



# South West Local Area Plan





APRIL 2016

**South West Local Area Plan**



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**Centres and neighbourhoods never stay the same. The South West Local Area of the 1960s was very different to today. It will also be very different in 2031.**

**The decision we must face is whether we want to manage this change to create a liveable, green place or whether we allow change to occur in an ad hoc unplanned manner.**

**Council has amended the South West Local Area Plan in response to consultation with the community, industry, state agencies and key stakeholders. The submissions varied from some requesting more development and others requesting less. It is not possible to meet both of these expectations at the same time.**

**The intended outcomes of the proposed amendments to the South West Local Area Plan are to balance these different expectations and to respond to future challenges. It is important to note that the South West Local Area Plan is more than a housing plan, it includes various actions to make our suburbs liveable, employment generating, green and connected for the future.**

# A Vision for the Future

This Local Area Plan sets out the vision for the South West Local Area: a place for people, a place which maintains the qualities and places that we value, a place which encourages jobs and sustainable urban renewal, a place with emphasis on urban design and connectivity.

This Local Area Plan establishes the vision through the strategic planning process in consultation with the community, industry, state agencies and key stakeholders. Understanding the context during this process is crucial to inform change and to establish the desired look and feel of the local area.

This Local Area Plan informs changes to the statutory planning framework and infrastructure priorities. It also provides an important source of analysis and information in the assessment of planning proposals, pre-gateway reviews and development applications, and by 2031, we will see a South West Local Area that boasts four distinctive precincts to support a diverse and healthy community. They are:

- The **Panania Small Village Centre** will continue to function as a successful and bustling convenience centre built around a high quality and central community space.

The commercial core will create an active, urban experience with a combination of business and community facilities that will capitalise on the residents, visitors and commuters passing through daily. The people focussed streets will be an invitation to explore the commercial core and provide a place for community interaction. Medium and medium-high rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the commercial core. Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a platform from which to journey into the centre.

- The **East Hills Neighbourhood Centre** will continue to function as a local shopping and commuting precinct servicing the day-to-day needs of residents with excellent access to high quality open space and the Georges River.

Active street frontages at the MacLaurin Avenue shops will create a vibrant streetscape. The local streets will be a tranquil place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Low-rise buildings will create a sense of enclosure,

human scale, order, comfort and enjoyment for people walking in the neighbourhood centre. The urban spaces and street trees will create a 'sense of place' for the neighbourhood centre.

- The **Suburban Neighbourhood Precinct** will maintain the prevailing character of low-rise detached housing in a landscaped setting. New low-rise housing will be well designed and will make a positive contribution to protecting the prevailing suburban character, as well as the heritage and biodiversity values unique to the local area such as the Georges River and the scenic foreshore area and bushland.

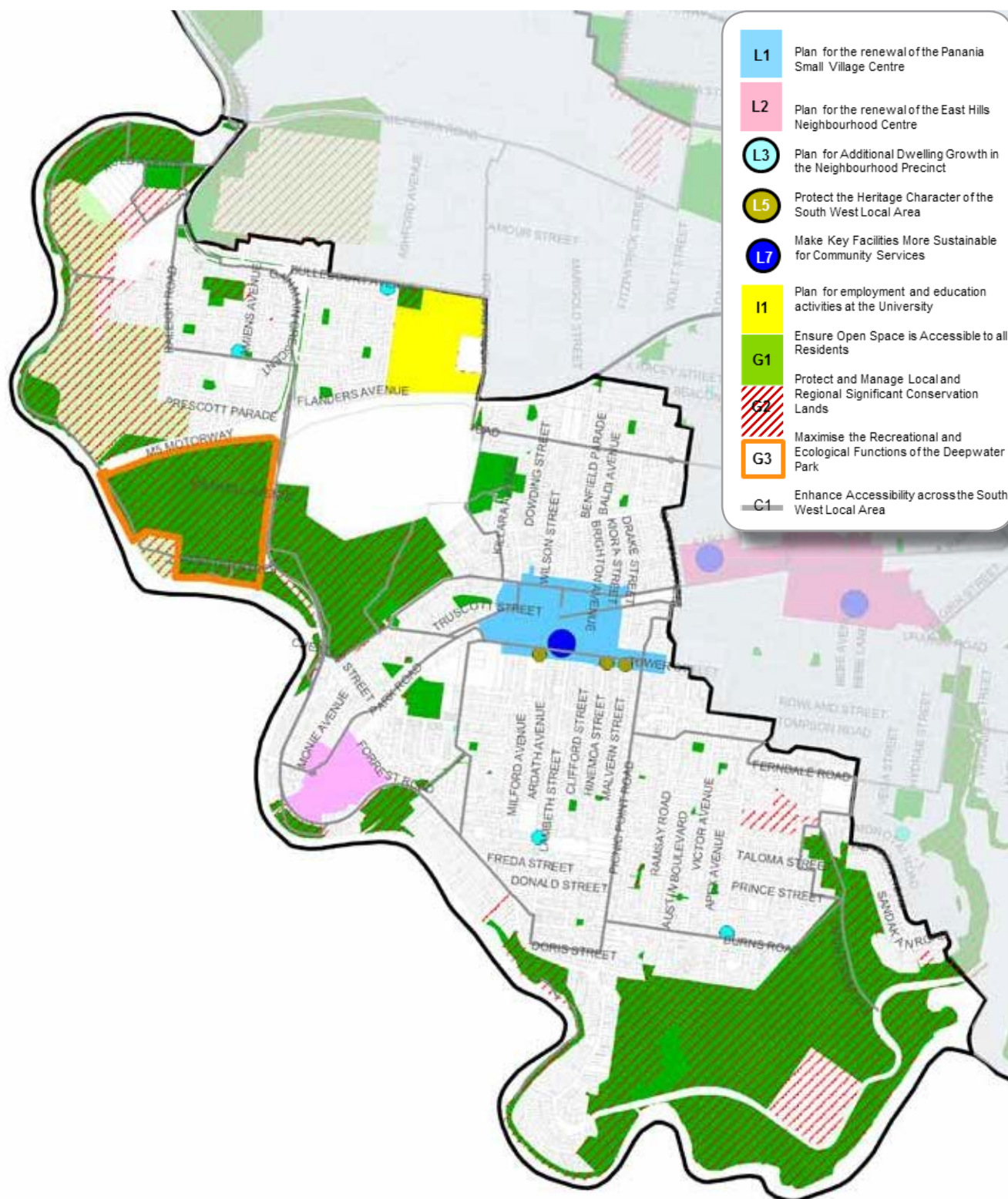
The precinct will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise. Non-residential development will be limited to land uses that are compatible with the scale and unique characteristics of the precinct.

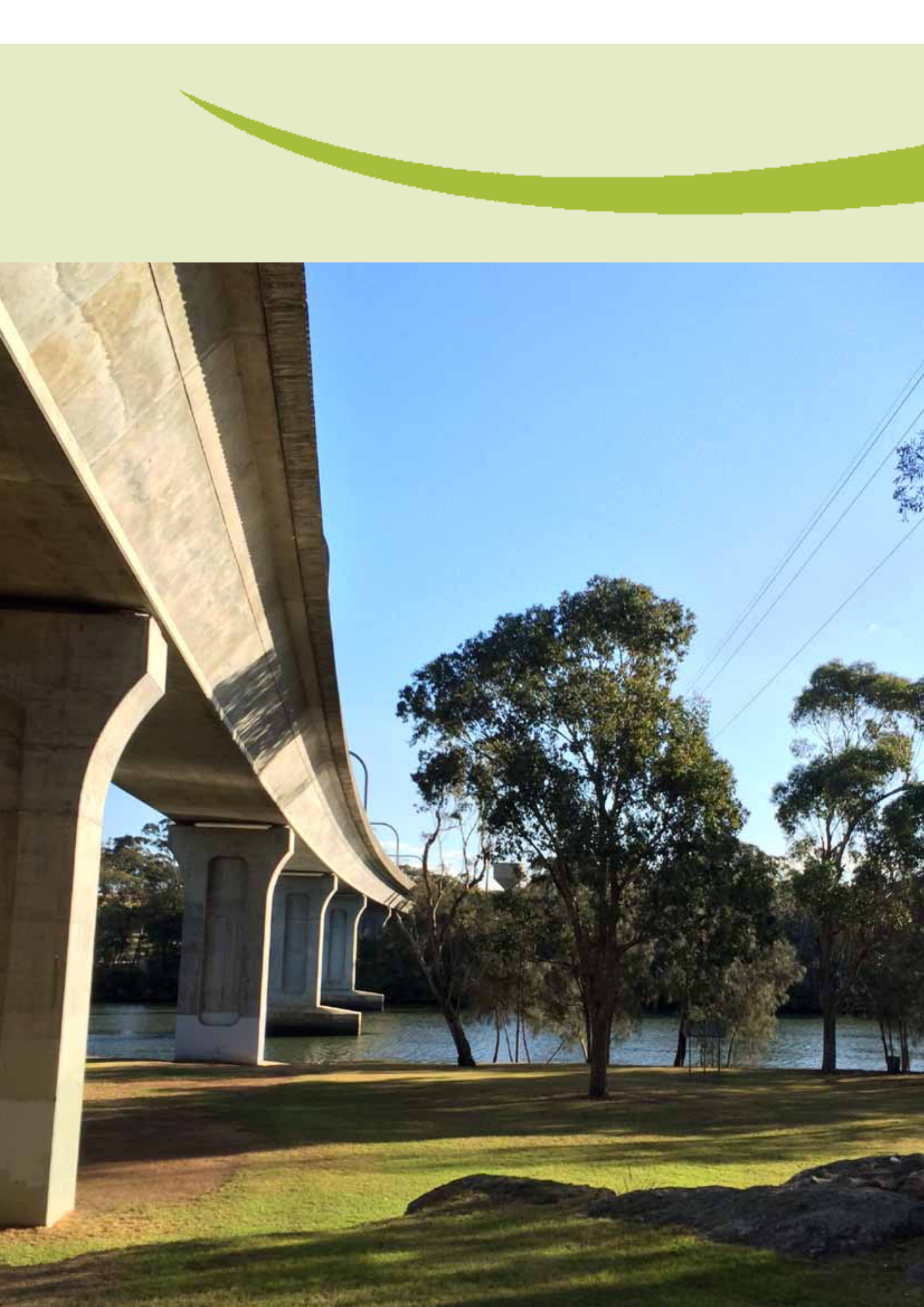
- The **University Precinct** will continue to provide a place for tertiary education activities for the City of Bankstown and Sydney Metropolitan Region. The precinct will also continue to provide opportunities for higher order jobs in the City.





## Top Ten Priority Actions









## Chapter One

# Growth...Change...Future



## 1.1 Introduction

The South West Local Area is a unique and attractive place, a place where people value where they live and shop, and the landscapes that make them feel good. The local area is renowned for its strong sense of local identity, and its proximity to the dramatic beauty of the Georges River and foreshore areas.

There is strong evidence the local area is emerging as a place of urban renewal and will experience growth over the next 15 years. By 2031, the local area is expected to grow by 3,100 residents to 28,300 residents.

Accommodating this growth will have its challenges and is likely to necessitate change to the urban environment. As a 'City Maker', Bankstown City Council is responding to this challenge by undertaking comprehensive strategic planning to ensure the local area transforms into a model of sustainable renewal whilst maintaining the qualities and places that we value.

Council's desired outcomes for the South West Local Area are for Panania to continue to function as a successful and bustling convenience centre built around a high quality and central community space. East Hills will provide a local shopping and commuting precinct servicing the day-to-day needs of residents with excellent access to high quality open space and natural areas along the Georges River.

This Local Area Plan highlights the priority actions to achieve these desired outcomes. This Local Area Plan complements Council's other Local Area Plans and underpins Council's statutory planning framework and infrastructure priorities. It also provides an important source of analysis and information in the assessment of planning proposals, pre-gateway reviews and development applications in the local area.



## 1.2 About the Local Area Plan

The City of Bankstown is changing in response to population growth, increased community expectations, market forces in housing and other construction, and environmental constraints. The City of Bankstown is expected to grow by 22,000 dwellings and 6,000 new jobs in the period 2006 to 2031. To address these challenges we need to plan ahead to meet the changing needs of residents, businesses, workers and visitors.

Council resolved to prepare Local Area Plans for the seven local areas that make up the City of Bankstown. These local areas combine the suburbs and environmental catchments of distinctive physical character. Together the seven Local Area Plans will provide a comprehensive strategic planning approach for the City of Bankstown to 2031.

The objectives of the Local Area Plans are to set out the vision and spatial context for the distinctive local areas, specify the best ways to accommodate residential and employment growth, and outline the delivery of supporting infrastructure (such as community facilities and open space). Linking the Local Area Plans are the citywide directions (i.e. Liveable, Invest, Green and Connected) of the Bankstown Community Plan.

This Local Area Plan sets out the vision for the South West Local Area to 2031, and provides a detailed list of priority actions to guide the community, planners, businesses, government and developers about appropriate directions and opportunities for change. This Local Area Plan also focuses on sustainability in the broad sense, which means planning for change that is environmentally, socially and economically sustainable.

As part of the plan making process, Council consults with the community, industry, state agencies and key stakeholders. Consultation has been and will continue to be a key component of planning for the local area. Council also researches current policies, targets and best practice at the local, state and national levels, and may undertake supplementary studies to further identify issues and possible solutions.

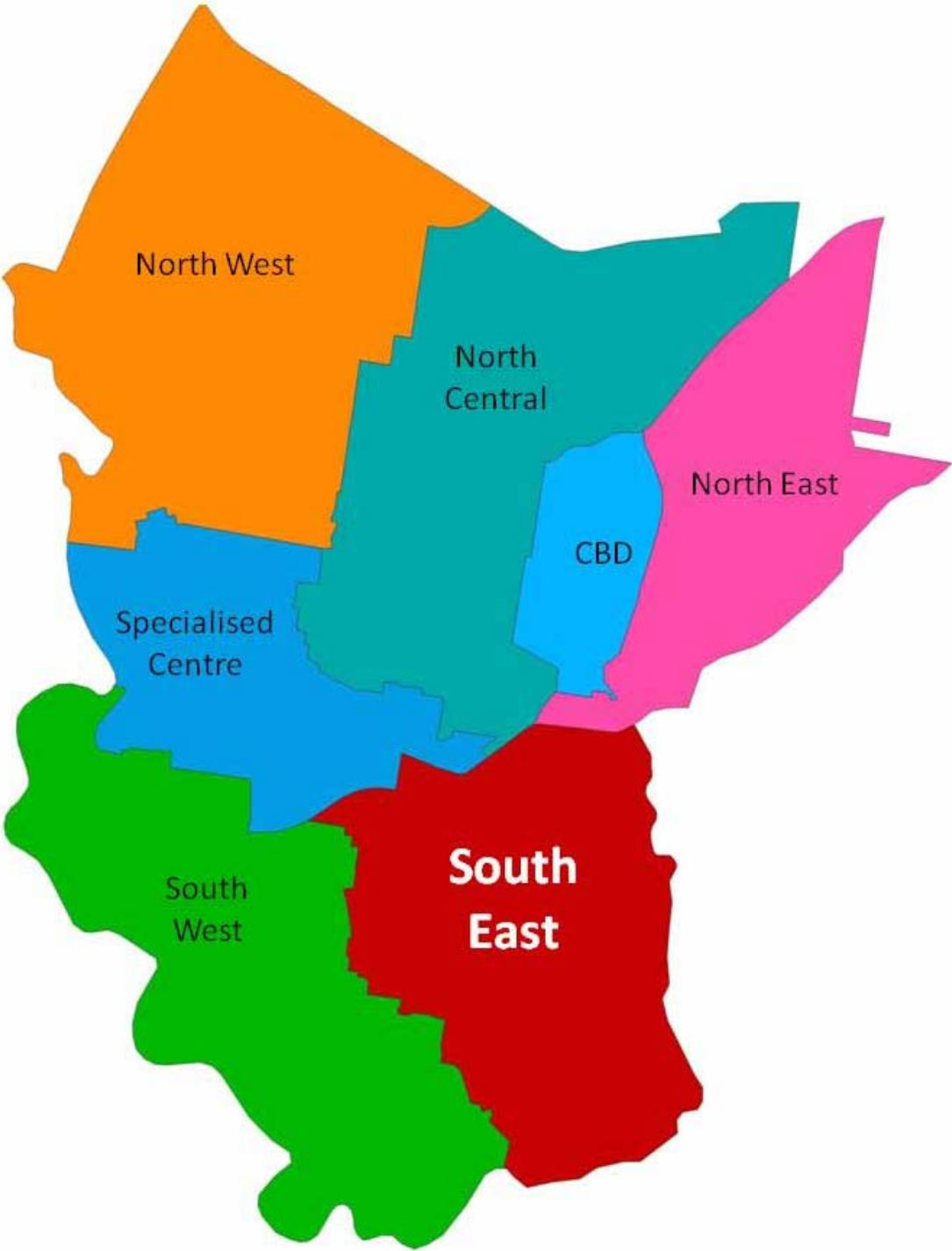
This Local Area Plan recognises there are many other initiatives that may make a place more sustainable. Council will deliver numerous other actions such as service delivery, community support and advocacy through the Bankstown Community Plan.

### REFERENCE DOCUMENTS: Plans and Studies used in the development of this Local Area Plan

- Metropolitan Plan 'A Plan for Growing Sydney' (Department of Planning & Environment 2014)
- Residential Development Study (BCC, 2009)
- Employment Lands Development Study (BCC, 2009)
- South West Issues Paper (BCC, 2013)
- Heritage Review – East Hills Rail Corridor Business Centres (Sue Rosen and Associates, 2011)
- Urban Design Study (Conybeare Morrison 2014)
- Retail and Commercial Floor Space Needs Analysis (Hill PDA 2014)
- Market Feasibility Analysis (SGS 2014)
- Transport Study (GTA 2014)
- Centres Transport Action Plan (BCC 2015)
- Apartment Design Guide (Department of Planning & Environment 2015)



FIGURE I Local Areas





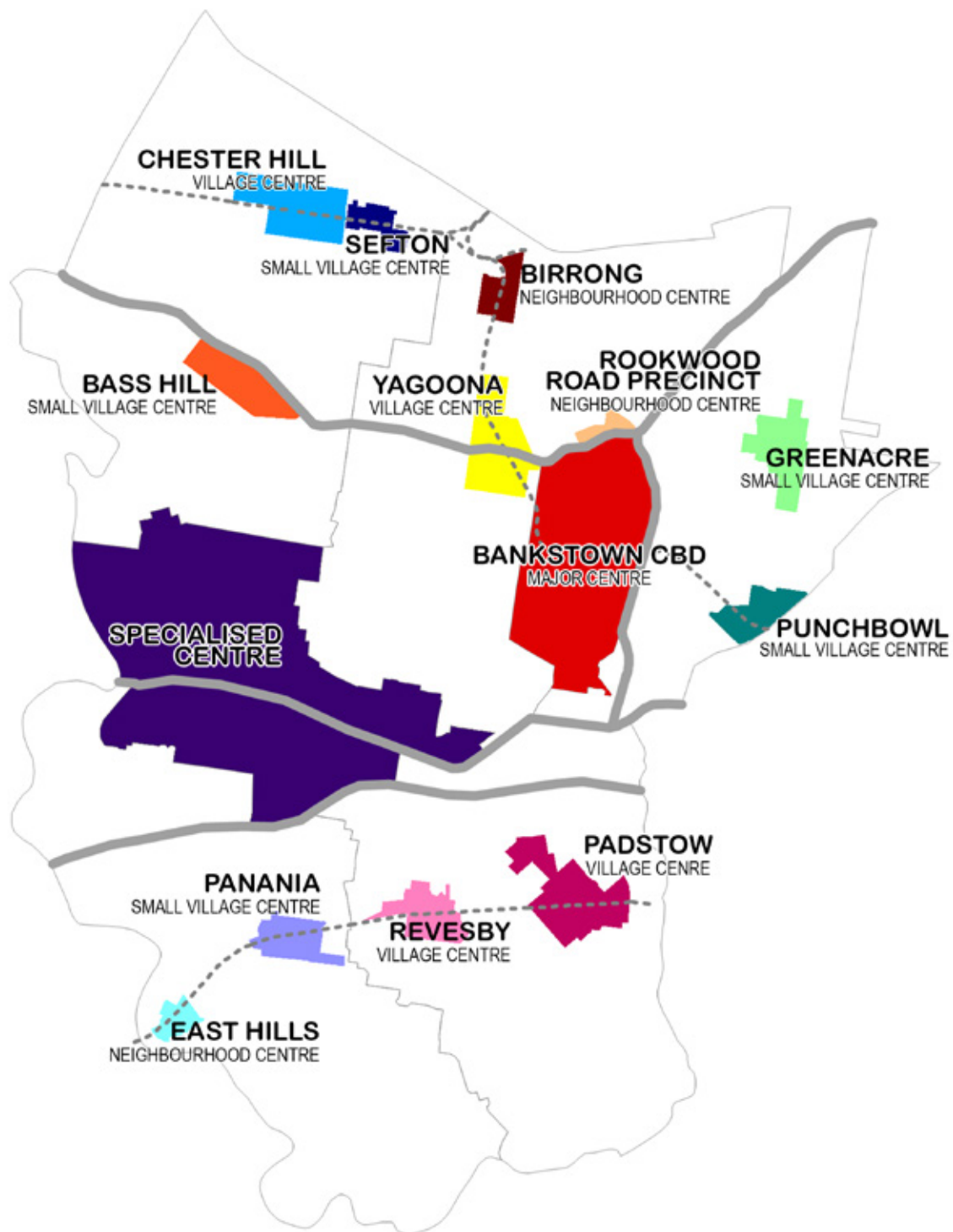
### 1.3 Centres Hierarchy

A strong centres hierarchy is vital to a liveable City of Bankstown. The City contains a diversity of centres ranging in size from the Bankstown CBD to village centres, small village centres and neighbourhood centres. Most of our larger centres are built around railway stations connecting them to opportunities and services within the City of Bankstown and the broader Sydney Metropolitan Region.

The South West Local Area Plan will implement the centres hierarchy set out in Council's Residential Development Study and reinforced in the Metropolitan Plan 'A Plan for Growing Sydney' and the South West Issues Paper. The centres, in order of their size and role in the hierarchy, are:

- **Bankstown CBD** is the cultural, social and economic heart of the City of Bankstown. The Metropolitan Plan nominates the Bankstown CBD as a strategic centre within Sydney's centres hierarchy. The Bankstown CBD attracts high quality design and architecture and contains the highest densities and tallest buildings in the City. The Bankstown CBD provides excellent transport options and the widest variety of retail and commercial opportunities, housing choice and jobs. The public domain within the Bankstown CBD provides high quality spaces for social interaction and enjoyment for residents, workers and visitors. The walking catchment is 1km measured from the railway station.
- **Village Centres** provide a wide range of retail and commercial opportunities, excellent transport options and a diverse selection of higher density residential and mixed use development. The population within these centres are supported by good quality public spaces. The open spaces and community facilities in the centres will address the needs of the community. Our village centres are Chester Hill, Padstow, Revesby and Yagoona. The walking catchment of village centres is a 600 metre radius and can contain between 2,000 and 5,500 dwellings.
- **Small Village Centres** contain a range of retail and commercial opportunities, good transport options and some higher density residential and mixed use development along main streets. They can also contain some district level services such as community facilities and supermarkets. Our small village centres are Bass Hill, Greenacre, Panania, Punchbowl, Regents Park and Sefton. The walking catchment of small village centres is a 400 metre radius and can contain between 800 and 2,700 dwellings.
- **Neighbourhood Centres** service the immediate needs of the local community. They are comprised of small groups of shops with some containing supermarkets. They can often include shop top housing, residential flat buildings and medium density housing around the shops. Our neighbourhood centres include Birrong, East Hills and Rookwood Road. The walking catchment of neighbourhood centres is a 150 metre radius and can contain between 150 and 900 dwellings.

FIGURE 2 Centres Hierarchy







Centres	Hierarchy	Local Area Plan
<b>Bankstown CBD</b>	Major Centre	Bankstown CBD
<b>Chester Hill</b>	Village Centre	North West
<b>Padstow</b>	Village Centre	South East
<b>Revesby</b>	Village Centre	South East
<b>Yagoona</b>	Village Centre	North Central
<b>Bass Hill</b>	Small Village Centre	North West
<b>Greenacre</b>	Small Village Centre	North East
<b>Panania</b>	Small Village Centre	South West
<b>Punchbowl</b>	Small Village Centre	North East
<b>Regents Park</b>	Small Village Centre	North Central
<b>Sefton</b>	Small Village Centre	North West
<b>Birrong</b>	Neighbourhood Centre	North Central
<b>East Hills</b>	Neighbourhood Centre	South West
<b>Rookwood Road</b>	Neighbourhood Centre	North Central



## 1.4 The Locality

The South West Local Area includes the suburbs of East Hills, Milperra, Panania and Picnic Point. The local area is bound by the Georges River to the south and west, Bankstown Golf Club lands, the Milperra Industrial precinct and the Western Sydney University to the north, and the Revesby/Revesby Heights residential areas to the east.

Within the local area there are four precincts of distinctive functional and physical character as shown in Table 1. These precincts offer an effective base to developing the desired future character for the locality, as well as the priority actions and mechanisms to implement citywide directions at the local level. Figure 3 shows the precincts of the local area and Figure 4 shows the key characteristics.

TABLE 1

## Precincts in the South West Local Area

Precincts	Key characteristics
<b>Panania Small Village Centre</b>	<p>The Panania centre is built around Tower Street and Anderson Avenue. The centre is characterised by retail and commercial uses with some residential development. This is predominantly comprised of detached houses on large blocks, some dual occupancies and some shop top housing on the main streets.</p> <p>The vibrant retail and commercial areas are located south of the railway line. Most shops are traditional shop top housing around 5 to 12 metres wide with servicing from the rear. This part of the centre also contains a number of community facilities including Panania Library, Senior Citizens Centre and Early Childhood Centres which are reaching the end of their functional life.</p> <p>Panania Railway Station is a significant landmark in this centre with the station building listed on Railcorp's State agency heritage list as an item of local heritage significance. The railway line runs in an east-west direction and divides the centre with street activity on both sides. There are no lifts or accessible car spaces at the railway station. There are 50 metre ramps provided on each side of the station which connect to stairs to the platforms.</p> <p>The area north of the railway line contains shops with frontage to Anderson Avenue with rear access off Marshall Lane. Edwards Reserve is a linear park and is adjacent to the railway corridor. It contains a small playground at its western edge and a war memorial at its eastern edge at the entrance to Panania Station. The centre also contains the Panania Hotel, which is an art deco building on a large allotment. There are many vacant shops. Recent town centre improvement works under Council's Town Centre Improvement Program (TCIP) have enhanced the look and feel of this part of the centre.</p> <p>Other parts of the centre have also benefited from works under Council's TCIP. The works have enhanced the streetscape and have included footway widening, landscaping, traffic calming, pedestrian access and prioritisation and overall aesthetic improvements. Cycle routes linking Panania with surrounding suburbs of East Hills, Padstow and Revesby Heights generally follow the railway line.</p>
<b>East Hills Neighbourhood Centre</b>	<p>The East Hills centre is located on Maclaurin Avenue between Broe Avenue and the East Hills Railway Line. The East Hills rail line provides direct access to major employment centres and key interchanges to other employment centres. The centre contains eight retail and commercial shops, the East Hills Hotel and East Hills Business Centre on Maclaurin Avenue. Many of the tenancies which are accessed from within the East Hills Business Centre are currently vacant. There are also a handful of retail shops at Park Road and Maclaurin Avenue intersection.</p>



TABLE 1 cont...

## Precincts in the South West Local Area

<i>Precincts</i>	<i>Key characteristics</i>
<b>East Hills Neighbourhood Centre cont...</b>	<p>The existing public domain is comprised of standard grade footpath paving and landscaping which is now dated and does not create an attractive setting for the centre. The footpaths along the main street are currently not suitable for mobility impaired pedestrians and do not provide good access across the centre. The change in the footpath levels on Maclaurin Avenue has reduced the useable space for pedestrians on the footpath from 3.4m to 1.5m. This high level footpath ends in stairs at the northern side. The connection between the railway station and the main street is not pedestrian friendly. Passengers exit the railway station through Thompson Lane at the rear of the main street properties and the rear yards of adjacent houses to the north.</p> <p>There are also two existing mixed use developments and a single storey commercial building at the intersection of Park Road and Maclaurin Avenue. The ground floor of these mixed use buildings contains builders, solicitors and dentists.</p>
<b>Suburban Neighbourhood Precinct</b>	<p>The majority of housing development across the Suburban Neighbourhood occurred during the 1950s–1960s. The majority of residential lot sizes are between 500m<sup>2</sup> and 700m<sup>2</sup>.</p> <p>The most recent development is in the form of low-rise (2 storey) seniors housing, dual occupancies and multi dwelling housing dispersed across the Suburban Neighbourhood. Today, the majority of the precinct continues to be characterised as low density housing of 1 dwelling per lot.</p> <p>Dispersed throughout the Suburban Neighbourhood are some non-residential land uses including schools and small groups of low-rise (2 storey) shop top housing that serve the day-to-day needs of residents.</p> <p>Also dispersed throughout the Suburban Neighbourhood are sporting fields and local open spaces. A unique element is the Georges River National Park and the foreshore area along the Georges River and tributaries. It is one of the few areas where native bushland and trees dominate both public and privately owned land. This continuity of vegetation combined with the steep sandstone topography are seen to contribute to the natural scenic quality of the City of Bankstown, and act as an important habitat link between the coastal areas and the Greater Western Sydney Region.</p>



TABLE I cont... Precincts in the South West Local Area	
Precincts	Key characteristics
<b>University Precinct</b>	<p>The Western Sydney University is a strategic employment site for the City of Bankstown. The university employs 302 staff and provides tertiary education to 7,700 students in the fields of Psychology and Social Sciences, Humanities and Communication Arts, Education and Business.</p> <p>The 23ha site contains campus buildings set within grassed open space. Other buildings within the site include student accommodation (three storey apartments) and various sporting facilities and grounds. The site provides pedestrian and car access via Bullecourt Avenue with restricted access via Ashford Avenue.</p> <p>The campus is 1.7km from the nearest railway station at Panania. While bus services are provided to and from the campus the frequency of the services and timing of the services means it is not a viable option for all students and staff. The site remains car dependant. Traffic management within and around the campus and impacts on local streets has been raised as a concern by residents.</p>

FIGURE 3 Precincts in the South West Local Area

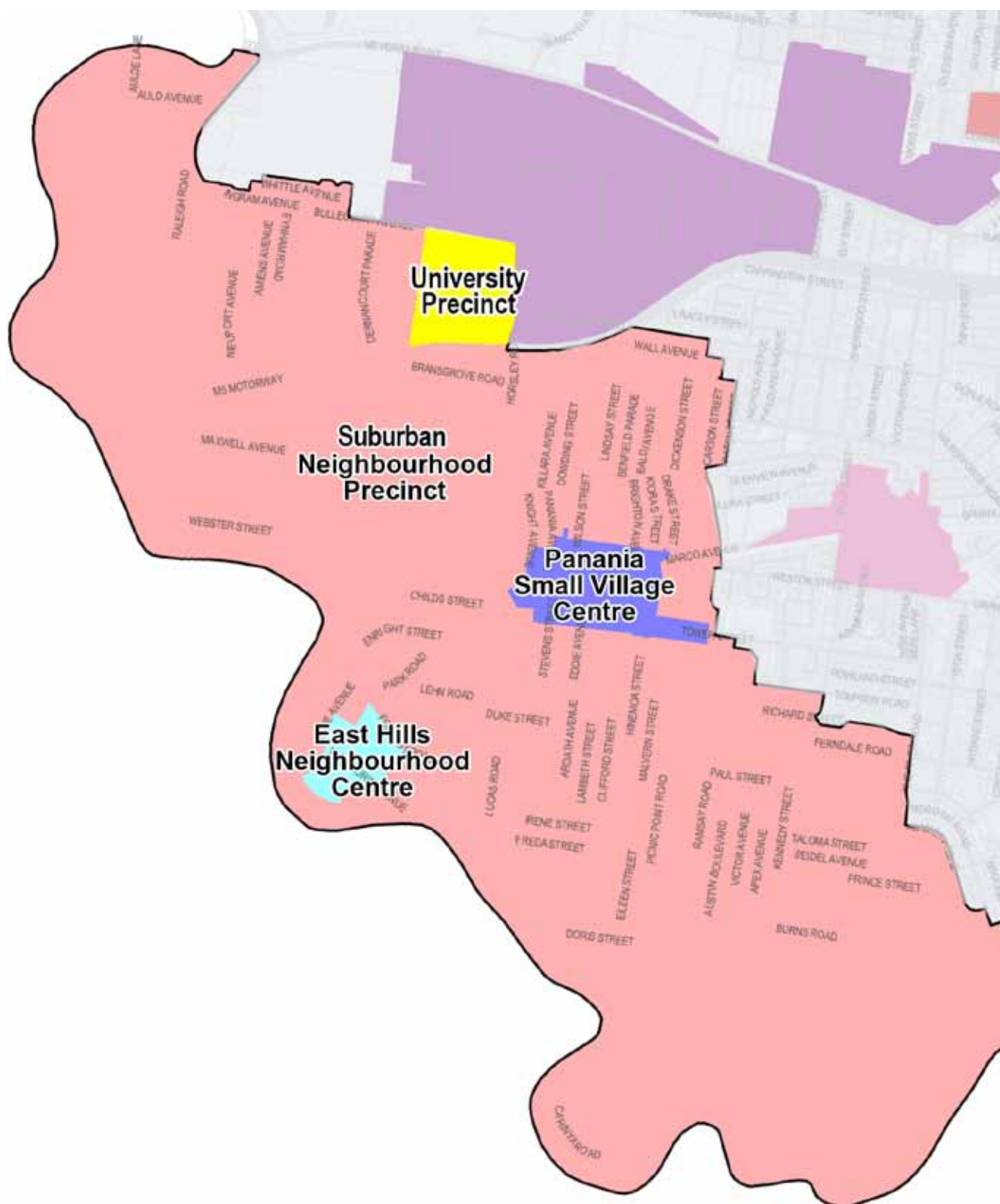
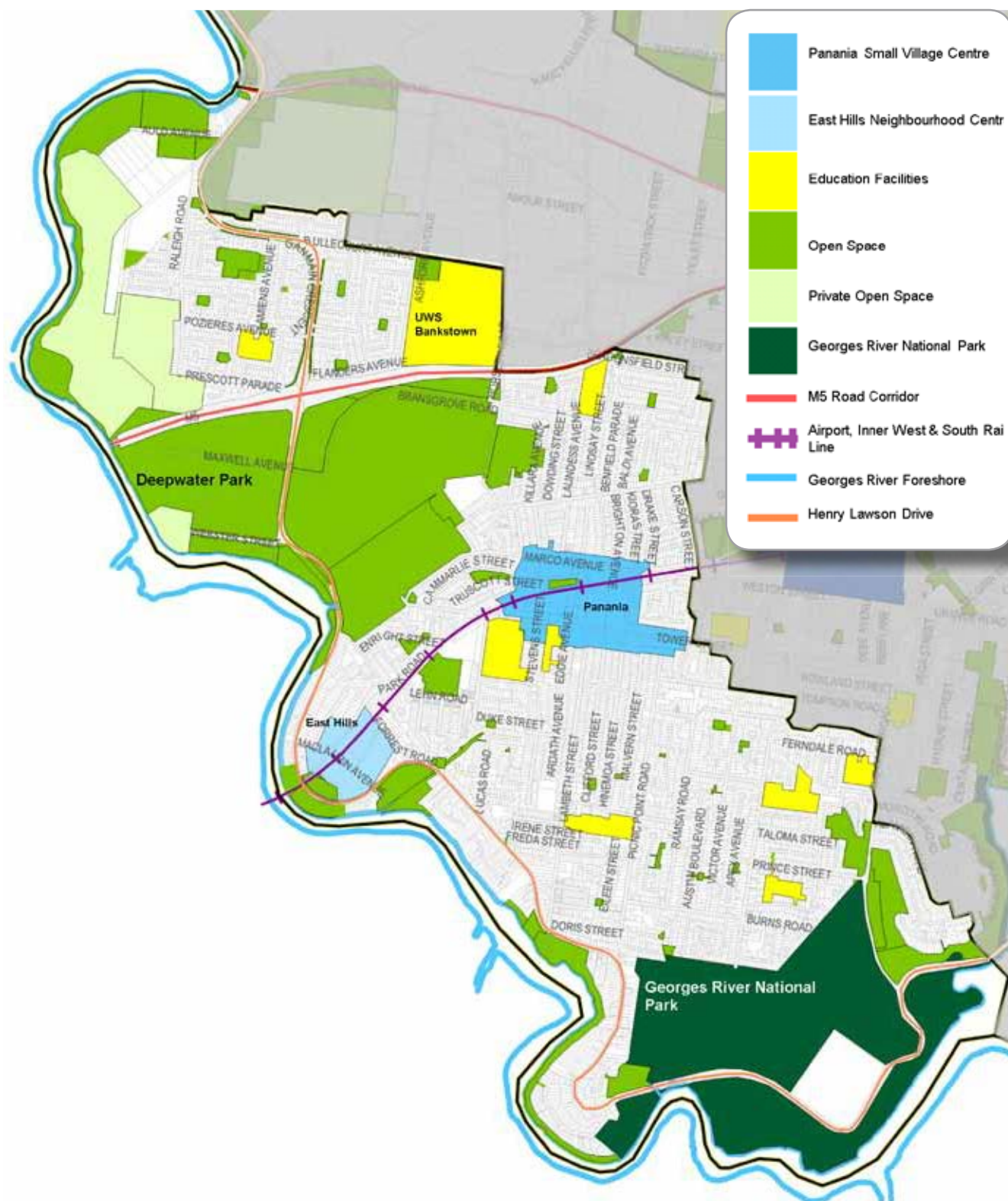




FIGURE 4 Key Characteristics of the South West Local Area



## 1.5 Historical Context

The original inhabitants of the Bankstown area are believed to be the Gwealag, Bidjigal and Dharug indigenous groups. For three thousand years before 1788 the Aboriginal occupation of the Georges River and its tributaries intensified due to the rich estuarine environment in addition to available flora and fauna.

Europeans first came to Bankstown in 1795 and established a farming and timber getting community, which provided valuable food and resources for Sydney town as it grew from a struggling colony to a thriving global city.

Suburban development began in the 1920s with the East Hills Park Estate, which was considered as 'fine residential area'. During this time, approximately 34 general

stores in East Hills operated around MacLaurin Avenue and Park Road with first floor residences. A butcher and general store known as Quessy's Corner at the corner of Tower Street and Anderson Avenue was the first two storey building to be open in 1929. In the 1930s, the development of the East Hills Railway Line created other areas of growth, including the Panania Shopping Centre, known as the 'Top of the Hill'. This was the original shopping centre for the locality. A number of other Quessy developments followed.

The post world-War II period saw the development of the Panania shopping centre along Tower Street and Anderson Avenue during the first half of the 1950s. One of the prominent structures that was constructed in Panania during this time was the 'Star' cinema, which

was adaptively reused by the St Christopher's Church in the mid 1960s.

The 1983 duplication of the East Hills rail line between Riverwood and East Hills saw the demolition of the original station along with a number of early shops and residences in the area. In 2010, two small isolated groups of shops survived on either side of the line, but without the diversity of retail outlets they became non-viable.

Today, the South West Local Area continues to be a place of population growth in liveable neighbourhoods (see Figure 4) and is strategically located within major transport and freight corridors that service the City of Bankstown and the wider West Central Subregion.

FIGURE 5 Historic Net Dwelling Growth in the South West Local Area

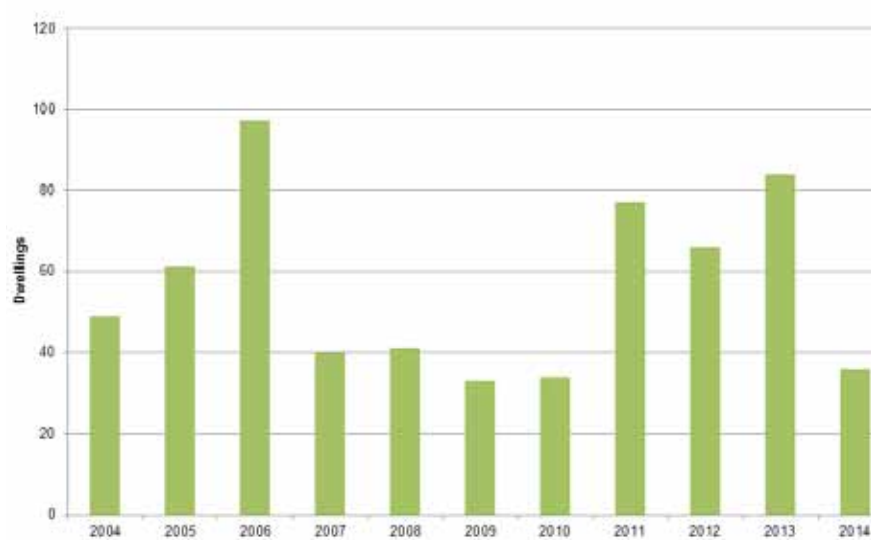
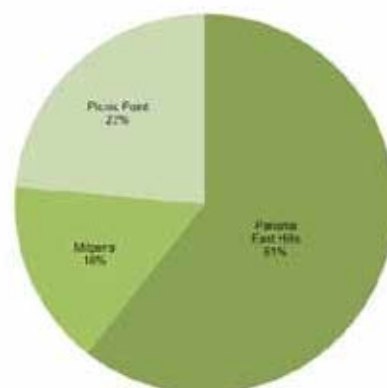


FIGURE 6 Current Population



## 1.6 Population and Demographic Changes

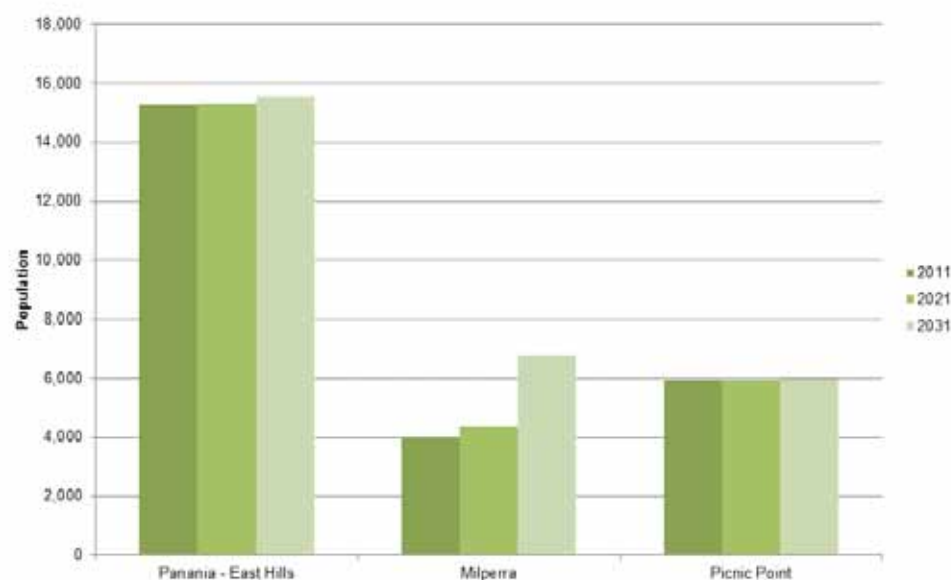
The South West Local Area currently accommodates 25,200 residents with most living in Panania and East Hills (refer to Figure 6). The population is primarily middle aged with an average median age of 39 years. Around 40% of households are families with children. This reflects the population age profile and the low density character of the local area.

The population of the local area is expected to grow at a moderate rate reaching around 28,300 residents by 2031 (refer to Figure 7). As with the remainder of Sydney, the proportion of

residents aged over 60 years will increase and this trend is likely to result in a demand for smaller household sizes, as well as an increased demand in services for this age group.

The local area will require more dwellings, jobs and infrastructure to meet the needs of this growing population. The economic analysis indicates the strong demand for houses, dual occupancies, multi dwelling housing and seniors housing will remain. Shop top housing and residential flat buildings in and around the centres will increase as a proportion of new dwellings entering the market.

FIGURE 7 Population Changes by Suburb





## 1.7 Metropolitan Planning Context

The Metropolitan Plan 'A Plan for Growing Sydney' is the long term strategic plan for the growth of Sydney. By 2031, Sydney is expected to grow by 1.6 million people, who will live in 664,000 new homes and work at 689,000 new jobs.

The plan divides metropolitan Sydney into 6 subregions. The City of Bankstown is in the West Central Subregion, which also includes the Auburn, Blacktown, Holroyd, Parramatta and The Hills Local Government Areas (refer to Figure 8). The West

Central Subregion will accelerate housing supply and choice within the priority precincts, established centres and key public transport corridors. Table 2 outlines the directions and dwelling target for the City of Bankstown.

The plan identifies the Bankstown CBD as a strategic centre, which is a location that currently or is planned to have at least 10,000 jobs. This is a priority location for employment, retail, housing and services. Key transport projects that will benefit the City of Bankstown include the Sydney Metro (South Western Line) Link and the potential for a Parramatta–Bankstown light rail link.

In terms of employment, the plan identifies the opportunity to identify and protect strategically important industrial-zoned land in and near Bankstown Airport–Milperra for future employment purposes.

At present, the Department of Planning & Environment is preparing a new West Central District Plan, which is proposing to review the population, housing and employment targets for subregions. This Local Area Plan will inform the development of the district plan.

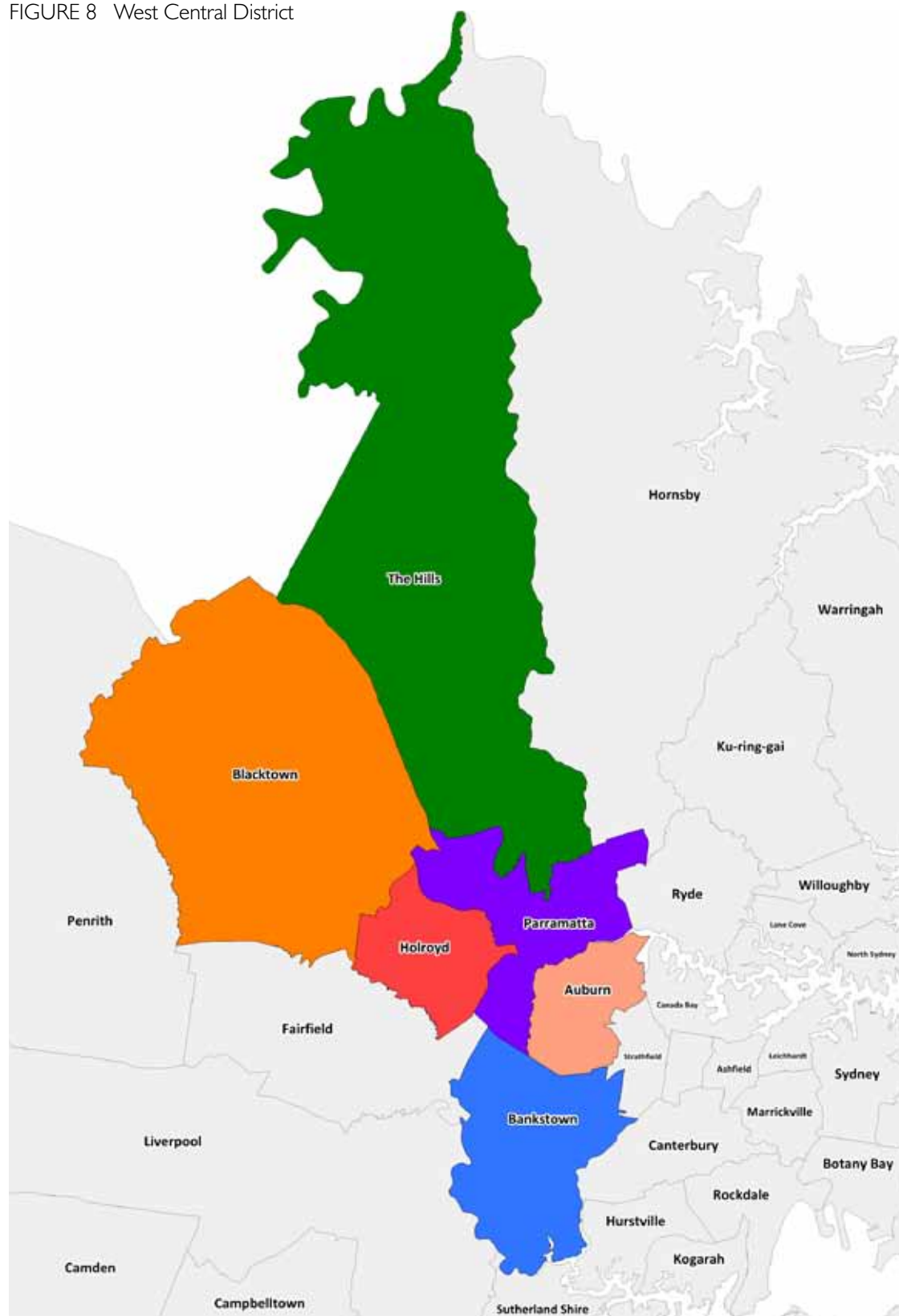
TABLE 2

NSW Government Planning Policy

Policy Areas	Targets and Policy Settings
<b>Growing and renewing centres</b> <b>(A Plan for Growing Sydney)</b>	<ul style="list-style-type: none"> <li>• Locate at least 80% of all new homes within the walking catchments of centres with good public transport.</li> <li>• Focus activity in accessible centres.</li> <li>• Support clustering of businesses and knowledge-based activities in Strategis Centres and Transport Gateways.</li> </ul>
<b>Housing</b> <b>(Draft West Central Subregional Strategy)</b>	<ul style="list-style-type: none"> <li>• Plan for increased housing capacity targets in existing areas.</li> <li>• Councils to plan for sufficient zoned land to accommodate dwelling targets through Principal LEPs. Dwelling targets for local government areas to 2031 are Parramatta (21,000); Bankstown (22,000); Auburn (17,000); Holroyd (11,500); Blacktown (21,500) and The Hills (21,500).</li> </ul>



FIGURE 8 West Central District



## 1.8 Community Issues

Council prepared this Local Area Plan through the strategic planning process in consultation with the community, industry, state agencies, community service providers and key stakeholders. Consultation has been and will continue to be a key component of planning for the local area. Understanding the issues and community aspirations during this process is crucial to inform change and to establish the desired look and feel of the local area.

The Bankstown Community Plan and the exhibitions of the South West Issues Paper in 2013

and the Draft Local Area Plan in 2014–2015 and 2015–2016 identify the issues and community aspirations for the local area. The consultation process included written notifications and discussions with residents, shopkeepers, property owners, industry and community service providers; online discussion forums; ‘kitchen table’ discussions; drop-in sessions; public listening sessions; and workshops to explore the concept of ‘village feel’ and to discuss traffic and transport issues. The consultation process also reviewed the planning controls applying to the local area to establish clear and simple

development guidelines, and to create a climate of certainty for the community and developers.

The consideration of these issues will help to define the local area we want to see by 2031. Table 3 sets out a snapshot of the community issues.

This Local Area Plan recognises there are many other initiatives that may consider community issues such as service delivery, community support and advocacy through the Bankstown Community Plan.

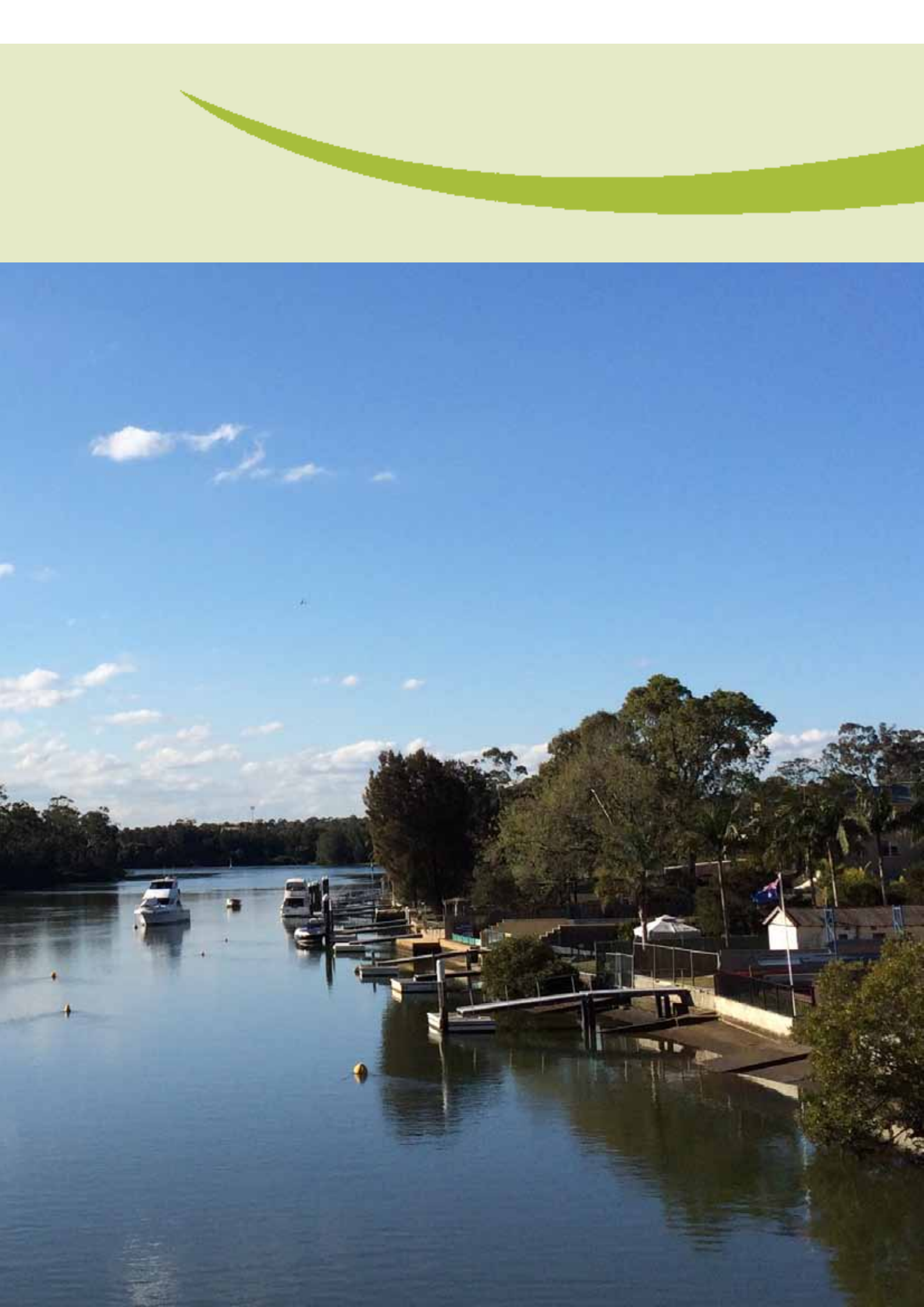
**TABLE 3** Summary of Community Issues for the South West Local Area

<i>Discussion points</i>	<i>Community issues</i>
<b>Panania</b>	
Economic	Town centre needs to be clean and attractive; Make sure businesses are proactive, involved and working cohesively
Environment	Maintaining current level of recreational space; Providing alternative uses for under utilised parks; More trees on streets; Maintaining low density suburbs; Mix of views regarding density in the centres; Encourage residents with water harvesting
Governance	Having suburb based Council officers that are experts on individual suburbs
Social	Community based pre-schools are needed; Explore opportunities for students to be involved in volunteering; Upgrade sporting facilities to cater for a wide range of activities; Encourage outdoor dining
Quick Wins	Enhance local rotary markets in Panania; Increased litter collections and street sweeping
What will make the biggest difference?	Improve transport to town centre; Upgrade Council car park; Convert Council car park to pedestrianised retail area; Complete footpath network and kerb/guttering; Information sharing on who does what at each level of government; Redevelop Panania Library
<b>East Hills</b>	
Economic	More businesses in East Hills - Rejuvenate East Hills with mixed business and housing; Increased density adjacent to East Hills Station; More villas and duplexes in the centre; Greater mix of shops (Need a bank and anchor supermarket); More cafes and outdoor seating.



**TABLE 3 cont...** **Summary of Community Issues for the South West Local Area**

<i>Discussion points</i>	<i>Community issues</i>
Environment	Maintain East Hills golf course; Provide more street trees to extend the leafy appearance to the town centre; Connect the town centre to the river walk, make it a tourist destination for people from across Sydney; Landscaping and public domain works to provide relief to grey concrete that dominates the town centre. Add artwork / murals to blank walls of railway station.
Governance	Don't sell off community assets
Social	Better use of river; Community hall or multipurpose centre arts centre for people to use; Provide local facilities for community activities (e.g. men's' shed), need an alternative to just drinking in the pub.
Quick Wins	Cafes near the river; Incentives to encourage volunteering e.g. rate reductions; Outdoor markets.
What will make the biggest difference	More group/community activities; Move the bus interchange to Maclaurin Avenue so that people wait outside of the shops, helps to reactivate the centre; More frequent train services.
<b>Milperra</b>	
Economic	Shops redeveloped. Proposed residential development would need to be supported by local infrastructure
Environment	Better road system allowing heavy vehicle traffic to be diverted from local streets; Traffic Management; Council to be more active in maintenance of the river; Maintain green/open space; Put curfew on airport usage; More parking around WSU campus
Governance	Council responsive to what community is saying.
Social	Become more family orientated to support school numbers; Attractions for families; Upgrade the town centre; Cycle ways linked to provide off road transport; Internet cafe; Lack of bus services.
Quick Wins	Clean up Newland Reserve; Under road system – M5 to Airport; Put a curfew on airport usage time; Council to listen to community and follow through on promises; Utilise Blue Gum Farm, motor boat club, so it becomes a place where people meet; Mini bus service; Upgrade road on the corner of Henry Lawson Drive and Bullecourt Avenue
What will make the biggest difference?	Redevelopment of the shopping centre; Funding for improvement works; Change timetables to alleviate the peak; Attractions for families; Infrastructure to support future development
<b>Picnic Point</b>	
Environment	Cleanups (Yeramba Lagoon/Lake Gillawarna); Better access local national park; Safe use of open space; Keep 'garden suburb' image; Improve parklands.
Governance	Transparency in the DA process; Continued community consultation; Improve law and order to reduce crime rates
Social	Safe parks; Good community events; Better use of Town Hall; Better promotion of local events.
Quick Wins	Maintain and expand community consultation; Raise awareness of Council's objectives; Better publicity and means of delivery of information from Council.
What will make the biggest difference?	Listen to community concerns and ideas; Enforcing Council regulations; Council to plan adequately and be resourceful with space; Improving safety and creating a crime free environment.





## Chapter Two

# Local Area Actions



## 2.1 Liveable

The South West Local Area will provide areas for population growth with easy access to high quality open space and natural areas. Most residents live in houses, as well as a mix of dual occupancies, multi dwelling housing, residential flat buildings and seniors housing near the centres. Based on demographic trends, the South West Local Area is expected to grow by 3,100 residents to 28,300 residents.

The Liveable Actions aim to continue to have a local area that is well planned by concentrating around 80% of new dwellings within the walking catchments of the village centres. Locating a greater proportion of residents closer to public transport and services will make the local area a more liveable and attractive place as it achieves the following sustainability principles derived from Government and Local Council policies:

- A local area that encourages urban renewal, sustainable development and housing affordability to create places where people want to live.
- A local area that makes it easier for residents to go about their daily activities by making more activities available in the one location such as centres and community hubs.
- A local area that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling.
- A local area that protects its heritage and reduces pressure for development in physically constrained and less accessible locations.

Supporting this growth will be a range of living choices and community infrastructure. As a 'City Maker', Council will continue to take an active role in delivering quality community infrastructure that meets the needs of a diverse and growing population.



L1

## Plan for the Sustainable Renewal of the Panania Small Village Centre

The Panania Small Village Centre is a highly valued place which provides a focus for local jobs, shopping, dining and social interaction, and walking. Train services to the Sydney City connect the centre to metropolitan jobs and services.

The Panania Small Village Centre is also a popular place with increasing demand for retail floor space and housing. This growth offers an exciting opportunity to enhance the heart of the centre building on its role as a welcoming and distinctive place for people that is well-used and well-loved.

To shape the urban renewal plan for the small village centre, Council applied the following important strategic planning process in consultation with the community, industry, state agencies and key stakeholders:

### Planning Context

The strategic and local context includes the following key elements:

- Consistency with the Metropolitan Plan and relevant local strategies, which are the Bankstown Residential Development Study and the Bankstown Employment Lands Development Study (both endorsed by the Department of Planning & Environment).
- An analysis of the current conditions, constraints, opportunities, supply and demand for housing and jobs, and from this base the potential to meet future growth in the local area to 2031.
- An analysis of the community aspirations. This includes the issues and community aspirations raised in the Bankstown Community Plan and through the exhibitions of the South West Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016.

### Vision and Structure Plan

The planning context informs the vision and structure plan, which shows how the small village centre will grow.

### Development Framework

The development framework translates the vision and structure plan into a clear and concise set of infrastructure priorities to support growth and to ensure the small village centre continues to be a great place for people to live, work, move around and socialise.

The development framework also translates the vision and structure plan into a clear and concise set of precinct based changes to the land use and building envelope controls so that development proceeds in the best way possible.



## L1

## IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**
- **Amend Planning Agreements Policy**
- **Amend Plan of Management**
- **Urban Renewal Program**
- **Town Centre Improvement Program**
- **Bike & Pedestrian Program**
- **Parking Program**

## 1.1 Planning Context

The urban form of the Panania Small Village Centre is a functional response to the requirements and activities of a main street shopping centre. Today, the centre is a vital part of the local community, and a key driver in the economy, growth and character of the South West Local Area.

This planning context overview looks at the role of the Panania Small Village Centre within the centres hierarchy, and summarises the community aspirations, opportunities and constraints for growth.

The process of defining the context's setting and scale has direct implications for the design quality of development. It establishes the parameters for individual development and how new buildings should respond to and enhance the quality and identity of the centre.

**TABLE 4** Planning Context Overview

**Metropolitan Context**

The Metropolitan Plan 'A Plan for Growing Sydney' reinforces a centres hierarchy across Sydney, which includes the City of Bankstown. These centres are integral to residential and employment growth in the City of Bankstown. The centres hierarchy ensures the extent of growth is in proportion with the function and infrastructure investment for each centre, which will be critical to the appeal of these places.

The Metropolitan Plan and the Apartment Design Guide broadly identify the Panania Small Village Centre as a small local centre, where the main street is surrounded by residential uses. The Metropolitan Plan indicates the State Government may investigate the potential for future urban renewal in the East Hills to Sydenham Rail Corridor.

Hierarchy		Centres
Strategic Centre	A centre characterised by an established commercial core with a full range of services, taller buildings and a network of retail and commercial streets with active frontages.	Bankstown CBD
Large Local Centre	A centre where retail and commercial uses are distributed around the main street or across a small network of streets defining the core.	Chester Hill, Padstow, Revesby and Yagoona
Small Local Centre	A centre where the main street or shopping strip is surrounded by residential uses.	Bass Hill, Greenacre, <b>Panania</b> , Punchbowl, Regents Park and Sefton
Urban Neighbourhood	Areas transitioning from low density residential.	Birrong, East Hills and Rookwood Road
Suburban Neighbourhood	Typically characterised by detached housing in a landscaped setting.	Suburban Neighbourhood Precinct
The Department of Planning & Environment's planning strategies also set a building height hierarchy to bring consistency to the description of centres and desired character. This Local Area Plan applies the building height hierarchy.		
Hierarchy	Number of storeys	
Low-rise buildings	Townhouses and apartments typically 2–4 storeys. Generally located in the outer edges of centres.	
Medium-rise buildings	Apartments sometimes with cafes or small shops at ground level, typically 5–7 storeys. Located in selected core locations generally within 400 metres of the railway station.	
Medium high-rise buildings	Apartments sometimes with cafes or small shops at ground level, typically 8 storeys. Located in selected core locations generally within 400 metres of the railway station.	
Main street shop top housing	Traditional terrace shops, new housing with ground floor retail, shops and cafes, typically 3–5 storeys. Generally located along main streets.	

TABLE 4 cont...

## Planning Context Overview

**Local Context**

The Bankstown Residential Development Study is Council's relevant local strategy, endorsed by the Department of Planning & Environment. Council prepared and adopted the study through the strategic planning process in consultation with the community, state agencies, industry and key stakeholders.

The Bankstown Residential Development Study broadly identifies the areas that can best cope with growth to 2031, with a particular focus on improving the amenity and liveability of centres.

<b>Hierarchy</b>	<b>Centres</b>
Major Centre	Bankstown CBD
Village Centres	Chester Hill, Padstow, Revesby and Yagoona
Small Village Centres	Bass Hill, Greenacre, <b>Panania</b> , Punchbowl, Regents Park and Sefton
Neighbourhood Centres	Birrong, East Hills and Rookwood Road
Suburban Neighbourhood	Suburban Neighbourhood Precinct

Within the centres hierarchy, the study nominates Panania as a small village centre. A small village centre includes the residential area within a 5-10 minute walk (400 metre radius) of a group of shops, containing between 800 and 2,700 dwellings. The small village centre usually has more than 5 to 30 shops including small format supermarkets and local retail such as a hairdresser, take away food outlets, newsagent and cafes. The other small village centres in the City of Bankstown are Sefton, Greenacre, Punchbowl and Bass Hill.

The Bankstown Residential Development Study sets a target of 440 additional dwellings for the Panania Small Village Centre. At the time, the target from a 2004 base was set in response to the Department's Draft West Central Subregional Strategy. This means the total number of dwellings in the centre is targeted to grow from 836 dwellings in 2004 to 1,276 dwellings in 2031.

To date, Council has achieved one third of the dwelling target. There are approximately currently 970 dwellings in the Panania Small Village Centre, which equates to a net dwelling growth of 130 dwellings from the 2004 base.

**Current planning controls**

The commercial core is within Zone B2 Local Centre which permits mixed use development, commercial premises, shop top housing and residential flat buildings. The floor space ratio ranges from 1:1 to 2:1 and the height limit is 3 storeys plus attic.

The suburban neighbourhood surrounding the commercial core is within Zone R2 Low Density Residential, which permits houses, dual occupancies and multi dwelling housing. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus attic.

Panania Library and Senior Citizens/Early Childhood facilities are located on special use zoned land.

There is currently no medium to high rise residential development in the centre.



TABLE 4 cont...

## Planning Context Overview

**Community Aspirations**

From the outset, the strategic planning process acknowledges the importance of early consultation with the community, industry, state agencies and key stakeholders. Consultations through the exhibition of the Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016 have been fundamental for the process to move forward.

The community's expressed desire is to maintain and enhance the following elements that are key to the unique identity and character of the Panania Small Village Centre now and in the future:

- Life on the streets and places for people to socialise and interact.
- Panania Library, Senior Citizens and Early Childhood Centre.
- Shops along Tower Street and Anderson Avenue.
- Street trees, parks and green spaces including along the Georges River.
- Safe and clean streets.
- The railway station and public transport access to the Sydney City.
- Walking connections to the railway station.
- Good access to and from the centre by all transport modes.

The South West Issues Paper (noted by Council in 2013) and the Bankstown Community Plan discuss the community aspirations in more detail.

**Opportunities**

The strategic analysis identifies the following key opportunities for urban renewal:

- There is an opportunity to create a special retail and civic precinct in Panania. The precinct could include a new multi-purpose community facility and include new mixed use development incorporating high quality public domain.
- The centre is currently undergoing urban renewal with catalysts for change such as potential improvements to the Panania Railway Station. The centre is well served by public transport infrastructure.
- There is demand for additional retail and commercial floor space (7,000m<sup>2</sup>) to 2031. This will help to promote the centre as a place for business and investment which can capitalise on the increased number of people living within the centre to drive economic growth.
- There is the opportunity to create a compact small village centre with an emphasis on urban design. A compact centre would involve confining the most intense development around the railway station and commercial core. There is an opportunity to connect Panania Top of the Hill with Panania centre through an extended mixed use zone. There are opportunities for outward expansion namely in an east direction to Batchelor Avenue/Park Road and a westward direction to Drake Street/Hinemoa Street. The compact centre would develop a system of city walks which link people to desirable destinations.
- There is the opportunity for historic shopfronts to celebrate the local heritage that gives the small village centre its local identity.
- Council may make a submission to the Minister for Planning to raise the section 94A levy for development from the current 1% to 2% to fund the new initiatives.

The South West Issues Paper (noted by Council in 2013) and other reference documents discuss the opportunities in more detail.

TABLE 4 cont...

## Planning Context Overview

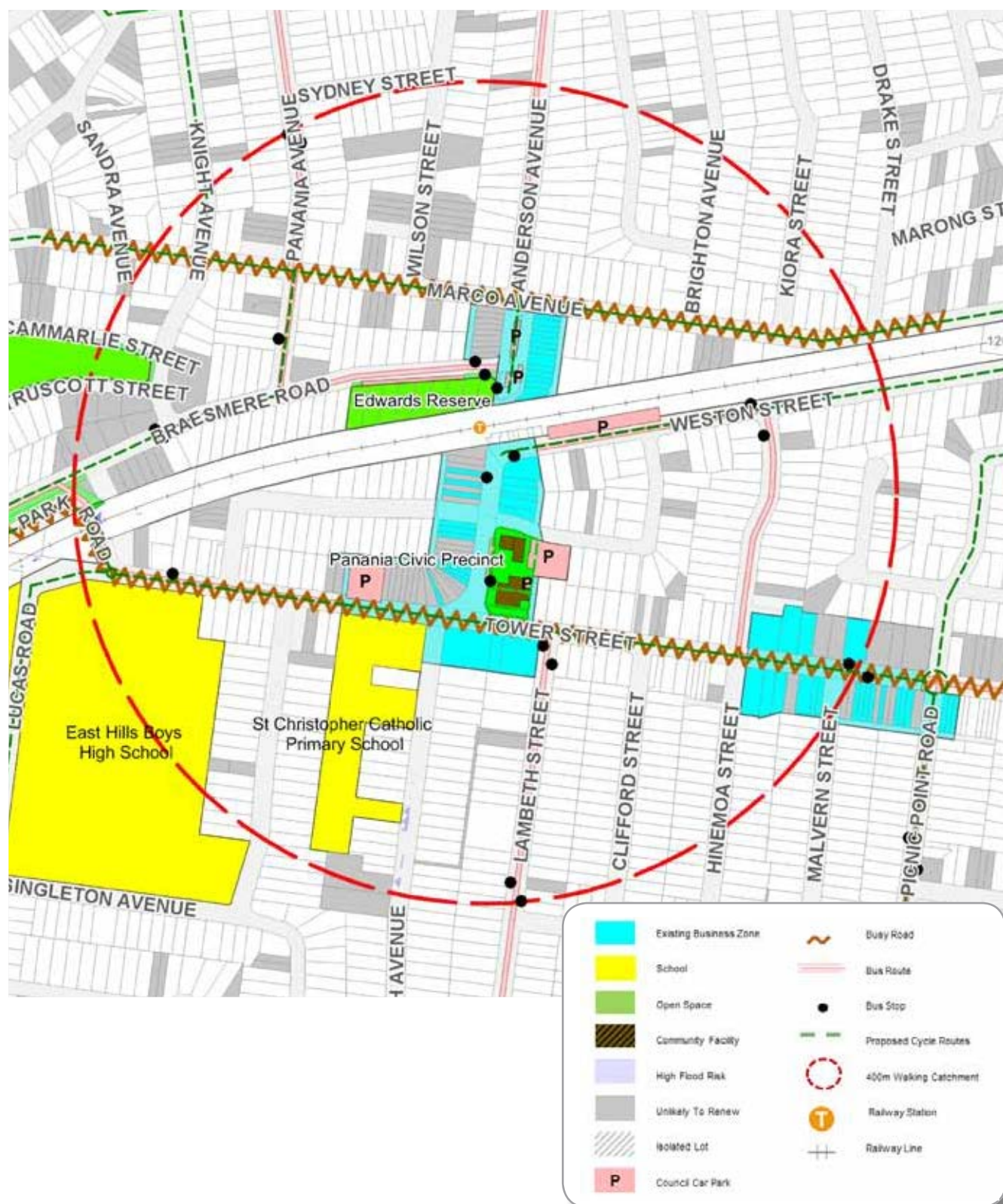
**Constraints**

The strategic analysis identifies the following key constraints, which may impact on the capacity for growth:

- The business zoned properties on the mainstreets are comprised of small, narrow lots which will require amalgamation to provide feasible redevelopment opportunity.
- Panania Railway Station is currently not accessible for all users and has a poor street address to Anderson Avenue.
- The community facilities in and around the centre are dispersed and ageing, and do not meet the needs of the growing community.
- As part of the urban design analysis, the culs-de-sac on the outer edges of the centre are found to be impractical locations for apartment living.

The South West Issues Paper (noted by Council in 2013) and other reference documents discuss the constraints in more detail.

FIGURE 9.1 Panania Small Village Centre – Opportunities and Constraints



## I.2 Desired Character and Structure Plan

### *Desired Character*

Establishing the desired character for the Panania Small Village Centre is determined through the strategic planning process in consultation with the community, industry, state agencies and key stakeholders. Understanding the context during this process is crucial to support change and to establish the desired look and feel for the centre.

### *Structure Plan*

According to the Apartment Design Guide, good design responds and contributes to its context. Responding to context involves identifying the desirable elements of the centre's future character. A review of the planning context and community consultation, and the application of urban design and planning best practice identify the following desirable elements (refer to Figure 9.2) to bring positive change to the centre.

*The Panania Small Village Centre will continue to function as a successful and bustling convenience centre built around a high quality and central community space.*

*The commercial core will create an active, urban experience with a combination of business and community facilities that will capitalise on the residents, visitors and commuters passing through daily.*

*The people focussed streets will be an invitation to explore the commercial core and provide a place for community interaction.*

*Medium and medium-high rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the commercial core.*

*Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a platform from which to journey into the centre.*



TABLE 5

## Structure Plan Overview

## Place Making Principles

## Application of the Place Making Principles in the Structure Plan

<b>P1</b>	<b>The Panania Small Village Centre is a place with a strong community focus. The primary role of the centre is to provide the 'heart' for the local community, a place that brings people together.</b>	<p>The structure plan identifies the following places as fundamental to bringing people, uses and activities together in the one location that will provide a strong focus for the community:</p> <ul style="list-style-type: none"> <li>Transform Council land at Tower Street and Anderson Avenue into a quality retail and civic destination that meets the needs of the growing community. New mixed use development will increase activity within the heart of the centre.</li> </ul>
<b>P2</b>	<b>The Panania Small Village Centre is a compact place where people feel there is proximity between destinations, and where people feel there is variety and choice that respond to local needs.</b>	<p>The structure plan reinforces Tower Street and Anderson Avenue as the main streets of the centre, connecting people, business, public transport and key destinations. Panania Top of the Hill is connected to Panania centre to provide a strong mainstreet experience along Anderson Avenue.</p> <p>This compact place will be bustling with people, and will offer a wide mix of uses that are accessible, connected and able to evolve over time. A place that allows businesses to cluster with high levels of street activity to ensure the long term success of the centre.</p> <p>The structure plan identifies the centre boundary as a 5-10 minute walking distance measured from the railway station. This distance provides an adequate level of containment for a centre of this size, and is an appropriate fit within the centres hierarchy. The boundary is adjusted to avoid culs-de-sacs and isolated lots that are unable to realise the planned development form and potential.</p> <p>This compact place will contain sufficient capacity to accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. Apartment living outside the centre boundary is discouraged as it conflicts with the preservation of the prevailing low-rise character of the suburban neighbourhood.</p>
<b>P3</b>	<b>The Panania Small Village Centre is a place with its own identity. Buildings and the public realm will respond to and reflect the village feel and unique characteristics of the place.</b>	<p>People are attracted to places that provide a comfortable and aesthetically pleasing environment. Variety is also the key to economic resilience and the centre will be home to a diversity of building forms.</p> <p>The structure plan identifies the commercial core as a place of well-proportioned, human scale buildings and streets to contribute to the sense of comfort and village feel. As we move to the edge of the centre, there will be more space and landscaped areas between buildings.</p>

TABLE 5 cont...

## Structure Plan Overview

## Place Making Principles

## Application of the Place Making Principles in the Structure Plan

In addition to the urban design and economic analysis, Council consulted the community and industry to establish the desired built form.

For small village centres, this process recommends medium-rise development in the commercial core, and low-rise development in the residential frame to achieve an appropriate fit within the Metropolitan Plan and Council's strategic centres hierarchy.

Centres Hierarchy	Zone B2 Local Centre Height	FSR	Zone R4 High Density Residential Height	FSR
Village Centres	6–8 storeys	2.5:1–3:1	4–6 storeys	1:1–1.5:1
<b>Small Village Centres</b>	<b>4–6 storeys</b>	<b>2:1–2.5:1</b>	<b>3–4 storeys</b>	<b>0.75:1–1:1</b>
Neighbourhood Centres	3–4 storeys	1.5:1–2:1	3–4 storeys	0.75:1–1:1

The economic analysis indicates these building envelopes are feasible.

**P4**

**The Panania Small Village Centre is a place of connection. The movement of people is fundamental to the success of the centre. The network of streets and lanes connect the centre to form a legible and accessible environment that is easy to understand.**

Cars will travel slowly in the small village centre, making it easier to cross the street and a pleasant place to walk, cycle, sit and talk. People will find it safe and easy to get around the network of streets, lanes and uncluttered spaces.

The metropolitan rail service, bus services and key streets such as Marco Avenue and Tower Street will continue to provide a high level of local and regional accessibility.

**P5**

**The Panania Small Village Centre is a green place. High quality open space and natural areas provide respite from developed areas and are connected via tree-lined mainstreets.**

Edwards Reserve will be the subject of a masterplan to provide a better place for social interaction in the centre.

Street tree planting will be focused on key mainstreets (Tower Street and Anderson Avenue) with funding from developer contributions and other Council revenues.

FIGURE 9.2 Panania Small Village Centre – Structure Plan

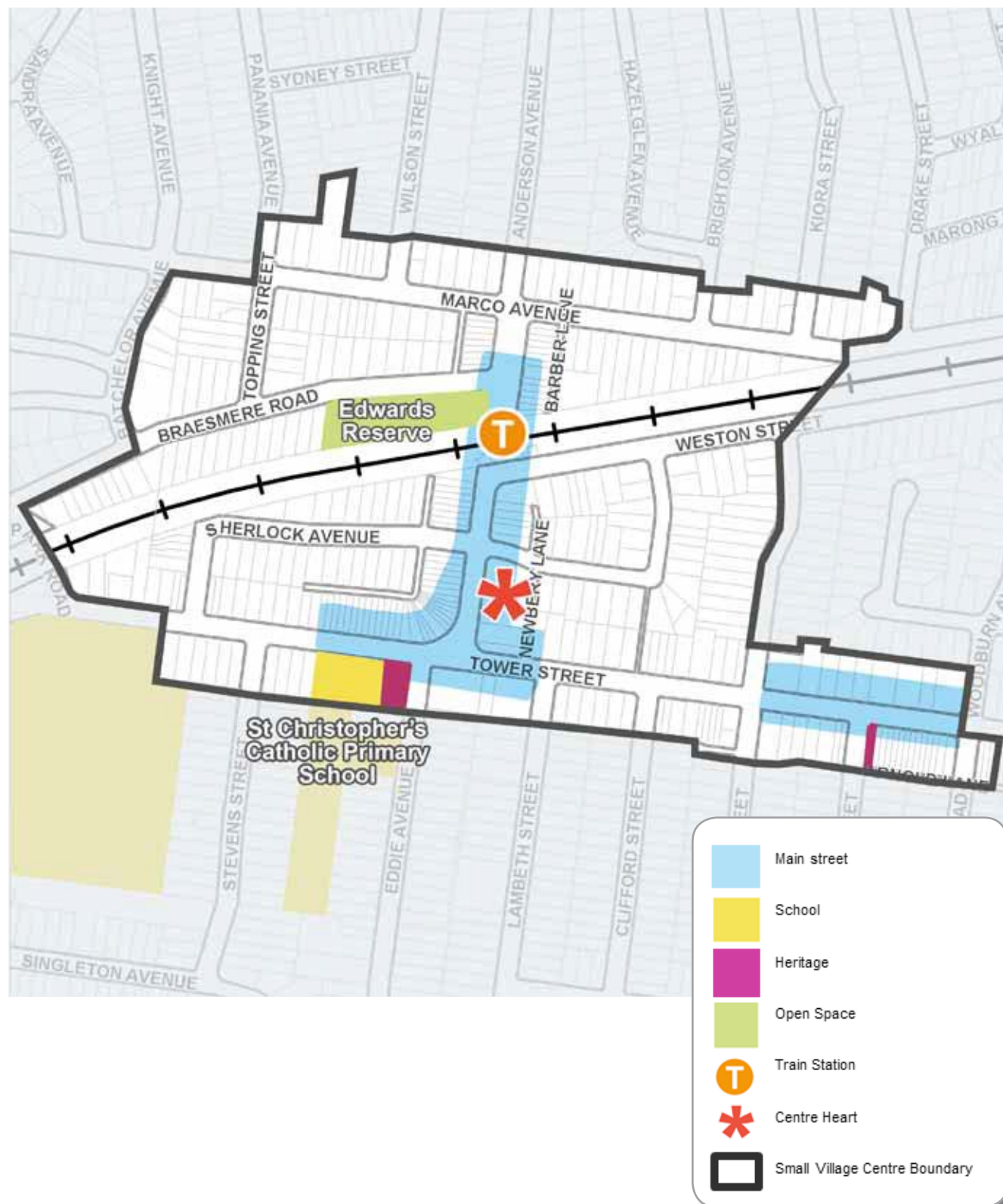
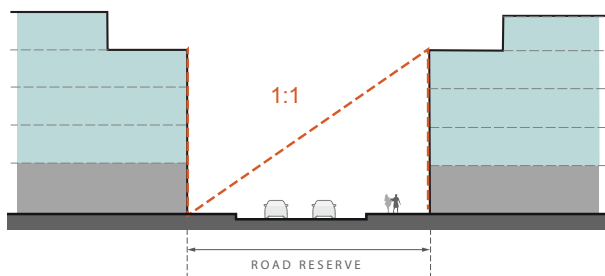




FIGURE 9.3 Desired Human Scale Urban Form to Contribute to the Village Feel



### Street Proportions



### Street Proportions

The proportions of a street are generally set by comparing the width of the street against the street wall height. For a suburban centre, a street proportion of between 0.6:1 and no more than 1:1 creates a contained streetscape character and a comfortable level of spatial enclosure.



### 1.3 Development Framework

The development framework explains the application of the place making principles in greater detail. It provides guidance on how the vision and structure plan can be achieved through appropriate infrastructure and design responses.

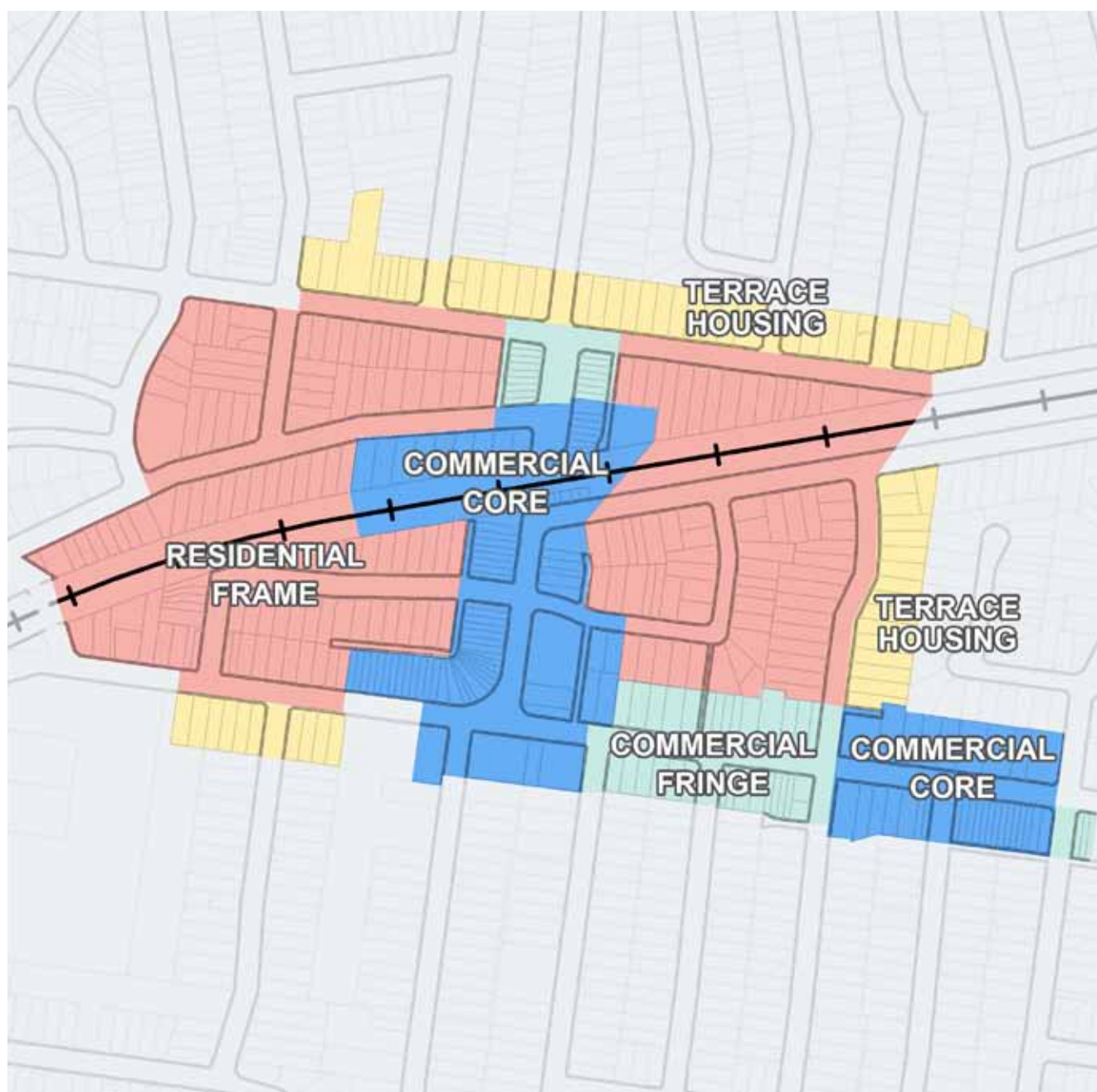
The development framework would benefit from a 'precinct' approach (refer to Figure 9.4) which involves grouping activities in different areas to reinforce the structure plan. This 'precinct' approach will ensure active street frontages occur along popular streets and between key destinations. This approach also adapts the built form (floor space capacity, building heights and setbacks) to define the desired character and spaces. The way the buildings relate to the street and their neighbours is now more important than ever.

In addition, the research looked at the building envelopes and living choices needed to achieve the dwelling target in keeping with the desired housing character and market trends. For Zone B2 Local Centre, the research assumed shop top housing with basement car parking when calculating the floor space provision.

The precincts within the Panania Small Village Centre are:

- Commercial Core Precinct
- Commercial Fringe Precinct
- Residential Frame Precinct
- Terrace Housing Precinct

FIGURE 9.4 Panania Small Village Centre – Precinct Plan



**TABLE 6 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the vision and future potential of the Panania Small Village Centre**

### Commercial Core Precinct

<p><b>Desired precinct character</b></p>		<p><i>The Commercial Core precinct is the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the small village centre.</i></p> <p><i>This compact mixed use place is bustling with people and activity focused around a high quality community space at the corner of Tower Street and Anderson Road. Active street frontages at the intersection of Tower Street and Anderson Avenue, north towards Panania Railway Station will create a vibrant streetscape. The streets will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk.</i></p> <p><i>Variety is also the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings next to the railway station and along the core mainstreet. It is recognised the development of the centre will occur over time, resulting in a mixture of old and new buildings with contrasting building heights and architectural styles.</i></p> <p><i>The precinct is enhanced by the retention of heritage significant properties which add to the character of the centre and tell the story of Panania. St Christopher's Church is an excellent example of the adaptive re-use of the 1950s Star Picture Theatre.</i></p>
<p><b>Place Making Principles</b> <b>Ref: P1</b></p>	<p><b>A1</b></p>	<p><b>Infrastructure Delivery Actions</b></p> <p>Transform the properties at No. 77 Anderson Avenue, No. 31 Pepper Street and Nos. 176–178 Tower Street into a modern community facility and successful civic space that strengthens the local identity, and can accommodate a range of activities and events that meet the needs of the growing community.</p> <p>The new facility will replace the ageing buildings in the small village centre including the library, early childhood centre and senior citizens centre. The new facility may be in the form of a mixed use development up to 6 storeys (2.5:1 FSR) to mark the heart of the small village centre and provide a distinctive skyline to the small village centre.</p> <p>To facilitate this action, rezone the properties to Zone B2 Local Centre. Council will also prepare a concept plan to explore development options to create an enlivened mixed use destination. The concept plan will provide public space and accommodate the parking spaces from the existing car park as part of any mixed use destination at this location. The concept plan may investigate partial divestment options to fund the new facility.</p>
<p><b>Ref: P3</b></p>	<p><b>A2</b></p>	<p>Implement the Town Centre Improvement Program. The ongoing implementation of the program will see additional street trees and landscape features on local streets to reflect the village feel.</p>

TABLE 6 cont...

**Commercial Core Precinct**

<b>Ref: P4</b>	<b>A3</b>	Work with Transport for NSW to deliver an accessible station at Panania. This action will be delivered via the Panania Centre Transport Action Plan.
	<b>A4</b>	Incorporate the redevelopment of the existing retail shops on railway land to create a modern and safe entrance into and from the station. This will include reinforcing Robyn Lane as a pedestrian access. This action will be delivered via the Panania Centre Transport Action Plan.
	<b>A5</b>	Council will also continue to advocate for increased rail service frequency as population increases and other measures to support increased patronage. This action will be delivered via the Panania Centre Transport Action Plan.
	<b>A6</b>	Complete the footpath network with kerb build-outs (followed by raised crossing in the medium to long-term) at appropriate locations. This will include extending wider footpaths along Tower Street to match Anderson Avenue.  With more pedestrians on the streets, getting around the commercial core easily and safely will become an even greater priority. Ensuring we have a balanced transport system will be crucial to the success of the renewal of the centre. This action will be delivered via the Panania Centre Transport Action Plan.
	<b>A7</b>	Extend the 40km/h zone along Tower Street to Picnic Point Road. This action will be delivered via the Panania Centre Transport Action Plan.
	<b>A8</b>	In the long-term, replace the roundabout at Tower Street/Woodburn Avenue with a more pedestrian-friendly intersection. This action will be delivered via the Panania Centre Transport Action Plan.
	<b>A9</b>	Work with schools to enhance walking and cycling to and from St Christopher's Catholic Primary School through the development of Transport Action Plans. This action will be delivered via the Panania Centre Transport Action Plan.
	<b>A10</b>	Fund and deliver cycling infrastructure within to centre that will eventually connect to other important destinations within City of Bankstown. This action will be delivered via the Panania Centre Transport Action Plan.
	<b>A11</b>	Work with Transport for NSW to improve bus patronage through reduced travel times and increased frequency of services, bus priority measures and investigation of a new direct route to Liverpool CBD along Tower Street. This action will be delivered via the Panania Centre Transport Action Plan.

TABLE 6 cont...

**Commercial Core Precinct**

<b>Ref: P5</b>	<b>A12</b>	<p>Implement an approach to parking provision which includes gradual demand-based parking pricing and permitting contributions in lieu of parking provision for mixed use commercial developments where provision is not possible. Funds collected from parking rates and contributions will be used to enhance parking within the centre at specific locations including Tower Street Car Park and as part of any redevelopment of the Panania Library site.</p> <p>Council will also work with Transport for NSW and RMS to improve the location and volume of commuter parking within the centre. This action will be delivered via the Panania Centre Transport Action Plan.</p>
	<b>A13</b>	Prepare a masterplan for the northern side of the Panania Small Village Centre comprising Nos. 34–48 Anderson Avenue, Nos. 35–63 Anderson Avenue, Nos. 99–103A Marco Avenue, Edwards Reserve and the Anderson Avenue car park. A masterplan would provide the opportunity to better utilise this space and adjoining land (within the context of up to 6 storeys on the eastern side of Anderson Avenue).
	<b>A14</b>	Roll-out street tree planting on key mainstreets (Tower Street and Anderson Avenue) with funding from developer contributions and other Council revenues.
<b>Place Making Principles</b>	<b>Suggested Planning Control Changes</b>	
<b>Ref: P2</b>	<b>A15</b>	Explore development control mechanism to increase the amount of public domain area between Panania Railway Station and Anderson Road/Weston Street intersection.
	<b>A16</b>	<p>Rezone the following properties:</p> <ul style="list-style-type: none"> <li>• Rezone the properties at No. 77 Anderson Avenue and No. 31 Pepper Street from Zone SP2 Infrastructure to Zone B2 Local Centre.</li> <li>• Rezone the properties at Nos. 176–178 Tower Street from Zone R2 Low Density Residential to Zone B2 Local Centre.</li> <li>• Rezone the properties at Nos. 210–224 Weston Street from SP2 – Rail Infrastructure Facility to Zone B2 Local Centre.</li> <li>• Rezone No. 103A Marco Avenue from Zone R2 Low Density Residential to Zone B2 Local Centre.</li> </ul> <p>Zone B2 does not permit low density options such as dual occupancies.</p> <p>The intended outcome is to extend retail activity and active street frontages along the main street spine to ensure the long term success of the centre.</p> <p>The proposed extent of the business zone will provide sufficient capacity to meet local retail needs to 2031.</p>



TABLE 6 cont...

**Commercial Core Precinct**

<b>Ref: P3</b>	<b>A17</b>	<p>Accommodate medium-rise buildings on Anderson Avenue and certain properties on Tower Street.</p> <p>The intended outcome is to retain the character of the main street shops with the option of apartments above. Based on the key considerations around building heights, allow up to 6 storeys (2.5:1 FSR) to have a street proportion (i.e. building height relative to street width) of no more than 1:1 to create a comfortable level of spatial enclosure.</p> <p>A height greater than 6 storeys is discouraged at this location as the overshadowing and visual impacts on the street will be substantially greater.</p>
<b>Ref: P3</b>	<b>A18</b>	<p>Accommodate mainstreet shop-stop buildings at:</p> <ul style="list-style-type: none"> <li>Nos. 219–229 Tower Street, and</li> <li>Properties on both side of Tower Street between Picnic Point Road and Hinemoa Street (Panania Top of the Hill)</li> </ul> <p>The intended outcome is to retain the character of the main street shops with the option of apartments above, and to provide an appropriate built form transition to the low density residential areas to the south. Based on the key considerations around building heights, allow up to 4 storeys (2:1 FSR).</p> <p>A height greater than 4 storeys is discouraged at this location as the overshadowing and visual impacts on the street and surrounding low density residential dwellings will be substantially greater.</p>
	<b>A19</b>	<p>For locations with a maximum floor space ratio greater than 2:1, reduce the minimum lot width to 18 metres to achieve the higher floor space ratio. The intended outcome is to encourage high quality development with the most efficient parking layout possible. Otherwise a 2:1 FSR will apply.</p>
	<b>A20</b>	<p>Allow a street wall up to 4 storeys to contribute to a comfortable level of spatial enclosure and village feel. The remaining storeys are to be setback a minimum 6 metres to reduce the visual impact of the taller elements of buildings and to allow sunlight to penetrate the streets.</p>
	<b>A21</b>	<p>Add the following properties to Schedule 5 Environmental Heritage:</p> <ul style="list-style-type: none"> <li>No. 237 Tower Street, Panania (St. Christophers's Catholic Church )</li> <li>No. 171A Tower Street, Panania (former Quessy's Corner)</li> </ul> <p>Recognise the Nurse Schwarzel Monument as a moveable heritage item.</p>
	<b>A22</b>	<p>Require retail and commercial uses on the ground floor to provide active street frontages within the centre.</p>
	<b>A23</b>	<p>For the properties on the southern side of Tower Street, introduce rear setback controls to provide a more appropriate transition to the adjoining low-density detached housing to the south.</p>

TABLE 6 cont...

**Commercial Fringe Precinct**

<b>Desired precinct character</b>		<p><i>The Commercial Fringe precinct connects the commercial core areas and provides an appropriate transition to surrounding residential areas.</i></p> <p><i>The streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk, sit and talk.</i></p> <p><i>Active street frontages are encouraged along the main street.</i></p>
<b>Place Making Principles</b> <b>Ref: P3</b>	<b>A1</b>	<p><b>Infrastructure Delivery Actions</b></p> <p>Implement the Town Centre Improvement Program. The ongoing implementation of the program will see additional street trees and landscape features on local streets to reflect the village feel.</p>
<b>Ref: P4</b>	<b>A2</b>	Complete the footpath network with raised crossings and kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the commercial core easily and safely will become an even greater priority to ensure we have a balanced transport system.
	<b>A3</b>	Extend the 40km/h speed limit throughout the commercial core to improve pedestrian safety, reduce traffic noise and improve amenity.
	<b>A4</b>	Advocate Transport for NSW for more frequent, direct and prioritised bus services to allow for the long term growth in commuter movements.
<b>Place Making Principles</b> <b>Ref: P3</b>	<b>A5</b>	<p><b>Suggested Planning Control Changes</b></p> <p>Rezone the properties at Nos. 156–174 and 185–217 Tower Street and No. 30A Hinemoa Street from Zone R2 Low Density Residential to Zone B2 Local Centre.</p>
	<b>A6</b>	<p>Accommodate low-rise buildings within the Commercial Fringe Precinct.</p> <p>The intended outcome is to provide an appropriate built form transition to the surrounding suburban neighbourhood. Active street frontages are encouraged but not required. Based on the key considerations around building heights, allow up to 4 storeys (2:1 FSR).</p> <p>A height greater than 4 storeys is discouraged at this location as the overshadowing and visual impacts on the street will be substantially greater.</p>
	<b>A7</b>	For the properties on the southern side of Tower Street, introduce rear setback controls to provide a more appropriate transition to the adjoining low-density detached housing to the south.

TABLE 6 cont...

**Residential Frame Precinct**

<b>Desired precinct character</b>		<p><i>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the centre. This compact place will accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. The low and medium-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</i></p> <p><i>The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle.</i></p>
<b>Place Making Principles Ref: P4</b>	<b>A1</b>	<p><b>Infrastructure Delivery Actions</b></p> <p>Construct footpaths on both sides of local streets to complete the footpath network, and install kerb build-outs at appropriate locations.</p> <p>With more pedestrians on the streets, getting around the centre easily and safely will become an even greater priority to ensure we have a balanced transport system.</p>
	<b>A2</b>	Formalise the regional on-road cycle route which traverses through the local streets with painted markings.
	<b>A3</b>	Investigate the provision of a more direct pedestrian link between Tower Street/Park Road railway overbridge and Braesmere Road. Investigate the performance of the Carson Street overbridge to determine if there is a need for any widening.
<b>Ref: P5</b>	<b>A4</b>	Roll-out street tree planting on local streets with funding from developer contributions and other Council revenues.
<b>Place Making Principles Ref: P2</b>	<b>A5</b>	<p><b>Suggested Planning Control Changes</b></p> <p>Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.</p> <p>The intended outcome is to provide a mix of low and medium-rise living choices within a short walking distance of the commercial core and local services. Zone R4 does not permit low density options such as dual occupancies. The proposed extent of the high density residential zone will provide sufficient capacity to meet population projections and local housing needs to 2031.</p>

TABLE 6 cont...

**Residential Frame Precinct**

<b>Ref: P3</b>	<b>A6</b>	<p>Accommodate medium-rise housing for the following properties within the Residential Frame precinct :</p> <ul style="list-style-type: none"> <li>Nos. 1–29 and 2–20 Sherlock Avenue</li> <li>Nos. 204–218 Tower Street</li> </ul> <p>The intended outcome is to provide an appropriate built form transition between the commercial core and low-rise housing. Based on the key considerations around building heights, allow up to 6 storeys (1.5:1 FSR).</p> <p>A height greater than 6 storeys is discouraged at this location as the overshadowing and visual impacts on the street and surrounding buildings to the south will be substantially greater.</p>
	<b>A7</b>	<p>Accommodate low-rise buildings in the remainder of the Residential Frame precinct.</p> <p>The intended outcome is to provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. Based on the key considerations around building heights, allow up to 4 storeys (1:1 FSR).</p> <p>A height greater than 4 storeys is discouraged as the overshadowing and visual impacts on the street and neighbouring houses will be substantially greater.</p>
	<b>A8</b>	<p>Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.</p>
	<b>A9</b>	<p>Apartment living outside the centre boundary is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).</p>

TABLE 6 cont...

**Terrace Housing Precinct**

<b>Desired precinct character</b>		<i>The Terrace Housing precinct is a liveable neighbourhood which marks the outer edge of the small village centre. This place will offer terrace housing as a living choice. The low-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</i>
<b>Place Making Principles Ref: P4</b>	<b>A1</b>	<b>Infrastructure Delivery Actions</b> Construct footpaths on both sides of local streets to complete the footpath network. With more pedestrians on the streets, getting around the small village centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.
<b>Place Making Principles Ref: P3</b>	<b>A2</b>	<b>Suggested Planning Control Changes</b> Rezone the properties in this precinct from Zone R2 Low Density Residential to Zone R3 Medium Density Residential. The intended outcome is offer terrace housing as a living choice that respond to local needs. Zone R3 does not permit low density options such as dual occupancies. The proposed extent of the medium density residential zone will provide sufficient capacity to meet population projections and local housing needs to 2031.
	<b>A3</b>	Accommodate low-rise housing to provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. Based on the key considerations around building heights, allow up to 3 storeys (0.75:1 FSR).



## 1.4 Yield Schedule

The research looked at the potential net dwelling yield to 2031 based on the structure plan, building envelope changes, feasibility testing and market trends.

The research assumed the potential net dwelling yield may equate to about 50% of the gross dwelling yield. This is because there are a number of new commercial premises and residential accommodation that are unlikely to redevelop

before 2031. The research also recognises a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the achievable floor space of a development is likely to be less than the building envelope.

The implication is the South West Local Area Plan significantly increases the capacity of the centre to accommodate dwelling growth compared to the adopted

target under the Residential Development Study. This increased capacity achieves the direction set by the Metropolitan Plan to accelerate housing delivery around railway stations.

It also means there is no justification for property owners to seek a building envelope greater than those proposed by the Local Area Plan (via the planning proposal and pre-gateway review process) on the basis that this will help Council to achieve the dwelling target.

Based on the research, the potential net dwelling yield in the Panania Small Village Centre to 2031 is:

Under the Residential Development Study		
Number of existing dwellings (from a 2004 base)	Target	Total number of dwellings by 2031
836	440	1,276
Under the South West Local Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
986	1,122	2,108

FIGURE 9.5 Panania Small Village Centre – Infrastructure Improvements

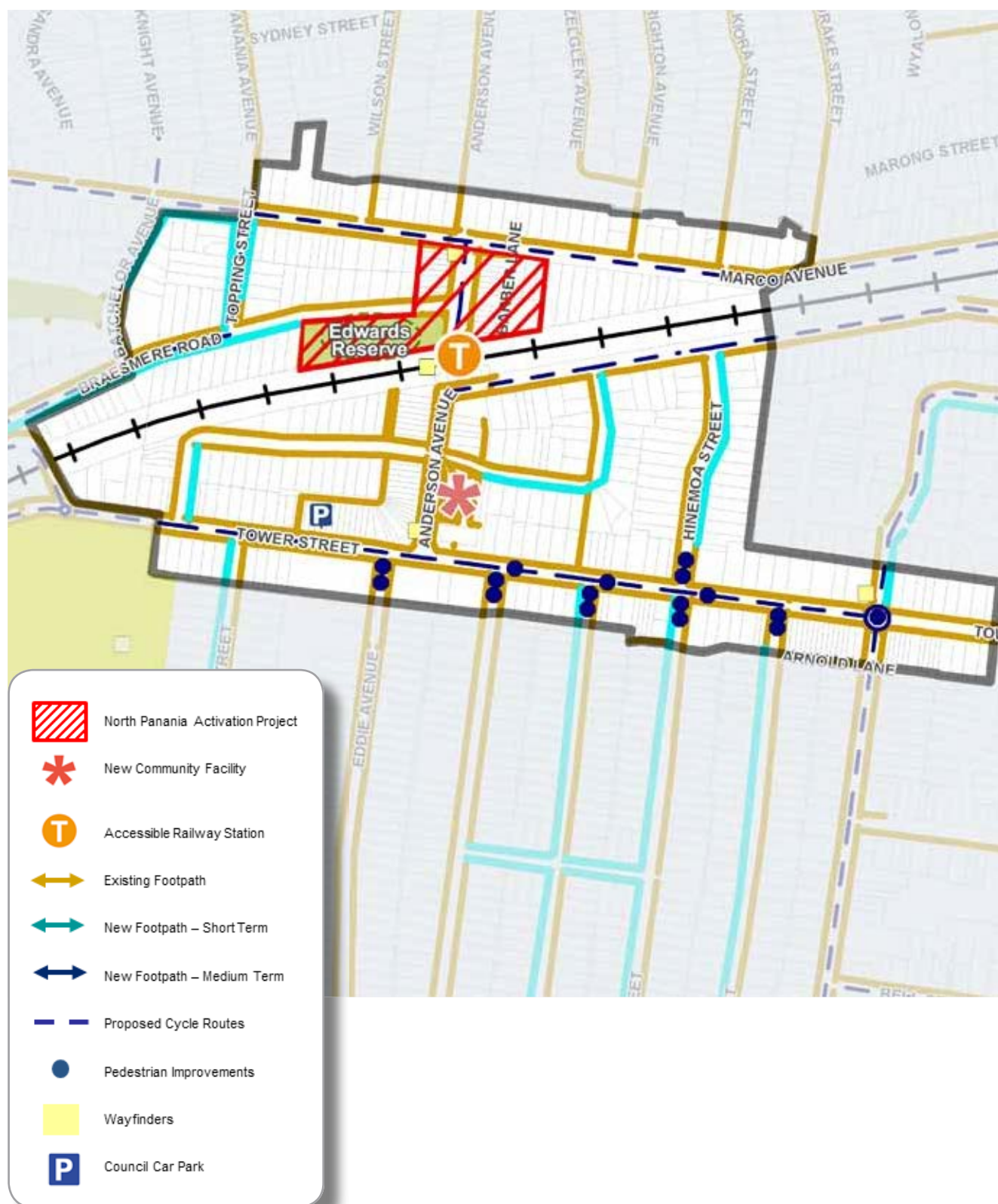
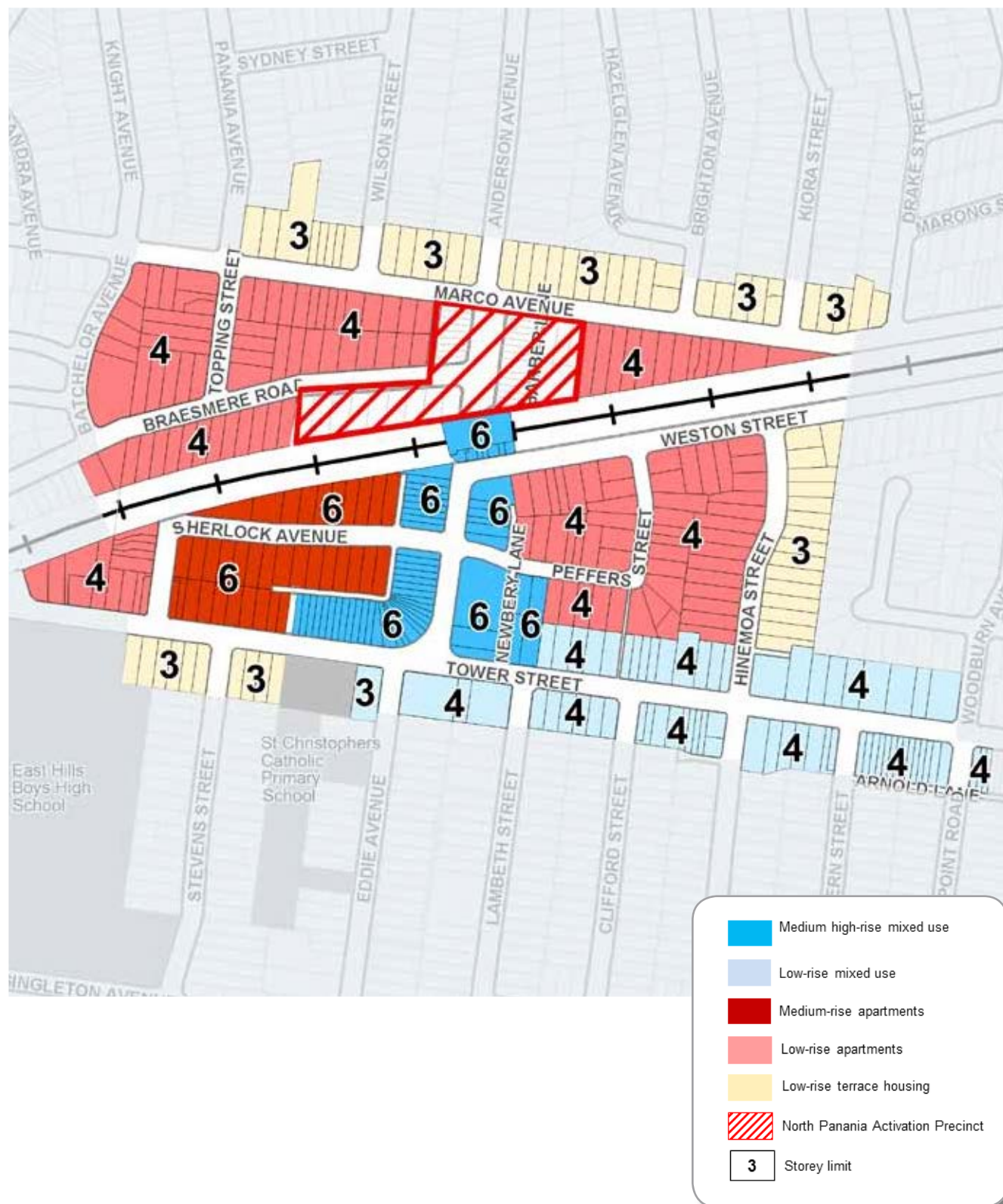


FIGURE 9.6 Panania Small Village Centre – Indicative height distribution



## L2

## Plan for the Sustainable renewal of the East Hills Neighbourhood Centre

The East Hills Neighbourhood Centre is a local shopping and commuting precinct servicing the day-to-day needs of residents located at the doorstep of the Georges River.

The extension of the East Hills Railway Line in 1983 changed the centre forever with the demolition of shops and residences to implement the line. While the extension was a positive step towards better public transport services, the East Hills centre declined with little left of the once thriving centre.

Demand for growth around railway stations offers an exciting opportunity to transform the centre into a welcoming and distinctive place for people that is well-used and well-loved.

To shape the urban renewal plan for the neighbourhood centre, Council applied the following important strategic planning process in consultation with the community, industry, state agencies and key stakeholders:

### Planning Context

The strategic and local context includes the following key elements:

- Consistency with the Metropolitan Plan and relevant local strategies, which are the Bankstown Residential Development Study and the Bankstown Employment Lands Development Study (both endorsed by the Department of Planning & Environment).
- An analysis of the current conditions, constraints, opportunities, supply and demand for housing and jobs, and from this base the potential to meet future growth in the local area to 2031.
- An analysis of the community aspirations. This includes the issues and community aspirations raised in the Bankstown Community Plan and through the exhibitions of the South West Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016.

### Vision and Structure Plan

The planning context informs the vision and structure plan, which shows how the neighbourhood centre will grow.

### Development Framework

The development framework translates the vision and structure plan into a clear and concise set of infrastructure priorities to support growth and to ensure the neighbourhood centre continues to be a great place for people to live, work, move around and socialise.

The development framework also translates the vision and structure plan into a clear and concise set of precinct based changes to the land use and building envelope controls so that development proceeds in the best way possible.



## L2

## IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Amend Planning Agreements Policy
- Amend Plan of Management
- Urban Renewal Program
- Town Centre Improvement Program
- Bike & Pedestrian Program
- Parking Program

### 2.1 Planning Context for the East Hills Neighbourhood Centre

The urban form of the East Hills Neighbourhood Centre is a functional response to the requirements and activities of a suburban neighbourhood.

This planning context overview looks at the role of the East Hills Neighbourhood Centre within the centres hierarchy, and summarises the community aspirations, opportunities and constraints for growth.

The process of defining the context's setting and scale has direct implications for the design quality of development. It establishes the parameters for individual development and how new buildings should respond to and enhance the quality and identity of the neighbourhood centre.





TABLE 7

Planning Context Overview

**Metropolitan Context**

The Metropolitan Plan 'A Plan for Growing Sydney' reinforces a centres hierarchy across Sydney, which includes the City of Bankstown. These centres are integral to residential and employment growth in the City of Bankstown. The centres hierarchy ensures the extent of growth is in proportion with the function and infrastructure investment for each centre, which will be critical to the appeal of these places.

The Metropolitan Plan and the Apartment Design Guide broadly identify the East Hills Neighbourhood Centre as a residential transition area centred on a railway station.

Hierarchy		Centres
Strategic Centre	A centre characterised by an established commercial core with a full range of services, taller buildings and a network of retail and commercial streets with active frontages.	Bankstown CBD
Large Local Centre	A centre where retail and commercial uses are distributed around the main street or across a small network of streets defining the core.	Chester Hill, Padstow, Revesby and Yagoona
Small Local Centre	A centre where the main street or shopping strip is surrounded by residential uses.	Bass Hill, Greenacre, Panania, Punchbowl, Regents Park and Sefton
Urban Neighbourhood	Areas transitioning from low density residential.	Birrong, <b>East Hills</b> and Rookwood Road
Suburban Neighbourhood	Typically characterised by detached housing in a landscaped setting.	Suburban Neighbourhood Precinct
The Department of Planning & Environment's planning strategies also set a building height hierarchy to bring consistency to the description of centres and desired character. This Local Area Plan applies the building height hierarchy.		
Hierarchy	Number of storeys	
Low-rise buildings	Townhouses and apartments typically 2–4 storeys. Generally located in the outer edges of centres.	
Medium-rise buildings	Apartments sometimes with cafes or small shops at ground level, typically 5–7 storeys. Located in selected core locations generally within 400 metres of the railway station.	
Medium high-rise buildings	Apartments sometimes with cafes or small shops at ground level, typically 8 storeys. Located in selected core locations generally within 400 metres of the railway station.	
Main street shop top housing	Traditional terrace shops, new housing with ground floor retail, shops and cafes, typically 3–5 storeys. Generally located along main streets.	

TABLE 7 cont...

## Planning Context Overview

**Local Context**

The Bankstown Residential Development Study is Council's relevant local strategy, endorsed by the Department of Planning & Environment. Council prepared and adopted the study through the strategic planning process in consultation with the community, state agencies, industry and key stakeholders.

The Bankstown Residential Development Study broadly identifies the areas that can best cope with growth to 2031, with a particular focus on improving the amenity and liveability of centres.

<b>Hierarchy</b>	<b>Centres</b>
Major Centre	Bankstown CBD
Village Centres	Chester Hill, Padstow, Revesby and Yagoona
Small Village Centres	Bass Hill, Greenacre, Panania, Punchbowl, Regents Park and Sefton
Neighbourhood Centres	Birrong, <b>East Hills</b> and Rookwood Road
Suburban Neighbourhood	Suburban Neighbourhood Precinct

Within the centres hierarchy, the study nominates East Hills as a neighbourhood centre, which services the immediate needs of the local community. A neighbourhood centre is one or a small cluster of shops and services, containing between 150 and 900 dwellings.

The Bankstown Residential Development Study sets a target of 40 additional dwellings for the East Hills Neighbourhood Centre. At the time, the target from a 2004 base was set in response to the Department's Draft West Central Subregional Strategy. This means the total number of dwellings is targeted to grow from 554 dwellings in 2004 to 594 dwellings in 2031. To date, there has been little change in the East Hills Neighbourhood Centre.

**Current planning controls**

The neighbourhood shops are within Zone B2 Local Centre, which permits commercial premises, shop top housing and residential flat buildings. The floor space ratio is 1:1–2:1 and the height limit is 3 storeys plus attic.

The suburban neighbourhood surrounding the railway station is within Zone R2 Low Density Residential, which permits houses, dual occupancies and multi dwelling housing. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus attic.

**Community Aspirations**

From the outset, the strategic planning process acknowledges the importance of early consultation with the community, industry, state agencies and key stakeholders. Consultation through the exhibition of the Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016 have been fundamental for the process to move forward.

The community's expressed desire is to maintain and enhance the following elements that are key to the unique identity and character of the East Hills Neighbourhood Centre now and in the future:

- The railway station and public transport access to the Sydney City.
- Walking connections to the railway station.
- Neighbourhood feel and places for people to socialise and interact.
- Small shops on MacLaurin Avenue.
- Street trees, parks and green spaces in the centre and along the Georges River.
- Access to the Georges River.
- Safe and clean streets.

The South West Issues Paper (noted by Council in 2013) and the Bankstown Community Plan discuss the community aspirations in more detail.

TABLE 7 cont...

## Planning Context Overview

**Opportunities**

The strategic analysis identifies the following key opportunities for urban renewal:

- There is the opportunity to create a compact neighbourhood centre with an emphasis on urban design. A compact centre would involve confining the most intense development along the established commercial core on Maclaurin Avenue. This would be driven by the redevelopment of Council land at 26 Maclaurin Avenue currently used as commuter parking (the spaces would be accommodated elsewhere on railcorp land).
- The compact centre would develop a system of city walks which link people to desirable destinations.
- The community highly values their proximity to the Georges River and there is an opportunity to provide safe pedestrian links to increase usage.
- Public domain improvements would assist in making Maclaurin Avenue an attractive place for local retail and commercial activities.
- Council may make a submission to the Minister for Planning to raise the section 94A levy for development from the current 1% to 2% to fund the new initiatives.

The South West Issues Paper (noted by Council in 2013) and other reference documents discuss the opportunities in more detail.

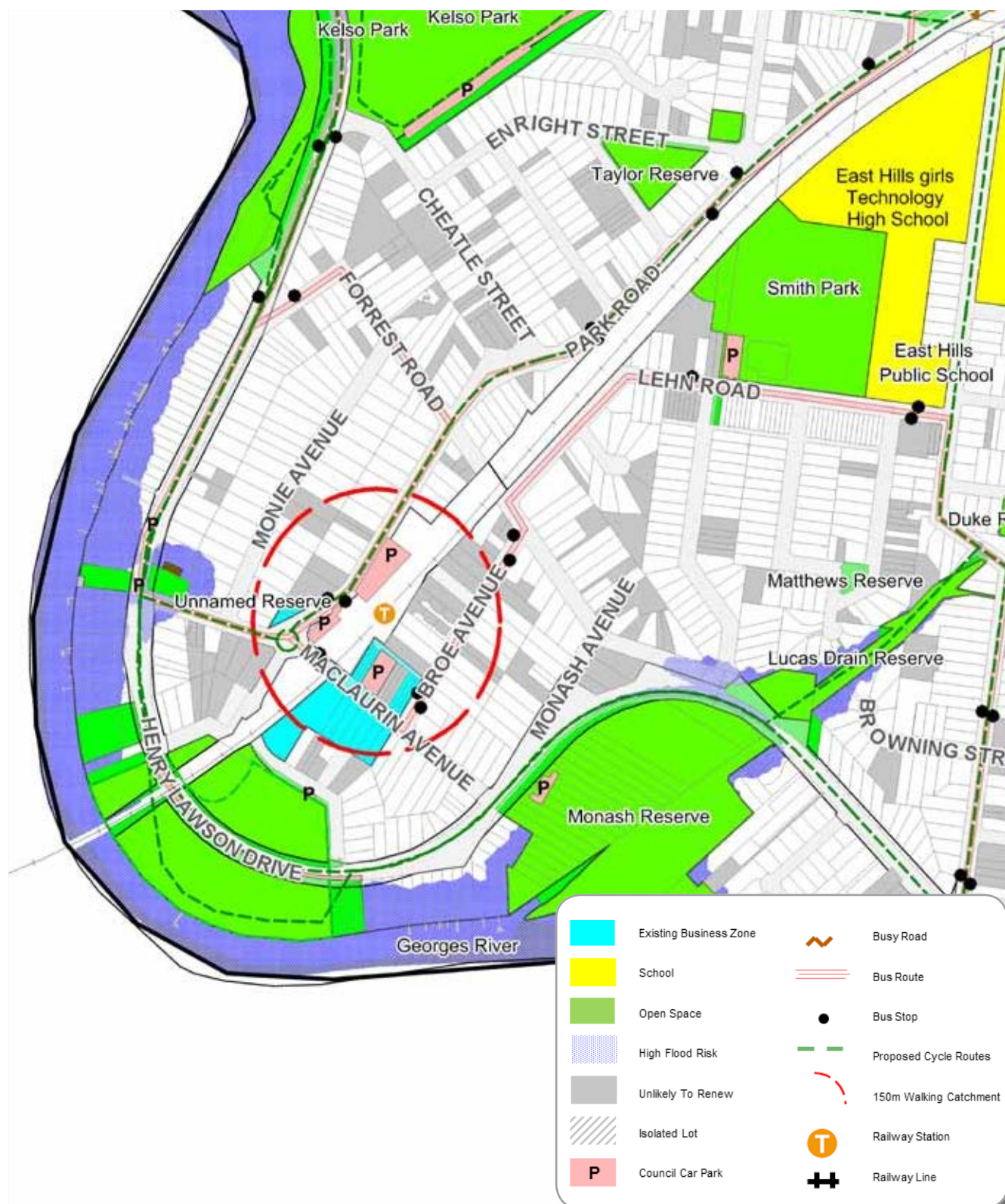
**Constraints**

The strategic analysis identifies the following key constraints, which may impact on the capacity for growth:

- There is no demand for additional retail and commercial floor space to 2031. The proximity to the southern centres of Panania, Revesby and Padstow limit the role and expansion opportunities of East Hills.
- East Hills is located at the edge of the City of Bankstown. Currently only a pedestrian link and the East Hills Railway Line cross the Georges River.
- There are no community facilities to meet the needs of the growing community.

The South West Issues Paper (noted by Council in 2013) and other reference documents discuss the constraints in more detail.

FIGURE 10.1 East Hills Neighbourhood Centre – Opportunities and Constraints



## 2.2 Desired Character and Structure Plan for the East Hills Neighbourhood Centre

### *Desired Character*

Establishing the desired character for the East Hills Neighbourhood Centre is determined through the strategic planning process in consultation with the community, industry, state agencies and key stakeholders. Understanding the context during this process is crucial to support change and to establish the desired look and feel for the neighbourhood centre.

### *Structure Plan*

According to the Apartment Design Guide, good design responds and contributes to its context. Responding to context involves identifying the desirable elements of the neighbourhood centre's future character. A review of the planning context and community consultation, and the application of urban design and planning best practice identify the following desirable elements (refer to Figure 10.2) to bring positive change to the neighbourhood centre.

*The East Hills Neighbourhood Centre will continue to function as a local shopping and commuting precinct servicing the day-to-day needs of residents with excellent access to high quality open space and the Georges River.*

*Active street frontages at the MacLaurin Avenue shops will create a vibrant streetscape. The local streets will be a tranquil place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk.*

*Low-rise buildings will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the neighbourhood centre. The urban spaces and street trees will create a 'sense of place' for the neighbourhood centre.*



TABLE 8

## Structure Plan Overview

## Place Making Principles

## Application of the Place Making Principles in the Structure Plan

<b>P1</b>	<b>The East Hills Neighbourhood Centre is a place with a strong community focus. The primary role of the neighbourhood centre is to provide the 'heart' for the local community, a place that brings people together.</b>	<p>The structure plan identifies the accessible railway station, Maclaurin Avenue and surrounding open space and Georges River as fundamental to bringing people and activities together in the one location to provide a strong focus for the community.</p> <p>A quality public place that meets the needs of the growing community. A distinct place that creates a memorable arrival to the neighbourhood centre.</p>
<b>P2</b>	<b>The East Hills Neighbourhood Centre is a compact place where people feel there is proximity between destinations, and where people feel there is variety and choice that respond to local needs.</b>	<p>The structure plan identifies the neighbourhood centre boundary as a 5 minute walking distance measured from the railway station, adjusted where appropriate to account for major features such as schools. This distance provides an adequate level of containment for a centre of this size, and is an appropriate fit within the centres hierarchy.</p> <p>This compact place will contain sufficient capacity to accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of local shops and neighbourhood parks. Apartment living outside the neighbourhood centre boundary is discouraged as it conflicts with the preservation of the prevailing low-rise character of the suburban neighbourhood. People are attracted to places that provide a comfortable and aesthetically pleasing environment. Variety is also the key to economic resilience and the centre will be home to a diversity of building forms.</p> <p>The structure plan identifies the commercial core as a place of well-proportioned, human scale buildings and streets to contribute to the sense of comfort and village feel. As we move to the edge of the centre, there will be more space and landscaped areas between buildings.</p>
<b>P3</b>	<b>The East Hills Neighbourhood Centre is a place with its own identity. Buildings and the public realm will respond to and reflect the village feel and unique characteristics of the place.</b>	<p>People are attracted to places that provide a comfortable and aesthetically pleasing environment.</p> <p>The structure plan identifies the neighbourhood centre as a place of well-proportioned, human scale buildings and streets to contribute to the sense of comfort and village feel. Based on the urban design analysis, a traditional neighbourhood centre is comprised of buildings generally of a similar height and of predominantly 4 storey height. This continuous urban form helps define the streets and public spaces. There is the opportunity for taller elements at appropriate core locations to create a diverse and visually interesting skyline. There is space and landscape between buildings.</p>

TABLE 8 cont...

## Structure Plan Overview

## Place Making Principles

## Application of the Place Making Principles in the Structure Plan

In addition to the urban design and economic analysis, Council consulted the community and industry to establish the desired built form.

For neighbourhood centres, this process recommends low-rise development to achieve an appropriate fit within the Metropolitan Plan and Council's strategic centres hierarchy.

Centres Hierarchy	Zone B2 Local Centre Height	FSR	Zone R4 High Density Residential Height	FSR
Village Centres	6–8 storeys	2.5:1–3:1	4–6 storeys	1:1–1.5:1
Small Village Centres	4–6 storeys	2:1–2.5:1	3–4 storeys	0.75:1–1:1
<b>Neighbourhood Centres</b>	<b>3–4 storeys</b>	<b>1.5:1–2:1</b>	<b>3–4 storeys</b>	<b>0.75:1–1:1</b>

The economic analysis indicates these building envelopes are feasible. At these locations, the economic analysis also indicates development greater than 4 storeys starts to become less feasible due to increased construction costs, building code requirements and parking rates.

**P4**

**The East Hills Neighbourhood Centre is a place of connection. The movement of people is fundamental to the success of the centre. The network of streets and lanes connect the centre to form a legible and accessible environment that is easy to understand.**

Cars will travel slowly in the neighbourhood centre, making it easier to cross the street and a pleasant place to walk, cycle, sit and talk. People will find it safe and easy to get around the network of streets, lanes and uncluttered spaces.

The metropolitan rail service and Henry Lawson Drive will continue to provide a high level of local and regional accessibility.

**P4**

**The East Hills Neighbourhood Centre is a green place. High quality open space and natural areas provide areas for passive recreation and are connected via tree-lined streets.**

East Hills Park will be embellished to provide a better pace for social interaction and passive recreation. Connections to and from the Georges River from the centre will be safe and distinctive.

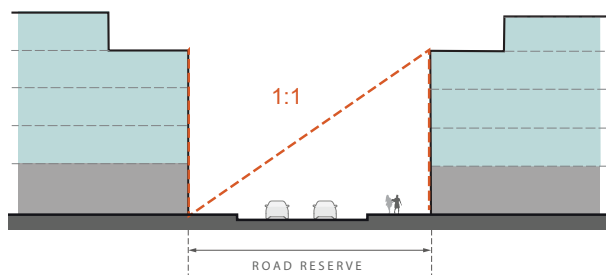
FIGURE 10.2 East Hills Neighbourhood Centre – Structure Plan



FIGURE 10.3 Desired Human Scale Urban Form to Contribute to the Village Feel



### Street Proportions



### Street Proportions

The proportions of a street are generally set by comparing the width of the street against the street wall height. For a suburban centre, a street proportion of between 0.6:1 and no more than 1:1 creates a contained streetscape character and a comfortable level of spatial enclosure.

### 2.3 Development Framework

The development framework explains the application of the place making principles in greater detail. It provides guidance on how the vision and structure plan can be achieved through appropriate infrastructure and design responses.

The development framework would benefit from a 'precinct' approach (refer to Figure 10.4) which involves grouping activities in different areas to reinforce the structure plan. This 'precinct' approach will ensure active street frontages occur along popular streets and between key destinations. This approach also adapts the built form (floor space capacity, building heights and setbacks) to define the desired character and spaces. The way the buildings relate to the street and their neighbours is now more important than ever.

In addition, the research looked at the building envelopes and living choices needed to deliver new dwellings in keeping with the desired housing character and market trends. For Zone B2 Local Centre, the research assumed shop top housing with basement car parking when calculating the floor space provision.

The precincts within the East Hills Neighbourhood Centre are:

- Gateway Precinct
- Residential Frame precinct



FIGURE 10.4 East Hills Neighbourhood Centre – Precinct Plan



**TABLE 9 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the vision and future potential of the East Hills Neighbourhood Centre.**

### Gateway Precinct

<b>Desired precinct character</b>		<p><i>Maclaurin Avenue and the accessible railway station are the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the neighbourhood centre.</i></p> <p><i>The gateway is also a central place of activity, a place where people can play, relax and socialise in Maclaurin Avenue and at parks located along the Georges River.</i></p>
<b>Place Making Principles Ref: P3</b>	<b>A1</b>	<p><b>Infrastructure Delivery Actions</b></p> <p>Implement the Town Centre Improvement Program. The ongoing implementation of the program will see additional street trees and landscape features on local streets to reflect the village feel.</p>
<b>Ref: P4</b>	<b>A2</b>	<p>Work with Transport for NSW to:</p> <ul style="list-style-type: none"> <li>• Deliver a high quality shared zone along Thompson Lane for pedestrians and those accessing mixed use developments.</li> <li>• Relocate current commuter parking at 31 Maclaurin Avenue within existing commuter parking on Park Road.</li> <li>• Review the location of bus stops locations within the centre.</li> </ul>
	<b>A3</b>	<p>Complete the footpath network with raised crossings and kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the neighbourhood centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.</p>
	<b>A4</b>	<p>Advocate to Transport for NSW for more frequent, direct and prioritised rail and bus services to allow for the long term growth in commuter movements.</p>
<b>Ref: P5</b>	<b>A5</b>	<p>Embellish East Hills Park and surrounding urban spaces to create a 'sense of place' that serves the long term needs of the community.</p>
<b>Ref: P4 &amp; P5</b>	<b>A6</b>	<p>Enhance access across Henry Lawson Drive by working with Transport for NSW to deliver an elevated pedestrian footbridge over Henry Lawson Drive between East Hills Railway Station and East Hills Park.</p>

TABLE 9 cont...

## Gateway Precinct

Place Making Principles Ref: P2		Suggested Planning Control Changes
	<b>A7</b>	<p>Rezone No. 94 Park Road in the Gateway Precinct from Zone R2 Low Density Residential to Zone B2 Local Centre.</p> <p>Zone B2 does not permit low density options such as dual occupancies.</p> <p>The intended outcome is to formalise the existing retail activity and active street frontages along the main street spine to ensure the long term success of the centre. The proposed extent of the business zone will provide sufficient capacity to meet population projections and local housing needs to 2031.</p>
	<b>A8</b>	<p>Accommodate a medium-rise building at No. 31 Maclaurin Avenue which strikes a balance between a dense urban form and retaining a sense of enclosure, human scale, comfort and enjoyment for people walking in the commercial core.</p> <p>Based on the key considerations around building heights, this location may accommodate up to 6 storeys (2.5:1 FSR) to provide a distinctive skyline to the neighbourhood centre.</p> <p>A height greater than 6 storeys is discouraged at this location as it will conflict with the desired low-rise character of the neighbourhood centre. The overshadowing and visual impacts on the street and surrounding buildings will also be substantially greater.</p>
	<b>A9</b>	<p>Accommodate mainstreet shop-stop buildings in the remainder of the Gateway Precinct.</p> <p>The intended outcome is to retain the character of the main street shops with the option of apartments above, and to provide an appropriate built form transition to the low density residential areas to the south. Based on the key considerations around building heights, allow up to 4 storeys (2:1 FSR).</p> <p>A height greater than 4 storeys is discouraged at this location as the overshadowing and visual impacts on the street and surrounding low density residential dwellings will be substantially greater.</p>
Ref: P3	<b>A10</b>	<p>For locations with a maximum floor space ratio greater than 2:1, reduce the minimum lot width to 18 metres to achieve the higher floor space ratio. The intended outcome is to encourage high quality development with the most efficient parking layout possible. Otherwise a 2:1 FSR will apply.</p>
	<b>A11</b>	<p>Allow a street wall up to 4 storeys to contribute to a comfortable level of spatial enclosure and village feel. The remaining storeys are to be setback a minimum 6 metres to reduce the visual impact of the taller elements of buildings and to allow sunlight to penetrate the streets.</p>

TABLE 9 cont...

**Residential Frame Precinct**

<b>Desired precinct character</b>		<p>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the neighbourhood centre. This compact place will accommodate a mix of living choices that respond to local needs. A place where many, from young families to seniors are making their homes within a short walking distance of the railway station. The low-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</p> <p>The Residential Frame precinct is also a place of green streets. Street trees will define the public domain and strengthen the centre's 'neighbourhood' character, which is valued by the community and one of the reasons people live and spend time in the neighbourhood centre. The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle.</p>
<b>Place Making Principles Ref: P4</b>	<b>A1</b>	<p><b>Infrastructure Delivery Actions</b></p> <p>Construct footpaths on both sides of local streets to complete the footpath network, and install kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the neighbourhood centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.</p>
	<b>A2</b>	<p>Formalise the regional on-road cycle route which traverses through the local streets with painted markings.</p>
<b>Place Making Principles Ref: P2</b>	<b>A3</b>	<p><b>Suggested Planning Control Changes</b></p> <p>Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.</p> <p>The intended outcome is to provide low-rise living choices within a short walking distance of the commercial core and local services. Zone R4 does not permit low density options such as dual occupancies. The proposed extent of the high density residential zone will provide sufficient capacity to meet population projections and local housing needs to 2031.</p>
<b>Ref: P3</b>	<b>A4</b>	<p>Accommodate low-rise buildings in the Residential Frame precinct.</p> <p>The intended outcome is to provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. Based on the key considerations around building heights, allow up to 4 storeys (1:1 FSR).</p> <p>A height greater than 4 storeys is discouraged as the overshadowing and visual impacts on the street and neighbouring houses will be substantially greater.</p>

TABLE 9 cont...

**Residential Frame Precinct**

<b>Ref: P3</b>	<b>A5</b>	Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.
	<b>A6</b>	Apartment living outside the neighbourhood centre boundary is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).



## 2.4 Yield Schedule

The research looked at the potential net dwelling yield to 2031 based on the structure plan, building envelope changes, feasibility testing and market trends.

The research assumed the potential net dwelling yield may equate to about 50% of the gross dwelling yield. This is because there are a number of new residential accommodation that are unlikely to redevelop before 2031. The research also recognises a building envelope is not a building, but a three

dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the achievable floor space of a development is likely to be less than the building envelope.

The implication is that the South West Local Area Plan increases the capacity of the neighbourhood centre to accommodate dwelling growth compared to the current target under the Residential Development Study. This increased capacity achieves the direction set by the Metropolitan Plan to accelerate housing delivery next to railway stations.

It also means there is no justification for property owners to seek a building envelope greater than those proposed by the Local Area Plan (via the planning proposal and pre-gateway review process) on the basis that this will help Council to achieve the dwelling target.

Based on the research, the potential net dwelling yield in the East Hills Neighbourhood Centre to 2031 is:

Under the Residential Development Study		
Number of existing dwellings (from a 2004 base)	Target	Total number of dwellings by 2031
554	40	594
Under the South West Local Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
554	960	1,514

FIGURE 10.5 East Hills Neighbourhood Centre – Infrastructure Improvements



FIGURE 10.6 East Hills Neighbourhood Centre – Indicative Height Distribution



## L3

### Plan for Additional Dwelling Growth in the Suburban Neighbourhood Precinct

Based on demographic trends, the Suburban Neighbourhood Precinct will accommodate some dwelling growth in the South West Local Area to 2031, mostly in the form of low-rise dual occupancies, multi dwelling housing and seniors housing dispersed throughout the precinct. To a lesser extent, certain neighbourhood shops which serve the day-to-day needs of residents will also accommodate some dwelling growth, mostly in the form of low-rise shop top housing.

Private and Council-owned land zoned for a rural purpose remain within the local area in Milperra. This zone is reserved for agricultural related activities but also includes dwelling houses. The lots are located within a part of the local area which is significantly affected by traffic infrastructure limitations on Henry Lawson Drive and the high

flood risk precinct. Many lots are also of high biodiversity value. Of the 16 rural zoned lots, 11 lots are located within the Riverland Golf Course site which proposes a private open space zone as they are affected by high riverine and stormwater flood risk precincts. Of the remaining 5 lots, 4 lots are owned by Council and the remaining lot is privately owned. The rural zone will be phased out over time. Council-owned lots will be rezoned to a public open space zone to match the proposed zoning of adjacent lots in the Riverlands Golf Course site.

The research found the current planning controls are adequate to accommodate the dwelling target (as shown in Table 10) subject to:

- A review of the design of dual occupancies and to ensure these housing types continue to achieve high quality residential development that is compatible with the prevailing suburban character and amenity of the Suburban Neighbourhood Precinct. The prevailing suburban character of the Suburban Neighbourhood Precinct includes the subdivision pattern, the front building

setback, off-street parking behind the front building line and the landscaping of front yards with canopy trees and deep soil plantings. The review will look at the lot size, building envelope, building design and landscaped area requirements for dual occupancies and multi dwelling housing to ensure these housing types are in keeping with the desired housing character for the precinct.

- Investigate opportunities to provide seniors housing and aged care facilities.
- Some planning control changes to certain neighbourhood shops as shown in Table 11.
- The implementation of the relevant floodplain risk management plans that apply to the South West Local Area.

## L3

### IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP





TABLE 10 Potential land capacity in the Suburban Neighbourhood Precinct	
Existing dwellings	7,100
Current planning controls	<p>The suburban neighbourhood is within Zone R2 Low Density Residential, which permits houses, dual occupancies, seniors housing and villas multi dwelling housing. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus attic.</p> <p>The suburban neighbourhood also includes some shops within Zone B1 Neighbourhood Centre, which permits shop top housing and residential flat building. The floor space ratio ranges from 0.5:1–1.5:1 and the height limit is 2 storeys plus attic.</p>
Research findings	<p>The research applied a strategic merit test to identify suitable locations that can best cope with growth to 2031, consistent with the centres policy. The strategic merit test includes:</p> <ul style="list-style-type: none"><li>• Consistency with the Metropolitan Plan and centres hierarchy.</li><li>• Consistency with Council's local strategies, endorsed by the Department of Planning &amp; Environment.</li><li>• Consistency with Council's spot rezoning procedures, adopted 2009.</li><li>• Community aspirations and consultation feedback.</li><li>• Consistency with the prevailing character of the suburban neighbourhood precinct and whether the impacts can be managed appropriately.</li><li>• Integration with topography, environmental constraints, access and infrastructure.</li><li>• Demonstrable reason for rezoning or change in planning controls to occur based on the public interest.</li></ul> <p>Based on the strategic merit test, there is some potential for the suburban neighbourhood to accommodate growth as much of the housing stock is reaching the end of its life cycle, having been built during the 1940s–1960s. There is the potential for low-rise (2 storey) housing (such as houses, dual occupancies, multi dwelling housing and seniors housing) in a dispersed pattern across the suburbs.</p> <p>Apartment living outside the small village and neighbourhood centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).</p>



TABLE 10 cont...

## Potential land capacity in the Suburban Neighbourhood Precinct

**Research findings  
cont...**

The suburban neighbourhood also includes a range of neighbourhood shops which serve the day-to-day needs of residents with some shops providing shop top housing. A review of the neighbourhood shops found the most active neighbourhood shops typically have the following attributes:

- Rear lane access
- Secondary frontages
- Proximity to nearby open space, transport hubs, schools or other community facilities.

Council reviewed the neighbourhood shops based on the above criteria (together with the surrounding context) to decide if there is potential for additional density. The analysis resulted in the following strategic merit test for neighbourhood shops:

- **Renewal:** Sites which met all of the criteria are suitable for additional density and height in the form of shop top housing and transitional medium density housing.
- **Increased building heights:** For sites which have rear lane access and/or secondary frontages (but are surrounded by low density development), allow an increase in height from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR.
- **Maintain the current planning controls** for sites which do not have access to rear lanes or secondary frontages and are in close proximity to adjacent residential properties.

**Table 11 Distribution of dwelling target in the Suburban Neighbourhood Precinct**

<b>Dwelling target to 2031 based on planning control changes</b>	500	
<b>Desired precinct character</b>	<p><i>The Suburban Neighbourhood Precinct will maintain the prevailing suburban character of low-rise detached housing in a landscaped setting. New low-rise housing will be well-designed and will make a positive contribution to protecting the prevailing suburban character, as well as the heritage and biodiversity values unique to the local area such as the Georges River, the scenic foreshore and bushland.</i></p> <p><i>The precinct will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise. Non-residential development will be limited to land uses that are compatible with the scale and unique characteristics of the precinct.</i></p>	
<b>Suggested planning control changes</b>	<b>A1</b>	Maintain the current planning controls that apply to Zone R2 Low Density Residential.
	<b>A2</b>	<p>For the following Council-owned lots within Zone RU4, rezone to RE1 Public Recreation:</p> <ul style="list-style-type: none"> <li>• No. 2 Auld Avenue, Milperra</li> <li>• No. 17A Martin Crescent, Milperra</li> <li>• No. 7A Piper Close, Milperra</li> </ul>
	<b>A3</b>	Apartment living outside the small village and neighbourhood centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).
	<b>A4</b>	Focus on low-rise shop top housing within Zone B1 Neighbourhood Centre to achieve the dwelling target.
	<b>A5</b>	<p>Increase the storey limit for the following properties within Zone B1 Neighbourhood Centre from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR:</p> <ul style="list-style-type: none"> <li>• Milperra Shops - Nos. 120–126 Ashford Avenue and No. 6 Bullecourt Avenue, Milperra</li> <li>• No. 48 Amiens Avenue, Milperra</li> <li>• Kennedy Street Shops - Nos. 119–129 Kennedy Street, Picnic Point</li> </ul>

L4

### Protect the environmental and scenic qualities of the Foreshore Area

The foreshore area along the Georges River and tributaries is unique to the City of Bankstown. It is one of the few areas where native bushland and trees dominate both public and privately owned land. This continuity of vegetation combined with the steep sandstone topography are seen to contribute to the natural scenic quality of the City of Bankstown, and act as an important habitat link between the coastal areas and the Greater Western Sydney Region.

Council recognises there is pressure to develop the foreshore area. The cumulative effect is it may lead to the removal of native vegetation, fragmentation of wildlife corridors, the destruction of rock faces, stormwater runoff, pollutants entering the waterways, weed infestation and flood impacts. The risk to life and property from flooding is also significantly higher in the foreshore area

Bankstown Local Environmental Plan 2015 currently protects the foreshore area by prohibiting development within 30 metres of the water (also known as a foreshore building line). This means many properties can only accommodate buildings with a small footprint (such as houses or dual occupancies).

To ensure the scenic and environmental quality of the foreshore area is protected and to manage risks to life and property, it is proposed to prohibit multi dwelling housing development for properties with direct access to the Georges River. This approach supplements the Georges River Regional Environmental Plan which aims to protect the environmental qualities of the whole catchment. Table 12 identifies the desired character for the foreshore area and affected properties.

L4

### IMPLEMENTATION

- **Amend Bankstown LEP**

TABLE 12

Suggested planning controls in the foreshore area

<b>Desired Character</b>	<i>Protect and enhance the biodiversity values and landscape amenity of the foreshore area. Retain the character of low-rise detached housing in a landscaped setting.</i>
<b>Suggested planning control changes</b>	Prohibit multi dwelling housing on the following properties within the foreshore area: <ul style="list-style-type: none"> <li>• No. 3 to No. 13 Auld Avenue, Milperra</li> <li>• No. 384 to No. 406 Henry Lawson Drive, Milperra</li> <li>• No. 13 to No. 55 Burbank Avenue, East Hills</li> <li>• No. 480 to No. 692 Henry Lawson Drive, East Hills</li> <li>• No. 57 to No. 95 Burbank Avenue, Picnic Point</li> </ul>

L5

## Protect the Heritage Character of the South West Local Area

The City of Bankstown contains a number of buildings, homes and places of heritage significance. These buildings, homes and places tell the story of our local community and are a physical link to the way of life of earlier generations. A heritage listing means that a site has been acknowledged as having a special value for the present community and for future generations.

This action aims to retain the following heritage items that are located in the South West Local Area:

- The Milperra Soldiers Settlement is historically significant because it was part of a national scheme that was intended to repatriate returning servicemen during and after World War I. It reflects then-current attitudes towards the appropriate ways to develop the country and ensure its growth and prosperity. The Settlement was a rare event in the history of Bankstown and was a relatively late and unusual form of agricultural development in the Bankstown area. Apart from this, it represents very early settlement within the area and resulted in the locality being named “Milperra”. The road

layout of the principal streets provides tangible evidence of the subdivision that was formed to accommodate the Settlement.

- Caird’s Wharf, identified as being located at East Hills Park, is associated with the historically significant Caird family who settled and acquired land in the area in the 1860s. It is thought that, when the land was cleared for farming, an original wharf was constructed and used to transport timber. The original wharf was replaced in 1930. The remains of the original wharf are located nearby, however they are not in their original location. East Hills Park itself has significant heritage significance being a destination for recreation since the 1920s.
- Cattle Duffer’s Flat is associated with events of cattle thieving that may have taken place on this site. Cattle Duffers Flat is enclosed by cliffs and is a small, half-moon shaped sandy flat on the Georges River. It is open with scattered stands of small trees.



- Ferndale Cottage at No. 31 Ferndale Road, Revesby. No. 31 Ferndale Road is understood to be amongst the earlier extant houses in Revesby. It has associations with a local identity, Robert Storey Waddington, and was built, owned and occupied by the Waddington family for many years. The house is distinctive because it is constructed of stone, which was quarried and dressed on the site. It is considered to be a rare example of a stone twentieth century dwelling in the City of Bankstown and appears to have retained a large amount of original building fabric externally. More recent fabric has been appropriately detailed.

Council will continue to support heritage property owners through targeted heritage grants for specific works and the heritage conservation incentive clauses in the LEP.

Council also notes that the Georges River National Park contains aboriginal heritage sites including rock shelters, hand stencils, rock engravings and axe grinding grooves. The NSW National Parks and Wildlife Service manages these sites. There are currently no areas, objects, places or landscapes identified as being of heritage significance to Aboriginal culture and people under Bankstown Local Environmental Plan 2015.

Preserving heritage significance can be achieved in many different ways. These include listing properties on our heritage item list or preserving important commercial facades through to incorporation of the story of the building or place into the design of buildings and places. Council will work with property owners to identify the best way to preserve the heritage significance of these sites.

## L5

**IMPLEMENTATION**

- **Amend Bankstown LEP**
- **Complete an Aboriginal Heritage Assessment of lands adjacent to Georges River within the South West Local Area**







L6

### Lead the Way with Better Standards of Building Design

This action aims to achieve well designed mixed use and residential development that makes the most of the location and provides interesting active street frontages in the centres.

This is vital to strengthening the liveability of the centres.

The Department of Planning & Environment has issued statewide policies to achieve good urban design, namely the Design Quality of Apartment Design Guide and BASIX. Council is committed to building on these policies and to customise the design controls to further enhance the character and appearance of the centres in the local area.

There are certain changes Council could make to the design controls to achieve the desired built form outcomes, namely:

- A review of design excellence provisions, and to apply SEPP 65 to serviced apartments and boarding houses.
- A review of setbacks to correspond with the diverse character of streets and precincts.
- A review of active street frontages, external appearances and signs to improve the quality and image of development in the centres.

- A review of the off-street parking requirements to reduce car dependence in proximity to public transport and enable viable development.
- A review of stormwater management and water sensitive urban design provisions.

The economic analysis supports the proposed changes to improve the feasibility of development. The economic analysis also indicates that where it is impractical for commercial development in the commercial core to meet the off-street parking requirements, Council may allow multi-storey public car parks to accommodate the commercial related parking spaces with planning agreements contributing to the cost.

L6

### IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**
- **Amend the Planning Agreements Policy**

## L7

### Make Local Facilities More Sustainable for Community Services

The City of Bankstown's social infrastructure includes public and privately owned education, health and community facilities. Community facilities can add considerably to the development of strong and resilient communities by providing places where people from a diverse range of backgrounds can learn, celebrate, socialise and support each other.

This action aims to provide high quality facilities and services at focal points that will serve the long term needs of the community consistent with the Bankstown Community Plan (refer to Table 13). The South West Local Area will be served by new multi-purpose, community facility in the Panania Small Village Centre which will provide spaces for the range of activities being undertaken in the local area (refer to Actions L1 and L2).

The co-location of services at focal points and an understanding of the future community profile means some other facilities in the local area will become surplus to the community and Council's needs. A review of the current supply of facilities based on best practice found that some out-of-centre facilities are most likely a legacy of land ownership

rather than strategic planning. Most of Council's facilities are over 50 years old and at a critical stage of the building lifecycle. These facilities are likely to require substantial maintenance or refurbishment to continue to meet community expectation. These facilities also replicate the numerous school and church halls that service a variety of community needs and commercial operations.

As such, many facilities do not address the criteria for visual prominence, integration with other activity generating uses, accessibility, useability and building conditions.

This action identifies the following facilities as being appropriate for long-term divestment subject to investigation of appropriate options the activities currently using the surplus facilities.

## L7

### IMPLEMENTATION

- **Urban Renewal Program:** Council will work with other service providers to support opportunities for co-location.
- **Property Divestment Program**



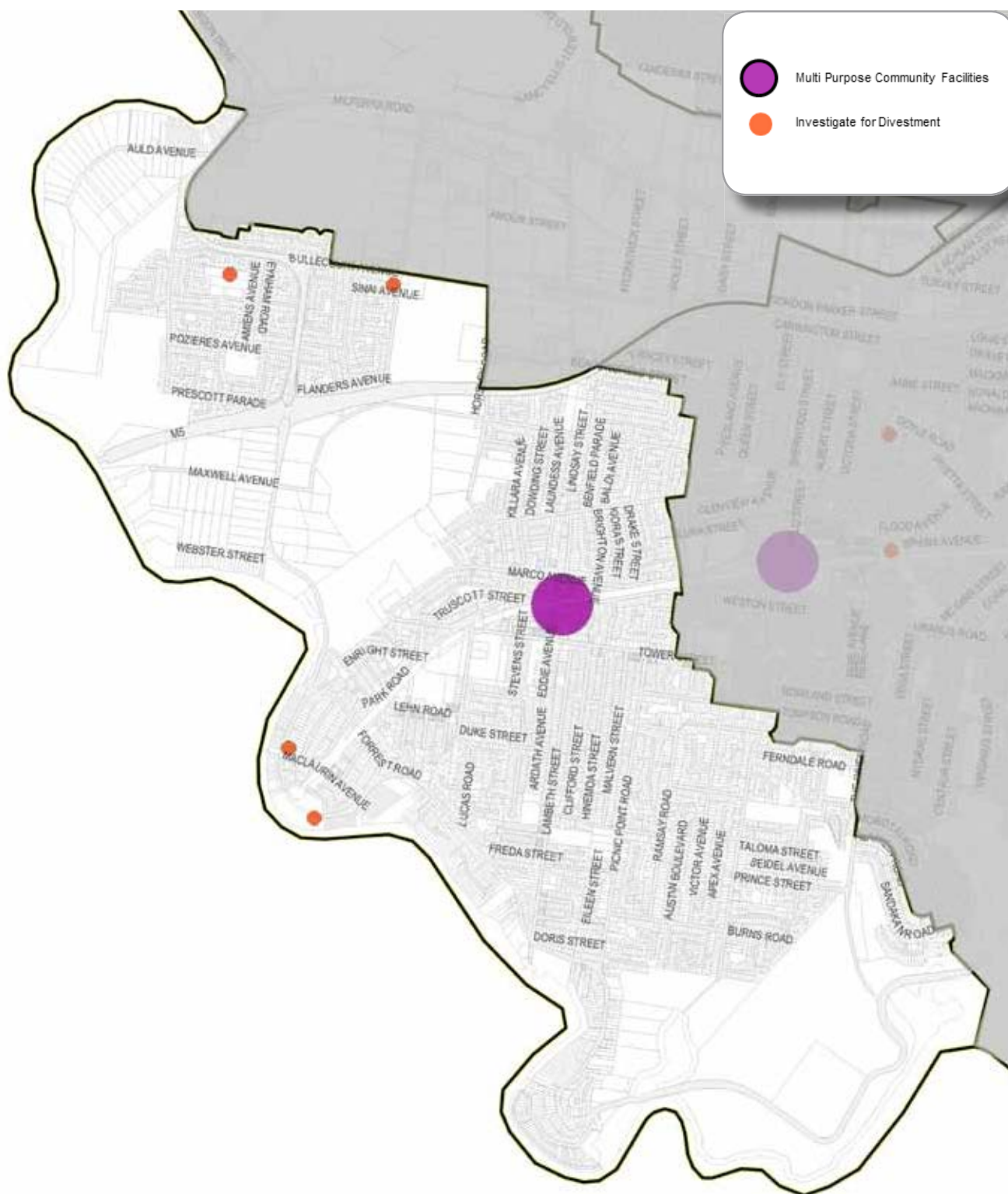
TABLE 13

## Community facilities in the South West Local Area

<i>Facility</i>	<i>Proposed Service/Activity</i>
<b>Milperra Community Centre (No. 128 Ashford Avenue, Milperra)</b>	The age, design, size of the hall and its proximity to residential properties limit its usage for a range of community uses.
<b>East Hills Scouts Hall (No. 629 Henry Lawson Drive, East Hills)</b>	Scout halls are generally only used a few nights per week with the hall remaining predominantly unused on the other nights, during the day and on weekends. The changing trends in participation in Scout and Guide activities is also affecting the use of these facilities.
<b>East Hills Kindergarten &amp; Kiosk (No. 574A Henry Lawson Drive, East Hills) Milperra Kindergarten (No. 12 Amiens Avenue, Milperra)</b>	Review Council's role in the provision of early child care facilities such as kindergartens and pre-schools and the feasibility of providing these specialist facilities in the long term.



FIGURE 12 Community Facilities in the South West Local Area







L8

### Liaise with Schools Regarding Shared Access to School Halls

A number of schools within the local area received funding under the Commonwealth Governments 'Building the Education Revolution' Nation Building Stimulus Package for the construction of new facilities. A condition of this funding requires that new facilities must be made available for general community use.

This action aims to enable these facilities to partially accommodate some of the uses occupying existing Council facilities and/or assist in catering for future demand. Council will lead the way by investigating the best method to unlock access to these facilities in collaboration with schools and other stakeholders.

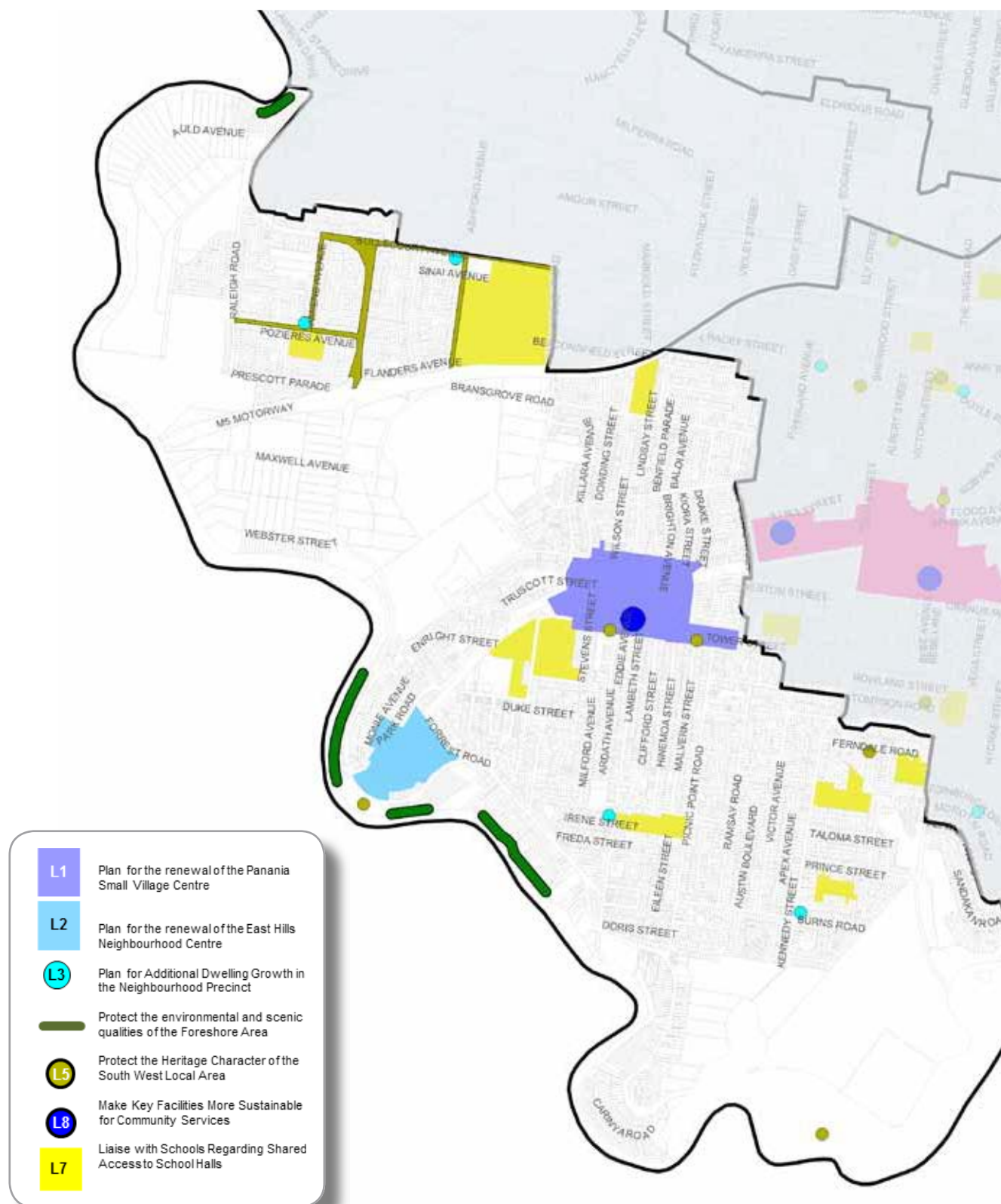


L8

### IMPLEMENTATION

**Develop partnerships with local schools**

FIGURE 13 Liveable Action Plan





## 2.2 Invest

The potential to facilitate investment and generate new jobs in the South West Local Area will depend on supporting our key economic assets.

The South West Local Area is strategically located along the M5 Motorway in Milperra. The Airport-East Hills Railway line runs through the area with stations at Panania and East Hills providing an excellent transport link to Central Sydney/Sydney Airport. The local area also contains a number of local bus routes which provide access to destinations within the local area, other destinations in the City of Bankstown and wider region.

The Western Sydney University is a strategic employment site for the City of Bankstown. The university employs 302 staff and provides tertiary education to 7,700 students in the fields of Psychology and Social Sciences, Humanities and Communication Arts, Education and Business. The University's masterplan for the site will guide development into the future and will ensure transport connectivity and accessibility for students and staff.

The Bankstown-Airport Specialised Centre, whilst not located in the South West Local Area, provides significant opportunities for future investment and employment in the South West Local Area. The area includes Bankstown Airport and the Milperra Industrial Precinct. Bankstown Airport, over time, has developed from a small airport into a business park comprising over 170 firms and over 6,000 jobs.

The Milperra Industrial Precinct has a significant concentration of metals and engineering, automotive parts and repairs, freight logistics and aviation businesses. In recent times many of the older manufacturers have downsized or closed, however, efficient firms serving local niche markets have continued to grow, including freight and logistics companies.

The Invest Actions aim to support actions which enhance economic activity in the centre and in other local areas within the City of Bankstown. Locating new jobs closer to home will increase economic activity as well as addressing the following sustainability principles derived from Government and Local Council policies:

- A local area that strengthens the customer base for local businesses.
- A local area that makes more efficient use of infrastructure.
- A local area that supports sustainable transport by giving workers, residents and customers the option of taking public transport, walking and cycling.

- A local area that promotes healthier communities by reducing travel times, and enabling residents to spend more time at home or enjoying leisure activities.
- A local area that can adapt to workforce and demographic changes, particularly as an ageing population will develop different employment and consumption patterns.
- A local area where new dwellings supplement the employment functions of the centres and industrial precincts.

Supporting this growth will be a range of public domain and landscape improvements to enhance the centres and industrial precincts as attractive employment and investment destinations.





11

### Plan for employment and education activities at the Western Sydney University

The Western Sydney University is a key academic and research campus with on-campus residential accommodation and supporting amenities. The University is currently constrained by relatively poor public transport services and a lack of space on campus. The University is planning for growth, and is looking at improving amenities.

Land use impacts on surrounding residential streets need to be carefully managed. Council will encourage the University to enhance its transport plan to reduce incidences of local streets being used for student parking. Council will consider how we can assist in connecting students to a wider range of transport options such as walking, cycling, bus and train to reduce reliance on cars.

Currently the University has a strong focus on arts and humanities courses which does not integrate with surrounding uses in the Airport Milperra Specialised Centre. There is a potential to link with the existing aviation and metals engineering activities by providing complimentary courses at the campus in the future. Council will liaise with the University to explore opportunities for synergies between the university and the Specialised Centre.

The Special Use Zone is to be retained to facilitate existing activities.

11

### IMPLEMENTATION

- **Economic Development Program**
- **Roads Program**

#### Desired Character

*The Western Sydney University will continue to provide high quality education services and a range of jobs in the tertiary education sector for the City of Bankstown. The functioning of the University will have regard to the amenity of residents in the surrounding Milperra neighbourhood area.*

#### Suggested planning control changes

Maintain the current special use zone.

#### Other policy changes

Liaise with the University to improve access to and from the University for all transport modes.



## Strengthen the Image and Amenity of the Neighbourhood Shops

The Town Centre Improvement Program is a Council initiative which results in major improvements to public domain and infrastructure in centres across the City of Bankstown. The main objective of this program is to make the centres more attractive places to work and invest. The program focuses on improving public domain and main streets, which include improvements to civic spaces and gathering spaces, footpath widening, new street trees, better street lighting, new street furniture, murals and public art. The TCIP is a three tiered program with the large growth

centres in the first tier. Allocations of funding between \$1–2 million are available for works. To date, Council has completed improvement works in Panania Small Village Centre in 2010.

The second tier focuses on neighbourhood centres, typically groups of 5 to 10 shops. Many of the smaller centres in the South West Local Area fall under this category. The third tier is small works providing new inexpensive infrastructure such as bins, seats and some planting.

This action aims to continue to explore opportunities to apply the TCIP to the following shops in the South West Local Area:

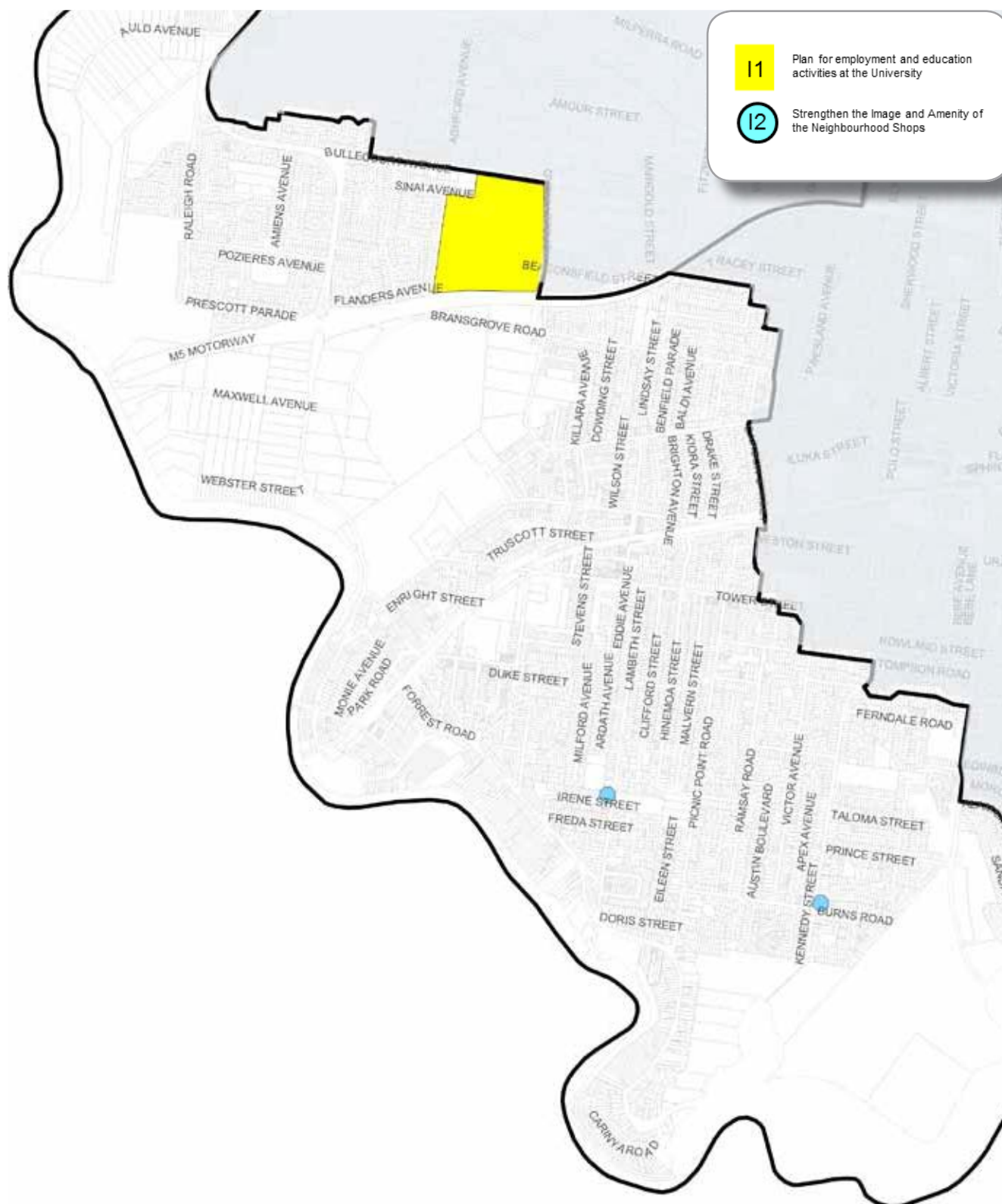
### IMPLEMENTATION

- **Town Centre Improvement Program**



Tier	Neighbourhood shops
3	Lucas Road in East Hills
3	Burns Road in Picnic Point

FIGURE 14 Invest Action Plan



## 2.3 Green

Open spaces such as parks, sportsgrounds, and natural areas such as bushland provide important public places for people to exercise, relax, socialise and experience nature. The South West Local Area contains a well established open space network which includes Deepwater Park, the Vale of Ah Reserve and the Sylvan Grove Native Gardens, and district sporting facilities at Gordon Parker Reserve and Smith Park. There are 59 open spaces comprising 70 hectares.

As the population in the local area is projected to grow to 28,300 residents by 2031, it is essential to adapt the supply and function of the open spaces to meet changing needs. It is also important to protect the plants and animals that share these spaces if the local area is to move towards a more sustainable urban environment.

The Green Actions aim to deliver an adequate supply of open space to sustain population growth by ensuring neighbourhood parks are within an acceptable walking distance (around 400 metres) of all residential areas. Providing open spaces closer to residents will contribute to the liveability of the local area as it will achieve the following sustainability principles derived from State Government and Local Council policies:

- A local area that provides a wide range of multi-functional open spaces to serve different community needs, whilst protecting the biodiversity values of the open spaces and corridors.
- A local area that contributes to the health and well-being of residents by providing safe, accessible and well connected open spaces.

Council adopted an Open Space Strategic Plan in 2013 and a Community Land Generic Plan of Management in 2014. These documents help to inform the Local Area Plans and provides the following Open Space Hierarchy:





<b>State</b>	Open spaces and facilities capable of hosting state or national events, such as the Dunc Gray Velodrome in Bass Hill
<b>Regional/ Citywide</b>	Open spaces and facilities of significant proportion, uniqueness or standard servicing a citywide and regional need, such as the Vale of Ah Reserve in Milperra. This also include Georges River National Park which is Crown land.
<b>District</b>	Open Spaces and facilities that stages citywide competitions for sports such as football and cricket. Most of these sportsgrounds have secondary functions such as a passive park, such as Smith Park in East Hills.
<b>Neighbourhood</b>	These spaces may have some qualities of a district park but usually only support passive recreation for a local catchment within 400 metres, such as Edwards Reserve in Panania.
<b>Local</b>	These small spaces service the passive recreation needs of residents and contribute to the natural amenity of local areas. They are typically parcels of land less than 0.2ha surplus from subdivisions, road reserves or infrastructure easements. An example in the South West Local Area is Wall Reserve in Panania.



G1

## Ensure Open Space is Accessible to all Residents

The open space analysis indicates that the majority of dwellings in the South West Local Area are within walking distance (around 400 metres) of the current supply and distribution of open space. One small area of residential land outside the Panania centre is outside these walking distances.

Actions which would improve access to open space in the Suburban Neighbourhood Precinct include:

- Rezone areas that are informally used as open space. Amendments to Bankstown LEP should rezone these areas to an open space zone to recognise their contribution as green spaces in the urban area.
- Rezone areas from open space to the most appropriate zone where they are no longer required for acquisition.
- Define walking and cycling routes that pass through open spaces and incorporate these routes into the broader walking and cycling network. Improve pedestrian and cycle links to major parks (such as Smith Park, East Hills Park, Kelso Parklands and Deepwater Park, and the Georges River National Park) and other key destinations (such as community facilities and public transport).
- Improve access to open space by addressing physical barriers.
- Improve access to underutilised sporting fields at some schools. Council can investigate access arrangements with the schools to enable the use of this land by residents.



Property	Current zone	Proposed zone
<b>No. 7A Piper Close and No. 17A Martin Crescent, Milperra</b>	Zone RU4	Zone RE1
<b>739 Henry Lawson Drive, Picnic Point</b>	Zone R2	Zone RE1
<b>Nos. 9 and 9A Victor Avenue, Panania</b>	Zone RE1 (partial)	Zone R2



Open spaces must also function to support the desired uses through appropriate facilities, size, shape and location. Council needs to occasionally buy and sell land to ensure that all areas of open space are well used and of appropriate size. Because of the high value of open space in the City of Bankstown, Council must ensure that open space is accessible, meets the needs of the community, or forms part of the City's public domain or cycling infrastructure. Where this cannot be secured the open space may be surplus to Council's needs and divestment of such sites would permit embellishment of other more appropriate sites.

The difficulty and expense of obtaining more open space also means Council must enhance existing spaces through improved facilities and increased vegetation for shade, aesthetics and wildlife habitat. In future, open spaces will need to become more multi-purpose, have better linkages and have extended hours of use where appropriate if they are to serve the increased population.

The Open Space Strategic Plan sets out the criteria to assist Council in making decisions about where to acquire and divest open spaces. Land acquisition will be considered where:

- There is poor provision of either active or passive open space.
- There is a need to improve connectivity.
- There is a need to improve wildlife and biodiversity corridors.

Divestment of open space would only be considered where:

- There is a high provision of local and neighbourhood open space.
- The open space is identified as having limited recreational, social or environmental value.
- The open space is equal to or less than 0.2 hectares and would not contribute to a proposed walking/cycling route.
- Residents have access to another quality open space within 400 metres.

Council will also ensure all open space land has the appropriate land use zone.

Based on this set of criteria, the proposals for the South West Local Area are:

## G1 IMPLEMENTATION

- **Amend Bankstown LEP**
- **Open Space Improvement Program—Capital Works**
- **Property Acquisition Program**
- **Property Divestment Program**

Based on this set of criteria, the proposals for the South West Local Area are:

Property	Action
<b>Malvern Reserve, 96 Malvern St, Panania</b>	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. Reclassify the property from community land to operational land. Rezone the property from RE1 Public Recreation to R2 Low Density Residential
<b>Unnamed reserve at 252 Bransgrove Road, Panania</b>	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. Reclassify the property from community land to operational land. Rezone the property from RE1 Public Recreation to R2 Low Density Residential
<b>Unnamed reserve at 243 Horsely Road, Panania</b>	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. No reclassification required as land already operational. Rezone the property from RE1 Public Recreation to R2 Low Density Residential
<b>Wall Reserve, 167 Beaconsfield St, Panania</b>	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. Reclassify the property from community land to operational land. Rezone the property from RE1 Public Recreation to R2 Low Density Residential
<b>Lucas Drain Reserve (part of), Land between 38 and 40 Lucas Road, East Hills</b>	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. Reclassify the property from community land to operational land. Rezone the property from RE1 Public Recreation to R2 Low Density Residential
<b>McKevitte Reserve, 12 McKevitte Ave, East Hills</b>	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. Reclassify the property from community land to operational land. Rezone the property from RE1 Public Recreation to R2 Low Density Residential
<b>No. 572 and No. 564 Henry Lawson Drive, East Hills</b>	Review land uses at 572 and 564 Henry Lawson Drive in relation to objectives and planning for East Hills Park.
<b>Eynham Reserve, 32 Eynham Rd, Milperra</b>	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. Reclassify the property from community land to operational land. Rezone the property from RE1 Public Recreation to R2 Low Density Residential
<b>Links Reserve, 9 Links Ave, Milperra</b>	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. Reclassify the property from community land to operational land. Rezone the property from RE1 Public Recreation to R2 Low Density Residential
<b>Properties around Dalziel Avenue.</b>	Investigate options for land acquisition to provide a neighbourhood park in this area, which is identified as being outside a 400m walk to open space.
<b>Smith Park 2D Lehn Rd, East Hills</b>	Reclassify the properties from operational land to community land to reflect current use as valuable open space.
<b>Thomas Street, Drain Reserve 87 Thomas St, Picnic Point</b>	Reclassify the properties from operational land to community land to reflect current use as valuable open space. Rezone the property from R2 Low Density Residential to RE1 Public Recreation.
<b>Council's Depot, 252 Bransgrove Road, Panania</b>	Reclassify the properties from community land to operational land to reflect the uses occurring on the site and facilitate these kinds of activities into the future.

FIGURE 15 Open Space in the South West Local Area



## G2

### **Protect and Manage Local and Regional Significant Conservation Lands**

The high value biodiversity land in the South West Local Area incorporates remnant native vegetation and threatened communities of flora and fauna. These sites include (refer to Figure 16):

- Parks covered by Council's Community Land Generic Plan of Management 2014 and specific Bushland Plans of Management.
- Certain remnant native vegetation on private land.
- Georges River National Park
- Crown Land (including Sylvan Grove Native Garden)

Council's open space analysis also identified biodiversity corridors, which are linear landscape features that connect two or more larger patches of habitat for native plants and animals and assist in allowing movement and gene flow among native flora and fauna. These biodiversity corridors include land along the Georges River, Morgans Creek, part of some residential zoned land passing through Oxley Reserve, the M5

Motorway, Kelso Creek and part of the Riverlands development site. The Department of Planning is currently determining a planning proposal to redevelop the Riverlands site for residential development with a foreshore buffer to the Georges River.

Council will continue to assess and evaluate the conservation values of these areas and the information will inform high level planning consistent with the Bankstown Community Plan's vision for a city that protects the biodiversity value of its open spaces and corridors.

Council will continue to liaise with the NSW National Parks and Wildlife Service for the appropriate maintenance of the Yeramba Lagoon. This freshwater wetland is cut off from the Georges River by a weir. The site is important to the local community. There is 1.8km loop walking track and the area provides habitat for a wide range of flora and fauna.



## G2

### **IMPLEMENTATION**

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**



G3

### Maximise the Recreational and Ecological Functions of the Deepwater Park

Deepwater Park is the largest Council owned and managed open space in the South West Local Area (52.8 hectares).

This action aims to strengthen the recreational and ecological functions to ensure this park is capable of sustaining the population growth expected in the South West Local Area in the long term, and will review the plan of management and statutory provisions to explore the following:

- Protect remnant natural areas and restore where possible the natural character of features such as riverbanks and watercourses.
- Optimise the conservation and educational value of the corridor's Aboriginal and European heritage characteristics.
- Maximise regional foreshore access.

- Maximise recreation and tourism activities along the Georges River to optimise the community benefits of the open space areas, and cater for a range of community events, functions and small park-based businesses that supplement the active recreational amenity where ecological values of the site would not be impacted. Improve the connectivity of riparian zone from Deepwater Park to Vale of Ah.

G3

### IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Plan of Management**



## G4

### Lead the Way with Environmentally Sustainable Design

At present many residential and commercial buildings are energy inefficient, comparatively expensive to run, use more water than necessary, and can be made of materials that damage human health and the environment.

Environmentally sustainable design is an approach that considers each building project from the initial planning stage to eventual decommissioning. There are five fundamental principles of environmentally sustainable design: orientation and structure design efficiency, energy efficiency, water efficiency, materials efficiency and indoor air quality. Improving building designs can save energy, water and money, while creating a more enjoyable and comfortable place to work and live. Council is proposing to lead the way in terms of environmentally sustainable design.

Public domain works, such as town centre upgrades, will incorporate environmentally sustainable design such as rain gardens, native vegetation and recycled materials. This issue will be considered from the initial planning stage to eventual decommissioning. Water sensitive urban design principles will be incorporated into planning controls as a means to support improved water quality and reduced run-off.

The Community Land Generic Plan of Management also includes two performance targets relating to environmentally sustainable design:

- Comply with Ecologically Sustainable Development principles in the design, upgrade and maintenance of open space. The design, upgrade and maintenance of parks and sportsgrounds is to consider the use of recycled materials, reuse of site materials (e.g. for mulch), solar lights, permeable pavements, no import of soil (equal cut and fill), vegetated roofs on park buildings, and indigenous planting, especially in underutilised areas.

- Incorporate water sensitive urban design elements into open spaces to help reduce waste of water and downstream flooding, erosion and contamination. This may include grassed swales, rain gardens, water collecting tree pits and medians, bioretention basins, and water tanks to collect and reuse stormwater to irrigate turf.

## G4

### IMPLEMENTATION

- **Amend Bankstown DCP**
- **Open Space Improvement Program—Capital Works**



## G5

## Maximise Useability of Operational Land

Council owns a range of operational land which is used for infrastructure purposes such as car parks, drainage reserves, utility easements, access ways and temporary assets.

The operational land analysis indicates a majority of this land should be retained to meet the long term infrastructure needs of the South West Local Area.

The operational land analysis also identified certain land that is surplus to Council's needs due to the following:

- The land is not required to provide infrastructure to support future population growth.
- The land does not contribute to open space and biodiversity values.
- The land does not enhance community connectivity, or connect to established, or proposed, recreational trails and cycle routes.
- The land does not add to visual amenity.

Based on this set of criteria, the intended outcome is to divest the following operational land:

- **Divest:**
  - No. 24A Browning St, East Hills
  - No. 20A Dowding St, Panania
- **Divest subject to the creation of an easement:**
  - No. 31A Eddie Ave, Panania
  - No. 23A Freda St, Panania
  - No. 65A Hinemoa St, Panania

## G5

## IMPLEMENTATION

- **Property Divestment Program**

G6

### Explore opportunities to enhance recovery activities at Kelso Landfill

Kelso landfill is a valuable asset for the City of Bankstown. The 50 hectare site has been in operation in some form since 1955. Each year, 20,000 tonnes of waste from Councils' operations is landfilled and over 30,000 tonnes of waste is stockpiled and processed on site for re-use.

However, due to the decreasing tonnages being sent to the Kelso Landfill, Council will not reach the closing capacity required to cap the landfill by 2017 as previously considered. Council is currently seeking an extension with the NSW EPA to extend the life of the landfill for up to 15 years to ensure best practice closure. To reflect the ongoing historical and long-term use of the site for land fill activities it is proposed to rezone the land from its current public recreation zone to a special use zone. It is also proposed to reclassify certain land from community to operational land to reflect the current use.

Council has assessed the feasibility of extending the life of Kelso Landfill with a view to providing low impact processing options to assist with managing Council's liability and stabilising the current waste disposal costs. The analysis found that the Kelso site is strategically located and also large enough to explore emerging low impact, high recovery processing options, beyond the current closure plan horizon of 2017.

This action aims to progress the exploration of opportunities for low impact, high recovery processing at Kelso landfill.

This will also include appropriate long term land use of adjoining lots between Bransgrove Road and M5 Motorway.

G6

### IMPLEMENTATION

- **Waste Recovery Program**
- **Amend Bankstown LEP**
- **Amend Plan of Management**



**G1** Ensure Open Space is Accessible to Residents

**G2** Protect and Manage Local and Regional Significant Conservation Lands

**G3** Maximise the Recreational and Ecological Functions of the Deepwater Park

**G4** Maximise Useability of Operational Land - Investigate Divestment with Easement

**G5** Maximise Useability of Operational Land - Investigate Divestment

**G6** Investigate for Divestment

**G7** Investigate for Reclassification

**G8** Rezone to reflect current use

**G9** Explore opportunities to enhance recovery activities at Kelso Landfill

**G10** Review current land use

**G11** Investigate options for land acquisition to provide a neighbourhood park in this area



## 2.4 Connected

The South West Local Area contains public transport corridors and state roads that traverse south-west Sydney. These include the T2 (Airport/ East Hills, Inner West and South) Railway Line, the M5 Motorway and Henry Lawson Drive.

Despite the connections to the public transport network, the South West Local Area remains a dominant car based environment. Five of every seven residents leave the local area for work with the majority travelling by car. Currently, only 6% of journeys are made by public transport and 5% by walking and cycling.

The Connected Actions aim to promote a balanced transport system. Such a system provides our community with the maximum number of choices to make their journeys (when to go, where and how far to travel and which mode to use). Future transport plans will anticipate and shape future transportation needs and demands by evolving a balanced transport system with a selection of viable modes to choose from.

The benefits of a balanced transport system is it makes better use of transport infrastructure, and makes the South West Local Area a more liveable and healthier place as it will achieve the following sustainability principles derived from State Government and Local Council policies:

- A local area that manages the various, and sometimes competing, functions within the street environment.
- A local area that encourages public transport use, particularly for commute trips, to keep Sydney compact and moving.
- A local area that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling. This seeks to motivate the local community, especially those who use private vehicles, to undertake short, comfortable and safe trips on foot or by bike and to establish a culture of non-motorised mobility.





- A local area with a transport system that meets the basic transport related needs of all people including women and children, the socially disadvantaged and people with mobility constraints.
  - A local area that makes more efficient use of infrastructure.
  - A local area with successful local economies by having a modern, responsive and efficient transport system that is capable of supporting the competitiveness of our businesses and provide good access to local, national and international markets.
  - A local area that provides sustainable transport options to minimise vulnerability to increasing fuel costs.
  - A local area that connects people to key destinations via a finer grid of safe, cohesive and attractive routes.
  - A local area that slows the growth of greenhouse gas emissions by reducing the number of car journeys to access jobs and services.
  - A local area that promotes lower vehicle speeds through design rather than regulation, and limits freight and through traffic in local streets.
- At the same time, the Connected Actions will integrate the policies for public transport, active transport, traffic and parking to support the function and servicing of the centres within the local area.

## C1

### Redevelop and expand the Panania Railway Station

The Panania railway station is the principal gateway to the Panania Small Village Centre. The station functions as a rail/bus interchange, providing public transport connections to Bankstown. By 2031, there will be 28,300 residents within the local area. The Metropolitan Plan recognises there must be adequate transport capacity to sustain this growth, particularly if this will increase the share of work journeys by public transport.

To make more efficient use of infrastructure, Council will work with Sydney Trains and Transport for NSW to develop a masterplan for the redevelopment and expansion of the Panania railway station and the surrounding land. The masterplan is to be based on the following intended outcomes:

- The Panania Railway Station will be an accessible station that provides direct and safe access for commuters, pedestrians, cyclists and people with disabilities.
- The Panania Railway Station will provide better connections to the rail/bus interchange and neighbouring civic spaces.

To achieve the above, Council will explore mechanisms to increase the amount of public domain area between the Panania Railway Station and Anderson Avenue.

## C1

### IMPLEMENTATION

- **Urban Renewal Program:**  
**The first stage is to prepare a masterplan for the Panania Railway Station Precinct.**





## C2

## Enhance Accessibility across the South West Local Area

This action aims to improve accessibility across the South West Local Area to enable residents to reach desired services, activities and destinations. To meet the challenges of population growth, Council is implementing a more integrated approach to road and street design in the local road network. The intended outcome is to reframe the issue of transport so that it is no longer seen as separate from, but rather integral to, urban planning and design.

This integrated approach also prioritises the use of more sustainable forms of transport (walking and cycling) to reduce car dependency and to alleviate the need to carry out improvements under the traffic management approach. The first stage involves the following measures:

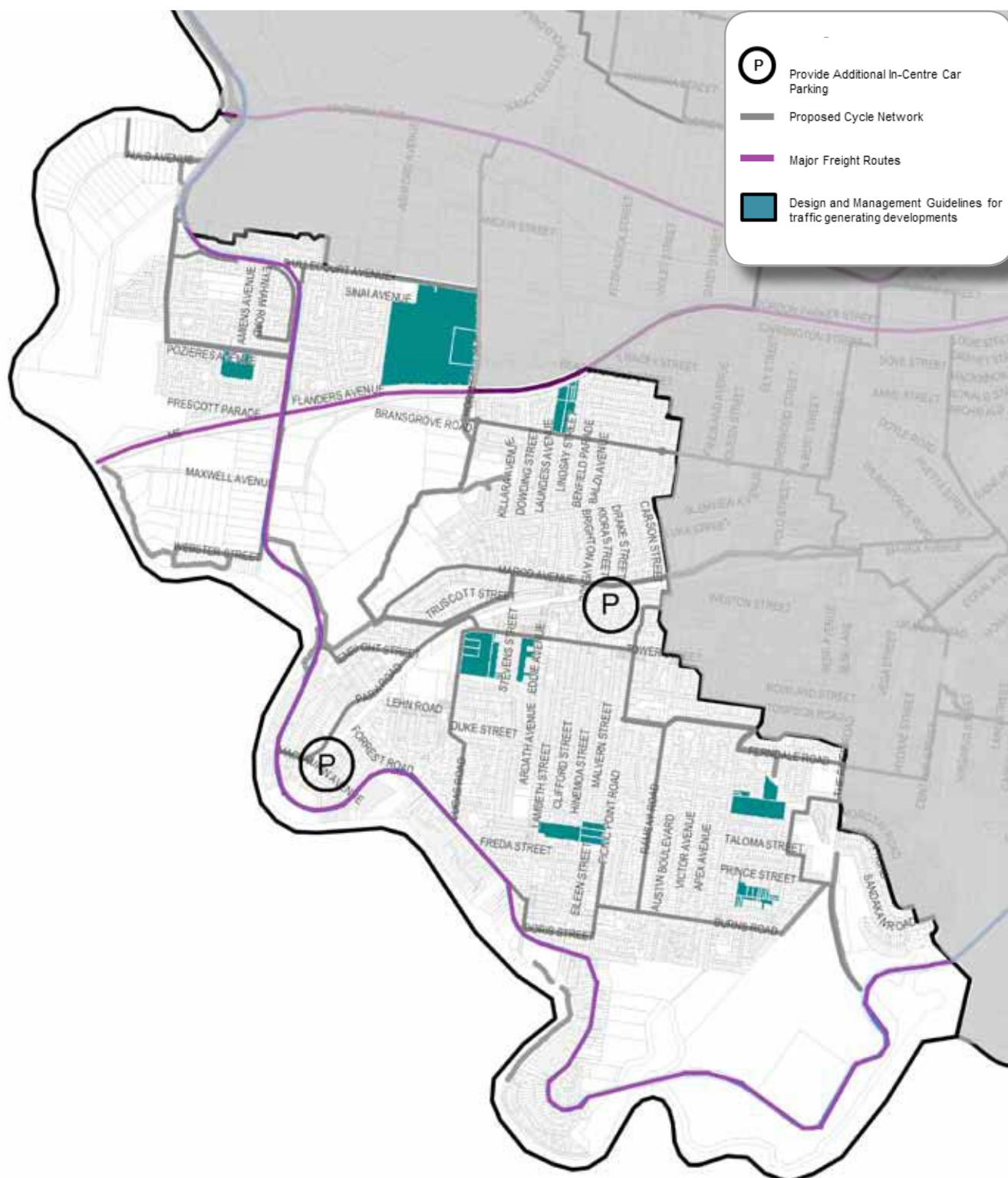
- Improve pedestrian access to the bus stops that form part of the regional bus routes.
- Improve the regional cycle network (refer to Figure 16) to connect various points of interest that are appealing to cyclists. The proposed network acknowledges that segregated routes for cyclists is not always the best solution and will propose remedial infrastructure and policy measures to strengthen this active travel mode.
- Concentrate road based freight (i.e. semi-trailer trucks and 25 metre long B-double trucks) on key routes where it would not have an unacceptable impact on local roads.
- Develop design and management guidelines in partnership with the local community and key stakeholders for major traffic generating development in the neighbourhood precinct (such as schools and other educational establishments).
- Advocate the State Government to include mandatory Transport Management Plans for all education facility development enabled under the State Environmental Planning Policy (Infrastructure) 2007.
- Council will continue to advocate for duplication of Henry Lawson Drive between the M5 corridor and the Hume Highway.
- Finalise the Centres Transport Action Plan to identify specific traffic, walking and cycling infrastructure improvements to deliver a balanced transport system within the centres.

## C2

## IMPLEMENTATION

- **Roads Program**
- **Bike and Pedestrian Program**

FIGURE 17 Connected Action Plan











## Chapter Three

# **Overview and Implementation**



### 3.1 Overview and Implementation

This Local Area Plan sets out the vision for the local area that balances the demands for future growth with the need to protect and enhance environmental values and ensure adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

By 2031 we will see a local area that boasts four distinctive precincts to support a diverse and healthy community:

- The **Panania Small Village Centre** will continue to function as a successful and bustling convenience centre built around a high quality and central community space. The commercial core will create an active, urban experience with a combination of business and community facilities that will capitalise on the residents, visitors and commuters passing through daily. The people focussed streets will be an invitation to explore the commercial

core and provide a place for community interaction. Medium and medium-high rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the commercial core. Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a platform from which to journey into the centre.

- The **East Hills Neighbourhood Centre** will continue to function as a local shopping and commuting precinct servicing the day-to-day needs of residents with excellent access to high quality open space and the Georges River. Active street frontages at the MacLaurin Avenue shops will create a vibrant streetscape. The local streets will be a tranquil place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Low-rise buildings will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the neighbourhood centre. The urban spaces and street trees will create a 'sense of place' for the neighbourhood centre.

- The **Suburban Neighbourhood Precinct** will maintain the prevailing character of low-rise detached housing in a landscaped setting. New low-rise housing will be well designed and will make a positive contribution to protecting the prevailing suburban character, as well as the heritage and biodiversity values unique to the local area such as the Georges River and the scenic foreshore area and bushland.

The precinct will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise. Non-residential development will be limited to land uses that are compatible with the scale and unique characteristics of the precinct.

- The **University Precinct** will continue to provide a place for tertiary education activities for the City of Bankstown and Sydney Metropolitan Region. The precinct will also continue to provide opportunities for higher order jobs in the City.

Table 14 summarises the changes to the statutory planning framework and infrastructure priorities to achieve the desired character for the precincts. The implementation mechanisms primarily involve changes to the local environmental plan, development control plan and capital works program over the next 5–15 years, with more detailed explanations in Sections 3.2 and 3.3.

The implementation mechanisms will ensure adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

This Local Area Plan applies to 2031 with periodic monitoring on the progress of the priority actions. Council may make necessary refinements in response to changing circumstances.



TABLE 14

Summary of Change

Actions	Panania Small Village Centre	East Hills Neighbourhood Centre	Suburban Neighbourhood Precinct	University Precinct	Statutory Planning	Asset and Infrastructure	Advocate
L1	X				X	X	X
L2		X			X	X	X
L3			X		X	X	
L4				X	X		X
L5			X		X		
L6			X		X		
L7	X	X	X		X		
L8							X
I1				X	X	X	
I2	X	X	X			X	
G1			X			X	
G2			X		X	X	
G3						X	
G4			X			X	
G5			X		X		
G6			X		X	X	
C1	X						X
C2	X	X	X	X		X	X

## 3.2 Statutory Planning Framework

### Local Environmental Plan

The Bankstown Local Environmental Plan is Council's principal planning tool to regulate the function and growth of the South West Local Area. The Local Environmental Plan provides objectives, zones and development standards such as floor space ratios, building heights, lot sizes and densities.

This Local Area Plan is proposing certain changes to the Local Environmental Plan to achieve the desired character for the precincts, namely:

- To strengthen the function of the Panania Small Village Centre and the East Hills Neighbourhood Centre as the primary commercial and community centres in the South West Local Area.
- To integrate retail, commercial, residential and other development in accessible centres to maximise public transport patronage and encourage walking and cycling.
- To provide a range of residential densities and housing types to meet the changing housing needs of the community.

- To enable the provision of a multi-functional community facility at Panania and open spaces to serve community and visitor needs, whilst protecting the biodiversity values of open spaces and corridors.
- To protect the heritage elements of the South West Local Area.
- To provide sufficient floor space to accommodate future employment and housing growth, and to provide an appropriate correlation between the floor space and building height standards.
- To accommodate taller buildings in the centres and provide an appropriate transition in building heights to neighbouring areas.
- To encourage the consolidation of certain land for redevelopment.

Table 15 summarises the changes to the Local Environmental Plan





**Table 15 Key changes to the Local Environmental Plan**

<i>Actions</i>		<i>Proposed Changes</i>
<b>Zone</b>	<b>L1</b>	<b>Panania Small Village Centre</b> <ul style="list-style-type: none"> <li>Rezone the properties at No. 77 Anderson Avenue and No. 31 Peffer Street from Zone SP2 Infrastructure to Zone B2 Local Centre.</li> <li>Rezone the properties at Nos. 156–178 and 185–217 Tower Street, No. 30A Hinemoa Street and No. 103A Marco Avenue from Zone R2 Low Density Residential to Zone B2 Local Centre.</li> <li>Rezone the properties at Nos. 210–224 Weston Street from SP2 – Rail Infrastructure Facility to Zone B2 Local Centre.</li> <li>Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.</li> <li>Rezone the properties in the Terrace Housing precinct from Zone R2 Low Density Residential to Zone R3 Medium Density Residential.</li> </ul>
	<b>L2</b>	<b>East Hills Neighbourhood Centre</b> <ul style="list-style-type: none"> <li>Rezone No. 94 Park Road from Zone R2 Low Density Residential to Zone B2 Local Centre.</li> <li>Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.</li> </ul>
	<b>L3</b>	<b>Suburban Neighbourhood Precinct</b> <ul style="list-style-type: none"> <li>Maintain the current planning controls that apply to Zone R2 Low Density Residential. Apartment living outside the small village and neighbourhood centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).</li> </ul>
	<b>II</b>	<b>University Precinct</b> <ul style="list-style-type: none"> <li>Maintain the current special use zone (Zone SP2 Educational Establishment) for the University Precinct.</li> </ul>

Table 15 cont... Key changes to the Local Environmental Plan		
Actions		Proposed Changes
	<b>G1</b>	<b>Open Space</b> <ul style="list-style-type: none"> <li>• Rezone the properties at No. 2 Auld Avenue, No. 7A Piper Close and No. 17A Martin Crescent, Milperra from Zone RU4 Primary Production Small Lots to Zone RE1 Public Recreation.</li> <li>• Rezone No. 739 Henry Lawson Drive, Picnic Point from Zone R2 Low Density Residential to Zone RE1 Public Recreation.</li> <li>• Rezone the portion of Nos. 9 and 9A Victor Avenue, Panania with Zoned RE1 Public Recreation to Zone R2 Low Density Residential.</li> <li>• Rezone the following properties from RE1 Public Recreation to R2 Low Density Residential:               <ul style="list-style-type: none"> <li>- No. 96 Malvern St, Panania</li> <li>- No. 252 Bransgrove Road &amp; No. 243 Horsely Road, Panania</li> <li>- No. 167 Beaconsfield St, Panania</li> <li>- Land between Nos. 38 and 40 Lucas Road, East Hills</li> <li>- No. 12 McKevitte Ave, East Hills</li> <li>- No. 32 Eynham Rd, Milperra</li> <li>- No. 9 Links Ave, Milperra</li> </ul> </li> </ul>
	<b>G6</b>	Rezone the Kelso landfill site from Zone RE1 Public Recreation to Zone SP2 Infrastructure, and reclassify the land from community to operational land accordingly.

Table 15 cont...

Key changes to the Local Environmental Plan

Actions		Proposed Changes
<b>Development Standards</b>	<b>L1</b>	<p><b>Panania Small Village Centre</b></p> <ul style="list-style-type: none"> <li>• Within the Commercial Core precinct: <ul style="list-style-type: none"> <li>- Accommodate medium-rise buildings on Anderson Avenue and certain properties on Tower Street. Allow up to 6 storeys (2.5:1 FSR).</li> <li>- Accommodate mainstreet shop-stop buildings at: <ul style="list-style-type: none"> <li>o Nos. 219–229 Tower Street, and</li> <li>o Properties on both side of Tower Street between Picnic Point Road and Hinemoa Street (Panania Top of the Hill)</li> </ul> </li> <li>- Allow up to 4 storeys (2:1 FSR).</li> </ul> </li> <li>• For locations with a maximum floor space ratio greater than 2:1, reduce the minimum lot width to 18 metres to achieve the higher floor space ratio. Otherwise a 2:1 FSR will apply.</li> <li>• Prepare a masterplan for the northern side of the Panania Small Village Centre comprising Nos. 34–48 Anderson Avenue, Nos. 35–63 Anderson Avenue, Nos. 99–103A Marco Avenue, Edwards Reserve and the Anderson Avenue car park. A masterplan would provide the opportunity to better utilise this space and adjoining land (within the context of up to 6 storeys on the eastern side of Anderson Avenue).</li> <li>• Within the Commercial Fringe precinct, accommodate low-rise buildings (4 storeys / 2:1 FSR).</li> <li>• Within the Residential Frame precinct, accommodate medium-rise buildings (6 storeys / 1.5:1 FSR) in the area bound by Tower Street, Sherlock Avenue and the railway line. Accommodate low-rise buildings in the remainder of the precinct (4 storeys / 1:1 FSR).</li> <li>• Within the Terrace Housing Precinct, accommodate low-rise housing. Allow up to 3 storeys (1.5:1 FSR).</li> </ul>
	<b>L2</b>	<p><b>East Hills Neighbourhood Centre</b></p> <ul style="list-style-type: none"> <li>• Within the Gateway precinct: <ul style="list-style-type: none"> <li>- Accommodate a medium-rise building on No. 31 Maclaurin Avenue. Allow up to 6 storeys (2.5:1 FSR).</li> <li>- Accommodate mainstreet shop-stop buildings for the properties at Nos. 14–36 and 17–19 Maclaurin Avenue, and Nos. 49 and 94–100 Park Road. Allow up to 4 storeys (2:1 FSR).</li> </ul> </li> <li>• For locations with a maximum floor space ratio greater than 2:1, reduce the minimum lot width to 18 metres to achieve the higher floor space ratio. Otherwise a 2:1 FSR will apply.</li> <li>• Require active street frontages on the main streets (Maclaurin Avenue).</li> <li>• Within the Residential Frame precinct, accommodate low-rise housing (4 storeys / 1:1 FSR).</li> <li>• Within the Terrace Housing precinct, accommodate low-rise housing (3 storeys / 0.75:1 FSR).</li> </ul>
	<b>L3</b>	<p><b>Suburban Neighbourhood Precinct</b></p> <ul style="list-style-type: none"> <li>• Increase the storey limit from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR for the following properties: <ul style="list-style-type: none"> <li>- Milperra Shops – Nos. 120 to 126 Ashford Avenue, Milperra and 6 Bullecourt Avenue.</li> <li>- Kennedy Street Shops - Nos. 119 to 129 Kennedy Street, Picnic Point</li> <li>- 48 Amiens Avenue, Milperra</li> </ul> </li> </ul>

**Table 15 cont... Key changes to the Local Environmental Plan**

<i>Actions</i>	<i>Proposed Changes</i>
<b>L4</b>	<b>Foreshore Area</b> <ul style="list-style-type: none"> <li>Prohibit multi dwelling housing on the following properties within the foreshore area: <ul style="list-style-type: none"> <li>No.3 to No. 13 Auld Avenue, Milperra</li> <li>No. 384 to No. 406 Henry Lawson Drive, Milperra</li> <li>No. 13 to No. 55 Burbank Avenue, East Hills</li> <li>No. 480 to No. 692 Henry Lawson Drive, East Hills</li> <li>No. 57 to No. 95 Burbank Avenue, Picnic Point</li> <li>No. 738 Henry Lawson Drive, Picnic Point</li> </ul> </li> </ul>
<b>L5</b>	<b>Heritage</b> <ul style="list-style-type: none"> <li>Add the following items to Schedule 5 Environmental Heritage. <ul style="list-style-type: none"> <li>No. 237 Tower Street, Panania (St. Christophers's Catholic Church )</li> <li>No. 171A Tower Street, Panania (former Quessy's Corner)</li> </ul> </li> <li>Recognise the Nurse Schwarzel Monument as a moveable heritage item.</li> </ul>
<b>L6</b>	<b>Building Design</b> <ul style="list-style-type: none"> <li>Review design excellence and stormwater management provisions, and apply SEPP 65 to serviced apartments and boarding houses.</li> </ul>
<b>G1</b>	<b>Open Space</b> <ul style="list-style-type: none"> <li>Reclassify the following properties proposed for divestment from community land to operational land: <ul style="list-style-type: none"> <li>Malvern Reserve, 96 Malvern St, Panania</li> <li>Unnamed reserve at 252 Bransgrove Road, &amp; 243 Horsely Road, Panania</li> <li>Wall Reserve, 167 Beaconsfield St, Panania</li> <li>Lucas Drain Reserve (part of), Land between 38 and 40 Lucas Road, East Hills</li> <li>McKevitte Reserve, 12 McKevitte Ave, East Hills</li> <li>Eynham Reserve, 32 Eynham Rd, Milperra</li> <li>Links Reserve, 9 Links Ave, Milperra</li> <li>Kathleen Reserve (Northern portion), 13A Kathleen Parade, Picnic Point</li> </ul> </li> <li>Reclassify No. 252 Bransgrove Road, Panania from community land to operational land to reflect its long term use as a Council Depot.</li> <li>Reclassify the following properties from operational land to community land: <ul style="list-style-type: none"> <li>Smith Park - 2D Lehn Rd, East Hills</li> <li>Thomas Street Drain Reserve - 87 Thomas St, Picnic Point</li> </ul> </li> </ul>
<b>G2</b>	<ul style="list-style-type: none"> <li>Map areas of significant biodiversity value.</li> </ul>



### Development Control Plan

The Bankstown Development Control Plan supplements the LEP by providing additional objectives and development controls to guide the function, appearance and amenity of development. The development controls include guidance on architectural design, setbacks, amenity, landscaping, energy efficiency, access and off-street parking requirements.

The Local Area Plan is proposing certain changes to the Development Control Plan to achieve the desired character for the precincts, namely:

- To facilitate a high standard of urban design and pedestrian amenity that contributes to achieving a sense of place for the community.
- To ensure the built form contributes to the physical definition of the street network and public spaces.
- To ensure buildings are well articulated and respond to environmental and energy needs.
- To achieve more sustainable development by reducing car dependence in proximity to public transport.

Table 16 summarises the changes to the Development Control Plan.

### Plans of Management

The Local Government Act requires Plans of Management to govern the use, development and maintenance of community land. This Local Area Plan is proposing certain changes to the Plans of Management to provide a wide range of multi-functional open spaces to meet community needs, namely:

- L1 Plan for the Sustainable Renewal of the Panania Small Village Centre
- L2 Plan for the Sustainable Renewal of the East Hills Neighbourhood Centre
- G1 Ensure Open Space is Accessible to Residents



**TABLE 16****Key changes to the Development Control Plan**

<i>Development Controls</i>	<i>Actions</i>	<i>Proposed Changes</i>
<b>Building Envelopes</b>	<b>L1-L3</b>	Insert storey limits
	<b>L1-L2</b>	Within Zone B2 Local Centre, allow a street wall up to 4 storeys. The remaining storeys are to be setback a minimum 6 metres.
<b>Setbacks</b>	<b>L1-L2</b>	Within Zone R4 High Density Residential, require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.
	<b>L1</b>	For the properties on the southern side of Tower Street in Panania, introduce rear setback controls to provide a more appropriate transition to the adjoining low-density detached housing to the south.
	<b>L6</b>	Customise the building setbacks to correspond with the diverse character of the streets.
<b>Urban Design</b>	<b>L6</b>	Revise the controls relating to active street frontages, external appearance and signs to improve the quality and image of commercial centres.
	<b>G3</b>	Revise the controls to improve the energy efficiency of development and implementation of water sensitive urban design.
<b>Access</b>	<b>L1-L2</b>	Revise the off-street parking requirements to achieve more sustainable development by reducing car dependency in proximity to public transport. Where it is impractical for development in certain locations to meet the off-street parking requirements, Council may allow multi-storey public car parks to accommodate the parking spaces with developer contributions (in the form of planning agreements) contributing to the cost.



### 3.3 Assets and Infrastructure

This Local Area Plan identifies a number of community infrastructure works and public improvements to improve the South West Local Area and support residential and employment growth.

Funding for these improvements will be through a range of mechanisms, namely:

- Development contribution levies under Section 94A of the Environmental Planning and Assessment Act.
- Funds from a Special Rate levy on commercial, retail and residential land in the local area.
- Council consolidated revenue.
- Rationalisation and redevelopment of Council owned assets.
- Grants from State and Federal Government agencies.

Some of the proposed improvements are already underway, while the Bankstown Community Plan provides detailed scheduling of many of the other works. Council's future Community Plan will include a detailed program for the remainder of the works identified in this Local Area Plan.

In addition, Council will revise the Section 94A Contributions Plan based on an updated schedule of works and timing for their delivery, and will make a submission to the Minister for Planning to raise the section 94A levy for development within Panania Small Village Centre and the East Hills Neighbourhood Centre from the current 1% to 2% to fund these new initiatives.

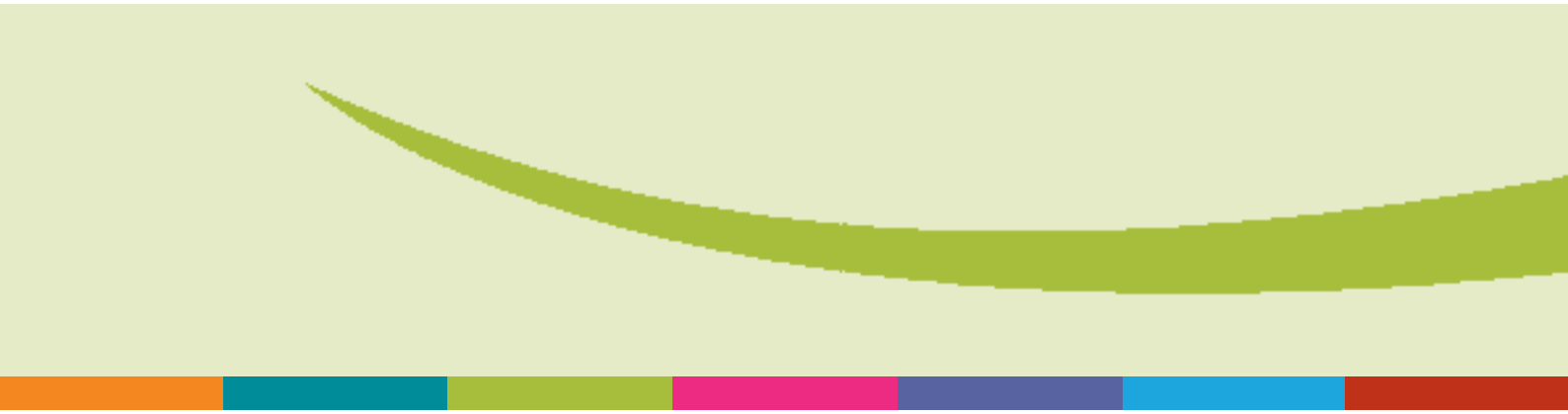
Table 14 summarises how the actions align with Council programs. Table 15 summarises the actions that would require funding under the Section 94A Plan and/or the State Government. Council will continue to lobby the relevant funding agencies to secure finding to implement the proposed works.

**Table 17** Alignments of Actions with Council Programs

<i>Council Programs</i>	<i>LAP Actions</i>
Planning Changes	L1, L2, L3, L4, L5, L6, L7, I1, I2, G1, G2, G6
Urban Renewal Program	L1, L2, L3, C1
Open Space Program	G1, G2, G3
Plan of Management	L1, L2, L3, G1, G6
Property Divestment Program	G1, G5
Property Acquisition Program	G1
Industrial Area Improvement Program	I1
Town Centres Improvement Program	L1, L2, L3
Roads Program	L1, L2, L3, C1
Bike and Pedestrian Program	L1, L2, L3, C1
Parking Program	L1, L2, L3, L6, C1

**Table 18** Actions that require Local and State funding

	<i>Actions</i>	<i>S94A funding</i>	<i>State funding</i>
L1	Plan for the Renewal of the Panania Small Village Centre	×	×
L2	Plan for the Renewal of the East Hills Neighbourhood Centre	×	×
I1	Plan for employment and education activities at the University	×	×
I2	Strengthen the Image and Amenity of the Centres	×	
G1	Ensure Open Space is Accessible to all Residents	×	×
G3	Lead the Way with Environmentally Sustainable Design	×	
C1	Enhance Accessibility across the South West Local Area	×	×



**Bankstown City Council**