

## APPENDIX B - RESPONSE TO COMMUNITY SUBMISSIONS

### 1.1. RESPONSE TO ORGANISATION / COMMUNITY GROUP SUBMISSIONS

No submissions were received from community groups or organisations.

### 1.2. RESPONSE TO GENERAL PUBLIC SUBMISSIONS

During the public exhibition period, 9 submissions from the general public were received for SSD-9831. Of the submissions received, 1 was in support, 5 provided comments and 3 were objecting to the proposal.

The table below provides a summary of the matters raised by the general public in their submissions and the proposal's response.

Submission No.	Issue/ Matter	Comment	Response
1	General Support	I strongly support our Western Sydney University Bankstown Campus being built in 2022. The Bankstown CBD campus is extremely important to our community and it will bring more employment and job opportunities in Canterbury - Bankstown. I really hope this great project may happen in 2022 and I am proud of this great campus being approved by our council. Thank you.	Noted.
2	Traffic and Transport	Section 8.14 Impacts on Parking of the Environmental Impact Statement (EIS) prepared by Urbis dated 24 October 2019 (Page 192) indicates the following:  'It is anticipated that 5% of students will travel to and from campus by private vehicles, creating a demand of 200 spaces. This makes up 3% of the parking within the Bankstown CBD'. Section 5.9.2 Other Parking of the Transport	Arup ( <b>Appendix P</b> ) have provided further justification for the proposed car parking provision based on strategic mode share targets, which emphasis active transport modes, as described in Council (2019) Bankstown Complete Streets.

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		<p>Management and Accessibility Plan (TMAP) prepared by Arup dated 27 August 2019 (Page 53) states:</p> <p><i>'Based on a 5% student car driver mode share and a maximum student population of 2,000 at any one time, demand for parking is not expected to exceed 100 spaces, representing less than 1.5% of the parking provision in the Bankstown CBD.'</i></p> <p>It is understood from the TMAP that the proposed BCC will accommodate around 2,000 students and 650 staff. However, the submitted EIS provides an inconsistent number of student parking demand and no information relating to estimated number of staff that will require car parking.</p> <p>This is not only a significant variation but fundamental to the scope and impacts generated by the proposed development including parking requirements. Confirmation is sought from the Department of the estimated number of students and staff that the proposed development will accommodate and request revised reports are submitted by the applicant to correct the inconsistencies.</p>	
2	Traffic and Transport	<p>The proposed development involves construction of a 21 storey building over two basement car park levels on the development site. This will involve a lengthy construction period of 18 months and a significant on-site presence in terms of construction personnel.</p> <p>The Preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) prepared by Arup dated 27</p>	<p>It is within ALDI's control to manage their own site, including the car park, and if required, install boom gates to ensure their parking is used by ALDI customers only. Arup have provided further justification for the proposed car parking provision based on strategic mode share targets, which emphasis active transport modes, as described in Council (2019) Bankstown Complete Streets.</p>

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		<p>August 2019 submitted with the SSD addresses traffic management during the construction phase of the proposed development. Milestone notes the following from CPTMP relating to car parking implications for the development during the construction phase:</p> <p>‘Initially, no on-site parking will be provided for construction staff. Construction staff will be encouraged to use public transport. Any staff driving will need to avail of public parking in the surrounding area.’</p> <p>The TMAP indicates that the draft Bankstown Complete Streets project estimated 865 on-street parking spaces within the Bankstown CBD. The final Bankstown Complete Streets project has been adopted by Council at the 22 October 2019 Council meeting and estimated there will be a total of 530 on-street parking spaces once all adopted street improvements are constructed.</p> <p>On-street parking spaces surrounding the development site are 15 minute, 30 minute and 1-2 hour time limited (refer to Aldi submission for context map). In light of the above factors, car parking associated with the construction phase of the proposed development will likely be located within ALDI’s car park (133 car spaces) given its proximity, ease of access via three street frontages, its at-grade design and free parking period allowance. It is expected the parking of vehicles related to construction activity will commence early in the morning and lasts throughout the day.</p> <p>This has the potential to impact on the availability of car parking spaces within ALDI’s car park as construction workers seek to park in a convenient area without time</p>	<p>Both the NSW Government and Council have committed to support growth in the Bankstown CBD through transport measures that maximise accessibility. Complete Streets identifies the large amount of free parking as a key issue within the CBD, noting that it encourages more people to drive, which contributes to congestion.</p> <p>Complete Streets proposes locating public parking stations on a ring road at the CBD edge (Strategy B). Council argues:</p> <ul style="list-style-type: none"> <li>▪ Unrestricted parking promotes commuters to park in prime CBD-located carparks;</li> <li>▪ Off-street parking complexes are an inefficient use of CBD land in their current format;</li> <li>▪ Car parks dominate the inner CBD area, occupying 15% of the ‘quirky’ CBD area; and</li> <li>▪ Smart parking is needed, not more parking (pages 91 &amp; 93).</li> </ul> <p>The proposal’s approach to parking is consistent with Bankstown Complete Streets’ strategic directions. Minimising parking on the site will reduce demand for car travel to the university, and foster public transport use, particularly given the high quality public transport infrastructure that is, or will be in close proximity to the site.</p> <p>This approach is consistent with other Sydney centres, notably Sydney’s CBD where there are no minimum requirements for parking provision.</p>

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		<p>restrictions and low parking fares. It is likely many construction workers will drive to the site due to heavy tools and equipment that are required to be transported each day. As a result less car parking spaces will be available for use by ALDI customers who may therefore seek alternative arrangements for grocery shopping. The reduced availability of car parking for ALDI customers has the potential to have adverse impacts on the commercial viability of the ALDI store through reduced sales.</p> <p>Milestone also notes from the CPTMP that: 'A final Construction Pedestrian and Traffic Management Plan will be developed by the appointed Contractor and submitted to Council for approval following liaison with relevant stakeholders such as Council, TfNSW, RMS and neighbouring developments.'</p> <p>Milestone requests the final CPTMP clearly states that under no circumstances that construction staff are to use the ALDI car park. Milestone requires to review and comment on the final CPTMP prior to its approval by the Department.</p>	<p>As per the preliminary CPTMP, construction workers will be discouraged from driving and encouraged to take public transport with measures such as storing tools on site.</p> <p>Stakeholders, including ALDI, will have the opportunity to consult with the Contractor (when appointed) on the detailed CPTMP.</p> <p>Refer to <b>Section 3.4</b> and <b>Appendix P</b> for additional information.</p>
2	Traffic and Transport	<p>The proposal will result in the loss of 59 existing car parking spaces on the site that are currently used by the public and Council Staff. The proposal will provide 94 car spaces within the basement levels of the new building for future BCC staff use only.</p> <p>We understand that the Bankstown Development Control Plan 2015 does not specify a parking rate for tertiary educational establishments, neither does the Roads and Maritime Services' publication Guide to Traffic Generating Developments, Section 5 – Parking Requirements for</p>	<p>The development proposes a parking strategy consistent with the Council Complete Streets strategy. Removing car parking on the site will result in less overall traffic generation, thereby encouraging the use of nearby public transport, especially given the lack of free all-day parking available nearby. This is observed in many centres including Sydney's CBD.</p> <p>A final Green Travel Plan should be conditioned in consultation with authorities, and prepared for the site to</p>

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		<p>Specific Land Uses (October 2002). The submitted TMAP states:</p> <p>'With the introduction of Metro, and the CBD car parking review being undertaken by Council as part of the draft Bankstown Complete Streets Project, the provision of additional public parking in the city centre is not aligned with the future vision for the CBD.</p> <p>The proposed parking provision for the University / Education space is considered adequate in the context of the broader transport objectives for the Bankstown CBD'. Notwithstanding, it is considered the proposed 94 car spaces are insufficient to meet the parking requirements of the proposed BCC as it comprises only 14% of the total 650 staff employed.</p> <p>The TMAP states that a comprehensive Green Travel Plan will be prepared to inform staff and students of public transport options and encouraging use of public transport. However, given the limited car spaces on site for staff use only, students who drive to the BCC will seek alternative car parking arrangements outside the BCC site and use existing public parking spaces in the surrounding Bankstown CBD area, most likely within the ALDI car park which is a convenient parking location with an hour free parking period and ongoing low parking fares of \$8 for 2-3 hours.</p> <p>Milestone expects staff will park outside the proposed development and most likely within the ALDI car park should the car parking of the development be fully occupied by other staff.</p> <p>Further, Council staff who use existing car park currently</p>	<p>address concerns about how staff will be encouraged to travel to the site via non-car modes.</p> <p>While there may be some demand on free parking, such as ALDI, it is within ALDI's control to manage their carpark on their site. Such measures may also include agreements with Council for rangers to monitor time restrictions.</p> <p>Refer to <b>Section 3.4</b> and <b>Appendix P</b> for additional information.</p>

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		<p>located at the development site will also seek alternative car parking arrangements and most likely within on-street spaces and the ALDI car park.</p> <p>It is a reasonable conclusion that the ALDI car park will be used to meet car parking demands of the proposed development. From an ALDI perspective this situation is unacceptable and inequitable as it will result in reduced availability of car parking for genuine ALDI customers. In addition this has the potential to adversely impact on the commercial viability of the ALDI Store through reduced sales.</p>	
2	Traffic and Transport	<p>Should the State Significant Development Application be supported by the Department we request the following:</p> <ul style="list-style-type: none"> <li>▪ The final CPTMP containing information relating 'under no circumstances that the construction staff can use the ALDI car park' to be provided by the applicant.</li> <li>▪ Milestone on behalf of ALDI to review and comment on the final CPTMP prior to it is approved by the Department.</li> <li>▪ Comprehensive Green Travel Plan containing information relating 'under no circumstances that the staff and students can use the ALDI car park' to be provided by the applicant.</li> </ul>	<p>Noted.</p> <p>This can be conditioned by the Department.</p>
3	Traffic and Transport	<p>Inadequate provision for vehicle parking for the indicated 10,000 students (up from 7,000 original estimate). Plus staff, serving or maintenance or 'retail' activity. These students will not all be arriving on a school bus nor by train. In this site, the CBC parking is severely restricted and will impact on surrounding high volume demand. The first five floor levels should be allocated to vehicle</p>	<p>Arup have provided further justification for the proposed car parking provision based on strategic mode share targets, which emphasis active transport modes, as described in Council (2019) <i>Bankstown Complete Streets</i>.</p> <p>Both the NSW Government and Council have committed to support growth in the Bankstown CBD through transport measures that maximise accessibility.</p>

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		parking, as these students belong to the proposed university, the university should provide for their own.	<p>Complete Streets identifies the large amount of free parking as a key issue within the CBD, noting that it encourages more people to drive, which contributes to congestion.</p> <p>Complete Streets proposes locating public parking stations on a ring road at the CBD edge (Strategy B). Council argues:</p> <ul style="list-style-type: none"> <li>• Unrestricted parking promotes commuters to park in prime CBD-located car parks;</li> <li>• Off-street parking complexes are an inefficient use of CBD land in their current format;</li> <li>• Car parks dominate the inner CBD area, occupying 15% of the 'quirky' CBD area; and</li> <li>• Smart parking is needed, not more parking (pages 91 &amp; 93).</li> </ul> <p>The proposal's approach to parking is consistent with Bankstown Complete Streets' strategic directions. Minimising parking on the site will reduce demand for car travel to the university, and foster public transport use, particularly given the high quality public transport infrastructure that is, or will be in close proximity to the site.</p> <p>This approach is consistent with other Sydney centres, notably Sydney's CBD where there are no minimum requirements for parking provision.</p> <p>Refer to <b>Section 3.4</b> and <b>Appendix P</b> for additional information.</p>

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	<b>Traffic and Transport</b>	I am a bit concerned that they are relying on the existing car parking in the area and note that the existing roads are all operating well. Have you tried driving to that site from the south? Restwell is a standstill in the afternoon from school run until dinner time, and in the morning it is chapel street via Greenwood Ave that is at a standstill, yet neither of these roads has been considered in the assessment despite Condell Park and Revesby having been noted as key catchments for the university students.	See response above.
	<b>Traffic and Transport</b>	Parking is hard to find as is, but construction will make parking harder since building will be erected in an existing car park area! I've noticed 2 levels of car parking, there should be 2 levels of general public car parking 3 hour free parking and more parking levels for WSU students/teachers. I would of thought for a building of this size it should of had at least 4 levels if not more! Close by shopping center parking is inadequate as you drive around many times to find parking.	See response above.
	<b>Overshadowing Impacts</b>	The proposal to construct 21 levels on this site is clearly an overdevelopment and if approved, will severely overshadow the adjacent Bankstown Public Library with a loss of Northern sunlight that will effect the 'state of the art' environmental efficiencies (at great cost) in the operation of this facility. This must be taken into consideration. Who will be funding any remedial action? This proposal presents a severe loss of open space and the needs of the existing commercial population should be provided for.	<p>The revised design complies with Council's proposed solar access control, which seeks to ensure 4 hours of continual sunlight onto an contiguous area of Paul Keating Park, equal to 50% of the Park's area between 10:00 am and 3:00 pm at the winter solstice. Council confirmed compliance on 25 July 2020.</p> <p>A Solar Study has been prepared by Urbis which illustrates that the proposal is complaint with Council's proposed solar access control. See <b>Section 5.6</b> and <b>Appendix L</b> for further discussion.</p> <p>Environmental features of the Bankstown Knowledge Centre include an internal green wall. This wall is south</p>



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			<p>facing and, whilst it receives some indirect daylight from skylights, has artificial lighting to support healthy plant growth.</p> <p>Refer to <b>Section 3.2</b> and <b>Appendix L</b> for additional information.</p>
	<b>Overshadowing Impacts</b>	<p>Provisions should be made for the refurbishment of Paul Keating Park as a part of this project. This development will provide for significant shadowing of the park during all months of the year which will change the way the park is utilised. The park is currently sparsely landscaped and would likely become quite cold and windy during the winter months with the additional shadowing. As this proposed development would be the cause of the change to the park's atmosphere, the park's upgrade should be included within the scope of this project.</p>	<p>A rigorous, iterative interrogation of the building form and subsequent shadow cast throughout the year has been undertaken to minimise the solar impact of the required building volume on the adjacent Paul Keating Park.</p> <p>Building mass was moved from the cantilever to the mid-tower, resulting in an increase in solar access to Paul Keating Park at mid-winter.</p> <p>Detailed analysis of the solar access control proposed by Council and how this is achieved by the Revised Design is provided in the Solar Amenity Report prepared by Urbis (<b>Appendix L</b>) and <b>Section Error! Reference source not found.</b></p> <p>Further, ongoing consultation and engagement with Council in relation to the Paul Keating Park Masterplan is underway.</p>
	<b>Closure of Milperra Campus</b>	<p>I have lived and raised my family in this area and house for over 50 Years and I am very upset to think that you have plans to shut the University Campus Milperra-Bankstown down I really this it is disgraceful.</p> <p>This University has a wonderful outlook the buildings area- great gardens are lovely- its kept very clean — it has an Oval —Plenty of parking and great lot of accommodation for the students with parking there are</p>	<p>The University has undertaken extensive planning to assess options for the existing Milperra campus, working collaboratively with key stakeholders to reach an outcome beneficial for students, staff, the University and the local community. The University is looking into opportunities for a new educational presence on the site and is working with Catholic Education to explore options.</p>

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		<p>shop nearby and I don't think you get a better transport service.</p> <ol style="list-style-type: none"> <li>1. Bus route Liverpool to Bankstown and return</li> <li>2. Bus route East Hills to Bankstown and return</li> <li>3. Bus route Liverpool to Bankstown via route to Strathfield and Burwood and return</li> <li>4. Bus route to East Hills to Menai and return</li> <li>5. Bus that is a university run service to Revesby Station and return.</li> </ol> <p>What better service is there around. To close it and build another university in the middle of Bankstown what a waste. Where on earth do you think these students will park because it really bad to get parking in Bankstown.</p>	<p>The University has now entered into an agreement with Mirvac to redevelop the Milperra campus site into one of Western Sydney's most innovative and sustainable communities, while retaining a continued education presence.</p> <p>The new liveable community will include low-scale medium density housing, landscaped streets, parks, green spaces and sports facilities. Served by bus routes directly adjacent to the site and with strong pedestrian and cycle connections, the development will be a walkable, green, smart and sustainable neighbourhood.</p> <p>The University's teaching, learning and research will continue at the Milperra campus for the next few years and the childcare centre on the campus will also continue to operate.</p>
	<b>Closure of Milperra Campus</b>	<p>It's the biggest waste of money for a government to do what on earth is the Milperra site going to be come no doubt it will be a money revenue for your department shame on your choice Milperra University is a great venue. What is going to become of it. Shame-- Shame— Shame</p> <p>Hang your heads for wasting so much money. Milperra has had a lot of time and effort to make it look so nice instead you're going to build an outer space building in Bankstown looks terrible and no parking. Sorry to whinge but the money you people are wasting is disgraceful. To close The Milperra site and build another in Bankstown where there will be no parking for the students. At Milperra the parking lots are always full and also the Streets. It would be nice to know what you have installed</p>	See above response.

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		for the Milperra Site. It would be good for a Hospital it has everything — Transport–Accommodation for nursing staff — plenty of parking —child minding accommodation — plenty of buildings and lovely area and Gardens.	
	<b>Paul Keating Park</b>	As a parent that regularly uses the playground there, I am concerned for the safety of the children if a relatively static car park is now going to become a thoroughfare for less experienced student drivers to swing via the university. There will need to be a fence or something around the playground to separate it from the car movements so that kids aren't running into the path of these vehicles.	This comment is noted. Consultation with Council in relation to Paul Keating Park Masterplan is ongoing.
	<b>Paul Keating Park</b>	I saw the Exeloo toilets are being removed. Do we now take the kids into the university for the toilet or do we have to take them to Bryan Brown centre?	<p>The proposal may cause some temporary disruption to access of parts of the playground, park and the existing public toilets, however the proposal does not include the removal of the toilets or playground. These are subject to a separate masterplan and design for the park being undertaken by the Council. It is noted that some of the visualisations of the building do not show the playground and toilets, in order to clearly show the proposal itself.</p> <p>The ground level of the building will be accessible to the public during normal operating hours. Members of the public, including patrons to the food and beverage tenancies will be able to access the ground floor toilets.</p> <p>Refer to <b>Section 4.8</b> and <b>Appendix D</b> for additional information.</p>
	<b>Built Form and Urban Design</b>	Are there adequate storage facilities for these shops. They will need storage in basement level for drink and paper goods. Are there utility meters for each of these so	Adequate storage has been provided for the retail tenancies. Fitout of the spaces will be subject to finalisation once tenants are secured.

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		that if they go out to tender they can be charged for all utilities?	
	<b>Built Form and Urban Design</b>	At the back of the conference rooms is the store room of adequate size to fit all chairs and tables Is the kitchen/ servery large enough to cater for this area. Is there a storage space for the kitchen/ servery for crockery, cutlery and some food items.	Adequate storage has been provided for the conference facilities.
	<b>Built Form and Urban Design</b>	<p>I object the project on the basis of its height. The current zoning in the identified Bankstown site can only accommodate a building of up to 16 storeys, or height of 53 metres, with a floor space ratio of 4.5:1.</p> <p>A 21-storey building despite being used for educational purposes would potentially create a new zoning standard for future residential and commercial developments which should not be permitted given the infrastructure currently in the area and the increase number of proposed residential projects before the council for approval. Zoning standards should be a control measure for all buildings not a standard to be questioned to allow for higher storey developments in Bankstown.</p>	<p>The revised design comprises 4 distinct, stacked, building volumes, which are defined by recessed terraces:</p> <ul style="list-style-type: none"> <li>• The podium</li> <li>• Mid rise tower</li> <li>• High tower</li> <li>• Cantilever.</li> </ul> <p>In response to perceptions of visual bulk, floor area has been redistributed between the 4 distinct building volumes to refine and simplify the building, and in particular, the cantilever volume has been reduced in height and length, and the 'annex' removed. This has increased sun access into Paul Keating Park, and the revised design now complies with Council's solar access control.</p> <p>The building volumes are progressively set back from Paul Keating Park, which mitigates perceptions of visual bulk from vantage points to the site's south.</p>