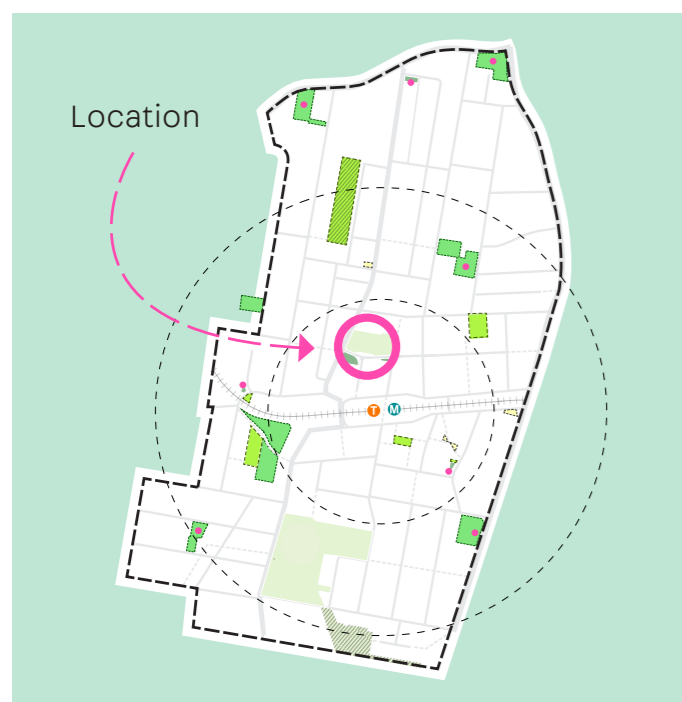
- Analysis Catchment Area
- Residents within 200m Walking Distance of Publicly Accessible Open Space
- New Areas within 200m Walking Distance of Publicly Accessible Open Space
- Existing Public Open Space
- Proposed Publicly Accessible Open Space
- Private Open Space Reserve - Proposed



Future Open Space Plan

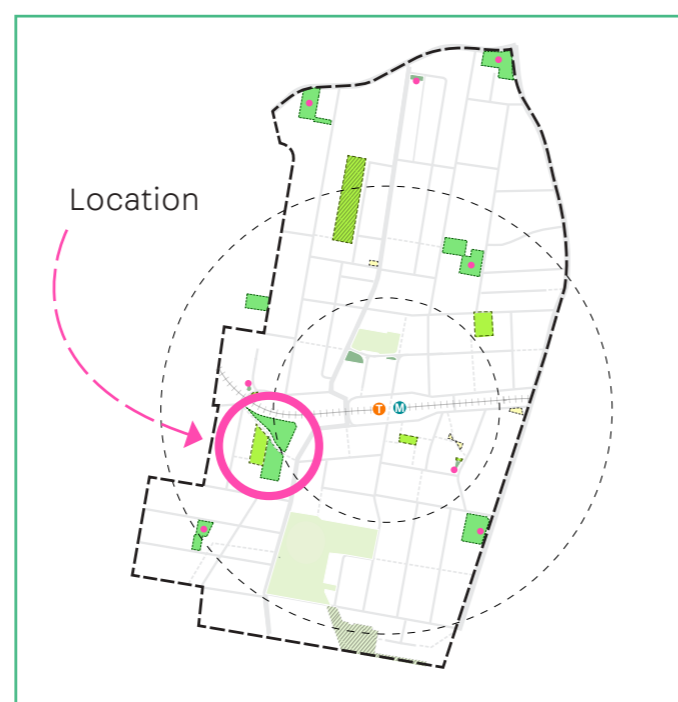
The master plan proposes the introduction of new neighbourhood and pocket parks, detailed master plan of Griffith Park and upgrades to existing parks as follows:

- Improved existing District Park**
Paul Keating Park
 - Improved existing Neighbourhood Parks**
Griffith Park
Stevens Reserve, Apex Reserve, Chelmsford Reserve, RM Campbell Reserve
 - Improved existing Pocket Parks**
Cos Egan Reserve, Eather Pl Reserve
 - New or newly accessible Neighbourhood Parks**
- Improved Environmental Protection**
Salt Pan Creek



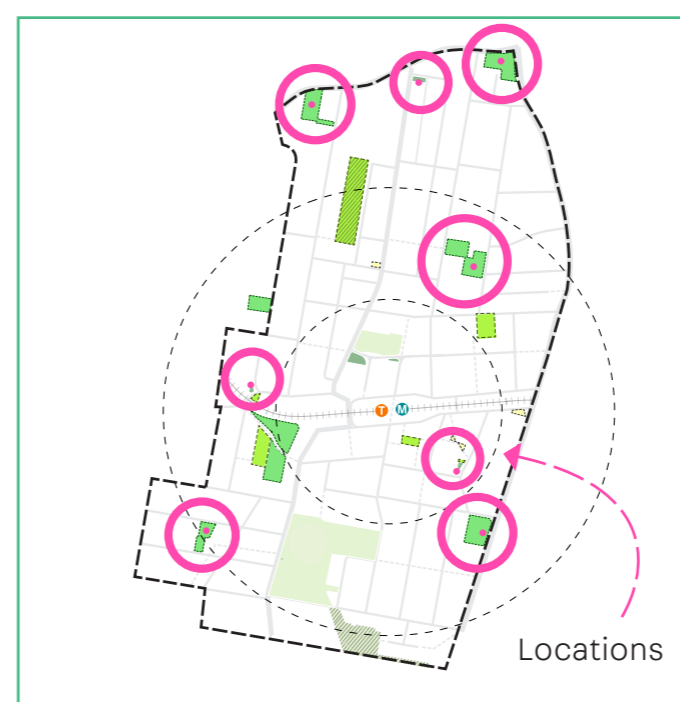
Paul Keating Park Master Plan (Adopted by Council in December 2020)

The current master plan encompasses Paul Keating Park and its local surroundings, providing a cohesive and integrated public domain throughout the Civic Precinct which includes Bankstown Library and Knowledge Centre (BLaKC), the Western Sydney University Campus, Civic Tower, Council Chambers, Court House Reserve and a variety of local commerce.



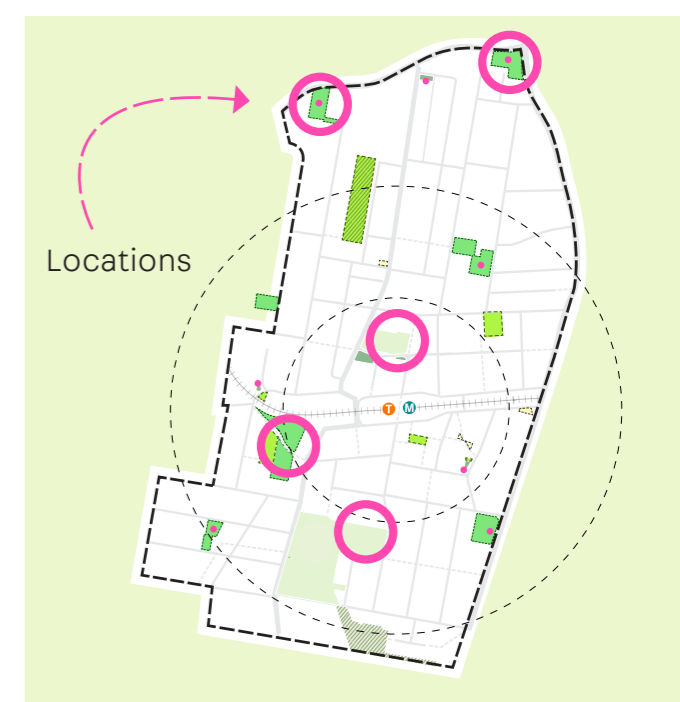
Griffith Park Cultural Precinct

The master plan for Griffith Park is aimed to support an integrated social, cultural and economic precinct. The Griffith Park Precinct is an important community space with the Bankstown Arts Centre, Griffith Park, and other community places located here. There is opportunity to expand the park and precinct into the existing Bowling Club site.



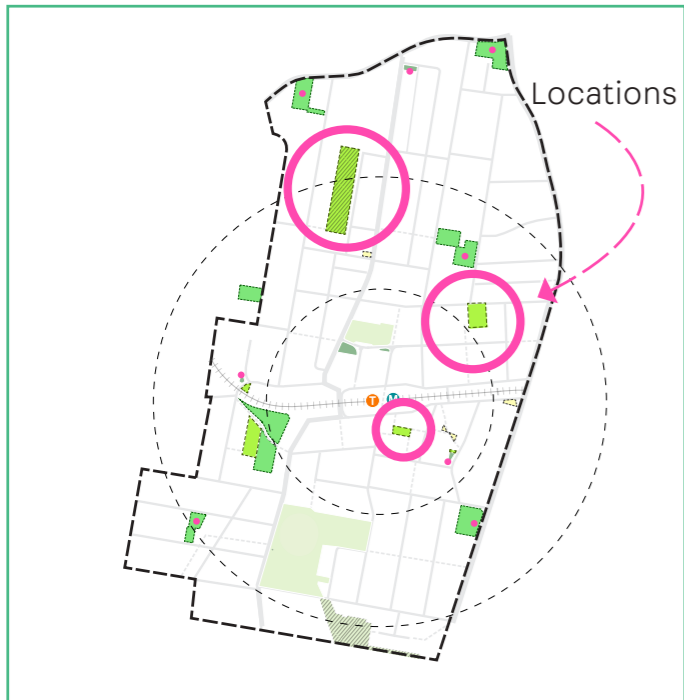
Improved Amenity for Existing Parks

Pocket/Local Parks will likely feature hard and softscape improvements and seating upgrades whereas neighbourhood park improvements could feature Improved recreational, exercise and meeting spaces.



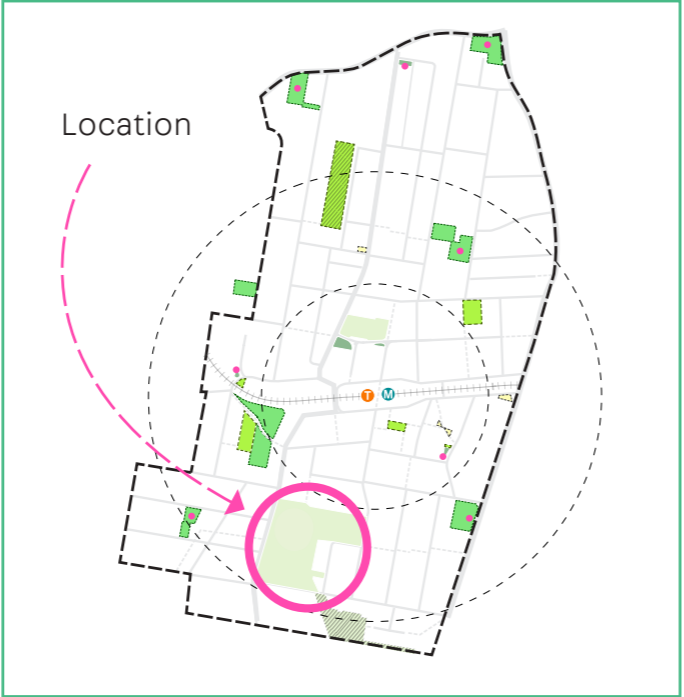
Playground Improvements

Based on the Playgrounds and Play Spaces Strategic Plan adopted by Council in 2018, playgrounds and play spaces are recommended to be enhanced in terms of quality, diversity and their usability for a wider demographic of ages and user groups.



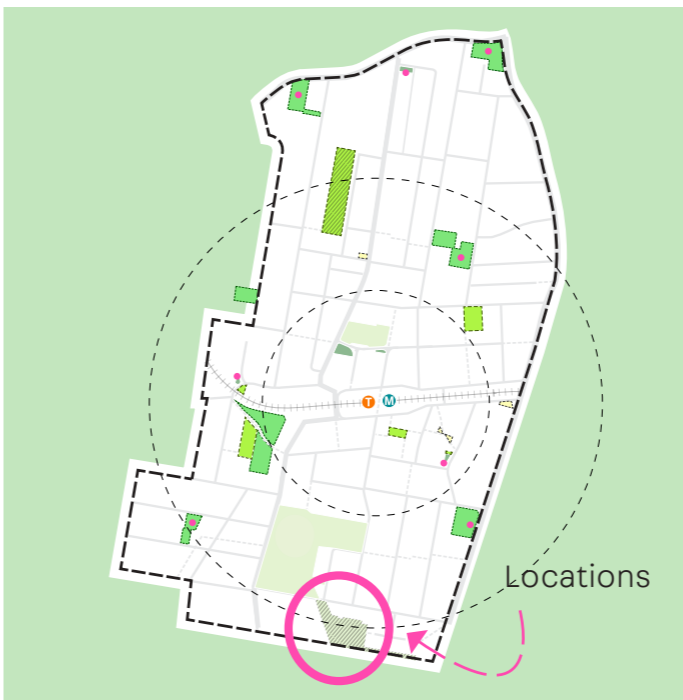
New Neighbourhood Parks

A new neighbourhood park is located on the Bankstown Central site west of Stacey Street and to the south of Rickard Road, however it is noted that this location is indicative and subject to a separate Planning Proposal. This park is proposed so as to address the current deficiency in open space. The playing fields of LaSalle Catholic College is an existing open space proposed to be available for community use, however this is subject to future discussion with Sydney Catholic Schools. The West Terrace Car Park will be demolished and replaced with a new urban plaza, providing open space amenity for this part of the City Centre core.



Memorial Oval and Parklands

Memorial Oval will continue its role as a premium cricket oval, and host local and regional cricket matches. Connectivity with the City Centre will be improved with enhanced connections to Chapel Road, and a potential new link via Bankstown Girls High School to Mona Street, subject to agreement with the Department of Education. The John Mackay Sports Centre, City Gardens, Sporting Hall of Fame and the surrounding playground and parks will continue to be a regional open space destination and provide a link between the City Centre and Salt Pan Creek.



Salt Pan Creek Improvements

Salt Pan Creek Reserve is a critical southern connection to Riverwood Park to the south of Bankstown and has the opportunity to be improved through increased environmental protections, water sensitive urban design amenities such as swales and rain gardens and potential increased connectivity via recreation trails.

Part of Council's shared path and Salt Pan Creek run through private properties along the Salt Pan Creek corridor. There are opportunities to utilise development contributions to acquire a portion of relevant properties to formalise public

access within parts of the corridor and improve opportunities for public recreation, increased active transport connectivity and biodiversity improvements. Zoning will be rationalised to ensure it reflects the relevant land use objectives within the corridor.

Objective 5.2

Maximise Opportunities to Increase Green Tree Canopy



The Urban Tree Canopy Master Plan establishes a canopy cover target of 15% for commercial centres, and a canopy cover target of 25% for urban residential areas, to meet international benchmarks (Urban Tree Canopy Master Plan report).

To achieve such targets, both public land in the form of streets and open space, and private land will need to contribute to tree canopy cover. The tree canopy cover target for streets and open space is 40%, whilst the target for private land is a minimum of 5% in commercial centres and 20% in urban residential areas (UTCMP report).

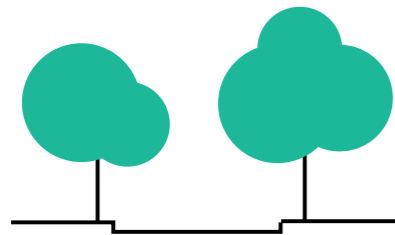
The Bankstown Complete Streets Plan illustrates opportunities for additional locations for tree planting within the CBD as well as alternative street layouts and typologies which lend themselves to other ecological improvements.

The updated Development Control Plans (DCP) for Bankstown will include development controls which consider the achievement of tree canopy targets within private properties.

The Master Plan proposes the introduction of urban design controls to improve the stormwater management and address the flooding issues to have an acceptable design outcome.

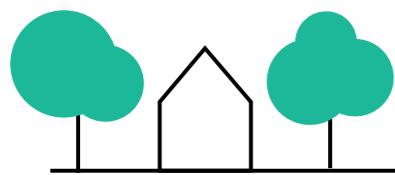
Actions

- 5.2.1** Prioritise selecting native and endemic tree species from threatened ecological communities present in the location prior to European settlement.
- 5.2.2** Consider exotic trees if necessary, where appropriate to location and orientation.
- 5.2.3** Council is to implement recommendations from Urban Tree Canopy Master plan study regarding tree planting program.
- 5.2.4** Council is to establish a program for street tree planting within the Centre.
- 5.2.5** Review the Development Control Plans (DCP) to implement for the Centre recommended targets for the establishment of deep soil zones, tree canopy on ground and tree canopy on structures.



40%

target for streets
and open spaces



20%

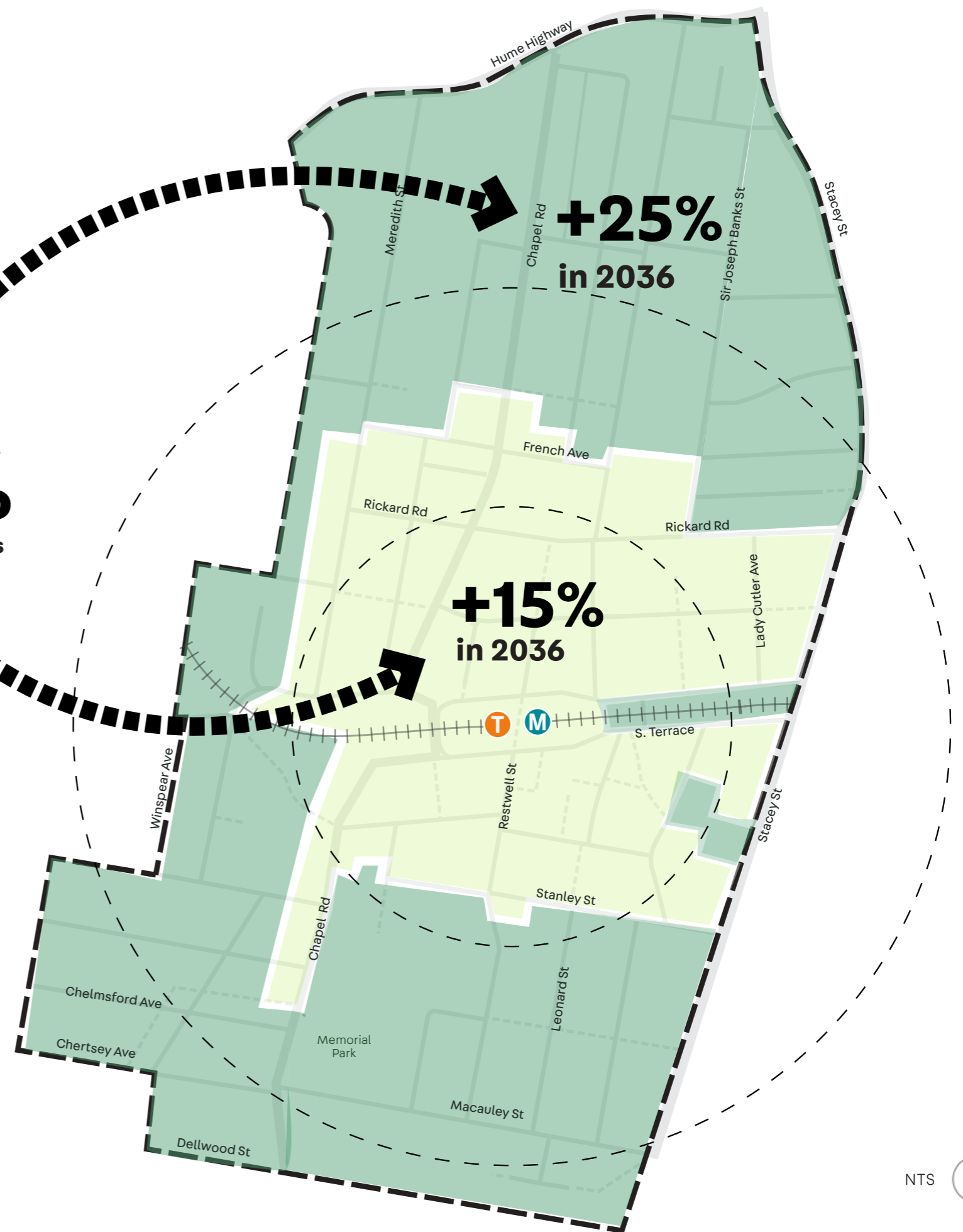
target for private land in
urban residential areas



5%

target for private land in
commercial centre

Overall canopy
cover in 2021 **14%**
To meet the canopy cover targets



Objective 5.3

Maximise Solar Access to Open Space

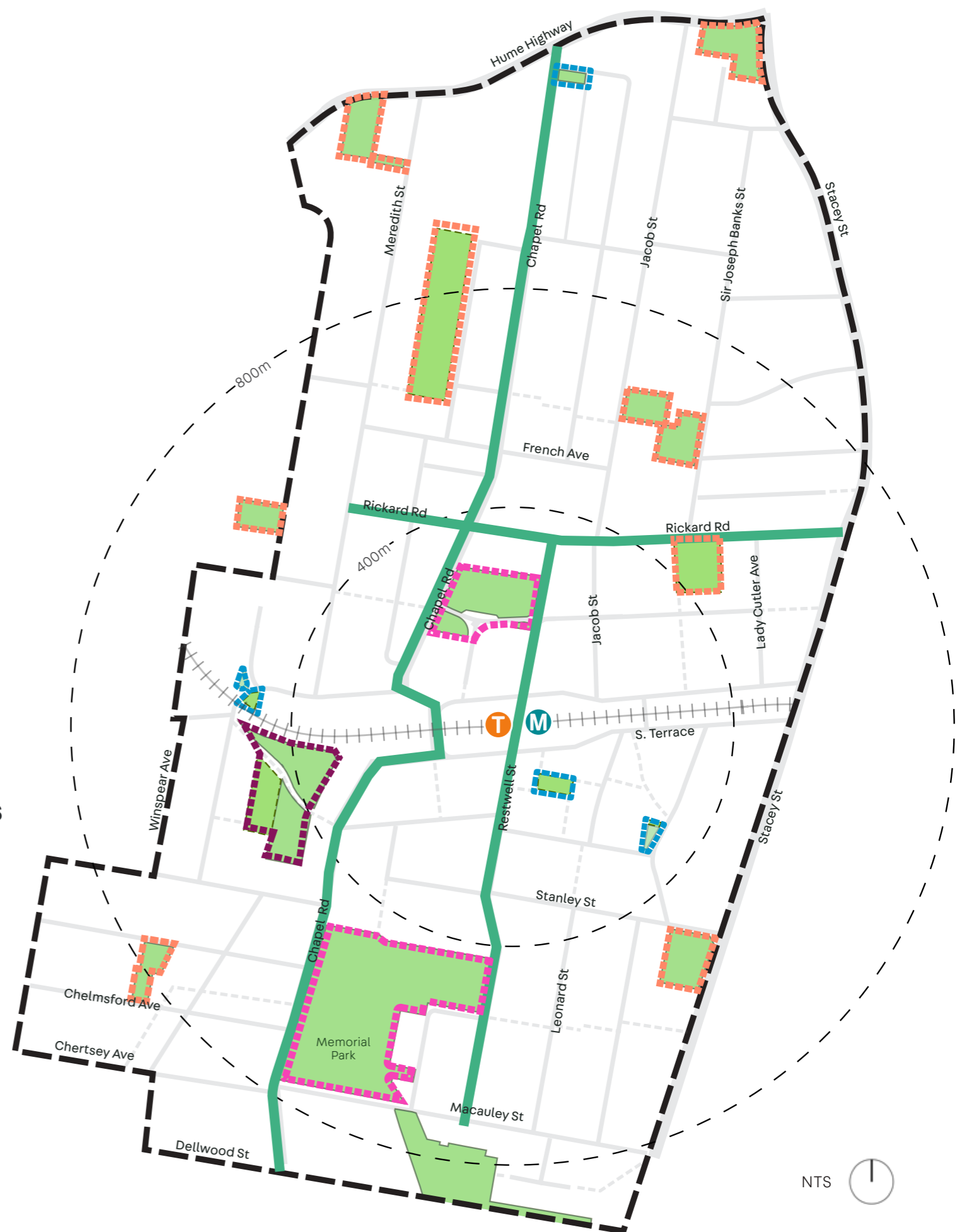
Increases in building heights will occur adjacent to parks and open spaces which could detrimentally impact the solar amenity of these parks. This is particularly relevant for Paul Keating Park. The Master Plan proposes the introduction of development controls which determine the minimum number of hours which the park should retain in solar access.

Actions

5.3.1 Review the Local Environment Plans (LEP) and Development Control Plans (DCP) for the Centre based on recommended targets for adequate solar access to parks and main streets.

Proposed Solar Amenity Controls

- Analysis Catchment Area
- Existing and Proposed Open Spaces with Solar Control
- District Park - Min. 4hrs sun for 50% of Park in Winter Solstice
- Neighbourhood Park - Min. 4hrs sun for 50% of Park in Winter Solstice
- Local/Pocket Park- Min. 2hrs sun for 50% of the Park in Winter Solstice
- Griffith Park - Min. 5hrs Sun for 50% of Park in Winter Solstice
- Key Streets - Min. 2hrs sun for 50% in Winter Solstice (12-2pm)







Direction 6

The Heart of Connective City

Getting to, from and through Bankstown will be easy, convenient and seamless. The transport system will be designed to prioritise the movement and safety of people. Bankstown's role as a connecting centre to the Three Cities of Greater Sydney will be enhanced by future investment in mass transit connections to CBD, Parramatta and Liverpool.

The implementation of Bankstown Complete Streets Place and Transport Plan will provide quality public domain for people walking and on bikes. New pedestrian links will achieve a finer grain urban fabric and improved connectivity. Cycling will be a pleasant and safe alternative mode of transport with dedicated or shared bicycle lanes.

The City will be part of an interconnected network of mass-transit, safeguarding Bankstown's role in supporting the Three Cities. Bus routes will be improved, so that buses are travelling through fewer but central thoroughfares so that they are legible, easily interchangeable with other modes of transit and service all types of users. Frequent and high-capacity trains and metros will service the City through the delivery of the Sydney Metro City and South West Line Upgrade.

The City will protect the ability for future under-grounding of Bankstown Station with the delivery of future mass transit alignments to Parramatta, Kogarah and Liverpool. Council will continue to advocate for improved frequent, reliable and fast connections to Liverpool and Parramatta in the short term.

The freight network will operate efficiently, delivering goods and services to residents and businesses whilst maintaining the amenity and improving the appearance of our streets and public spaces. On-site and rear laneway goods and service deliveries will be prioritised.

What do we know?

- Bankstown City Centre is heavily car dependent. The vast majority of workers and residents travel by car to get to work. There is a high volume of traffic in the CBD compared to other regional centres.
- Bankstown contains unattractive and low-quality streetscapes in many locations with limited shading and high pedestrian/cyclist accidents.
- The Sydney South West Metro Upgrade is expected to be completed by 2024. This will improve the frequency, quality and capacity of public transport to and from Bankstown.
- The proportion of people travelling to and from work by walking and bicycle is extremely low. There is no connection to regional cycling links and no dedicated cycle lanes in the City Centre.
- State and regional roads define a clear edge to central Bankstown. This will enable vehicles to be channelled around the City Centre whilst creating a pedestrian and active transport-focused centre.
- There is a high volume of buses that navigate through the city, providing important and valuable regional connections but impacting

on pedestrian experience through the centre.

- There is a large amount of car parking which encourages more driving and congestion.

What are we proposing?

Objectives and actions seek to change the way traffic moves through Bankstown City Centre and make walking, cycling and public transport a preferred choice for travel. New pedestrian links and separated cycle lanes will make active transport the most convenient, safe and attractive movement choice around the centre.

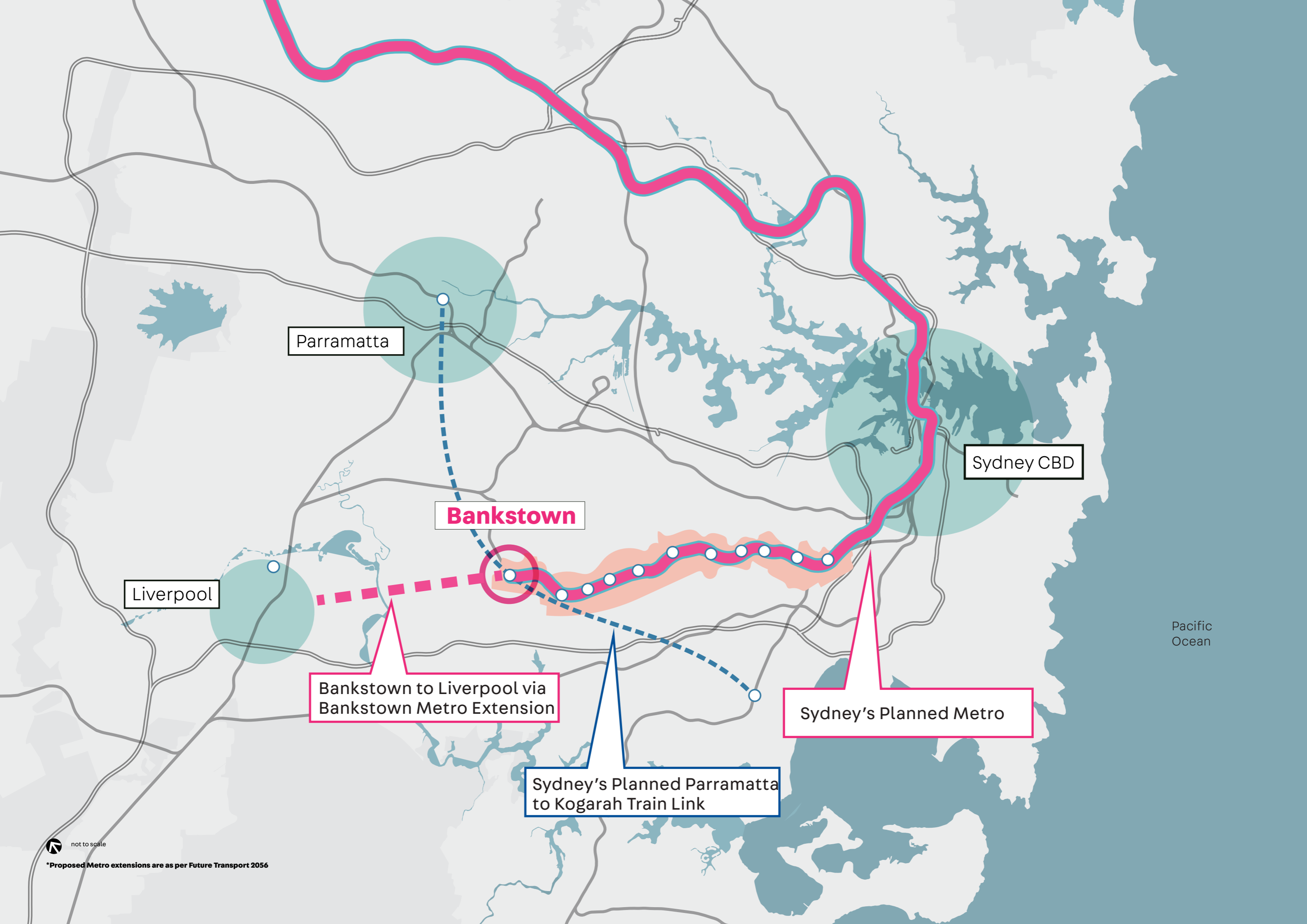
The Master Plan prioritises development within close proximity to the future Bankstown Metro Station to ensure public transport is a viable transport option for residents, workers, students and visitors.

Council is aiming to ensure active and public transport brings people and goods to the places they need to go to for regional trips. A draft Bankstown CBD and Collaboration Area Place Based Transport Strategy is being prepared by Transport for NSW in collaboration with Council, to ensure that public, active and freight transport is well-connected to important regional destinations and work/education hubs including Parramatta, Liverpool, Sydney CBD as well as local employment precincts and places in and around the City Centre, in particular the Bankstown Aviation and Technology Precinct comprising Bankstown Airport and Milperra.

Increasing the minimum provision of bicycle parking and electric vehicles will ensure ecologically sustainable transport becomes an accessible and attractive option. This proposal will safeguard the storage and parking capacity of these types of transport in private developments.

The objectives of this master plan are to maximise the separation of loading and servicing activity from the experience of people moving through and using the City Centre. These arrangements will allow loading and servicing activities to function efficiently whilst protecting the liveability and amenity of Bankstown.

Bankstown Station continues to service areas of the City that do not have rail access, such as Condell Park, Georges Hall, Bass Hill, Milperra and Bankstown Airport. Council will continue to advocate for commuter parking on State Government land close to Bankstown Station and improved, more frequent, more reliable public transport to service this part of the community.



Parramatta

Sydney CBD

Bankstown

Liverpool

Pacific Ocean

Bankstown to Liverpool via
Bankstown Metro Extension

Sydney's Planned Metro

Sydney's Planned Parramatta
to Kogarah Train Link



Objective 6.1

Implement Bankstown’s Complete Streets CBD Transport and Place Plan

The Complete Streets CBD Transport and Place Plan which was adopted by Council in October 2019. This plan provides a visionary transformation of Bankstown into a more liveable, safe and attractive City.

This Master Plan will implement the actions of Complete Streets by ensuring private development positively contributes toward the planned active transport network.

This will be achieved by increased building setbacks to accommodate wider footpaths, land dedication for through site links or rear laneways, or contributions from development for public domain upgrades to landscaping, paving, street furniture and lighting.

The key directions from the Complete Streets CBD Transport and Place Plan are provided in the following maps.


Why is this proposed?

Integrating this Master Plan with Complete Streets will enhance Bankstown as a place which people love and choose to live in, whilst ensuring appropriate management of transport and traffic. A connected healthy, well designed and inviting public domain reinforces a proud sense of place and makes the centre ‘human’. It contributes to positive social and public health outcomes, provides a sense of security and stimulates economic activity by encouraging people to invest, live, work and spend in the area.

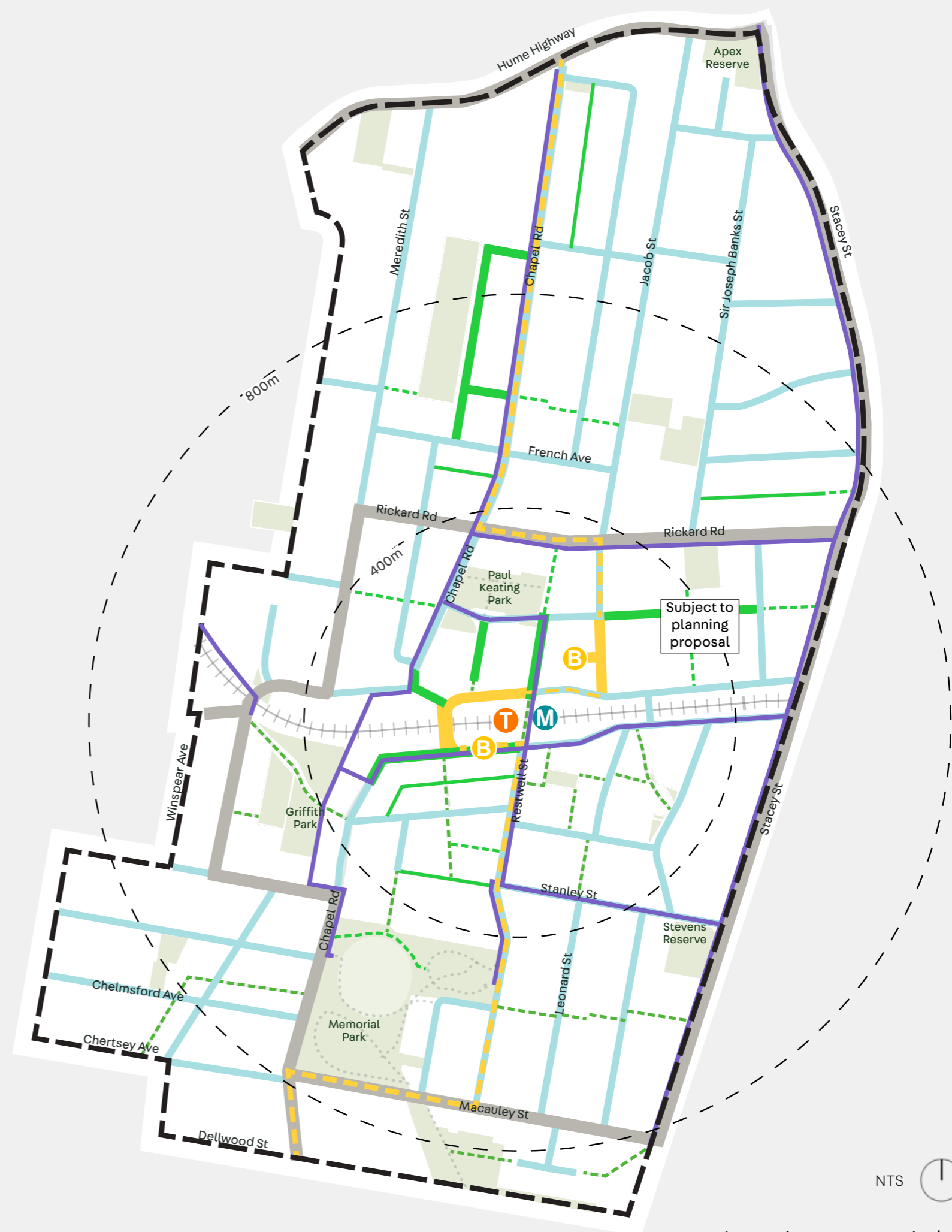
Actions

- 6.1.1 Implement the Complete Streets CBD Transport and Place Plan.**
- 6.1.2 Develop a Contributions Plan that requires new development to contribute towards the implementation of Complete Streets Capital Works.**
- 6.1.3 Should Bankstown Public School and Bankstown Girls High School be redeveloped, council and the Department of Education explore opportunities for a pedestrian link between Mona Street and Memorial Oval.**

Proposed Street Typologies

-  **Bankstown Train**
-  **Future Metro**
-  **Key Bus Route**
-  **Railway Corridor**
-  **Existing Public Open Space**
-  **Proposed open space**
-  **Study Area**
-  **Pedestrian + Cycle Only Links**
-  **Shared Zones**
-  **Transit Streets**
-  **Neighbourhood Streets**
-  **Neighbourhood Street with Cycle Lanes**
-  **Ring Road**

Street typologies demonstrate the principles of Complete Streets in different contexts within the Bankstown study area. This diagram combines recommendations from Complete Streets plus new connections and laneways identified as part of the Master Plan process. Design concepts for each are detailed within Complete Streets.



Objective 6.2

Promote more people living and working within walking distance of the future Bankstown Metro and Sydney Trains Station



The Master Plan allocates a significant proportion of new employment and residential floor space within 400m of the future Bankstown Metro Station. Higher density floor areas will be centred around the proposed B3 Commercial Core area (with the exception of Saigon Place to the south) and B4 – Mixed Use Zone centred around The Mall, Kitchener Parade, Rickard Road, Jacobs Street, North and South Terrace, Chapel Road, Greenfield Parade and West Terrace. This is considered to be a very desirable walking catchment to the metro and leverages the proximity of the world-class metro station for the sustainable movement of people (refer to the Intensification Strategy).

Why is this proposed?

With Bankstown’s increasing residential, student and worker population, current dependence on private vehicles for transport is unsustainable. ‘Business as usual’ threatens Bankstown’s opportunity to become one of Sydney’s pre-eminent destinations with increased jobs closer to home if we do nothing. By 2036, all streets will become more congested, with vehicles moving at slow speeds and resulting in an ineffective movement network.

Increasing densities around train stations usually increase public transport usage by making it a more attractive, time efficient, accessible and viable transport option. A

study on density around train stations in Sydney (Ellis & Parolin, 2010) concluded that proximity to public transport and amenities positively increased walking and public transport trips, and residents living closer to train stations had higher public transport use than Sydneysiders in general.

Actions

- 6.2.1 Provide a higher concentration of employment and residential floor space around the future Bankstown Metro Station (refer to the intensification strategy).

Objective 6.3

Collaborate with State Government to implement efficient regional active, public transport and freight network to and from Bankstown's City Centre and Airport Collaboration Area

The Bankstown CBD and Bankstown Airport Collaboration Area comprises of important housing and employment centres, aviation infrastructure and industrial areas in the south-west Sydney region. It includes Bankstown CBD, Bankstown Airport, Georges Hall Town Centre, Condell Park Town Centre Yagoona Town Centre, Bankstown South Bulky Goods Precinct, and the industrial areas of Milperra, Bankstown South, Padstow and Chullora).

A Bankstown CBD and Collaboration Area Place Based Transport Strategy is being developed by Transport for NSW in collaboration with Council. The Place Based Transport Strategy will consider the health, academic, research and training precinct, growth at Bankstown CBD and connectivity to, from and within the Collaboration Area.

The Strategy aims to integrate regional active, public and freight-based transport connections to provide reliable, easy and frequent travel into, around and through the Collaboration Area. It also seeks to gradually move away from primary reliance on private vehicles and to ensure the transport system maximises productivity fosters healthy activity, liveability through seamless connection to places of work, leisure, utilities and services and stimulate economic growth.

Council will be working with State Government to secure important regional transport connections and outcomes that are crucial to Bankstown City Centre. This includes the development of frequent, high-speed connections to Liverpool,

Parramatta , Kogarah and Sydney CBD within 30 minutes, Bankstown Airport, the Collaboration Area's local centres and industrial areas.

Why is this proposed?

Bankstown is transitioning from a suburban centre to a distinctive health, academic, research and training precinct. A well-organised, fast, attractive and safe active and public transport system connected to key employment, residential, service and educational destinations is crucial to supporting this transformation. Improved active, public and freight-based transport infrastructure enhances access to jobs and increasing business and freight movement efficiently.

Actions

6.3.1 Collaborate with Transport for New South Wales to achieve priority transport outcomes for Bankstown City Centre in relation to the Bankstown CBD and Bankstown Airport Collaboration area.

Active Transport

- Deliver enhanced pedestrian environments including increasing green cover across the Collaboration Area.
- Review opportunities to increase walk/ride for people walking and cycling at priority signalised crossings and intersections.
- Work with State Government to deliver the Green Grid, including adjacent to the Sydenham to Bankstown Line.
- Fund and deliver regional separated cycle links through the City Centre and Collaboration Area, including the Stacey Street Corridor (as part of the planned road widening) .
- Provide safe cycle storage at the future Bankstown Metro Station and potential centralised bus interchange.

Public Transport

- Improve reliability and frequency of regional bus routes passing through the Collaboration Area .
- Ensure public transport access to current and new Bankstown Hospital sites.
- Provide safe and reliable transport services to support a 24-hour City Centre.
- Deliver fast and frequent rapid mass transit connection between Bankstown and Liverpool and from Parramatta to Kogarah via Bankstown.
- Provide commuter parking on State land close to Bankstown Station.

- Prioritise Marion Street as a key east-west transit corridor from the railway underpass to Bankstown Airport.
- Secure a simplified and legible bus route through Bankstown City Centre with a central bus exchange as per Complete Streets.

Roads and Freight-Based Transport

- Optimise freight movement (first and last mile) between Bankstown City Centre and key freight destinations including Bankstown Airport, Chullora, Enfield and Moorebank intermodals.
- Investigate 30km/h speed limits in Bankstown City Centre and residential streets.
- Investigate and deliver, where possible, upgrades to Stacey Street, which may include:
 - a. Widening from Stanley Street to Milton Street.
 - b. Improved pedestrian/cycle facilities.
 - c. Upgraded pedestrian/cycle crossings and increased E-W permeability.
 - d. Greening and public realm improvements.
 - e. Upgrade of the Stacey Street Bridge to accommodate Higher Mass Limit (HML) vehicles.
- Address capacity constraints at Marion St underpass (for pedestrians and vehicles).

Objective 6.4

Promote sustainable transport by restricting private car parking and increasing access to cycling and electric transport

Complete Streets created a vision of enhancing the liveability of Bankstown by upgrading pedestrian amenities, improving pedestrian safety and increasing the overall space for pedestrians. This can be achieved by reducing the demand for car use and parking spaces. Where car use is still required, Council has a role to play in encouraging zero-emission vehicles (such as electric vehicles) to contribute to our net-zero emission targets by 2050.

In order to encourage more sustainable transport movements in Bankstown, Council undertook a Private Parking Study and recommended the following approach to car parking:

Car Parking Rates

- Introduce a maximum parking rate for private development in the inner core area (approximately 400m walking distance from Bankstown Station)
- Outside this core area, introduce a reduced minimum and upper maximum parking rate.

The recommended parking rates are per the table overleaf.



Electric Vehicles

- Introduce a minimum requirement for private EV Charging facilities in residential development as a set ratio of all parking spaces provided, starting at 5% of all parking spaces. This is a conservative rate informed by BITRE modeling for new EV sales in Australia by 2025.

- Future proof EV charging for future car parking spaces that don't have Private EV Connections (EV Ready Connections). This is where spaces are set up to enable Private EV connections in the future through electric infrastructure capacity and connection points as uptake of these vehicles increases.
- Require fast or rapid charging for all commercial developments (60 minutes or less to fully charge)

Unbundled Parking

It is also proposed to introduce unbundled parking for private developments. Unbundled parking refers to the separation of the ancillary parking spaces from a development, whereby the parking spaces are on separate titles to the individual dwellings or commercial units and as such are able to be purchased, sold or leased separately.

In a situation without minimum parking requirements and the introduction of separate of parking, this would assist with better resource allocation of private parking to those people who are willing to pay for it (e.g. a regular commuter visiting Bankstown leasing a parking space from inside an apartment building). It also spurs innovation in parking technology with sharing economy apps such as 'Share with Oscar' that facilitates the leasing of parking spaces on short or long-term bases in a legal manner.

Actions

- 6.4.1** Adopt maximum parking rates in Bankstown within the 400m walking catchment radius from Bankstown Station with the rates to be informed by Council's Off-Street Parking and Servicing/Loading Study for Bankstown (2020).
- 6.4.2** Adopt reduced minimum and upper maximum parking rates in Bankstown outside the 400m walking catchment radius from Bankstown Station with the rates to be informed the Council's Off-Street Parking and Servicing/Loading Study for Bankstown.
- 6.4.3** Introduce a provision in the DCP which enables car parking spaces independent of individual units within new development
- 6.4.4** Require 5% of parking provided in residential developments to provide Private EV charging.
- 6.4.5** Future proof 100% of new parking in private developments to have EV Ready Connections in the event that changing owner/occupant preferences require a Private EV Connection.
- 6.4.6** Require fast or rapid charging for all commercial developments (60 minutes or less to fully charge).
- 6.4.7** Require e-bike chaging for residential and commecial developments.
- 6.4.8** Adopt the bicycle parking and end-of-trip facility rates as per the off-street Parking and servicing/loading study for Bankstown (2020).

Recommended Minimum and Maximum Parking Rates for Bankstown

Land Use	Size/Description	Bankstown or Campsie core city centre		Beyond the Bankstown or Campsie core city centre but within the wider city centre	
		Recommended minimum rate	Recommended maximum rate	Recommended minimum rate	Recommended maximum rate
Detached dwelling	N/A	1 space per dwelling	N/A	1 space per dwelling	N/A
Residential Flat Buildings and Shop Top Housing	Studio	0	0.5 space per dwelling	Zero	0.75 space per dwelling
	1 bedroom		0.5 space per dwelling	0.2 space per dwelling	0.75 space per dwelling
	2 bedroom		1 space per dwelling	0.5 space per dwelling	1.5 space per dwelling
	3 bedroom		1.5 space per dwelling	1 space per dwelling	2 spaces per dwelling
	Visitor		1 space per 10 dwellings	Zero	1 space per 5 dwellings
Office premises	Office premises	0	1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
Retail premises	Retail premises (Shops)		1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
Education premises (schools, universities, TAFE)	Education premises		1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
All other land uses	N/A	0	Not defined	0	Not defined

Source GTA, 2020

Objective 6.4

Promote sustainable transport by restricting private car parking and increasing access to cycling and electric transport



Bicycle Parking and end of Trip Facilities

The Master Plan introduces bicycle parking and end of facilities rates for residential, commercial and educational uses. This will enable an increasing participation in cycling as the residential, worker and student population increases. Evidence suggests from case studies around the world, such as Washington DC, that people with access to cycle parking at workplaces were more likely to commute by bicycle.

Why are we proposing this?

Providing a quantum of parking that is aligned with current DCP rates for Bankstown’s future growth will not support these centres’ vision to be attractive destinations as vehicular congestion will significantly increase. Constructing the parking required to meet this demand will be physically and financially unattainable due to the sheer physical requirements to construct the ‘required’ quantum of parking.

Maximum parking rates and reduced minimum parking rates will reduce car ownership and private vehicle travel by restricting the supply of parking and relative convenience of car ownership. This in combination with better active and public transport alternatives, will induce demand for alternative modes of transport.

This approach is a pilot for our city. This has been discussed during early engagement with industry, who are broadly supportive of this approach.



Bicycle Parking/End of Trip Facility Rates

Bicycle Parking Rates		
Land Use	Size/Description	Bicycle Parking Rate
Residential Flat Buildings	Studio	1 secure bicycle space per 3 dwellings
	1 Bedroom	
	2 Bedroom	
	3 Bedroom	1 visitor bicycle space per 10 dwellings
	Visitor	
Shop Top Housing	Shop Top Housing	Residential flat building and commercial office/retail/ business rates will apply to the relevant component of the development.
Office Premises	Office Premises	1 secure bicycle space per 200 m² GFA
		1 visitor bicycle space per 500 m² over 1000 m² GFA
Retail/Business Premises	Retail/Business Premises	1 secure bicycle space per 300 m² GFA
		1 visitor bicycle space per 200 m² GFA
Educational Institutions	Primary Schools	1 bicycle rail per 20 students 1 secure bicycle space per 10 staff
	Secondary Schools	1 bicycle rail per 10 students 1 secure bicycle space per 10 staff
	Tertiary Institutions	1 bicycle rail per 10 students 1 secure bicycle space per 10 full-time staff
End-of-trip Facility Rates		
Office Premises	Office Premises	1 staff shower and change room for every 10 secure bicycle parking spaces required by the DCP
Retail Premises	Retail Premises	
Educational Institutions	Primary Schools	
	Secondary Schools	
	Tertiary Institutions	

Source Off-street Parking, Servicing/Loading Study (2020)

Objective 6.5

Implement an efficient servicing/loading system whilst protecting public amenity

Waste

Waste collection in urban environments is typically either done through kerbside pick-up for street fronting land uses without on-site waste collection facilities (e.g. detached houses, main street shops), rear access lanes for land uses that benefit from this facility and on-site waste collection facilities (e.g. in a separate area within a car park).

The Master Plan imposes a requirement for on-site waste collection within new developments under the following parameters:

- For residential developments with no rear-lane access, on-site waste collection is required to accommodate Council Heavy Rigid Vehicle (HRV) waste trucks if developments have a minimum of 30 dwellings and 30m frontage. This is subject to further urban design and operational testing prior to implementing an amended DCP.
- All commercial waste is to be collected on site, with exceptions in limited circumstances (e.g. where sites have the physical space to accommodate collection or alternative arrangements are available, such as rear lane access). Commercial waste should be collected on site where possible due to the intensity and scale of waste that is potentially produced from these land uses. Commercial developments also have more flexible waste collection options under private contractors in relation to vehicle size and frequency.

Loading/Unloading

Loading activity is also diverse; different types of land uses and user groups will require different loading times and vehicles. Similar to waste, on-site loading is ideal from a convenience, safety and amenity perspective and is ideally accommodated on-site where practicable.

Loading requirements in the DCP for Bankstown are currently unclear in terms of the loading spaces required for different types of activity. For example, Bankstown DCP 2015 states that all loading and unloading for residential and mixed-use developments must be undertaken on site, without specifying actual rates or loading bay sizes. This leads to inconsistencies in determining on-site loading requirements as there is no clear guideline on how to assess the loading plans in DAs or planning proposals, with information potentially limited to past precedents only. Poor development outcomes can result, where user groups are left without on-site loading options and/or loading is undertaken in obstructive locations.

The Master Plan proposes minimum requirements for on-site loading bays for residential and commercial development as per the table overleaf.

It is noted that further design work and testing is required to confirm a final approach to loading and servicing to inform the Development Control Plan.

Why are we proposing this?

In dense urban environments, waste storage and collection that is not managed well can lead to poor odour, visual and acoustic amenity outcomes and short-term but concentrated traffic congestion. Often, waste collected and stored away from principal street frontages (either on-site or via a rear laneway) can ameliorate these impacts. However, rear access lanes or on-site collection are not always available to new developments due to site constraints and limited or no access to secondary street frontages.

The parameters for on-site waste collection discussed above achieve an appropriate balance between protecting efficient waste and loading/unloading operations, protecting public and place amenity and avoiding excessive costs on developments whose scale may not justify an on-site loading facilities.

Providing clear guidance on waste and loading/unloading controls upfront in the DCP provides the developer and Council more certainty on required design outcomes. This enables the developer to factor this into their feasibility and design modeling earlier in the development process to ensure better design outcomes. It also reduces any difficult negotiations and amendments with developers that have not factored in loading requirements later in the development stage.

Actions

6.5.1 Maximise the separation of loading and servicing activities from the experience of people moving through and using the city.

6.5.2 Adopt the following requirements for on-site waste collection in the DCP subject to operational and design testing and considerations with the following parameters:

On-site residential storage and waste collection is required for:

- Sites with no sufficient rear lane access for Council waste trucks.
- Sites with a minimum frontage of 30m; and Developments with a minimum of 30 units.
- On-site commercial storage and waste collection.
- All commercial developments should have on-site waste collection with the exception of sites with suitable alternative arrangements (such as smaller commercial developments with rear lane access).

6.5.3 DCP controls should ensure new rear laneways can sufficiently accommodate Council waste trucks as per Australian Standards to Council’s satisfaction.

6.5.4 Investigate the consolidation of commercial waste storage and collection points in Bankstown City Centre.

*Onsite collection points should avoid active pedestrian zones where possible

Loading Bay Requirements for land use types

Land use	Loading bay requirement
Residential	<ul style="list-style-type: none">• 0 -100 dwellings = Council discretion as to whether can be done on-site or on-street• 100 - 200 dwellings = 1 bay• 200 - 500 dwellings = 2 bays• 500 - 1000 dwellings = 3 bays• 1,000+ dwellings = 4 bays <p>It is recommended that a loading bay booking system is implemented by the strata to manage use of the loading bay(s)</p>
Commercial – Retail	1 bay per 5000sqm*
Commercial – Office	1 bay per 15,000sqm*

Note*: Further design testing on the requirements for loading and waste servicing will be undertaken as part of the development of DCP controls.

For separate loading bays (not related to waste collection), the space should be able to accommodate at a minimum a Medium Rigid Vehicle (MRV) as per Australian Standard 2890.2.

Source GTA, 2020



Direction 7

A Resilient and Carbon Neutral Centre by 2050

Introduction

As the City Centre grows, and the climate continues to change, the City will grapple with more frequent extreme weather and heat events.

To minimise the effects of a growing community and economy, Council must play a role in reducing the impacts of climate change through the integrated planning of our urban and natural environment.

Reliance on the consumption of fossil fuels in new buildings will be decreased while renewable energy sources be increased. The role of building insulation, acoustics, cross-ventilation, natural and sunlight and efficient internal layouts will be elevated.

The City will be more resilient to urban heat and flooding events through sustainable development and water sensitive landscapes. Buildings will be constructed with dual reticulation to future-proof the supply of both drinking water and recycled water. Water will be retained in the urban environment through landscaping, tree planting and water management practices.

A revised sustainability bonus and robust sustainability assessment and post-construction monitoring processes will facilitate the higher sustainability standards.

What do we know?

Connective City 2036 aims for a resilient, responsive and sustainable city with buildings,

spaces and people that use and manage energy, water and waste efficiently.

- Canterbury-Bankstown emits approximately 2.5 million tonnes of CO₂-e per year, the fourth-largest emitter by local government area in Greater Sydney – this is 6% of the city's total emissions.
- Greenhouse gas emissions will increase by 61% in Bankstown City Centre base on targeted growth by 2036.
- Heat added to the centres from air conditioning and vehicle use will increase by 95% in Bankstown City Centre when forecast growth is compared against today.
- Water use will increase by 144% in Bankstown City Centre.

What are we proposing?

Council will lead transformational climate action by building resilience in Bankstown and be carbon neutral by 2050. Collaborative efforts from public and private sectors will deliver this commitment.

This Master Plan aims to advance governance tools regulating our urban environment to ensure sustainability standards for performance are met and positive environmental outcomes achieved. Council will investigate partnering with the private sector to raise community awareness and distribute renewable energy into the mainstream.





Objective 7.1

Powered by 100% Renewable Resources by 2050

Actions

- 7.1.1 Adopt and implement Development Control Plans (DCP) recommended in the Bankstown Sustainability Study.
- 7.1.2 Redesign and recalibrate the Sustainability incentive Scheme in the LEP, which will be coupled with the design review process for development seeking to apply for the sustainability bonus.
- 7.1.3 Recalibrate DCP parking rates per land use to encourage an increased mode shift to more sustainable transport (refer to Actions 6.4.1 – 6.4.6)

Greenhouse gas emission is dominated by energy use within buildings, which accounts for approximately 80% of all emissions.

Council is committed to promoting sustainable development which uses energy efficiently and minimises non-renewable energy usage in the construction and operation of buildings. This will help to ensure that development contributes positively to an overall reduction in energy consumption and greenhouse gas emissions. It will also reduce energy bills, air pollution and the whole of life cost of energy services.

Development seeking to apply the Sustainability Incentive Scheme will achieve high standards of energy and water efficiency, benchmarked against top performing buildings for sustainability.

Proposed key sustainability measures

This master plan recommends a number of mandatory sustainability measures for all new buildings in the Bankstown City Centre. In addition, further sustainability measures are proposed as part of an LEP incentive scheme, which will provide for additional floor space of 0.5:1 for development that exceeds the mandatory measures.

All-electric buildings

Electric buildings are the most significant strategy to place Bankstown on a net-zero emissions trajectory, providing our community ongoing economic and amenity benefits. A higher BASIX Energy Score for apartments will subsequently be achieved and promotes green power generation in NSW For developments not seeking to apply the sustainability incentive, the use of non-electric energy sources such as gas, may be permitted if it is demonstrated a service requires this source.

Maximising Rooftop Solar Panels

The Master Plan proposes the introduction of a new DCP control to provide a minimum coverage rate of solar panel on rooftops to maximise on-site collection of renewable energy. It will be mandatory that 40% of rooftops are covered in solar panels, however for developments receiving the LEP sustainability incentive, 60% will be required.

Embracing electric vehicles

Start planning for the wide spread take up of Electric Vehicles (EV). The Master Plan proposes the introduction of a new DCP control to install essential infrastructure for electric vehicle charging within new homes and workplaces. This will future proof our transition to an EV ready city.

Improve natural ventilation

Natural ventilation is an effective means to cool a home. However, due to a preference for winter gardens, narrow building threshold proportions and non-transparent NatHERs thermal modelling methodology, apartments are under performing in this aspect.

It is recommended that DCP controls be investigated for winter-gardens and other sustainability measures set out in the informing studies to this Plan to improve natural ventilation outcomes.



Objective 7.2

Minimise Heat Island Effect

Actions

- 7.2.1 Adopt the recommendations from the Urban Tree Canopy Master plan (UTCMP).
- 7.2.2 Increase community knowledge and engagement on Sustainability.
- 7.2.3 Implement the following into the DCP for all new buildings:
 - Setback, solar amenity, deep soil landscape controls for mature trees.
 - Reduced heat reflectivity, absorption and rejection controls for new buildings.
 - Revised natural ventilation controls.
 - Natural refrigerants for all cooling systems.
 - Green roofs and green wall design.

Climate change will lead to a 1°C increase in average maximum daily temperatures by 2036. At this rate, Bankstown will experience temperatures of up to 50-degree-plus summers.

A benchmarking comparison study of the distribution of the Land Surface Temperature (LST) shows that Bankstown is markedly hotter than the broader LGA and Greater Sydney region. Up to 40% of the centre is hotter than parks by 7-8 degrees. The Sky view study confirms the Centre will be increasingly hotter due to increased building height and urban infill.

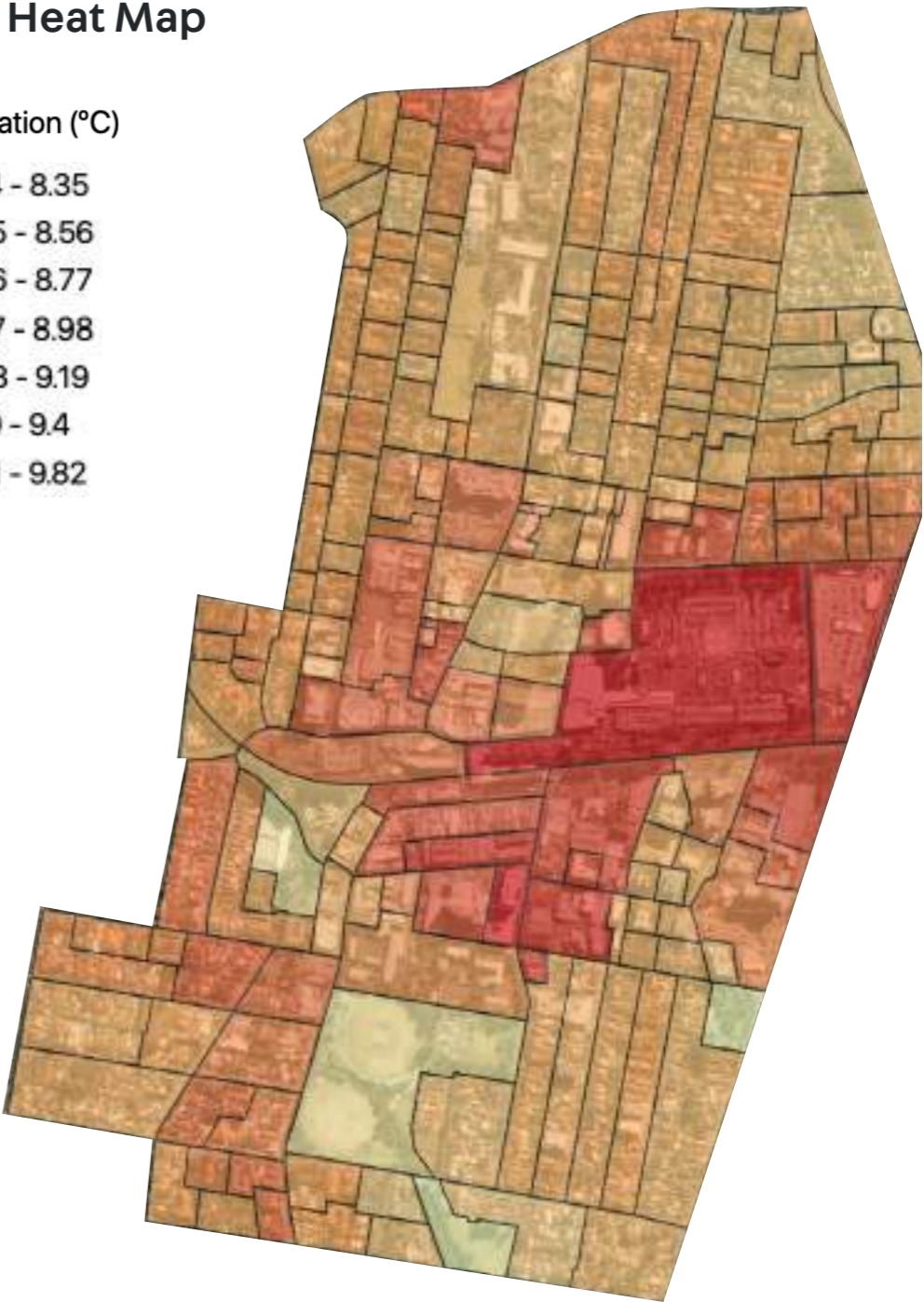
We will embed the vision of the UTCMP (refer to Direction 5) into Council plans and budgets, public domain upgrades and strata management plans.

We will include landscape architects, arborists and ecologists in a Design Excellence Panel to provide expert advice in developments and introduce post occupancy monitoring to ensure quality urban greenery is achieved.

Urban Heat Map

LST Deviation (°C)

- 8.14 - 8.35
- 8.35 - 8.56
- 8.56 - 8.77
- 8.77 - 8.98
- 8.98 - 9.19
- 9.19 - 9.4
- 9.61 - 9.82



Objective 7.3

Increase Water Efficiency & Flood Resilience

Actions

- 7.3.1 Update current Flood Risk Management Plan based on proposed intensification in the Master plan.
- 7.3.2 Develop a public domain manual to plan for water sensitive urban design infrastructure in the public domain - including rainwater gardens and stormwater naturalisation measures.
- 7.3.3 Require best practice water saving measures for all new buildings not subject to BASIX.
- 7.3.4 Require cooling towers to meet best practice guidelines for water consumption.
- 7.3.5 Require all new buildings to provide on-site rainwater collection and dual reticulation systems for future or immediate connections to a recycled water system.

It is a priority to create a water efficient city, by optimising water conservation and adopting water sensitive urban design within public and private developments.

Water Sensitive Urban Design practices will be rolled out across the city. Water initiatives, including collecting rainwater saving and dual reticulation, will also be incorporated in all new buildings. The Master Plan introduces initiatives to reduce water consumption, waste and stormwater water discharge, exceeding water and waste water efficiency targets.

Rainwater harvesting

The Master Plan will require development to provide rainwater storage infrastructure and reuse up to 90% of all water fall on roof each year for non-drinking water use.

Dual reticulation systems

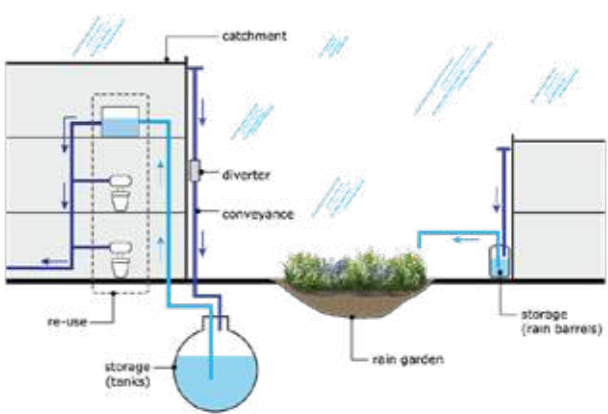
Systems will be required to service both non-drinking and drinking needs. Developments will be required to build in dual reticulation Systems.

Together approximately 40% of water usage can be provided by recycled rainwater.

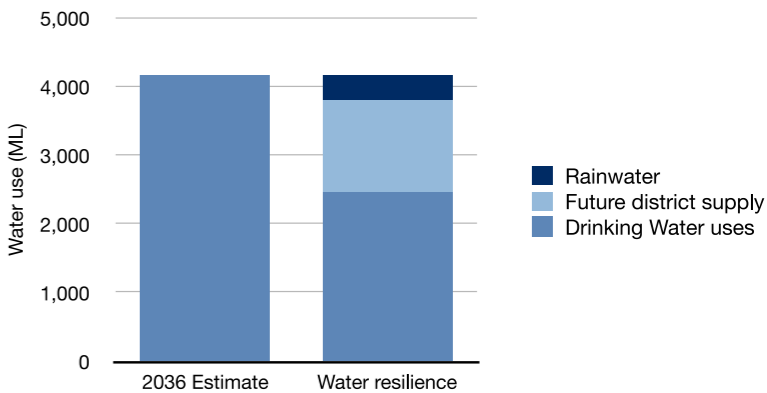
Naturalise stormwater infrastructure

Naturalising stormwater infrastructure helps retain stormwater run-off longer in our urban environment, relieving our drainage system in heavy downpours, reducing flood risk and resulting impacts on homes.

Together with increased surface permeability, water filtration and water quality will be improved.



Rainwater harvesting - reuse up to 90% of water collected



Flux Consultants, 2021; Benefits of water resilience - Bankstown

Potential alternative water sources when developments are equipped with rain water harvesting systems and dual-pumps



Introduction of rain gardens or swales next to a concrete encased stormwater channel

Objective 7.4

Become a Waste Smart City



Council is committed to integrating smart waste management into the our centres. This includes identifying ways to reduce and deal with waste that are safe and efficient, maximise waste reduction, increase recycling and contribute to improved liveability. Improving collection and processing systems, particularly for organic waste, will reduce greenhouse gas emissions.

Actions

- 7.4.1 Continue Waste reduction education to raise awareness within our Community.
- 7.4.2 Introduce new waste management controls in the DCP as recommended in the Sustainability Report:
 - Provision for organic waste storage facilities and a communal area for organic waste composting.
 - Provision of separate recycling chutes.
- 7.4.3 Ensure the DCP maintains adequate separation of waste and recycling storage and collection facilities.
- 7.4.4 Investigate DCP controls that encourage the provision of on-site recycling hubs that allow residents to exchange and re-use materials such as clothes, toys, furniture and other items.



Canterbury Bankstown Council provide worm farm and composting information and workshops to education our residents to reduce organic waste in land fill.



Easy access to separate recycling chute in apartment buildings will encourage recycling

Objective 7.5

Redesign Sustainability Bonus Scheme

The current LEP Sustainability Bonus scheme encourages developers to take up best practice sustainability initiatives to achieve 0.5:1 FSR bonus.

The Sustainability study has reviewed the effectiveness of the current Sustainability Bonus Scheme. Through post-occupancy inspections of developments that had successfully received the Sustainability Bonus, the study found the developments only realised modest environmental benefits. The Scheme also had relatively low uptake. Both outcomes were due to limitations in the Scheme design.

The study also found that the current FSR sustainability bonus scheme will insufficiently reduce our carbon emissions by 2036. The current scheme is also unclear about whether the developer or tenants in non-residential buildings are responsible for achieving the water and energy targets.

The Master Plan will revise the LEP sustainability bonus incentive scheme to provide a bonus floor space ratio of 0.25:1 for development with an FSR of less than 1.5:1, or a bonus 0.5:1 for development with an FSR of 1.5:1 or more. for development that exceeds the mandatory measures.



Actions

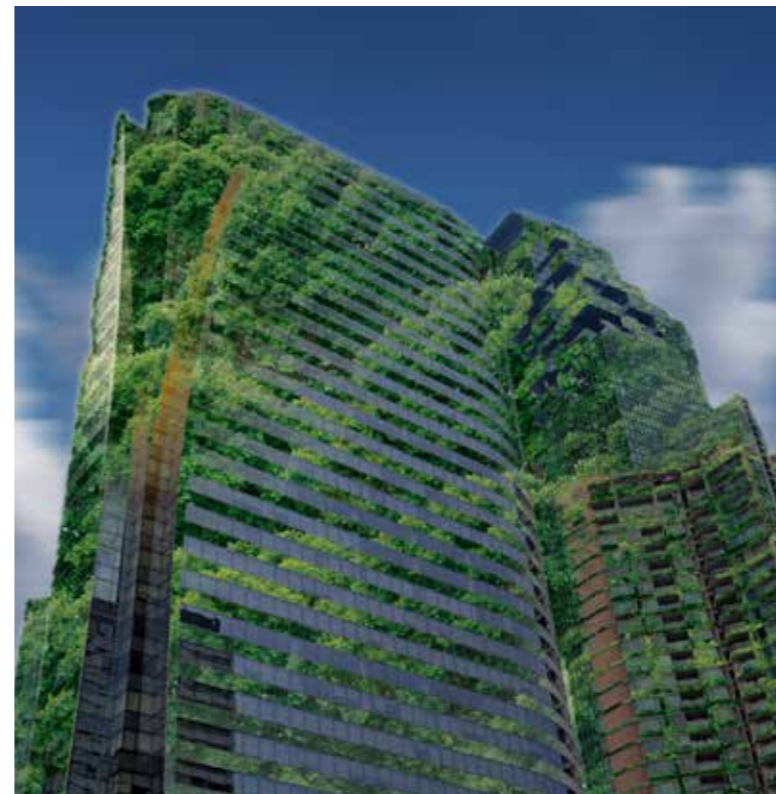
7.5.1 Revise the existing LEP sustainability bonus to make energy and water targets clearer whilst continuing to mandate higher sustainability outcomes above legislated targets including:

- Exceedence of energy and water BASIX targets for residential development
- For commercial development, achieving high energy and water sustainability targets based on industry best practice
- Mandatory electric-only buildings
- 60% of rooftop area to comprise of solar PV panels
- Clear delineation of energy targets between net lettable area and gross lettable area of retail/commercial developments

7.5.2 Develop DCP controls that implement and achieve sustainable outcomes regarding the following:

- Exclusive connection to electricity with opt-out scheme in limited circumstances.
- Reflectivity of surfaces in to the public domain.
- Heat absorption and rejection.
- Energy and water efficiency ratings.
- Use of renewables.
- Relate targets to industry standard measurement tools.
- Specific targets will be relevant to building usage types.

7.5.3 Develop monitoring systems to ensure buildings maintain or improve sustainability outcomes post construction and occupation.





Direction 8

A Centre Proud of its Heritage and Culture

Buildings and places of historical significance will continue to tell the story of our past. Buildings and spaces will be investigated, restored and protected to achieve an appropriate balance between preservation and sympathetic alterations and additions.

Bankstown's multicultural identity will continue to be supported and celebrated. The public domain will contain artwork and activities that express the proud heritage and culture of its community.

What do we know?

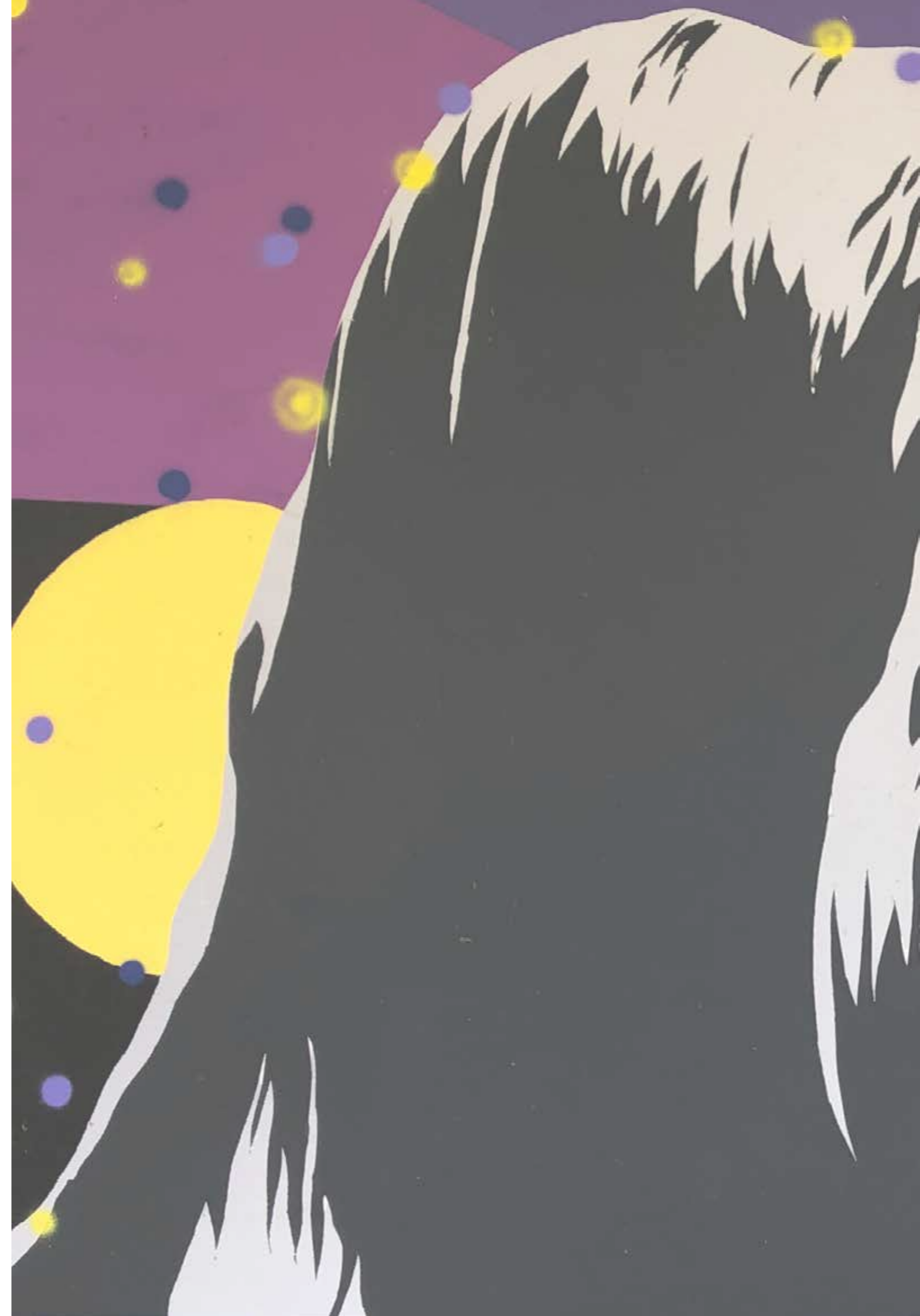
- Bankstown is located on the land of the Gwegal, Bidjigal and Dharug people.
- Council's vision for reconciliation is "To create a strong, harmonious and richer community by encouraging our Aboriginal and Torres Strait Islander residents to share their heritage and culture with people from other cultures to ensure all of our different traditions, customs and stories are valued"
- Innovate Reconciliation Action Plan (June 2020 - June 2022).
- The city centre is home to a diverse range of heritage items and areas of special character. There are many places that currently have no protection under planning legislation and are at risk of being lost.
- Heritage and historic character can be lost through urban development and requires planning interventions for its protection.

What are we proposing?

Heritage is integral to Bankstown's identity and the connection of people to place. This includes both physical heritage and intangible aspects of heritage such as social heritage, memories and rituals. History told through buildings, spaces, artwork and signage helps to tell the story of Bankstown.

The Master Plan will ensure that the distinctive history of the city is celebrated while it experiences growth and change. This includes embracing Aboriginal and shared heritage.

Planning controls and public realm improvements will work hand-in-hand to showcase Bankstown of the past, present and future. We will conserve heritage conservation items and areas. Alterations and additions to heritage items will complement and not detract from the heritage significance. New development will complement existing heritage items and conservation areas in a modern context.





**Bankstown will be
a city that honours its
unique heritage and culture.
Local Aboriginal culture and
heritage will be celebrated in
the public and private domain
and weaved into contemporary
development through planning
controls and supporting
policies.**



Objective 8.1

Indigenous heritage is protected and valued in the public domain and weaved into contemporary development

The Master Plan celebrates and encourages connection to country through the incorporation of local native materials, and representation of local stories in the design of public and private buildings, landscaping, public spaces, furniture, public art, play spaces, paving materials and embellishments, and infrastructure.

The centre will host permanent installations of artwork, heritage interpretation and indigenous practices help to provide a connection to country, history and culture in contemporary society and entwines these in the urban and community fabric. The use of traditionally used local native materials for facades or features, native vegetation, interpretation and artwork by Aboriginal artists will be encouraged through achievable planning control mechanisms. There is opportunity for temporary celebrations of Aboriginal art and heritage through changes to hoarding policies to make hoardings more dynamic whilst telling the story of our Aboriginal past.

All installations of indigenous artwork must be developed in cooperation with the local Aboriginal community and, where appropriate, should be led by an Aboriginal organisation or business. Where artists are engaged to prepare or design interpretation they should be from an Aboriginal background, and preferably have a traditional connection to the area.

Why is this proposed?

Aboriginal and Torres Strait Islander people are the First Nations people of this land and have strived to retain their culture and identity through the period of colonial and post-colonial settlement.

Bankstown is a place of significance for Gwegal, Bidjigal and Dharug people past and present. Bidjigal had centres in Salt Pan Creek and the current suburb of Bankstown. Meaningfully recognising the importance of traditional lands and Aboriginal people throughout the city is just one way we create a connection to country.

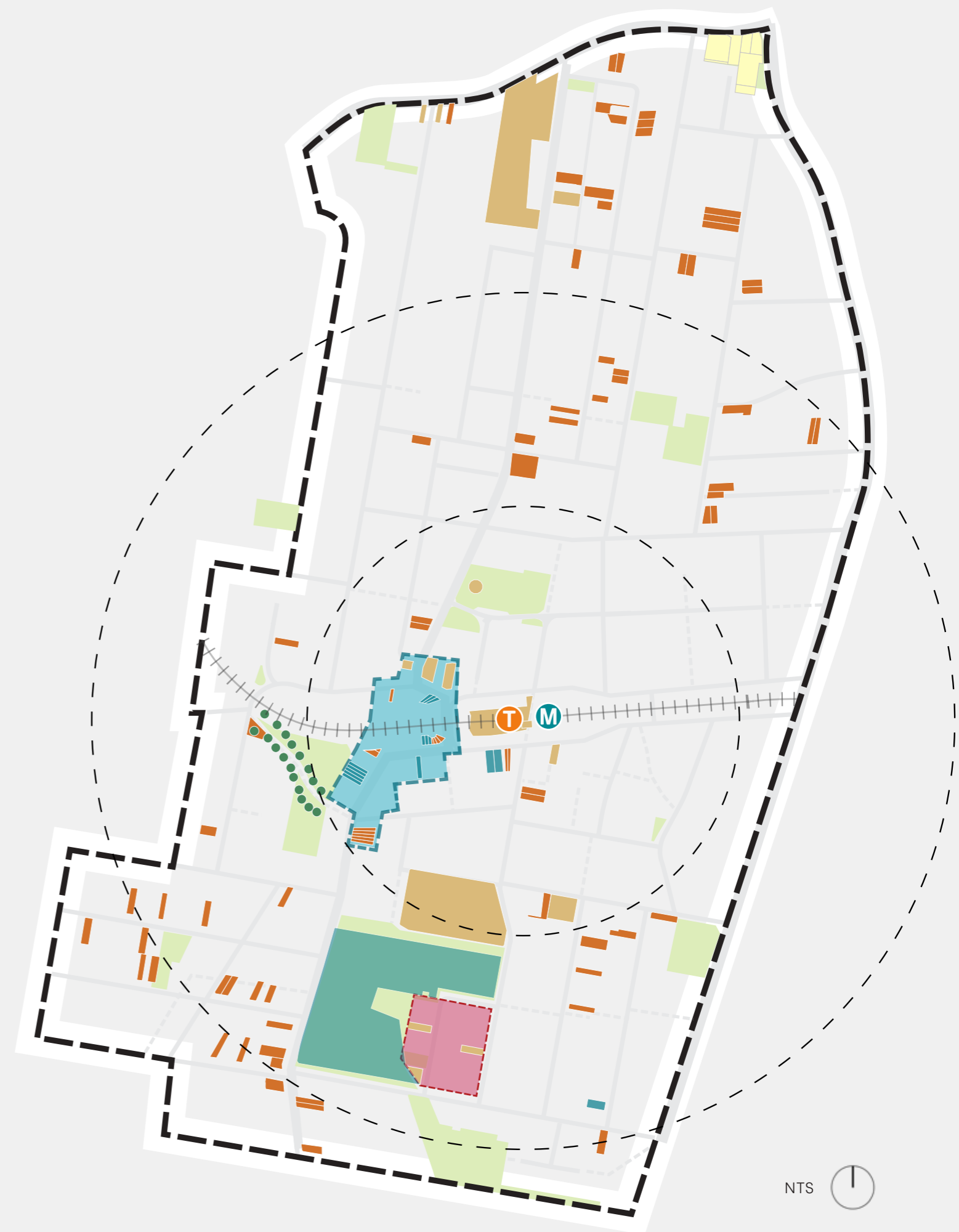
Celebrating this heritage contributes to an understanding and character of a community by providing tangible evidence of its history and identity. This will help to preserve a connection to the past and can provide a point of reference for interpreting the past to future generations.

Actions

- 8.1.1 Collaborate with the local Aboriginal community to develop artworks that can be used on construction hoardings.**
- 8.1.2 In collaboration with local Aboriginal Communities, consider opportunities for the naming of new open spaces, public places or through-site links.**
- 8.1.3 Significant development should integrate Aboriginal Art and/or story telling. This should be considered as part of the Development Control Plan controls for Bankstown City Centre.**

Existing Heritage Items and Areas for Investigation

-  Existing Heritage Item (BLEP 2015)
-  Site of Archaeological Significance (European)
-  Character Buildings (1950's–Earlier)
-  Properties being investigated for heritage significance
-  Area being investigated for heritage significance
-  Cultural Heritage (Saigon Place)
-  Heritage Fig Trees
-  Analysis Catchment Area
-  Public Open Space



Objective 8.2

Heritage buildings, spaces and streets are protected and honoured as part of the City’s historical identity



The Master Plan will protect and interpret European heritage in Bankstown City Centre to help tell the story of the city. Development controls will require preservation and sympathetic restorations to heritage and period facades whilst allowing appropriate built form transitions, interplay and separation of new development to heritage buildings and conservation areas.

Bankstown City Centre has a diverse range of heritage items, which date from 1870s until the 1940s. Places like the St Felix de Valois Pioneer cemetery, shops along Chapel Road and Bankstown Railway Station comprise heritage value.

This Master Plan recommends a number of items for consideration as part of a forthcoming city-wide review of heritage , outlined on the following pages. The following Items and areas are considered worthy of investigation for heritage listing under the LEP.

Why is this proposed?

Historical buildings and spaces all have their own story that tell us who we are and where we have come from. They have irreplaceable value and tell us how we have evolved over time. These add to the local character, attraction and identity of the city. Supporting and promoting heritage through the Master Plan will help to make Bankstown a great place to live, work and visit and preserve our history for generations to come. Without heritage protection and conservation, buildings and places of the past will be at risk of disappearing forever.

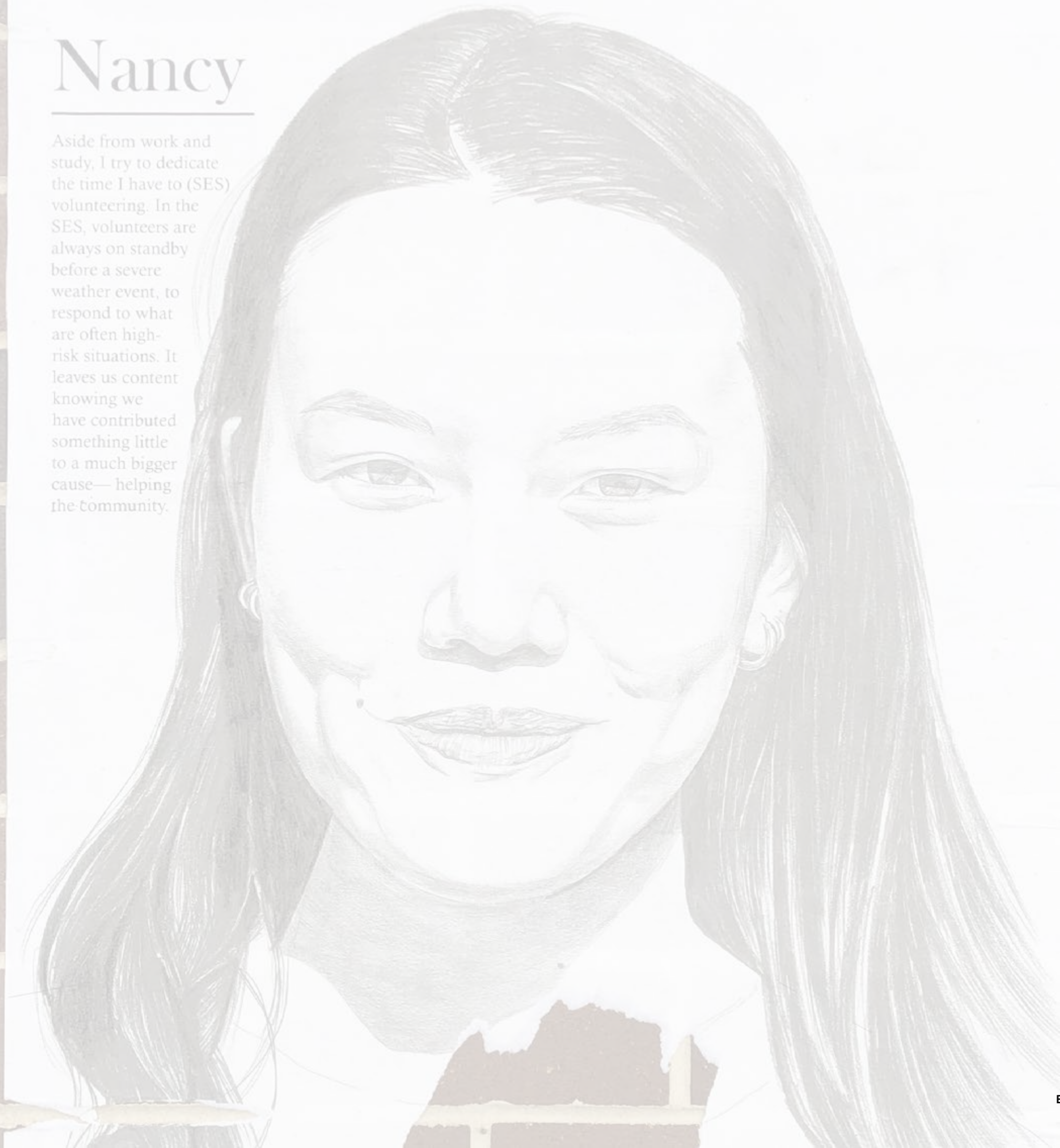
Cities that are rich in history are much loved places. Striking the balance between preserving buildings that tell the story of Bankstown while also welcoming great new places will create a distinct and vibrant city.

Actions

- 8.2.1 Investigate the items identified for potential heritage value for listing as part of the City-wide heritage review.**
- 8.2.2 Investigate a Heritage Conservation Area over properties facing Vimy Street, and properties on the Western side of Restwell Street between Ross Street and Macauley Avenue as part of the City-wide heritage review.**
- 8.2.3 Review and amend current DCP controls to ensure appropriate adaptive reuse and restoration of heritage items and period buildings in heritage conservation areas as part of new development.**
- 8.2.4 Review and amend current LEP and DCP controls to ensure appropriately scaled and designed development can occur within and adjacent to heritage items and conservation areas in Bankstown City Centre, including to the proposed heritage conservation area on Vimy Street.**

Nancy

Aside from work and study, I try to dedicate the time I have to (SES) volunteering. In the SES, volunteers are always on standby before a severe weather event, to respond to what are often high-risk situations. It leaves us content knowing we have contributed something little to a much bigger cause— helping the community.



Proposed items for heritage investigation

Recommended Item 1: Hackett House

Address: 6 Bankstown City Plaza

Description: Constructed in circa 1930 by Thomas and Charlotte Hackett. An Art Deco style commercial building with interesting original detailing remaining on upper façade. Below the awning the shop fronts have been highly modified with little remaining original fabric. A prominent facade within the streetscape.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



Recommended Item 2: Inter-War Commercial Building

Address: 35 Bankstown City Plaza

Description: An Inter-War commercial building constructed in 1920. There are no substantial changes to the façade above the awning apart from the infilling of the balcony. A good example of this architectural style and of the building stock of Bankstown from this period.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



Recommended Item 3: Art Deco Shop

Address: 67 Bankstown City Plaza

Description : Art Deco commercial building. The lower ground beneath awning is highly modified. Some windows have been replaced on the upper storey. However, this building has aesthetic significance for its streetscape presence.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



Recommended Item 4: Inter-war Free Classical Shops

Address: 93, 94 and 95 Bankstown City Plaza

Description : The three shop fronts at No. 93-95 Bankstown City Plaza should be listed as a group as a good representative example of Inter-War Free Classical shop fronts. The buildings demonstrate the commercial development of the Bankstown commercial precinct in the later stage of its establishment phase. They are well-maintained and intact above the awning. Set on a prominent corner of Bankstown City Plaza, they have high aesthetic value and are prominent within the streetscape.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



Recommended Item 5: Former Cumberland Hotel

Address: 324 Chapel Road

Description: Built in 1930, the Cumberland Hotel is a fine example of an Inter-War Hotel. The upper façade is highly intact with the exception that the original double-hung sash windows have been replaced. The lower façade below the awning is highly modified. The hotel has been extended to the side and rear.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



Recommended Item 6: Bankstown Oval (Memorial Reserve)

Address: 195 Chapel Road

Description: The Bankstown Memorial Oval complex was established in 1919 in honour of soldiers who died in World War I. The site has social significance to the local community as a reserve used for public recreation and sporting from 1919.

Significance: Local

Significance Criteria: Historic Social Representative



Recommended Area 7: Inter-War Bungalow

Address: 51 Percy Street

Description: Inter-war Bungalow

Significance: Local

Significance Criteria: Historic, Aesthetic, representative



Recommended Item 8: Avenue of Fig Trees

Address: Olympic Parade within Road Reserve

Description: The trees are visible in the aerial imagery dating to 1971. They have high aesthetic value within the streetscape. These trees are highly valued by the community for their contribution to place.

Significance: Local

Significance Criteria: Aesthetic, Representative



Recommended Area 9: Vimy Street and western side of Restwell Street, between Ross Street and Macauley Avenue

Address: Vimy Street and the western site of Restwell Street, between Ross Street and Macauley Avenue

Description: The streets have War Service Homes Commission estates built in the Inter-War period. The War Service Homes are single-storey bungalows that are constructed of masonry which have been roughcast rendered. The homes are set in a landscaped street with established front gardens.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative, Rarity





Objective 8.3

Bankstown’s multicultural identity is celebrated throughout the centre

The Master Plan will support the expression of the unique cultural identity of many areas across Bankstown through public artwork, activities and festivals.

The face of Bankstown has grown and changed over the years. Today, the centre is unashamedly a cultural and linguistic mosaic with more than half of the community born overseas. This blend of cultures has shaped Bankstown into the distinctive centre it is today.

Community identity is showcased in Bankstown’s City Centre – most famously Saigon Place offering an authentic pocket of Vietnam in Australia with locally owned shops, eateries and fresh produce stores.

The Master Plan embraces the many cultures that influence the streetscape of Bankstown. Areas of special character, such as Saigon Place, will continue to tell the story the communities from around the world that have come to call Bankstown home.

Initiatives like art work, activities and festivals that express local identity will continue to support the city’s identity.

The Master Plan proposes a ‘Cultural Trail’ which celebrates Bankstown’s unique multicultural identity. This trail can become a key walking route for experiencing the variety of offerings available across the City Centre. Further detail is provided overleaf.

Why is this proposed?

As a source of identity, cultural expression is a valuable factor for empowering local communities and enabling groups to participate fully in social and cultural life. Bankstown’s multicultural identity is truly unique. A convergence of vibrant, proud cultures has put the city on the map making the city a magnet for people from within and outside the area. This will continue to be fostered and celebrated to honour the City’s cultural identity.

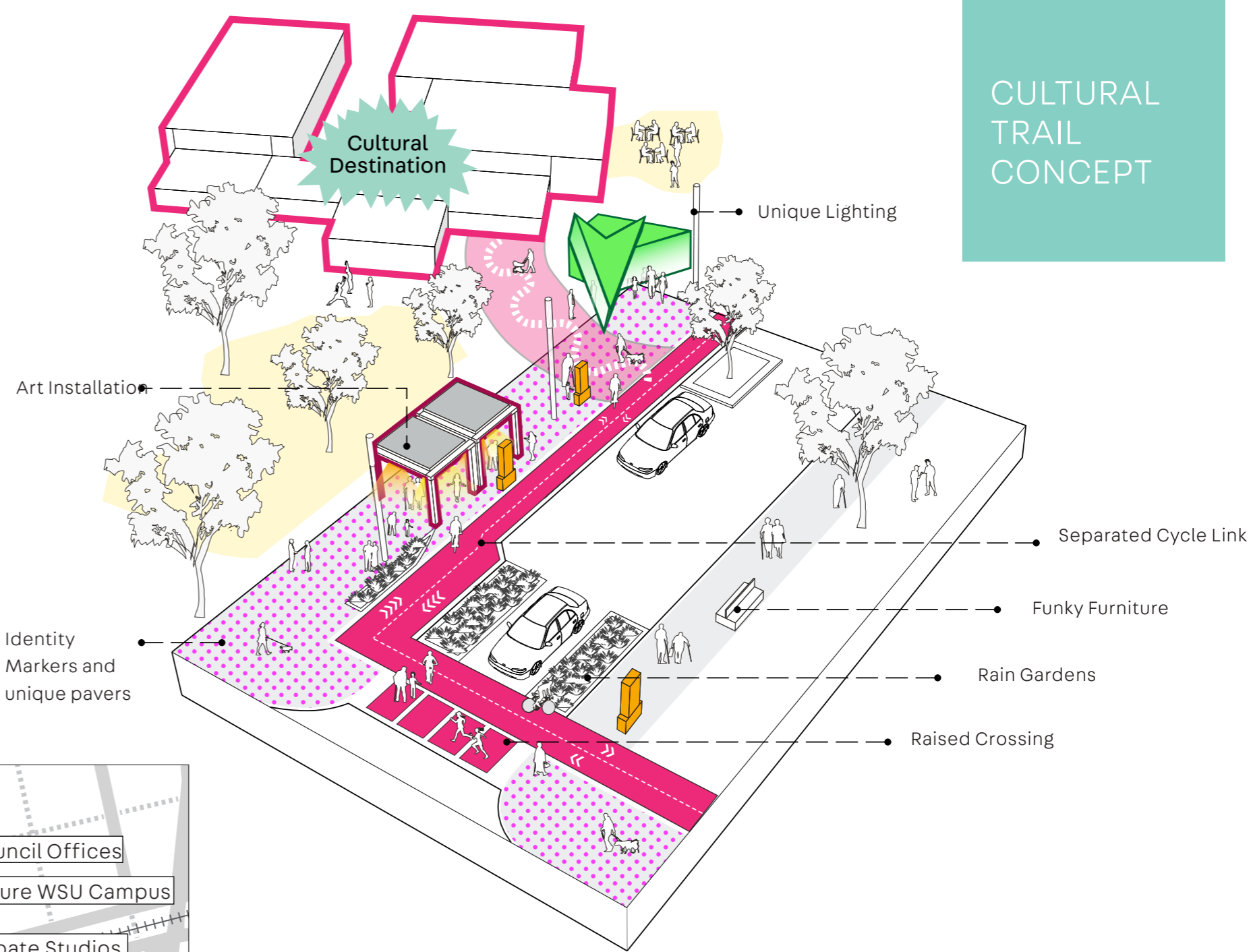
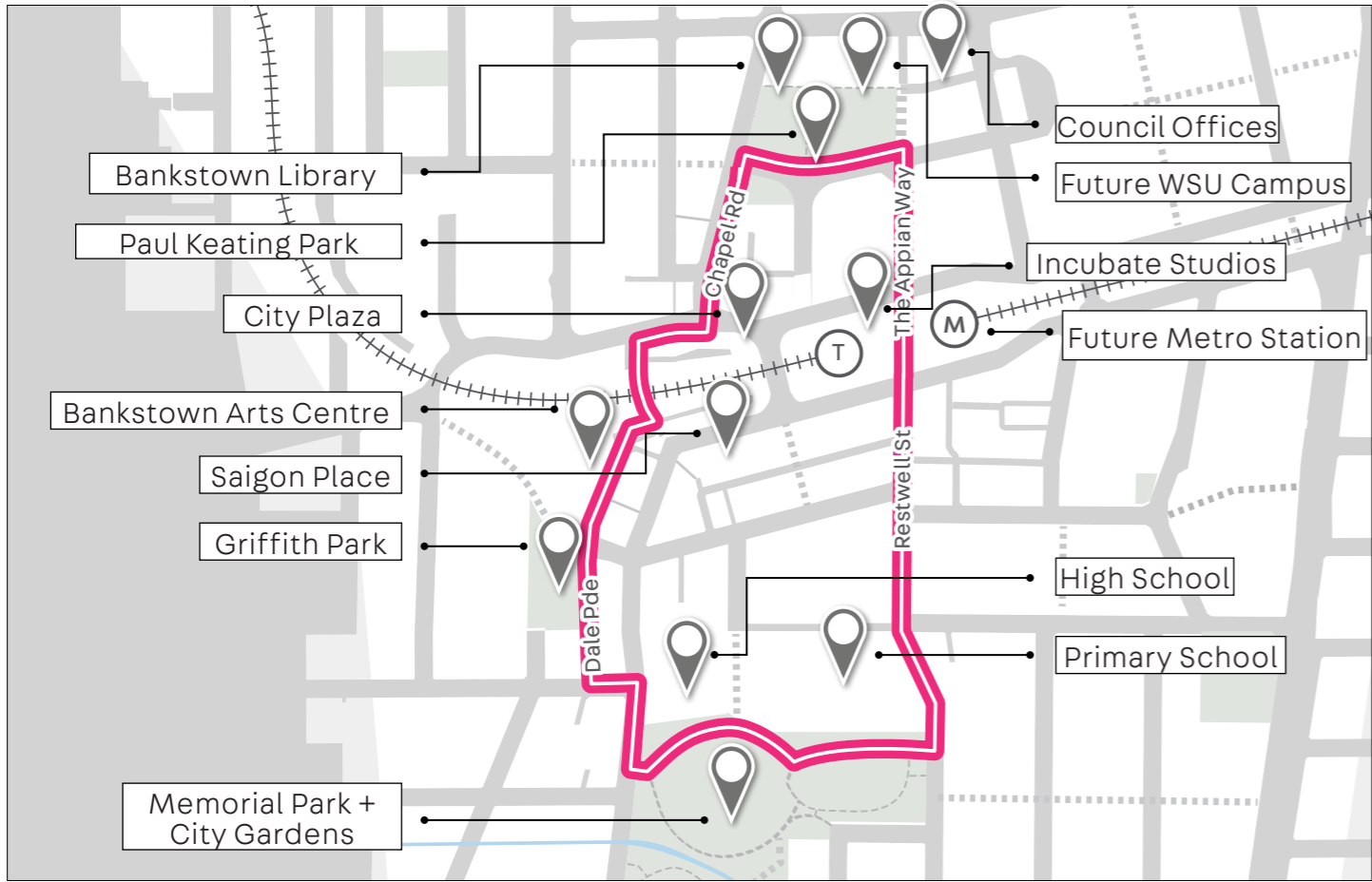
Actions

- 8.3.1 Commission, and require through development approval, curated and integrated public art that help to tell the story and express the identity of Bankstown, and/or the subject site.**
- 8.3.2 Require art installations on construction hoardings in the city centre that are of relevance to the subject site or surrounding area and community. This should focus on Aboriginal or multicultural artwork or photography.**
- 8.3.3 Continue to host and support cultural festivals and activities in the City’s public and private domains**

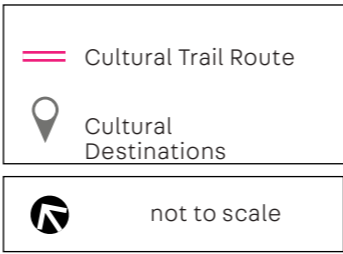
Cultural Trail

Multi-Modal Cultural Trail

Embedded in the Master Plan is a ‘cultural trail’ that links cultural destinations in the CBD. The trail can include special differentiators to help users and visitors with way-finding to different destinations. Techniques include: materiality, unique lighting, signage, art installations, embellished plantings and identity markers. These features can be utilised on the cycle paths and adjacent footpath and become an iconic multi-modal destination unto itself. The multi-modal cultural trail can not only encourage sustainable travel and stormwater management, but can also celebrate and connect Bankstown’s unique cultural identity.



CULTURAL TRAIL CONCEPT





Direction 9

A Centre with Housing for All

A diverse population of different backgrounds and needs will call Bankstown home. We will deliver enough homes to meet our targeted population growth by 2036. Implementation of the Affordable Housing Strategy will facilitate the delivery of affordable housing in the centre to reduce housing stress and enable people of low incomes and key workers to live closer to work and transport.

Planning Instruments will mandate a range of diverse housing to suit different needs and lifestyles throughout all stages of life; including affordable housing and housing for students, seniors, people with disabilities, families and singles across a range of land use zones.

What do we know?

- Current planning controls in Bankstown do not have the capacity to accommodate targeted dwelling and population growth by 2036. Increasing housing supply capacity is needed in our planning controls.
- In Bankstown City Centre, 29% of households are in housing stress, with a significantly higher proportion of households in rental stress than mortgage stress (Hill PDA, 2019). Increasing affordable housing supply in the study areas is a key consideration for the master plan.
- Canterbury Bankstown is ageing, with a projected 14.85% increase in the elderly population and residents by 2036 (Hill PDA, 2019). This population will require smaller

and more accessible dwellings within their neighbourhood to support the ageing-in-place process.

- The future relocation of Western Sydney University (partnered with the University of Technology) and TAFE NSW in will result in 18,000 students in the City Centre, in addition to 2,000-3,000 school students in six schools within the study area. Further investment in tertiary and vocational education could bring this figure to 25,000 by 2036. Students are likely to seek affordable accommodation close to university.
- Couples with children are a dominant household type in the LGA so ongoing housing that meets the needs of families is required. In Bankstown City Centre, 31% of households were made up of couples with children in 2016, which is comparable with Greater Sydney at 35.3% (ABS, 2016).
- Residents aged 25 to 34 years old are particularly concentrated around transportation hubs with high density development, including Bankstown City Centre. Planning for young families will be a key consideration for Bankstown City Centre.

What are we proposing?

The Master Plan provides objectives and actions to increase housing supply and affordable housing in new developments to start to close the housing affordability gap for very low, low and low-moderate-income households. The planning system alone is unlikely to be able to address the affordable housing shortage, but an active strategy can be pursued by Council to work towards narrowing it.


The Master Plan will also set guidance on providing for the diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives. This will be achieved through Local Environmental Plan objectives that aim for a range of housing. Development Control Plans controls will provide minimum requirements for unit mixes and universal design controls for people with disabilities and to allow ageing in place.

In the proposed commercial core zone, design controls would need to be implemented to ensure build-to-rent housing is appropriately designed so as to allow its future conversion to employment generating uses.

Housing stress is defined as households earning in the lowest 40% of the Sydney Metropolitan Area paying rent or mortgage repayments greater than 30% of their household income.

Reference: AHURI, Understanding the 30:40 indicator of housing affordability stress



A photograph of modern, multi-story apartment buildings with balconies, set against a sunset sky with orange and yellow clouds. In the foreground, there is a landscaped area with tall green grasses and a paved path. A large teal circle is overlaid on the center of the image, containing white text.

**Housing in
Bankstown City Centre
will need to meet the
needs of families, students,
the elderly, key workers
and those with special
housing needs**

Objective 9.1

Increase residential capacity in Bankstown City Centre to meet our targeted population growth by 2036



Bankstown City Centre will become a focus for housing growth in the City. New housing will be appropriately located close to transport, services and amenities. Importantly, housing will need to be of a high quality, include a diversity of typologies, meeting a range of demographic needs and be supported by jobs, services, infrastructure and lifestyle. These are all important factors in considering Bankstown as the right location for increased residential housing capacity.

Bankstown will accommodate the highest amount of dwelling growth in the LGA. Out of the 50,000-dwelling target in Canterbury Bankstown, Bankstown will deliver 12,500 new dwellings by 2036. These will include a mix of small and large apartments, student housing, seniors housing and affordable housing.

Why are we proposing this?

Council’s housing strategy seeks to locate housing growth in locations that have the highest transport accessibility and access to services, amenities and infrastructure. The Bankstown City Centre is the most accessible centre in the City, and will have sustained investment in infrastructure in the coming years. A shift in focus for the centre, becoming a health, academic, research and training precinct, will result in increased demand for diverse and high quality housing.

The Housing Strategy undertook a capacity analysis for Bankstown City Centre, finding a significant capacity shortfall in the Bankstown City Centre to meet the potential demand for new housing to 2036, and as such. It recommended a revision to planning controls to increase dwelling delivery capacity in the City Centre, a key action of this Master Plan. The higher housing target for Bankstown City Centre reflects its future role as the highest tier residential, employment and cultural centre within the local government area. It also leverages the supporting infrastructure that will service a larger population base and the desire for Council to enable more people to live closer to services and work and contribute toward its vision of a ‘30-minute city’. In February 2021, the NSW Government introduced new build-to-rent controls that would permit the development of this type of housing in commercial core zones - proposed in Bankstown City Centre. Whilst this housing typology is supported in principle, it is important that the development of build to rent housing in the commercial

core does not come at the expense of future employment-generating capacity, particularly as institutional development in the commercial core will drive demand for further employment-generating uses over time. This can be achieved through appropriate design controls that ensure build-to-rent in the commercial core can be later converted to other uses such as commercial offices, hotels and the like.

Actions

- 9.1.1 Increase residential dwelling capacity in Bankstown to deliver 12,500 additional homes by 2036 through revisions to land use, height and floor space ratio controls for residential development across sites in the centre.**
- 9.1.2 Develop controls for build-to-rent in the commercial core to ensure ability to be modified into alternate uses over time.**
- 9.1.3 Develop DCP controls that ensure appropriate housing design to accommodate working from home, family housing and high quality housing that makes Bankstown City Centre a desirable place to live.**

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Floor-to-floor height (m)	Ground Floor	First Floor (Commercial)	Upper levels	Lift Core (rooftop level)
Residential	4.4m	NA	3.1m	3m
Commercial	4.4m	3.7m	3.7m	3m
Mixed Use Commercial/ Residential (B4 Zone, Bankstown)	4.4m	3.7m	3.1m	3m

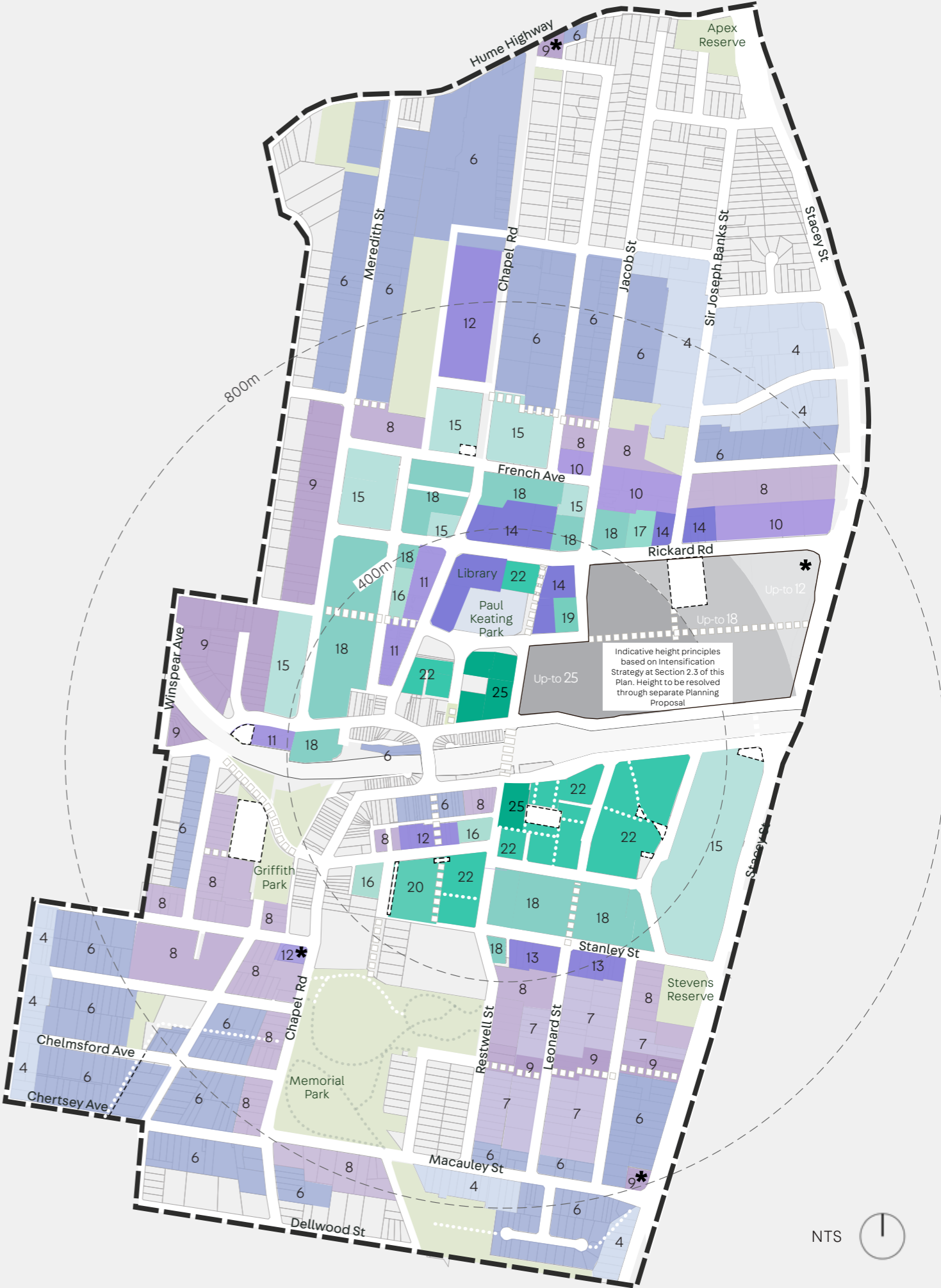
A height map is to be prepared for the Planning Proposal based on the above assumptions

Proposed Building Heights




- Up to 2 storeys
- Up to 4 storeys
- Up to 6 storeys
- Up to 7 storeys
- Up to 8 storeys
- Up to 9 storeys
- Up to 10 storeys
- Up to 11 storeys
- Up to 12 storeys
- Up to 13 storeys
- Up to 14 storeys
- Up to 15 storeys
- Up to 16 storeys
- Up to 17 storeys
- Up to 18 storeys
- Up to 19 storeys
- Up to 20 storeys/Max 108RL
- Up to 22 Storeys/Max 108RL
- Up to 25 Storeys/Max 108RL
- Up to 12 storeys (Subject to a separate Planning Proposal)
- Up to 18 storeys (Subject to a separate Planning Proposal)
- Up to 25 Storeys/Max 108RL (Subject to a separate Planning Proposal)
- *

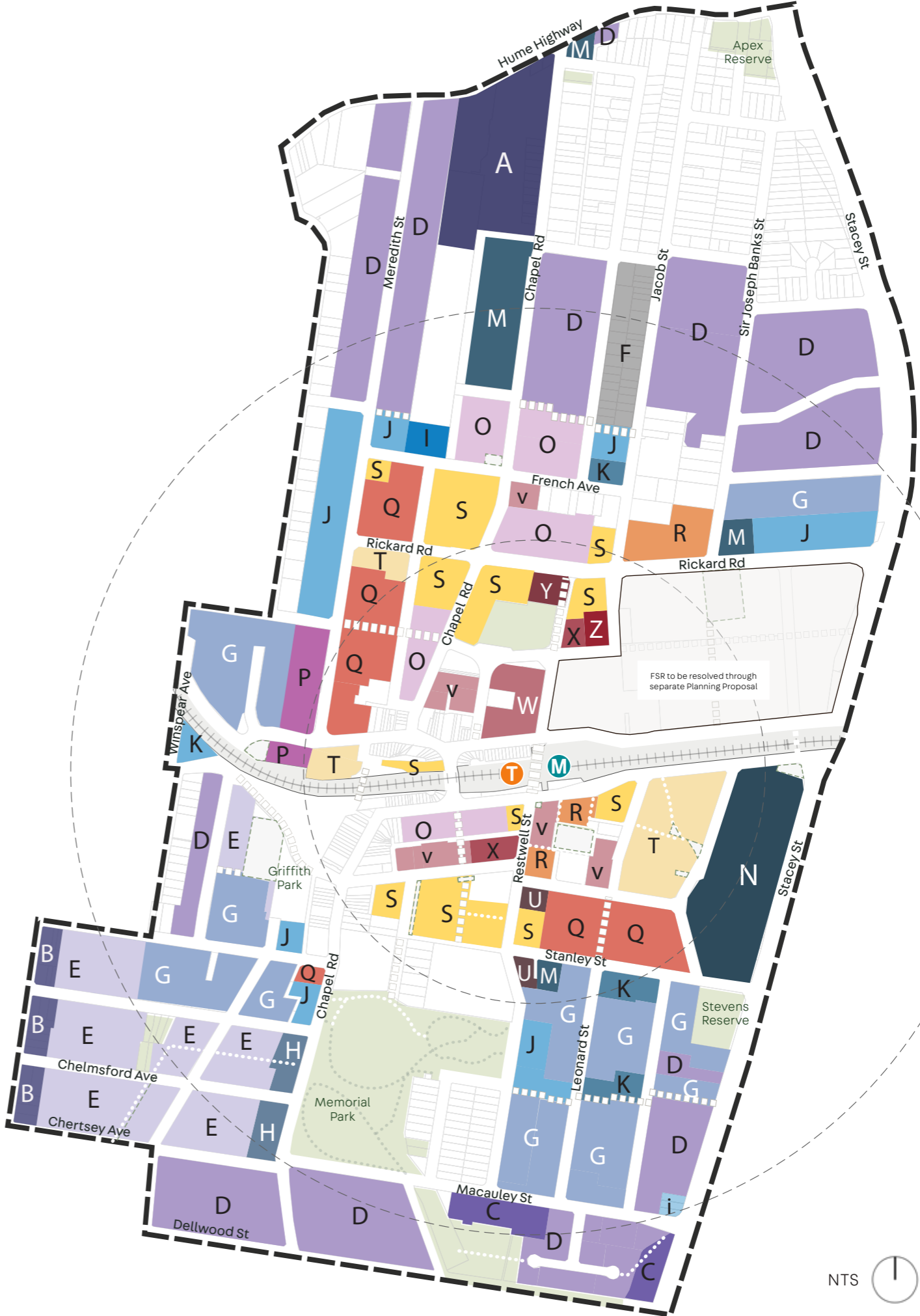
Bold Form - Marker Sites
- Analysis Catchment Area
- Existing open space
- Proposed open space

*Height (# of storeys) subject to land Use and floor-to-floor building heights and they are inclusive of all incentives
Building Heights are subject to approval under the Airports (Protection of Airspace) Regulations 1996



Proposed floor space ratio

a	0.4:1
A	1:1
B	1.2:1
C	1.35:1
D	1.5:1
E	1.65:1
F	1.75:1
G	2:1
H	2.15:1
I	2.20:1
i	2.25:1
J	2.5:1
K	2.65:1
M	3:1
N	3.25:1
O	3.5:1
P	3.75:1
Q	4:1
R	4.25:1
S	4.5:1
T	4.75:1
U	5:1
V	5.5:1
W	5.8:1
X	7.5:1
Y	8:1
Z	8.5:1
	Analysis Catchment Area
	Existing open space
	Proposed open space



NTS

Objective 9.2

Increase affordable housing in Bankstown City Centre

Actions

9.2.1 Introduce an Affordable Housing Contributions Scheme in Bankstown LEP 2015 as part of achieving an incentive height and floor space ratio, requiring new developments to provide 3% of total dwellings as affordable dwellings, or a monetary contribution of \$198 per square metre* of total residential gross floor area to be dedicated to the development of affordable housing.

Developments providing on-site infrastructure and/or substantial proportions of floor space for employment-generating floor space will be exempt from the provision of affordable housing.

Affordable housing includes housing that is affordable for very low, low and moderate-income households as well as catering to the wide range of household types in the LGA including families, couples, seniors, people with disabilities, students, key workers, households in housing stress and the broader residential market.

We are creating an Affordable Housing Contribution Scheme for Bankstown City Centre. It seeks to maximise affordable housing within new development, supported by financial feasibility analysis. Council will enable developments to have access to an incentive height and floor space ratio control if they provide an affordable housing contribution of 3% of total dwellings of a development or a monetary contribution of \$198 per square metre* of the total residential gross floor area of the development. In accordance with Council’s Feasibility Study (Atlas, 2021), this rate is considered financially feasible for developments in Bankstown City Centre.

SEPP 70 is the overarching planning mechanism that allows councils to prepare an affordable housing contribution scheme for certain precincts within their LEPs. Council’s affordable housing contribution scheme will require approval by the Planning Minister to incorporate into its LEP.

Development sites providing infrastructure on-site or providing substantial proportions of the building as employment generating floor space, will not be required to make affordable housing contributions.

Why are we proposing this?

The ongoing loss of affordable dwelling through redevelopment and gentrification, combined with increasing housing costs, is lead to a significant undersupply of affordable accommodation in Bankstown.

The lack of affordable housing detrimentally affects the quality of life of individuals and families. Households are likely to sacrifice other basic necessities to pay for housing. This leads to extreme social disadvantage, declining mental and physical health, rising inequality in cities and forced displacement of existing local communities.

It also has a serious impact on employment growth and economic development. The loss of young families and workers in lower paid service jobs can adversely affect local economies by reducing the local workforce.

Local government’s mandate to take action on affordable housing is enshrined in the Environmental Planning and Assessment Act 1979. Section 5(a)(viii) identifies as an objective of the Act, the “maintenance and provision of affordable housing.” On this basis, local government has a role and an obligation to both preserve and create more affordable housing through policy and planning instruments.

Community Housing Providers (CHPs) are an important sector within the housing market in providing affordable housing. It is important that Council continue working with CHPs to deliver affordable housing for the area.

* Note: Contribution rates will be adjusted on a quarterly basis, being the first days of March, June, September and December, to ensure that the contributions reflect the cost associated with the provision of affordable housing. Rates are adjusted with reference to movements in the median price for strata dwellings in the Canterbury Bankstown LGA. The median strata dwelling price is published quarterly in the NSW Government Rent and Sales Report, Table: Sales Price – Greater Metropolitan Region – Strata. The Rent and Sales Report is available on the NSW Government, Family and Community Services website.

Income category	Income
Very low	Individuals or households earning less than 50% of the NSW or Sydney Median individual or household income
Low	Individuals or households earning more than 50% but less than 80% of the NSW or Sydney Median individual or household income
Moderate	Individuals or households earning more than 80% but less than 120% of the NSW or Sydney Median individual or household income

Objective 9.3

Increase housing diversity to meet the needs of people and all stages of life

Council will provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives in Bankstown City Centre. Housing will be provided to meet the various needs of different people including:

- Single and family households.
- Housing for Seniors.
- People with disabilities (temporary and permanent).
- Students.

The Master Plan will also ensure quality housing to maximise amenity, safety and security for residents and provide a positive contribution to the area. Council’s discussion paper: “Livable Housing Options to make new homes easier to use for everybody, every day at all stages of life” (October, 2019) recognises the importance of aging in place, designing housing for people with disabilities, and the fundamental needs for residents to live in homes that can be designed and adapted to their changing needs through their lifetime.

The Livable Housing Design Guidelines were introduced in 2010 following the National Conference on Universal Housing Design. The Guidelines aim to provide homes that are designed to meet the changing needs of most home occupants throughout their lifetime, including seniors, people with temporary injuries, families with young children, and people with disabilities and their families.

Council’s draft consolidated DCP proposes all new homes to achieve universal design under the Liveable Housing Design Guidelines (LHDG). It also requires a different mix of tier levels (Silver and Gold) for most residential

accommodation. This ensures a wider choice of homes is available for seniors, people with temporary injuries, families with young children, and people with disabilities and their families.

Bankstown will have an increasing mix of households living in the centre including; family, single and group households. LEP zone objectives will require a mix of dwelling types and sizes to cater for different people. Through the DCP, a proportion of 1, 2 and 3 bedroom units in shop top housing and residential flat buildings will be allocated to cater to households of different sizes. In addition, with flexible working arrangements becoming more prevalent, there will be expectations for more space within apartment developments.

Why are we proposing this?

With Bankstown’s increasingly diverse population, there will be a demand for different housing types and sizes; including apartments, multi-dwelling housing, single dwellings, universally designed housing, affordable and student housing and Senior’s Hosuing. Neighbourhoods with a range of housing types and sizes help ensure people can more readily meet their housing needs throughout their lifecycle, remaining in the area where they have existing networks. This mix provides the fundamental human right to have adequate shelter and contributes to the social vibrancy and character that Bankstown is known for. It allows people to live in homes that meet their changing needs and to remain where they want to live.

Actions

- 9.3.1 Specify the minimum unit mix rate for residential flat buildings and shop top housing with more than 20 dwellings:**
 - **Studio: 5-10%**
 - **1 bedroom: 10-30%**
 - **2 bedroom: 40-75%**
 - **3+ bedroom: 10-45%**
- 9.3.2 Require new dwellings that require Development Consent to comply with the Livable Housing Design Guidelines in the DCP for Bankstown City Centre:**
 - **Residential Flat Buildings and Shop Top Housing: A minimum 20% of new dwellings must achieve the Silver Standard; and a minimum 20% of new dwellings must achieve the Gold Standard. However, it is noted that shop top housing will not deliver dwellings at the ground floor as this would be inconsistent with the LEP definition.**
 - **Multi Dwelling Housing and Attached Dwellings: A minimum 20% of new dwellings must achieve the Silver Standard; and a minimum 20% of new dwellings must achieve the Gold Standard.**
- 9.3.3 Develop LEP and DCP Controls to increase the quality of housing design for a range of housing types which achieves the following:**
 - **Functional and rational internal design layouts for flexibility of use and quality of experience.**
 - **Adequate natural light and ventilation through provision of windows, suitable orientation of rooms and generous floor to ceiling heights in all habitable rooms.**
 - **Generous size and dimensions of private open space and landscaping (where practical).**
 - **Acoustic and visual privacy through appropriate setbacks, fencing, acoustic attenuation, window orientation and finished floor levels of habitable rooms.**
 - **Generous storage areas.**
 - **Dwelling sizes appropriate for larger households and to provide flexibility for working from home.**



Direction 10

A Centre with Collaborative Governance

Inter-governmental, private sector and institutional partnerships and public participation will form the basis of Bankstown City Centre's transformation. These partnerships will form collective ideas and share resources through the life of the planning process to create a city that people are proud to work and live in.

The Master Plan will provide a platform for improved governance through a coordinated approach to delivery and ongoing management of services and infrastructure in partnership with the local community, government and non-government organisations.

The Bankstown CBD and Bankstown Airport Place Strategy will be implemented with continued engagement between local, state and federal government agencies, private education and health institutions and local businesses. The planning system will enable organisations, business and institutions to function optimally whilst protecting the public interest.

What do we know?

- The common characteristics of collaborative governance are, among others, policy consensus, community visioning, consensus rule-making, and collaborative network structures
- Collaborative planning can provide policy makers with more effective decision making by ensuring that decisions meet the diverse needs of our citizens and organisations
- Collaborative leadership is crucial for setting and maintaining clear ground rules, building trust, facilitating dialogue, and exploring mutual gains.
- Existing and new partnerships will continue to be important in delivering the vision for Bankstown
- The Bankstown Collaboration Area Governance framework is fundamental to ensuring great city shaping outcomes for the City

What are we proposing?

Visionary, integrated, long term planning and decision making, reflective of community needs and aspirations, will be integral for Bankstown City Centre's transformation. Great places do not happen by accident. They require vision, effective partnerships across the public, governmental and private organisations.

We will continue to provide meaningful community engagement, as guided by our Community Participation Plan, to meet the needs of our residents, workers, students and businesses well into the future. Through diverse community engagement methods, like Community Voice Panels, different people are heard and their needs are incorporated into the planning framework.

Collaboration across all relevant government agencies will continue to be at the forefront of decision-making that works towards a common, agreed outcome and makes better use of resources and funds to maximise benefits to the community.

Council will continue to be involved in the Bankstown CBD and Collaboration Area governance framework to transform Bankstown into a competitive health, education, research and innovation area





**Collaboration
between Council,
the community,
government agencies
and non-government
organisations is critical
for the coordination of a
thriving and dynamic
City Centre**

Objective 10.1

Develop diverse and strong stakeholder relationships through collaboration with government, institutions and business to deliver positive planning outcomes and realise the benefits of growth

Council will continue to maintain, support and establish proactive partnerships and engagement with government agencies, institutions, advocacy groups and businesses. Through collaboration, we will facilitate co-ordinated planning and ensure the goals for Bankstown City Centre are progressed. We will utilise governance and funding structures to harness and allocate resources to support the implementation of the Bankstown City Centre Master Plan.

The provision of growth and infrastructure in Bankstown requires us to work with a range of agencies, including Transport for NSW, Infrastructure NSW, Sydney Water, Ausgrid, Greater Sydney Commission, Department of Planning, Industry and Environment, NSW Health, NSW Department of Education, Department of Finance, Services and Innovation and the Department of Premier and Cabinet. The Federal Government may also be involved large or nationally significant projects, such as Bankstown Airport.

We will develop partnerships with community infrastructure, health and education providers to encourage joint use of open space and facilities. Council will also work with State Government to ensure adequate funding and delivery mechanisms for infrastructure to support our existing and future population.

Why is this proposed?

In order to deliver the vision for Bankstown City Centre we need to collaborate with others in order to effectively deliver our vision of the centre. Continued and improved collaboration will ensure the following outcomes are achieved for Bankstown City Centre:

- A flourishing economy with increased job opportunities
- Infrastructure is delivered that services the needs of the population
- Conservation and celebration of the City’s natural and built assets
- A prominent centre for education and research

Actions

- 10.1.1 Strengthen existing partnerships and identify new partnerships with government agencies, institutions and the private sector including SSROC, neighbouring Councils, State and Federal Government and local business chambers.**
- 10.1.2 Work with the Department of Education, Sydney Catholic Schools and Independent Schools to deliver joint use of open space and facilities .**
- 10.1.3 Work with State Government to ensure the planning framework can adequately deliver required infrastructure to support growth in Bankstown City Centre.**
- 10.1.4 Initiate early engagement with relevant governmental and non-governmental agencies in the development of the planning proposal for Bankstown City Centre to proactively achieve the vision of the master plan.**



Objective 10.2

Continue to deliver equitable community participation in planning matters

Council has a role in enabling our community to take effective action - providing opportunities to have a voice and make positive change to the areas where we live, work, study and play. Council’s decision-making process is guided by our Community Participation Plan which ensures that a broad range of perspectives are sought in a structured and transparent manner and our community has a strong voice in decision making.

Community Voice Panels are an innovative and genuine way to engage with the community about the things that matter to them. We will ensure Community Voice Panels bring together a diverse mix of residents, students, workers and business owners to hear ideas, thoughts and feedback as part of the planning process for Bankstown City Centre.

Why is this proposed?

Community engagement is a fundamental requirement to a democratic society when planning centres and neighbourhoods. Responsibility for creating great places does not rest with any one organisation. Meaningful public participation is an important way to make sure we hear the many voices in our community and ensure our planning addresses the needs of our citizens.

Actions

- 10.2.1 Continue to apply the principles and guidelines of the Community Participation Plan in all community engagement in the development of Bankstown City Centre.**
- 10.2.2 Continue to liaise with the Community Voice Panels and Industry through the master planning and planning proposal stages for Bankstown City Centre.**
- 10.2.3 Continue to engage Aboriginal and Torres Strait Islander peoples and the Metropolitan Local Aboriginal Lands Council on land, water and environment management projects in Bankstown City Centre.**



Objective 10.3

Maintain a leadership role in the Bankstown CBD and Airport Collaboration Area

The Bankstown CBD and Bankstown Airport Place Collaboration Area provides an integrated vision for the future of Bankstown CBD and Airport to become a distinctive health, academic, research and training precinct. Council will continue to be involved in the Collaboration Area with government agencies, institutions, businesses and the community to create a regionally significant health, education, research and innovation area. Through this inter-governmental framework, we will continue to inform, coordinate and maximise policy and investment decisions.

Why is this proposed?

Continuing Council’s involvement in the Bankstown CBD and Airport Collaboration Area means we are at the heart of collaborative decision making for Bankstown. City planning requires resolution of complex issues. This can be better achieved with better co-ordination and collaboration of ideas and resources. With a whole-of-government approach, Bankstown City Centre will become an attractive centre for innovative jobs, diverse housing and world class education.

Actions

- 10.3.1 Continue to participate in the Bankstown CBD and Bankstown Airport Collaboration Area
- 10.3.2 Continue to progress the Bankstown CBD and Bankstown Airport Place Strategy in alignment with the Bankstown Master Plan

Bankstown Collaboration Area Plan

- Notable Streets / Roads
- Active transport route
- Links to be investigated
- Transport investigation
- Future Transport 2056 (illustrative)
- Central business district - Health, Academic, Research & Training precinct
- Vibrant village centre
- Aviation & technology hub
- Industrial and bulky goods
- Industrial areas
- Regional open space
- Open space and schools



North

