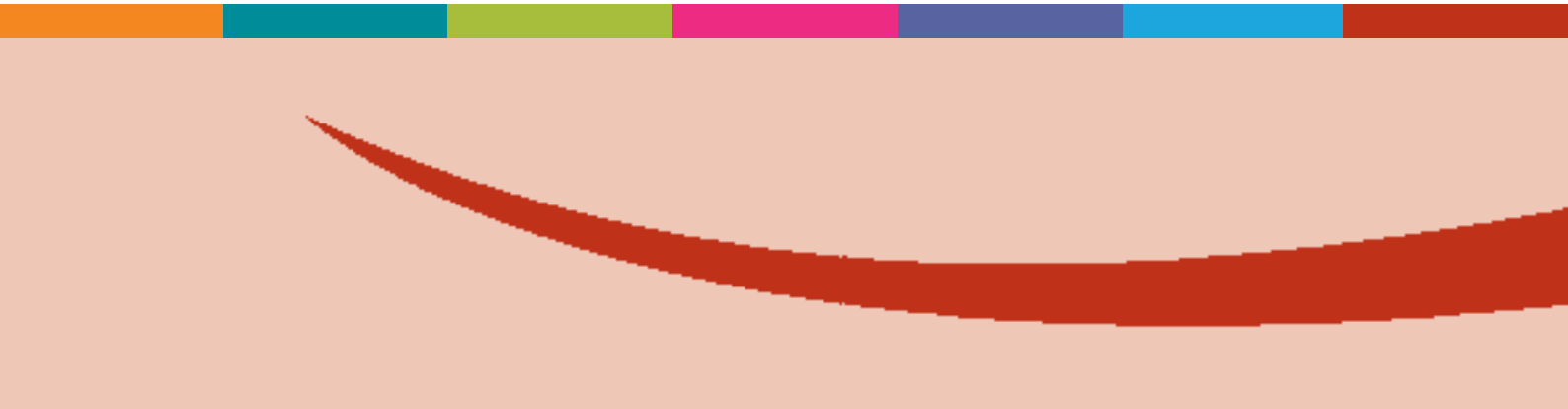




South East Local Area Plan





APRIL 2016

South East Local Area Plan

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Centres and neighbourhoods never stay the same. The South East 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 East 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 East Local Area Plan are to balance these different expectations and to respond to future challenges.

It is important to note that the South East 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 East 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.

By 2031, we will see a South East Local Area that boasts five distinctive precincts to support a diverse and healthy community.

They are:

- The **Revesby Village Centre** will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as one of the twin 'hearts' of the local area alongside the Padstow Village Centre.

The welcoming and successful central plaza between the railway station and Abel Reserve is the central point from which the village centre radiates. An inviting place where people choose to walk, relax, sit and talk. A flexible place where people can participate in civic life. A distinct place that creates a memorable arrival to the village centre.

The main streets (Marco Avenue, Selems Parade and Revesby Place) are an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking. The main 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. Active street frontages will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.

Ray McCormack Reserve will be home to a modern multi-purpose community facility, a place for people to come together for events and social activities. Amour Park will provide a conveniently located community hub for youth, sporting and leisure activities.

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

- The **Padstow Village Centre** will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as one of the twin 'hearts' of the local area alongside the Revesby Village Centre.

Carl Little Reserve is the central point from which the village centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. Carl Little Reserve will be home to a modern multi-purpose community facility and civic space, a place for people to come together for events and social activities.

The Southern Commercial Core precinct is the local retail magnet with the anchor supermarket. Active street frontages along the main streets (Howard Road, Padstow Parade and Cahors Road) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. 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. The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place.

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

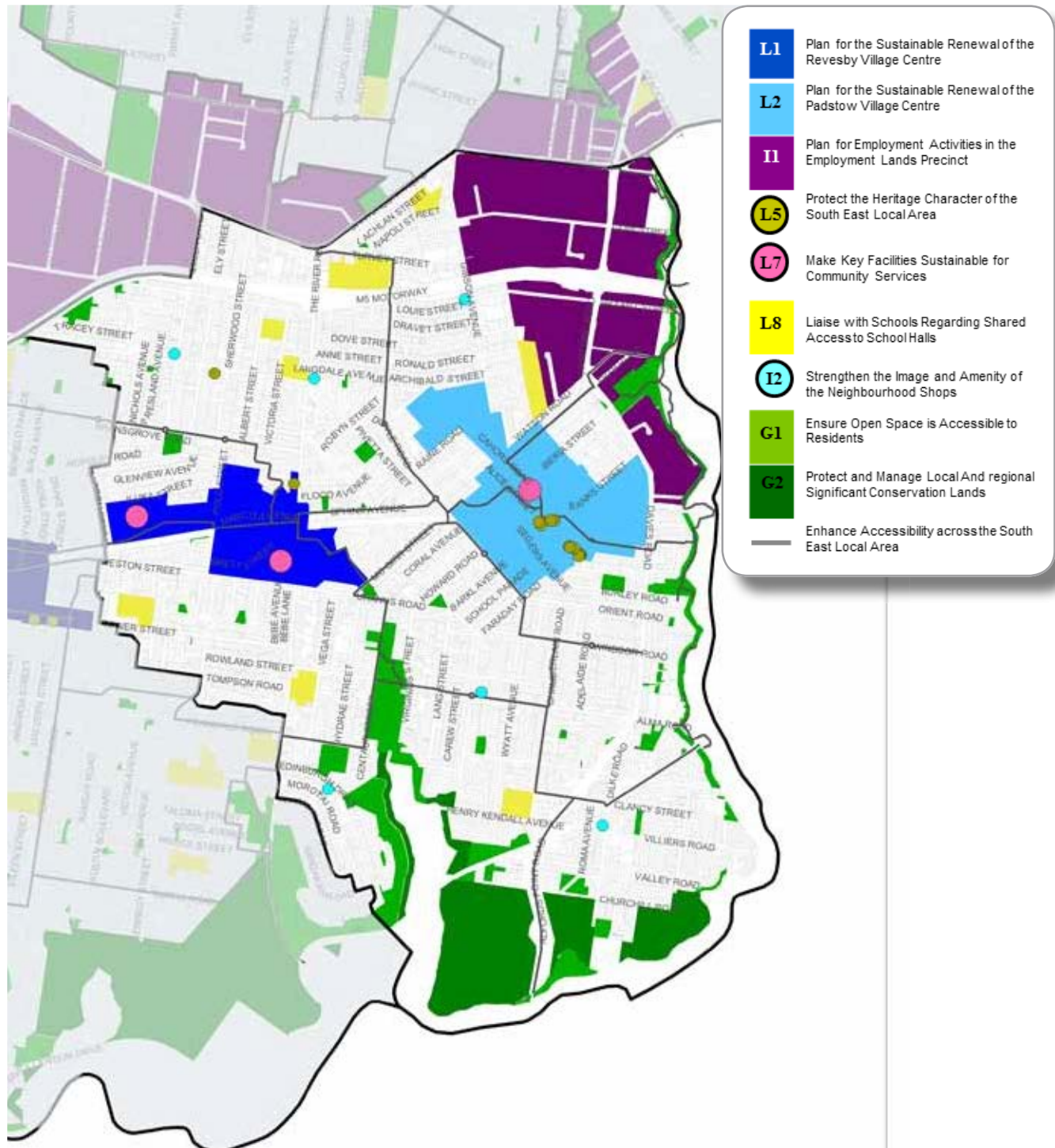
- The **Suburban Neighbourhood Precinct** will maintain the prevailing character of low-rise detached housing in a landscaped setting. New low-rise housing will be well-designed and will make a positive contribution to protecting the prevailing suburban character, as well as the heritage and biodiversity values unique to the local area including the Georges River, Salt Pan Creek, Little Salt Pan Creek, 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 **Padstow Industrial Precinct** will continue to support successful employment and economic activity as its primary role. This precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form will be mostly contemporary industrial development set on large lots within a safe and high quality environment. Non-industrial development will be limited to land uses that are compatible with the primary employment role of the precinct.

- The **Canterbury Road Enterprise Corridor** is a major transport and freight corridor that will continue to function as a significant economic asset for the City of Bankstown. The built form will create a 'sense of place' through mixed use nodes at important intersections. The remaining parts of the corridor will continue to promote industrial, bulky goods and other highway related uses.

Top Ten Priority Actions





Chapter One

Growth...Change...Future



1.1 Introduction

The South East 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, its strategic location within Sydney's major transport and freight corridors, and the dramatic beauty of the Georges River and foreshore area.

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 3,750 residents to 35,450 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 are to have the Revesby and Padstow Village Centres recognised as the twin 'hearts' of the local area, to have the village centres and

the industrial precinct continue to be places of employment, to have liveable neighbourhoods with enhanced community and recreation opportunities, and to preserve the natural beauty of the river and foreshore area.

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 2006–2031. 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 East 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: Other 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 East Issues Paper (BCC 2012)
- Heritage Review—East Hills Rail Corridor Business Centres (Sue Rosen & 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)

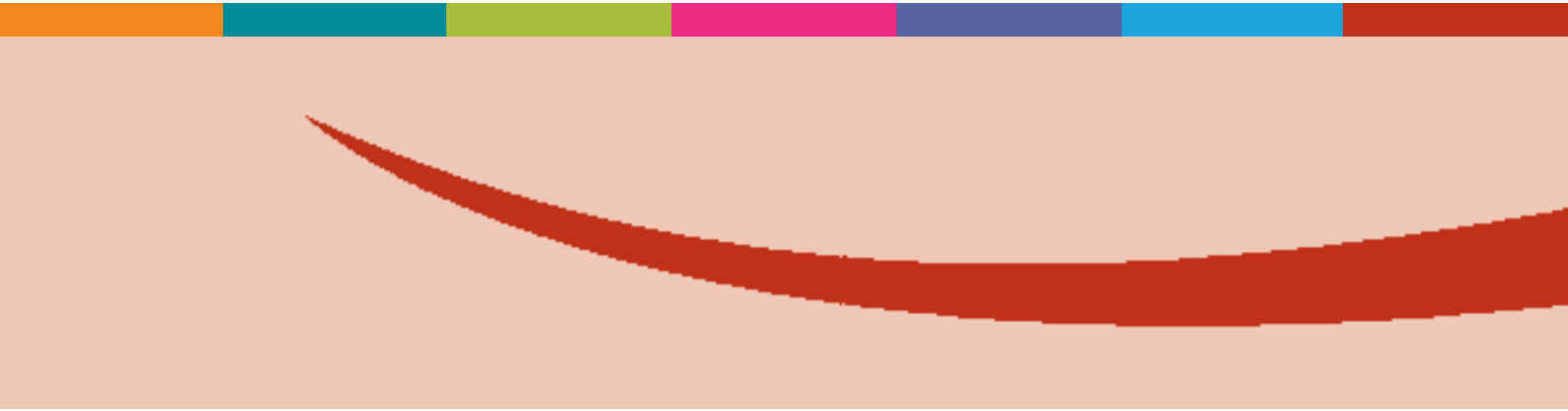
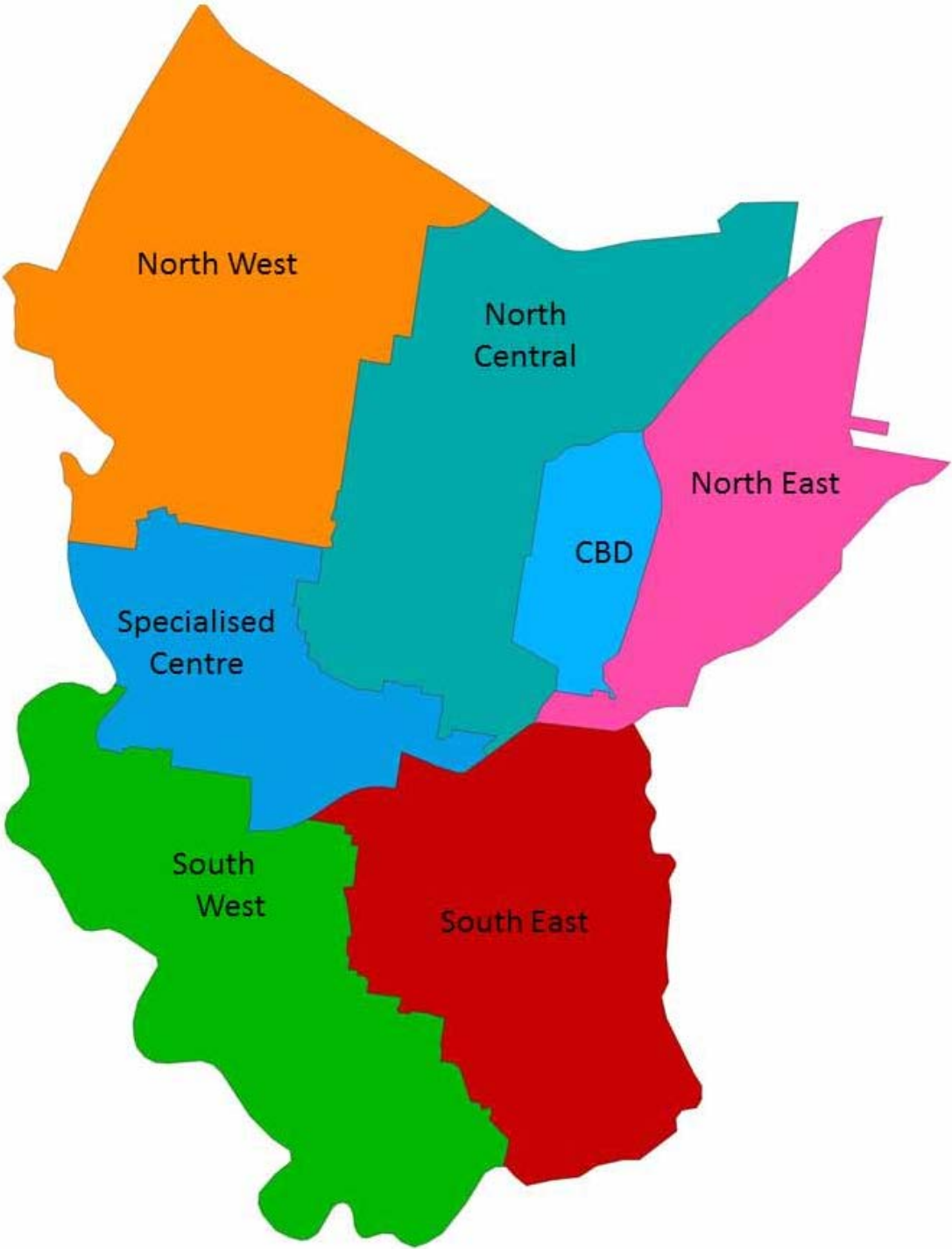


FIGURE 1 Local Areas



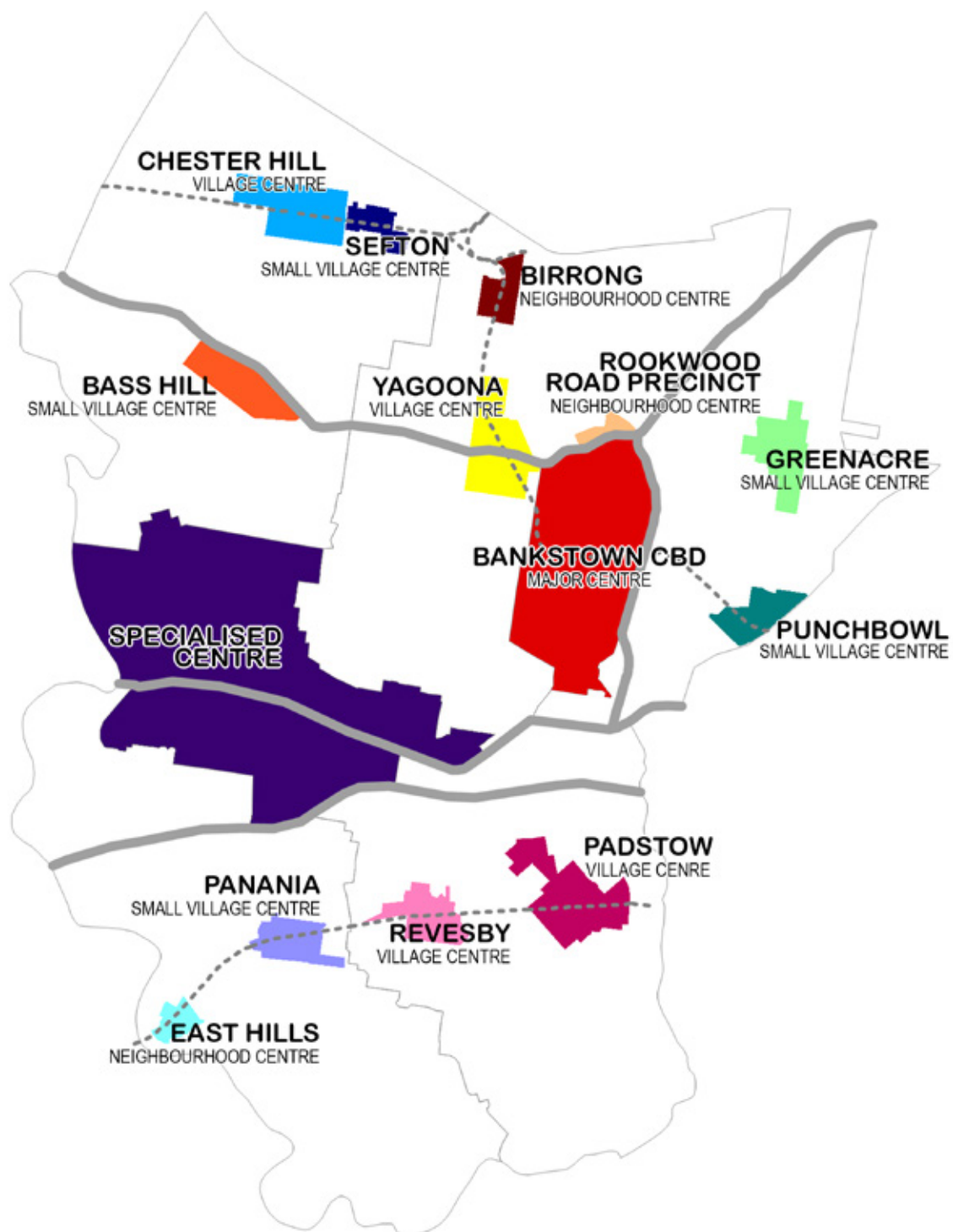
1.3 Centres Hierarchy

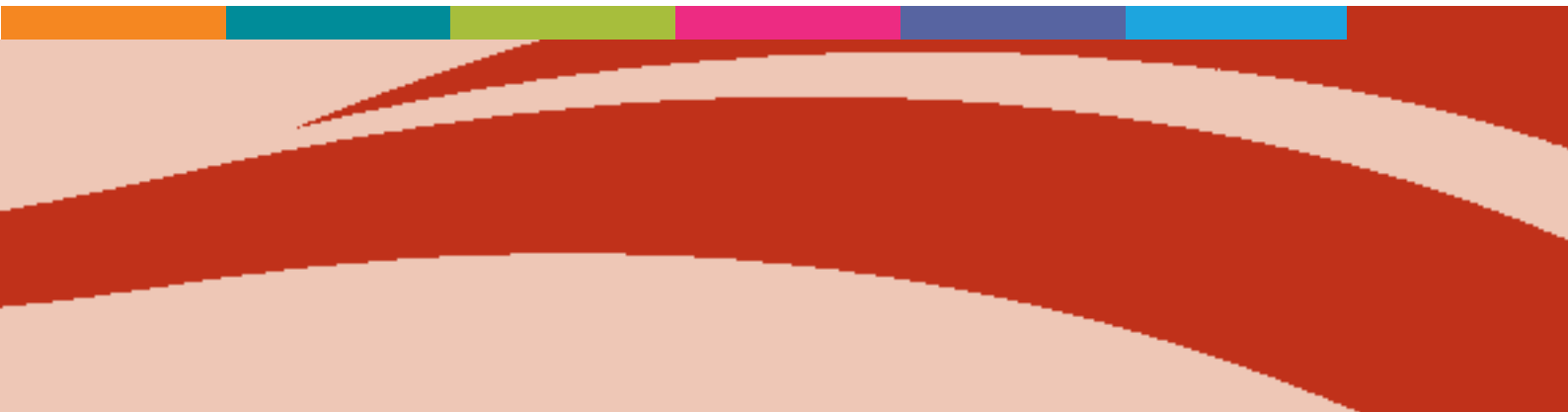
A strong centres hierarchy is vital to a liveable City of Bankstown. The City contains a diversity of centres ranging in size from the Bankstown CBD to village centres, small village centres and neighbourhood centres. Most of our larger centres are built around railway stations connecting them to opportunities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

The South East 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 East 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.
- **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 multi dwelling 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.
- **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.

FIGURE 2 Centres Hierarchy





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



1.4 The Locality

The South East Local Area includes the suburbs of Revesby, Revesby Heights, Padstow, and Padstow Heights. The local area is bound by Canterbury Road to the north and the suburbs of Panania and Picnic Point to the west. The Georges River and its two tributaries, Salt Pan Creek and Little Salt Pan Creek, form the southern and eastern boundaries of the local area.

Within the local area there are five 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 the citywide directions at the local level. Figure 3 shows the precincts of the local area and Figure 4 shows their key characteristics.

TABLE I

Precincts in the South East Local Area

Precincts	Key characteristics
Revesby Village Centre	<p>The Revesby Village Centre functions as one of the twin ‘hearts’ of the local area alongside the Padstow Village Centre.</p> <p>The village centre is generally bound by Bransgrove Road to the north, Weston Street to the south, The River Road and Montgomery Reserve to the east, and Tarro Avenue and Amour Park to the west. The railway line runs in an east–west direction and splits the village centre. The River Road provides north–south vehicle access across the railway line, and the railway station provides north–south pedestrian access across the railway line. There are no other crossings across the railway line.</p> <p>The village centre is a primary centre for the southern suburbs of East Hills, Padstow, Panania and Revesby. It is the largest centre with 52,450m² of retail and commercial floor space. The vacancy rate is 5% indicating the centre is performing at an acceptable level.</p> <p>The majority of the retail and commercial activity is concentrated on the northern side of the railway line including an anchor supermarket. The northern side also contains a large quantum of parking both on–street parking and designated car parks. However, the street pattern is irregular. It is not a traditional grid pattern with north–south and east–west through roads. Simmons Street is a 10 metre wide cul–de–sac.</p> <p>The street pattern on the southern side of the railway line is comprised of the large land holding of the Revesby Workers Club (between the railway line and Brett Street) and a more traditional main street area focussed around Revesby Place and Macarthur Avenue.</p> <p>The built form of the commercial core is mostly low–rise (2 storey) traditional shops with some low–rise (3–4 storey) shop top housing and residential flat buildings. The addition of a second anchor supermarket as part of the Revesby Workers Club development consolidates the role of Revesby as a premier retail destination.</p> <p>The prevailing character of the suburban neighbourhood surrounding the commercial core is low–rise (2 storey) houses and dual occupancies in a landscaped setting. There is a good network of footpaths which connects the village centre to key destinations including Abel Reserve, Amour Park, Revesby Leisure Centre, Montgomery Reserve and Revesby Bowling Club. Marco Avenue also forms part of a 2km on–road cycle route which follows the railway line towards Salt Pan Creek and the Georges River. The cycle route links the village centre to the surrounding suburbs.</p>

TABLE I cont...

Precincts in the South East Local Area

<i>Precincts</i>	<i>Key characteristics</i>
Padstow Village Centre	<p>The Padstow Village Centre functions as one of the twin 'hearts' of the local area alongside the Revesby Village Centre.</p> <p>The village centre is generally bound by Davies Road to the north and east, Doyle Road to the south, and Playford Park and the TAFE campus to the west. The railway line runs in an east–west direction and splits the village centre. Davies Road, Memorial Drive and Doyle Road provide north–south vehicle and pedestrian access across the railway line.</p> <p>The village centre is a primary retail centre for the southern suburbs of Padstow and Padstow Heights, with around 34,000m² of retail and commercial floor space. The vacancy rate is 5% indicating the centre is performing at an acceptable level. Its proximity to the Revesby Village Centre limits its hierarchical advancement.</p> <p>The majority of the retail and commercial activity is concentrated on the southern side of the railway line including an anchor supermarket. The southern side also contains a large quantum of parking both on–street parking and designated car parks. The northern side is anchored by the community facilities, TAFE campus and local parks. The street pattern is generally a grid pattern.</p> <p>The built form of the commercial core is mostly low–rise (2 storey) traditional shops with some low–rise (3–4 storey) shop top housing and residential flat buildings. The facades of some traditional shops have historic significance.</p> <p>The prevailing character of the suburban neighbourhood surrounding the commercial core is low–rise (2 storey) houses, dual occupancies and multi dwelling housing in a landscaped setting. There is a good network of footpaths which connects the village centre to key destinations including Carl Little Reserve, Playford Park and Padstow Park. Sphinx Avenue also forms part of a 2km on–road cycle route which follows the railway line towards Salt Pan Creek and the Georges River. The cycle route links the village centre to the surrounding suburbs.</p>

TABLE I cont...

Precincts in the South East Local Area

<i>Precincts</i>	<i>Key characteristics</i>
Suburban Neighbourhood Precinct	<p>The majority of housing development across the Suburban Neighbourhood occurred during the 1930s–1960s. The majority of residential lot sizes are between 500m² and 700m².</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>
Padstow Industrial Precinct and Canterbury Road Enterprise Corridor	<p>The Padstow Industrial Precinct is a significant employment destination with direct access to major transport and freight corridors including the M5 Motorway, Canterbury Road, Davies Road and Fairford Road. The precinct comprises the Canterbury Road Enterprise Corridor, Padstow North and Padstow South. The precinct is 133 hectares in size and provides 8,600 jobs.</p> <p>Key assets of the precinct include its proximity to other key employers namely the Bankstown CBD, Homemaker City, Bankstown–Lidcombe Hospital, Padstow Village Centre and Revesby Village Centre.</p> <p>The precinct contains a number of manufacturing industries, which make up a majority of the floor space in the precinct. Many industrial uses directly service the existing population such as mechanic and auto services, or indirectly as warehousing and storage for major retail and commercial firms.</p> <p>The decline of manufacturing industries as a result of economic restructuring will have an impact on some of the older businesses in this precinct. However, manufacturing will remain a key employer in the City of Bankstown. State and local government policies identify the need to retain industrial land for employment purposes.</p>

Canterbury Road Enterprise Corridor

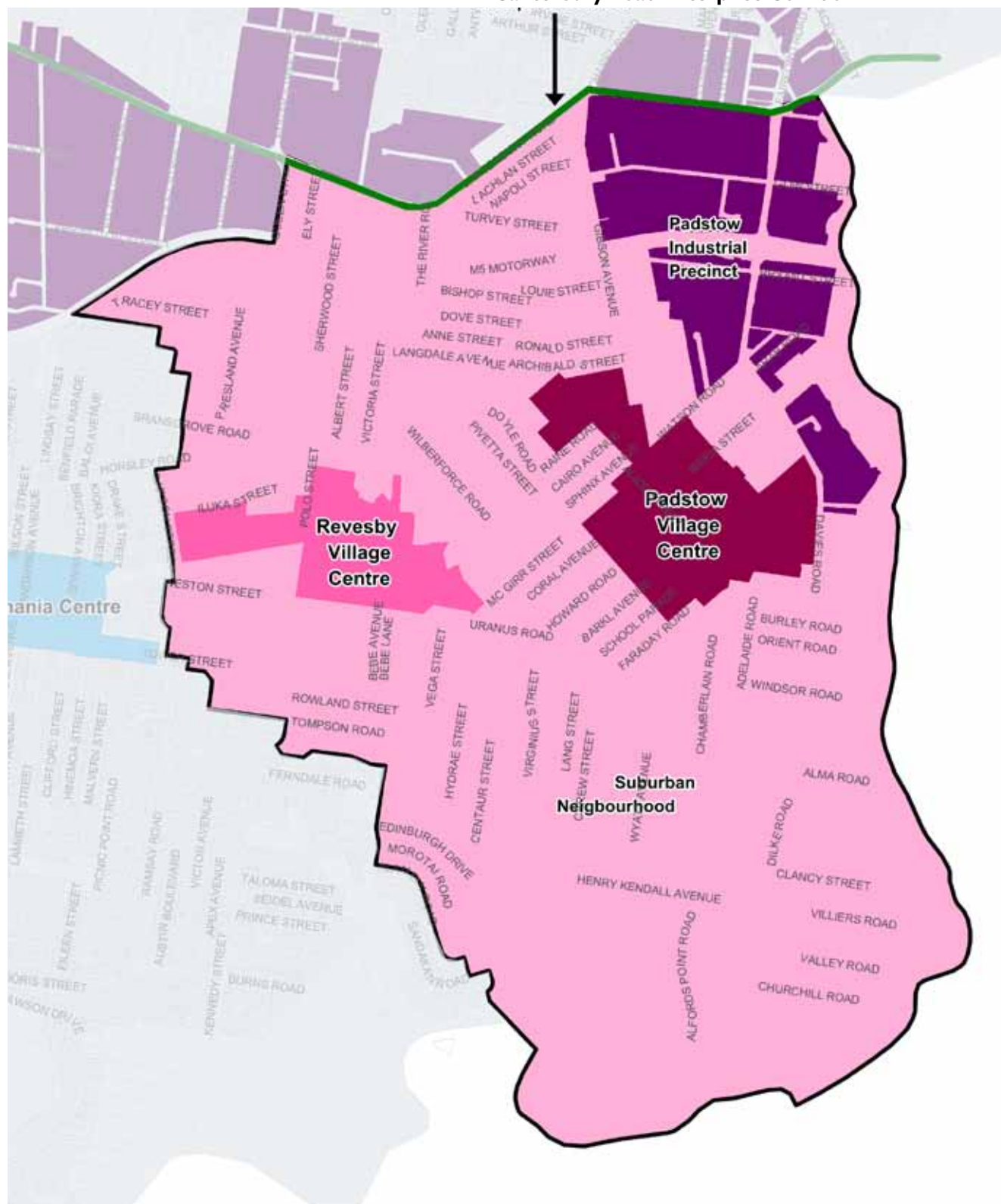
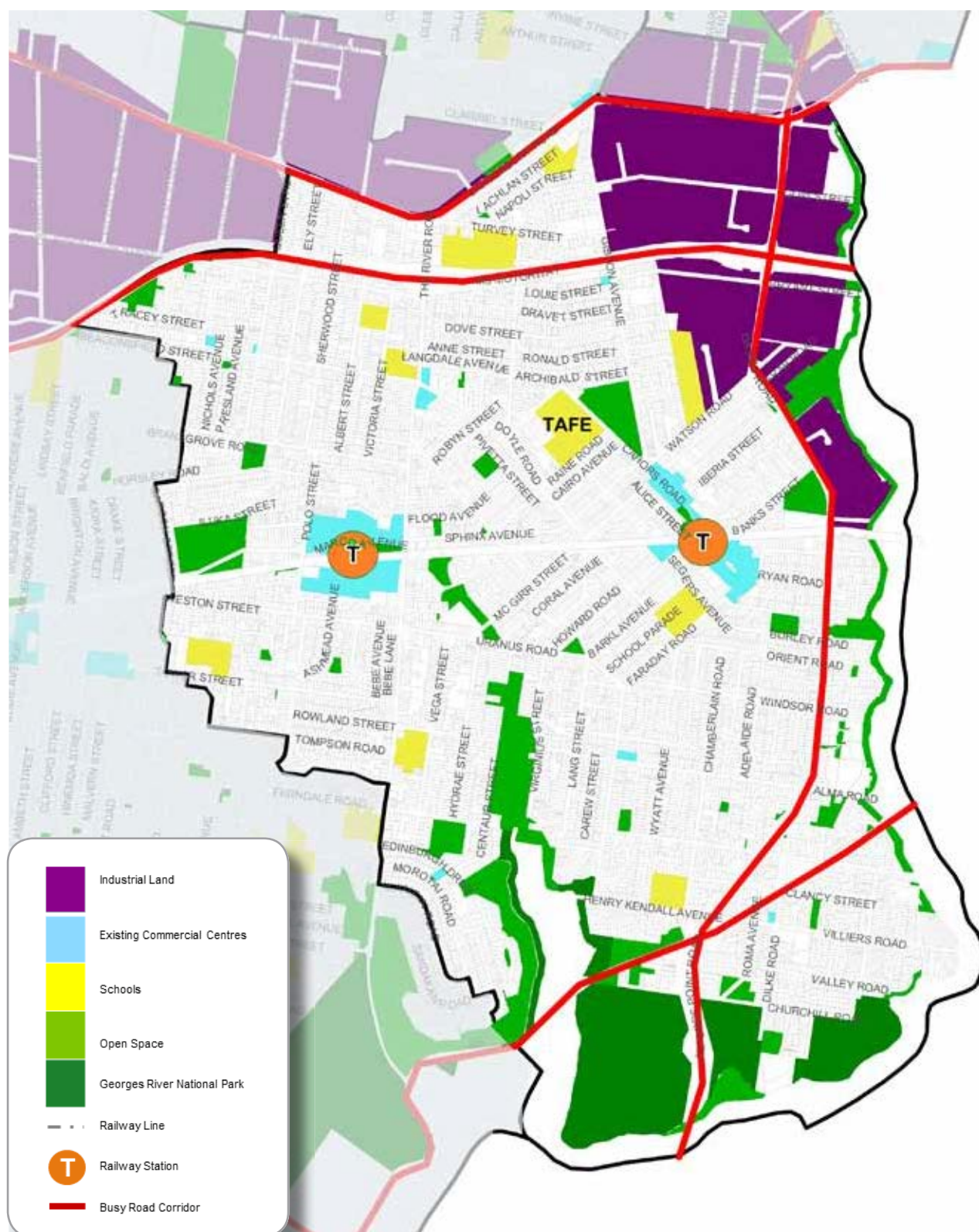


FIGURE 4 Key Characteristics of the South East Local Area



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 South East Local Area in the 1920s with the East Hills Park Estate, which was described as a 'fine residential area'. The opening of the East Hills railway line in the 1930s prompted new development within other areas. Some of the buildings currently in the Padstow Village Centre are from this early period and have historic significance.

The post-World War II period saw the development of the Revesby Village Centre. This included a commercial precinct as well as the subdivision of surrounding lands. A number of dwellings have remained intact and have been identified as items of potential heritage significance in the following sections of the Local Area Plan.

The post-World War II period also saw the implementation of the State Government's Cumberland County Scheme, which largely informed the current zonings in the City of Bankstown. In particular, the Cumberland County Scheme provided direction to preserve the natural beauty of the Georges River and foreshore area, which Council has consistently applied.

Today, the South East Local Area continues to be a place of population growth in liveable neighbourhoods (see Figure 5) 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 East Local Area

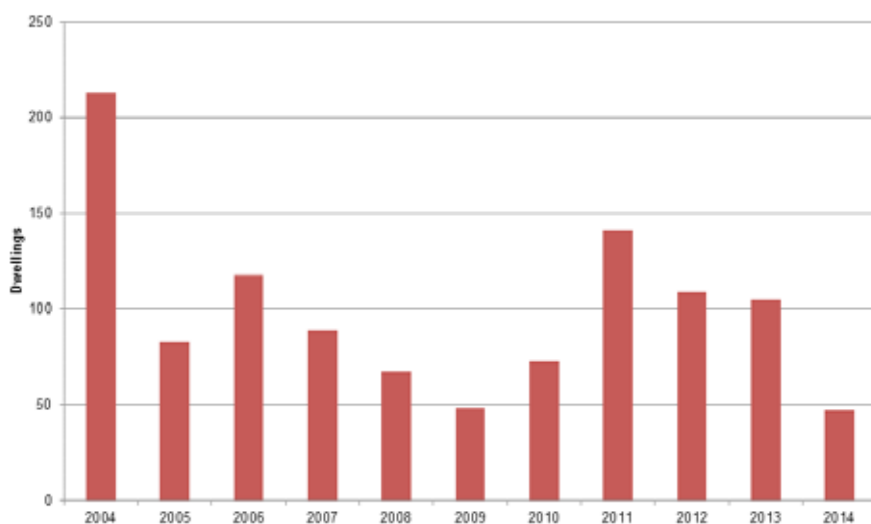
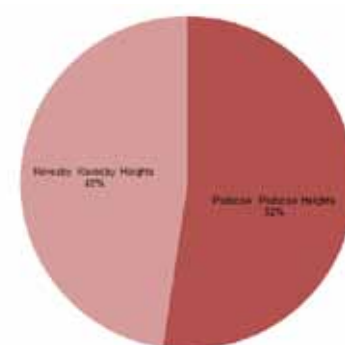


FIGURE 6 Current Population



1.6 Population and Demographic Changes

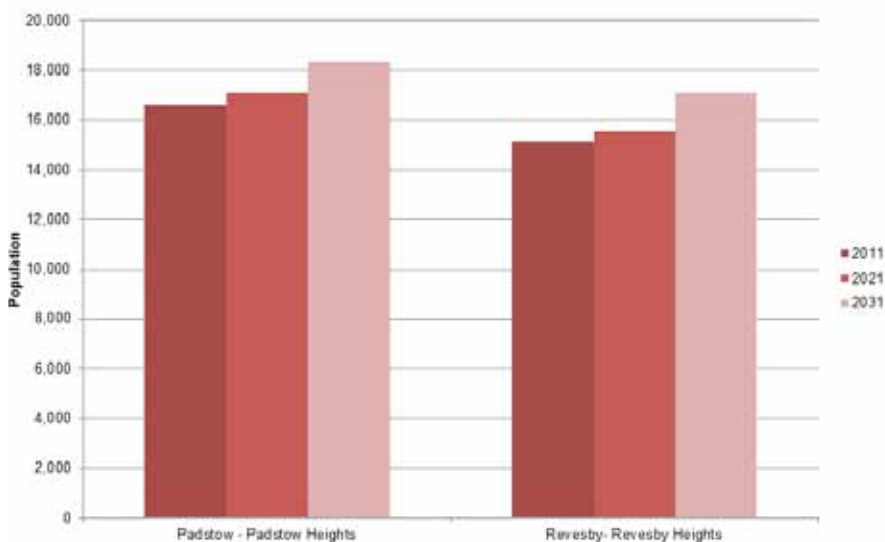
The South East Local Area currently accommodates 31,700 residents with most living in Padstow and Padstow Heights (refer to Figure 6). The population is primarily middle aged with an average median age of 39 years. Around 30% of households are families with children and 12% are one parent families. This 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 35,450 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, with consideration given to the socio-economic status as this can influence

people's mode of travel and the types of community facilities required to meet their needs. 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 increase economic activity and jobs growth in the Bankstown to Liverpool corridor, which includes the Padstow Industrial Precinct and the Canterbury Road Enterprise Corridor.

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.

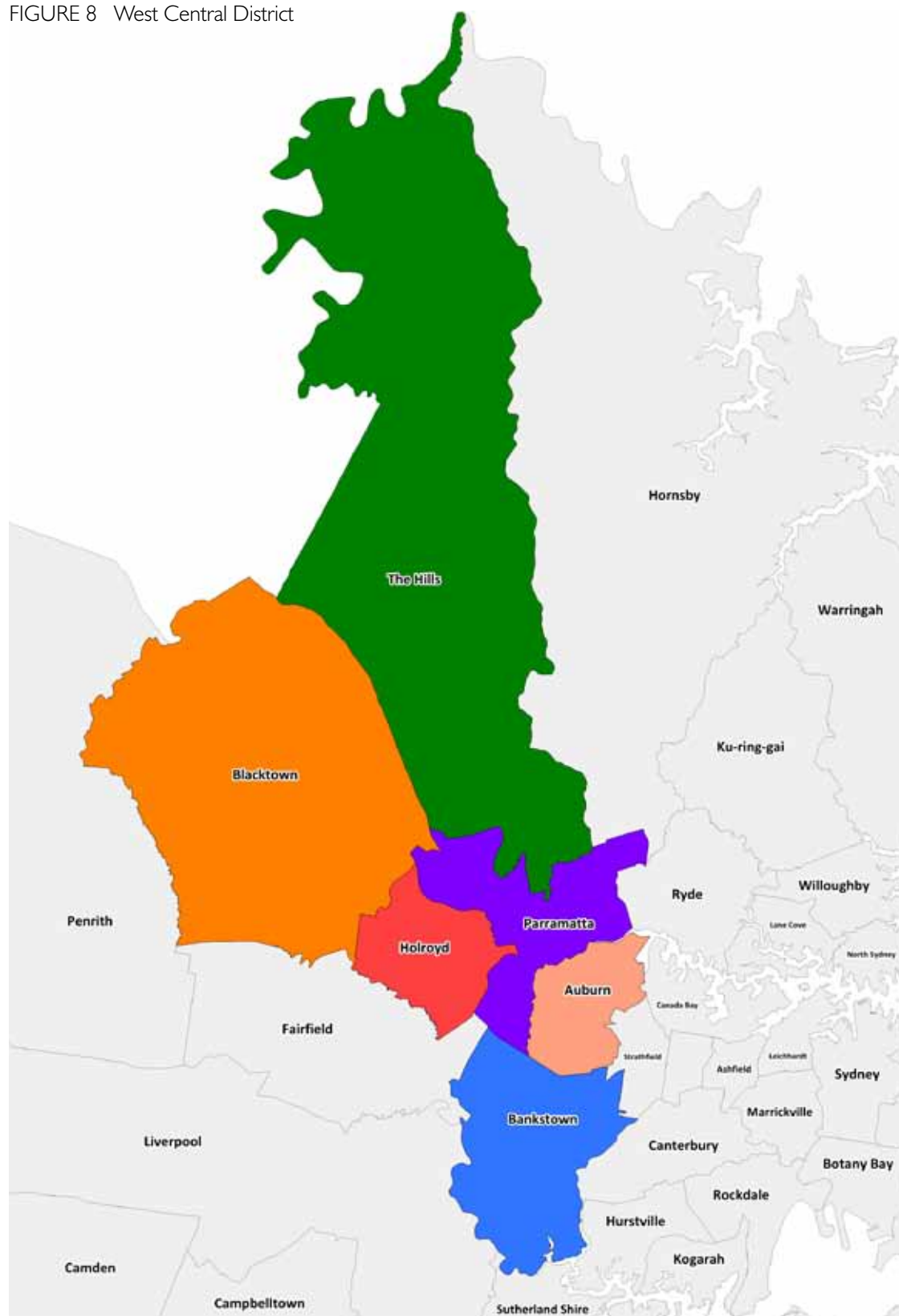
TABLE 2

Metropolitan Plan Priorities

<i>Policy Areas</i>	<i>Targets and Policy Settings</i>
Growing and renewing centres (A Plan for Growing Sydney)	<ul style="list-style-type: none"> • Locate at least 80% of all new homes within the walking catchments of centres with good public transport. • Focus activity in accessible centres. • Support clustering of businesses and knowledge-based activities in Strategic Centres and Transport Gateways.
Housing (Draft West Central Subregional Strategy)	<ul style="list-style-type: none"> • Plan for increased housing capacity targets in existing areas. • 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).



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 East 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 East Local Area

<i>Discussion points</i>	<i>Community Issues</i>
High quality village centres which provide a range of retail and housing options.	<ul style="list-style-type: none"> • Preserve the good quality shopping centres and village atmosphere. • Allow increased residential and commercial development provided it maintains the ‘twin centre’ relationship between the Padstow and Revesby Village Centres. • Provide a place where people look out for each other. • Encourage good quality developments and design. • Provide more retail floor space and diverse retail offer including: <ul style="list-style-type: none"> - Cafe/ethnic/cosmopolitan options at Padstow shops. - Greater diversity of shops - More night time trading - More outdoor dining. • Manage traffic congestion and provide better conditions for pedestrians. • Improve and maintain the streetscape. • Expand the functions of community facilities to cater to all age groups. • Suggestion of a plaza at Revesby Station. • Encourage work–live apartments.
Retention of the unique character of neighbourhood areas	<ul style="list-style-type: none"> • Retain the low density character of the neighbourhood area. • Preserve the ‘garden suburb’ image. • Promote arts and culture in centres.

TABLE 3 cont...

Summary of Community Issues for South East Local Area

Discussion points	Community Issues
Provide more housing options	<ul style="list-style-type: none"> • Provide high density housing near transport nodes to: support local businesses; allow people to live within walking distance of shops; provide more housing options for first home buyers and those wishing to downsize from large detached homes. • Some residents express concern that higher densities could lead to overcrowding, traffic congestion and lack of street parking for shoppers and visitors. • More affordable housing options. • Provide for additional villa houses and retirement villages for older people.
High quality open space and access to environmental assets	<ul style="list-style-type: none"> • Link open spaces as well as more paths along the river to make parks user friendly. • Provide high quality, safe open space and parklands. • Ensure water quality of Georges River. • Utilise the waterfront – cafes and events along Georges River. • Provide more trees. • Provide more seating and tables along Georges River and parks.
Better transport and infrastructure	<ul style="list-style-type: none"> • Improve traffic movement in peak hours. • Provide more parking with longer time limits for the Padstow and Revesby shopping centres and around schools and provide sufficient parking for housing and commercial developments. • Retain regional bus routes stopping at Padstow and suggestions for local bus services to target the aged (Note: this is also relevant for other people with mobility impairment and parents with young children). • Ensure that infrastructure and facilities can accommodate new population. • Concern is expressed about the loss of express services from Padstow to the City and the impact of this on the centre. New housing should be located near public transport and village centres. • New housing should be located near public transport and village centres. • Provide greater bus connectivity to Bankstown CBD. • Maintain the cleanliness of the Revesby multi-storey car park. • Co-locate services e.g. swimming centre, gym and health and fitness centre. • Co-locate community facilities. • Provide more social infrastructure for young children.
Provide more job opportunities	<ul style="list-style-type: none"> • Provide more job opportunities.
Better management of industrial activities	<ul style="list-style-type: none"> • Provide more off-street car parking in the Padstow Industrial Area to contain industrial activities such as car repairers.





Chapter Two

Local Area Actions





2.1 Liveable

The South East Local Area is a lifestyle destination that will become the place to be as more people appreciate everything that is on offer in the liveable neighbourhoods. 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 East Local Area is expected to grow by 3,750 residents to 35,450 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 Revesby Village Centre

The Revesby Village Centre is an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking. Express train services to the Sydney City, supported by the commuter car park and metropolitan bus routes, also make the village centre a place of commuting for residents of the surrounding suburbs and the Menai district.

The Revesby Village Centre is also a popular place with increasing demand for retail floor space and housing. This growth offers an exciting opportunity to transform the heart of the village centre into a welcoming and distinctive place for people that is well-used and well-loved.

To shape the urban renewal plan for the 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 overview summarises:

- 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 East 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 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 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 for the Revesby Village Centre

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

This planning context overview looks at the role of the Revesby 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 village 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 Revesby Village Centre as a large local centre, where the retail and commercial uses are distributed across a small network of streets defining the core. 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, Panania, 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.

Hierarchy	Centres
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, East Hills and Rookwood Road
Suburban Neighbourhood	Suburban Neighbourhood Precinct

Within the centres hierarchy, the study nominates Revesby as a village centre. A village centre includes the residential area within a 5–10 minute walk (600 metre radius) of a group of shops, containing between 2,000 and 5,500 dwellings. The village centre usually has more than 10 shops including a supermarket and local retail such as a hairdresser, take away food outlets, newsagent and cafes. The other village centres in the City of Bankstown are Chester Hill, Padstow and Yagoona.

The Bankstown Residential Development Study sets a target of 790 additional dwellings for the Revesby 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 village centre is targeted to grow from 1,697 dwellings in 2004 to 2,487 dwellings in 2031.

To date, Council has achieved one third of the dwelling target. There is currently 1,994 dwellings in the Revesby Village Centre, which equates to a net dwelling growth of 297 dwellings from the 2004 base.

Current planning controls

The commercial core is within Zone B2 Local Centre, which permits commercial premises, shop top housing and residential flat buildings. The floor space ratio is 2:1 and the height limit is 4 storeys (no attic). The height limit for the Revesby Workers Club site is up to 8 storeys (no 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.

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 Revesby Village Centre now and in the future:

- The railway station and public transport access to the Sydney City.
- Walking connections to the railway station.
- Life on the streets and places for people to socialise and interact.
- Small shops along Marco Avenue and Selems Parade.
- Street trees, parks and green spaces including along Salt Pan Creek from Montgomery Avenue to the estuary.
- Village feel and fine-grain character.
- Revesby Leisure Centre.
- Safe and clean streets.

The South East 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:

- The Revesby Village Centre is a premier retail, cultural and entertainment destination. There is the opportunity for the village centre to co-exist with the Padstow Village Centre and be recognised by the community as the twin 'hearts' of the local area. This creates the ability for the two village centres to complement the various community, leisure, cultural, entertainment and sporting facilities.
- The village centre is currently undergoing urban renewal with catalysts for change including public transport investment and the Revesby Workers Club development. The village centre is well served by public transport infrastructure.
- There is demand for additional (15,000m²) retail and commercial floor space to 2031. This will help to promote the village centre as a place for business and investment whilst at the same time increasing the number of people living within the village centre to drive economic growth.
- There is the opportunity to create a compact village centre with an emphasis on urban design. A compact centre would involve confining the most intense development around the railway station. There are some opportunities for outward expansion namely in an eastward direction to Montgomery Reserve and a westward direction to Amour Park. The compact centre would develop a system of city walks which link people to desirable destinations.
- The village centre provides the most parking in the local area, with restricted on-street spaces, 796 off-street spaces in three Council car parks and 156 commuter spaces along the railway corridor. As most spaces are time restricted, usage of the parking supply is mostly by visitors (shoppers and businesses) rather than commuters. In addition, the Woolworths supermarket provides 214 off-street spaces and the Revesby Workers Club provides 1,226 off-street spaces.

TABLE 4 cont...

Planning Context Overview

The analysis shows the existing supply can accommodate parking demand from the growth in the centre however there may be significant circulation around the centre as users attempt to find a parking space at peak times. The preferred approach is to allow gradual increases in capacity at convenient locations around the centre. This allows different management strategies to be applied for each car park, and the construction of additional levels to the multi-storey car park (based on developer contributions) at No. 168 The River Road and No. 45 Simmons Street to service the north side of the railway line where the bulk of the parking demand will be generated.

- 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 East Issues Paper (noted by Council in 2013) and other reference documents discuss the opportunities in more detail.

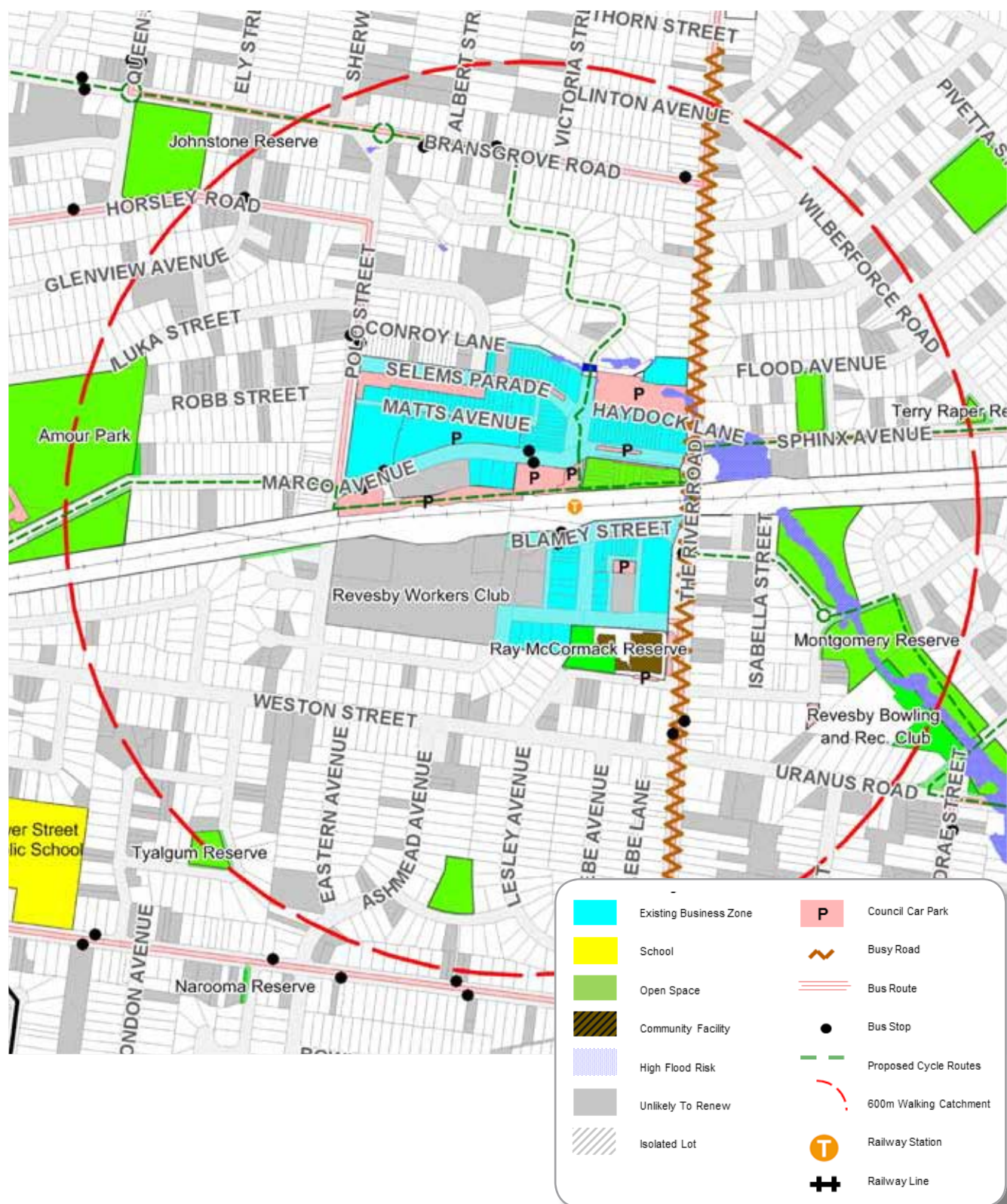
Constraints

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

- The arc which stretches from the Revesby commuter car park to Sphinx Avenue to Montgomery Reserve is affected by high stormwater flood risk.
- The irregular street pattern on the northern side of the railway line and the limited crossings across the railway line constrain circulation and movement.
- The community facilities in and around the village 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 village centre are found to be impractical locations for apartment living.

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

FIGURE 9.1 Revesby Village Centre – Opportunities and Constraints



1.2 Desired Character and Structure Plan for the Revesby Village Centre

Desired Character

Establishing the desired character for the Revesby 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 village 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 village 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 village centre.

The Revesby Village Centre will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as one of the twin 'hearts' of the local area alongside the Padstow Village Centre.

The welcoming and successful central plaza between the railway station and Abel Reserve is the central point from which the village centre radiates. An inviting place where people choose to walk, relax, sit and talk. A flexible place where people can participate in civic life. A distinct place that creates a memorable arrival to the village centre.

The main streets (Marco Avenue, Selems Parade and Revesby Place) are an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking. The

main 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. Active street frontages will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.

Ray McCormack Reserve will be home to a modern multi-purpose community facility, a place for people to come together for events and social activities. Amour Park will provide a conveniently located community hub for youth, sporting and leisure activities.

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

TABLE 5

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

P1	<p>The Revesby Village Centre is a place with a strong community focus. The primary role of the village centre is to provide the ‘heart’ for the local community, a place that brings people together.</p>	<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"> • Create a welcoming and successful central plaza between the railway station and Abel Reserve to function as the heart of the village centre. An inviting place where people choose to walk, relax, sit and talk. A flexible place where people can participate in civic life. A distinct place that creates a memorable arrival to the village centre. • Transform Ray McCormack Reserve into a quality public and cultural destination that meets the needs of the growing community, and improves the culture of day and night activity.
P2	<p>The Revesby 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.</p>	<p>The structure plan reinforces Marco Avenue, Selems Parade and Revesby Place as the main streets of the village centre, connecting people, business, public transport and key destinations.</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 village centre. A place where there is day and evening activity, and where shops and restaurants will stay open longer.</p> <p>The structure plan identifies the village centre boundary as a 10 minute walking distance measured from the railway station, adjusted where appropriate to account for major features such as Amour Park and Montgomery Reserve. 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 also adjusted to avoid constraints such as high stormwater flood risk and culs-de-sac, and to avoid left over 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 village centre boundary is discouraged as it conflicts with the preservation of the prevailing low-rise character of the suburban neighbourhood.</p>

TABLE 5 cont...

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

P3 **The Revesby 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.**

People are attracted to places that provide a comfortable and aesthetically pleasing environment. Variety is also the key to economic resilience and the village centre will be home to a diversity of building forms.

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. Based on the urban design analysis, a traditional village centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than 6 storeys. This continuous urban form helps define the streets and public spaces. There is the opportunity for a small number of taller elements at appropriate core locations (namely above or adjacent to the railway station) to create a diverse and visually interesting skyline.

As we move to the edge of the village centre, there will be more space and landscape between buildings.

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

For village centres, this process recommends medium and medium high-rise development in the commercial core, and low and medium-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
Small Village Centres	4–6 storeys	2:1–2.5:1	3–4 storeys	0.75:1–1:1
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. At these locations, the economic analysis also indicates development greater than 8 storeys starts to become less feasible due to increased construction costs, building code requirements and parking rates.

P4 **The Revesby Village Centre is a place of connection. The movement of people is fundamental to the success of the centre.**

Cars will travel slowly in the 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 and bus services and The River Road will continue to provide a high level of local and regional accessibility.

FIGURE 9.2 Revesby Village Centre – Structure Plan

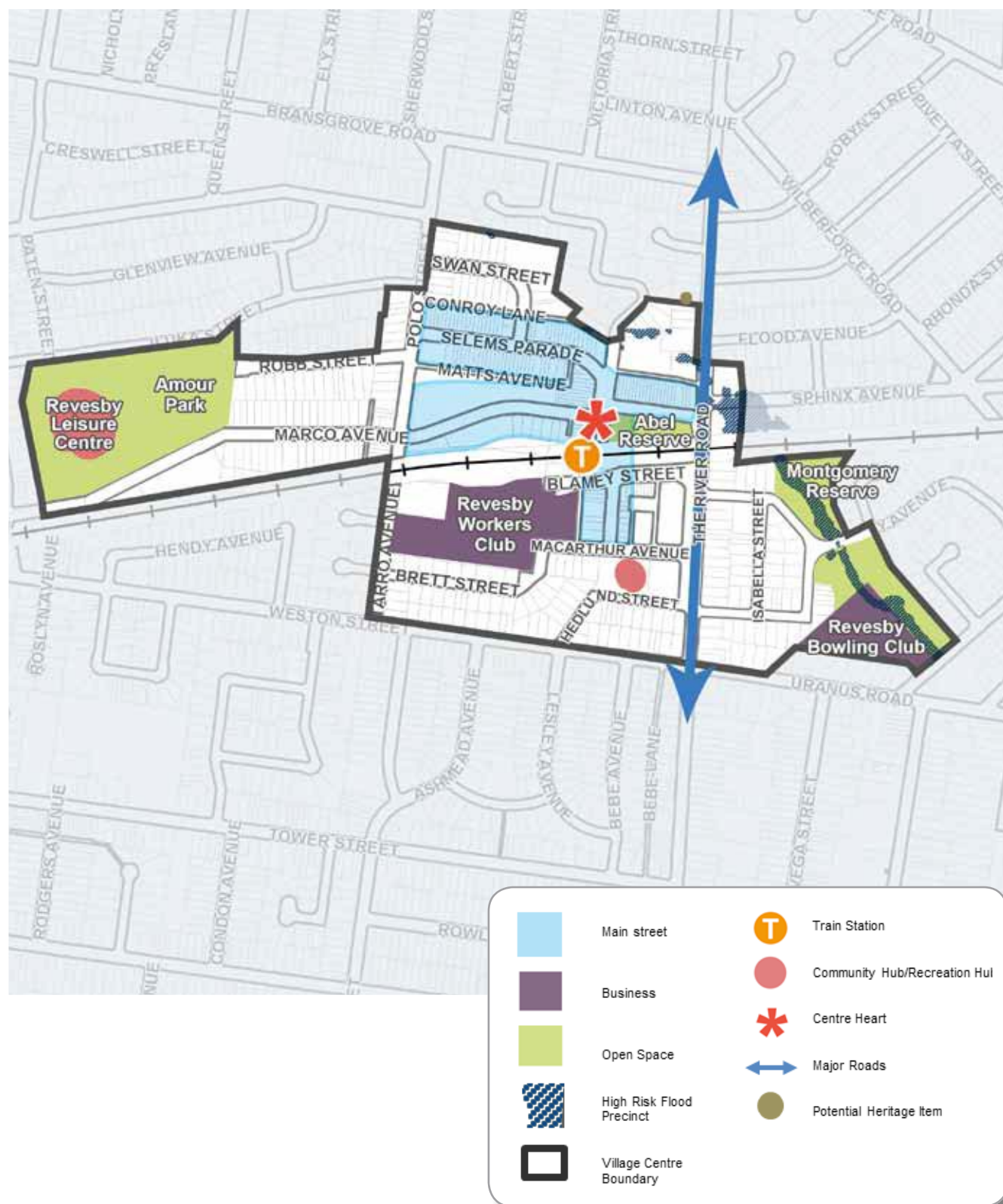


FIGURE 9.3 Desired Human Scale Urban Form to Contribute to the Village Feel



1.3 Development Framework for the Revesby Village Centre

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 Revesby Village Centre are:

- Northern Commercial Core precinct
- Southern Commercial Core precinct
- Residential Frame precinct

FIGURE 9.4 Revesby Village Centre – Precinct Plan



TABLE 6 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the desired character and potential of the Revesby Village Centre

Northern Commercial Core Precinct

Desired precinct character		<p>The Northern Commercial Core precinct is the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the village centre.</p> <p>This compact mixed use place is bustling with people and activity between the key destinations, namely the central plaza, railway station, anchor supermarket and Abel Reserve. The central plaza will be a place for people to come together for events and social activities.</p> <p>Active street frontages along the main streets (Marco Avenue and Selems Parade) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. 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.</p> <p>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. It is recognised the development of the village centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.</p>
Place Making Principles Ref: P1	A1	<p>Infrastructure Delivery Actions</p> <p>Create a new central plaza at the heart of the village centre located at No. 7A Marco Avenue. This central plaza will be an urban extension to Abel Reserve (No. 1B Marco Avenue), the railway station and the pedestrian connection across the railway line.</p> <p>To facilitate the creation of this central plaza, allow intensified development (12 storeys / 3.5:1 FSR) on the neighbouring catalyst site at Nos. 11–17 Marco Avenue subject to the consolidation of the properties at Nos. 7A–17 Marco Avenue. The intended outcome is to ensure the site area is of sufficient size to accommodate a 12 storey building, which provides public benefits (central plaza and public parking spaces).</p> <p>Otherwise an 8 storey / 3:1 FSR building envelope will apply. The proponent and Council will also engage in discussions regarding an appropriate mechanism to realise certain improvement works in a timely manner.</p> <p>Based on the key considerations around building heights, 12 storeys at this location is possible as any additional overshadowing will be over the railway line rather than surrounding buildings.</p>
Ref: P3	A2	<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...

Northern Commercial Core Precinct

Ref: P4	A3	Complete the footpath network with raised crossings and kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the 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.
	A4	Extend the 40km/h speed limit throughout the commercial core to improve pedestrian safety, reduce traffic noise and improve amenity. The Centres Transport Action Plan will deliver this action.
	A5	Advocate Transport for NSW for more frequent, direct and prioritised bus services to allow for the long term growth in commuter movements.
	A6	Install bus bulbs (i.e. kerb extensions utilised as bus stops) at appropriate locations to improve access for bus passengers, including seniors, people with disabilities and parents with prams. The bus bulbs can also function as pocket parks to reflect the village feel. The Centres Transport Action Plan will deliver this action.
	A7	Improve safety and encourage activity along existing rear laneways. The Centres Transport Action Plan will deliver this action.
	A8	In the long term, consider 10km/h shared zones in Marco Avenue and Selems Parade to further improve pedestrian safety, reduce traffic noise and improve amenity.
	A9	In the long term, construct additional levels to the multi-storey car park (based on developer contributions) at No. 168 The River Road and No. 45 Simmons Street.
	A10	In the long term, investigate options to allow south bound traffic on The River Road to turn right into the multi-storey car park at No. 168 The River Road and No. 45 Simmons Street. At present, south bound traffic must circulate through Marco Avenue and Simmons Street to enter the car park. Also investigate the alignment of Sphinx Avenue at the intersection with The River Road and Marco Avenue.
Place Making Principles Ref: P2	A11	<p>Suggested Planning Control Changes</p> <p>Rezone the properties at Nos. 7A and 33 Marco Avenue and No. 45 Simmons Street from Zone SP2 Infrastructure to Zone B2 Local Centre.</p> <p>Rezone the properties at Nos. 38–60 Selems Parade and No. 1A Swan Street from Zone R2 Low Density Residential to Zone B2 Local Centre. 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 village centre. The proposed extent of the business zone will provide sufficient capacity to meet local retail needs to 2031.</p>

TABLE 6 cont...

Northern Commercial Core Precinct

Ref: P3	A12	<p>Accommodate medium high-rise buildings at an appropriate location, 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>The appropriate location is the southern area bound by Polo Street, Selems Parade, Simmons Street and the railway line. Based on the key considerations around building heights, the larger sites at this core location (between the railway station and anchor supermarket) have substantial potential to accommodate a dense urban form up to 8 storeys (3:1 FSR). The compact and close-knit urban form at this core location will also provide a distinctive skyline to the village centre.</p> <p>A height greater than 8 storeys is discouraged at this location as it will conflict with the desired medium and medium high-rise character of the village centre. The overshadowing and visual impacts on the street and surrounding buildings will also be substantially greater. With the exception of the catalyst site at Nos. 11–17 Marco Avenue, high-rise buildings (9+ storeys) are reserved for the Bankstown CBD.</p>
	A13	<p>Accommodate medium-rise buildings on the northern side of Marco Avenue (between Simmons Street and The River Road).</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 and Abel Reserve to the south will be substantially greater.</p>
	A14	<p>Accommodate medium-rise buildings on the northern side of Selems Parade.</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 medium-rise housing at the outer edge of the commercial core. Based on the key considerations around building heights, allow up to 6 storeys (2.5:1 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 will be substantially greater.</p>

TABLE 6 cont...

Northern Commercial Core Precinct

Ref: P3	A15	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.
	A16	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.
	A17	Require active street frontages on the main streets (Marco Avenue and Selems Parade). The intended outcome is to contribute to the village feel and vibrancy of the main streets.
	A18	Accommodate medium–high rise buildings (8 storeys) at Nos. 166–168 The River Road and No. 45 Simmons Street recognising there is approval to add levels to the commuter car park at a future stage.
	A19	List the house at No. 158 The River Road on the heritage schedule.

TABLE 6 cont...

Southern Commercial Core Precinct

Desired precinct character		<p>The Southern Commercial Core precinct is a compact mixed use place with two anchor destinations: the community hub (Ray McCormack Reserve) and the Revesby Workers Club. The community hub will be a welcoming and successful public and cultural destination where people choose to come together for events and social activities.</p> <p>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. Active street frontages along the main street (Revesby Place) will combine with the community hub to create a vibrant streetscape. 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. It is recognised the development of the village centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.</p>
Place Making Principles Ref: P1	A1	<p>Infrastructure Delivery Actions</p> <p>Transform Ray McCormack Reserve (No. 1A Macarthur Avenue and No. 184 The River Road) 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 village centre including the community centre. The new facility may be in the form of a mixed use development up to 6 storeys (2.5:1 FSR), which is compatible with the low-rise housing at the outer edge of the commercial core.</p> <p>To facilitate this action, rezone the properties at No. 1A Macarthur Avenue and No. 184 The River Road from Zone SP2 Infrastructure 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 as part of any mixed use destination at Ray McCormack Reserve.</p>
Ref: P3	A2	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.
Ref: P4	A3	Complete the footpath network with raised crossings and kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the 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.
	A4	Extend the 40km/h speed limit throughout the commercial core to improve pedestrian safety, reduce traffic noise and improve amenity. The Centres Transport Action Plan will deliver this action.

TABLE 6 cont...

Southern Commercial Core Precinct

Place Making Principles
Ref: P3

A5

Suggested Planning Control Changes

Accommodate medium high-rise buildings at an appropriate location, which strikes a balance between a dense urban form and the creation of a sense of enclosure, human scale, comfort and enjoyment for people walking in the commercial core.

The appropriate location is the northern side of Macarthur Avenue. Based on the key considerations around building heights, the larger sites at this core location (between the railway station, community hub, Revesby Workers Club and anchor supermarket) have substantial potential to accommodate a dense urban form up to 8 storeys (3:1 FSR). The compact and close-knit urban form at this core location will also provide a distinctive skyline to the village centre.

A height greater than 8 storeys is discouraged at this location as it will conflict with the desired medium and medium high-rise character of the village centre. The overshadowing and visual impacts on the street and surrounding buildings will also be substantially greater. With the exception of the catalyst site at Nos. 11–17 Marco Avenue, high-rise buildings (9+ storeys) are reserved for the Bankstown CBD.

A6

Accommodate medium-rise buildings on the southern side of Macarthur Avenue.

The intended outcome is to provide an appropriate built form transition to the medium-rise housing at the outer edge of the commercial core. Based on the key considerations around building heights, allow up to 6 storeys (2.5:1 FSR).

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.

A7

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.

A8

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.

A9

Require active street frontages on the main street (Revesby Place). The intended outcome is to contribute to the village feel and vibrancy of the main street.

TABLE 6 cont...

Residential Frame Precinct

Desired precinct character		<p><i>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the village 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>
Place Making Principles Ref: P1	A1	<p>Infrastructure Delivery Actions</p> <p>Transform Amour Park and the Revesby Leisure Centre (No. 104Z Marco Avenue) into a recreation and leisure destination that meet the needs of the growing community. The facilities will consolidate the youth activities currently dispersed in the local area.</p>
	A2	<p>Divest surplus land at the former Whitehall site (Nos. 75A–75C Marco Avenue) to assist funding of infrastructure delivery actions. To facilitate this action, rezone the properties from Zone RE1 Public Recreation to Zone R4 High Density Residential (6 storeys / 1.5:1 FSR) to reflect the proximity to the commercial core and Amour Park.</p>
Ref: P4	A3	<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 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.</p>
	A4	<p>Formalise the regional on-road cycle route which traverses through the local streets with painted markings.</p>
	A5	<p>In the long term, convert The River Road / Bransgrove Road intersection into a traffic signal controlled intersection to allow east-west vehicle movements to by-pass the village centre via Bransgrove Road (as opposed to Marco Avenue).</p>
Place Making Principles Ref: P2	A6	<p>Suggested Planning Control Changes</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...

Ref: P2	A7	Rezoning the property at No. 133 The River Road from Zone R2 Low Density Residential to Zone B2 Local Centre and maintain the property at No. 139 The River Road as Zone SP2 Infrastructure to reflect current uses.
	A8	Allow registered clubs as an additional permitted land use at No. 60 McGirr Street in Revesby. The intended outcome is to reflect the current use (Revesby Bowling Club), which provides recreation and entertainment services to the village centre.
Ref: P3	A9	Accommodate medium-rise housing on the northern side of Brett Street. The intended outcome is to provide an appropriate built form transition between the Revesby Workers Club and the low-rise housing on the southern side of Brett Street. Based on the key considerations around building heights, allow up to 6 storeys (1.5:1 FSR). 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.
	A10	Accommodate medium-rise housing on the southern side of Swan Street (Nos. 1–15 Swan Street and Nos. 15–21 Polo Street). The intended outcome is to provide an appropriate built form transition to the low-rise housing on the northern side of Swan Street. Based on the key considerations around building heights, allow up to 6 storeys (1.5:1 FSR). A height greater than 6 storeys is discouraged at this location as the overshadowing and visual impacts on the street and surrounding buildings will be substantially greater.
	A11	Accommodate low-rise buildings in the remainder of the Residential Frame precinct. 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). A height greater than 4 storeys is discouraged as the overshadowing and visual impacts on the street and neighbouring houses will be substantially greater.
	A12	Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.
	A13	Apartment living outside the village 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).

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 East Local Area Plan increases the capacity of the village 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 any variations to the Local Area Plan will help Council to achieve the dwelling target.

Based on the research, the potential net dwelling yield in the Revesby 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
1,697	790	2,487
Under the South East Local Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
1,994	1,703	3,697

FIGURE 9.5 Revesby Village Centre – Infrastructure Improvements

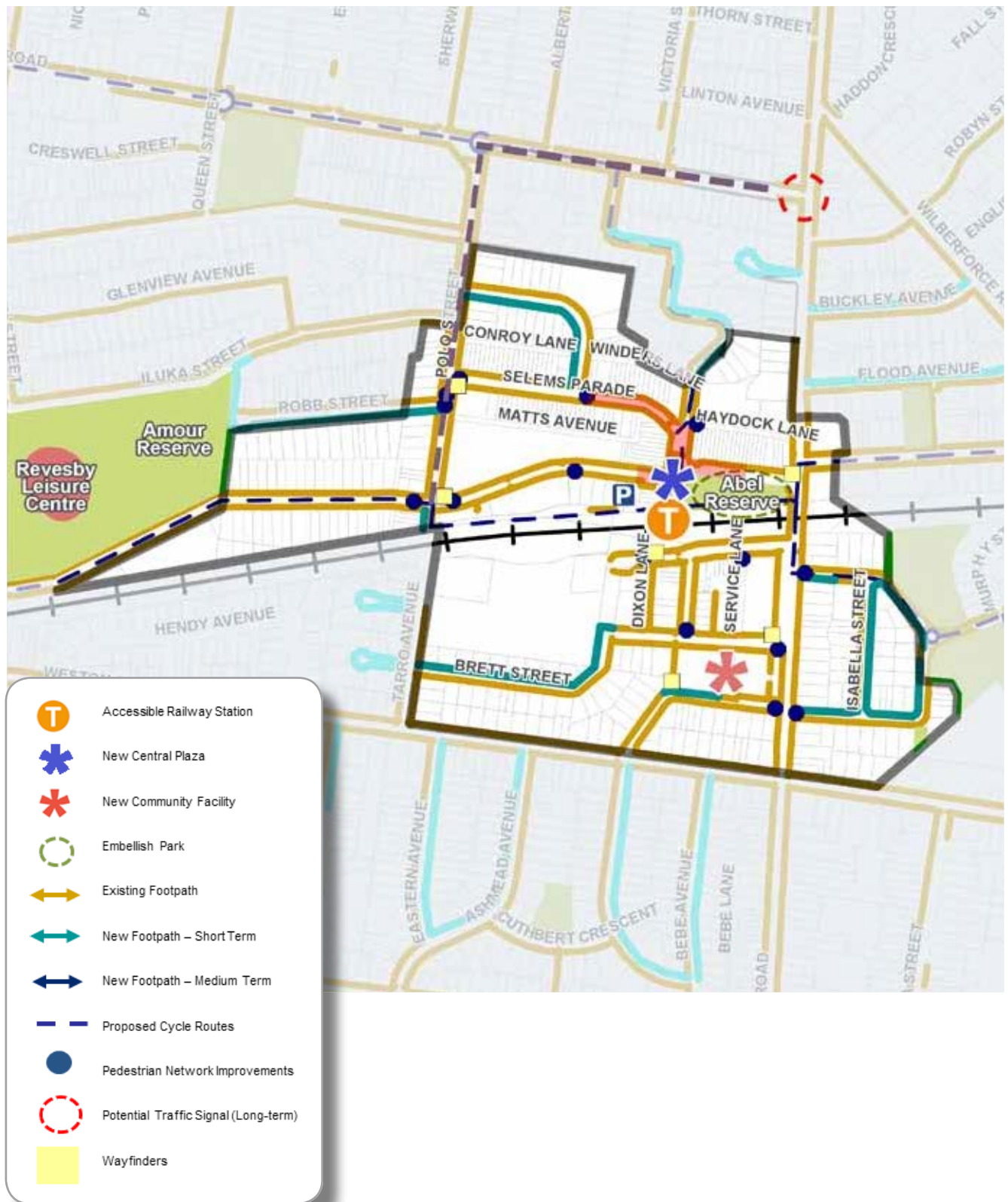
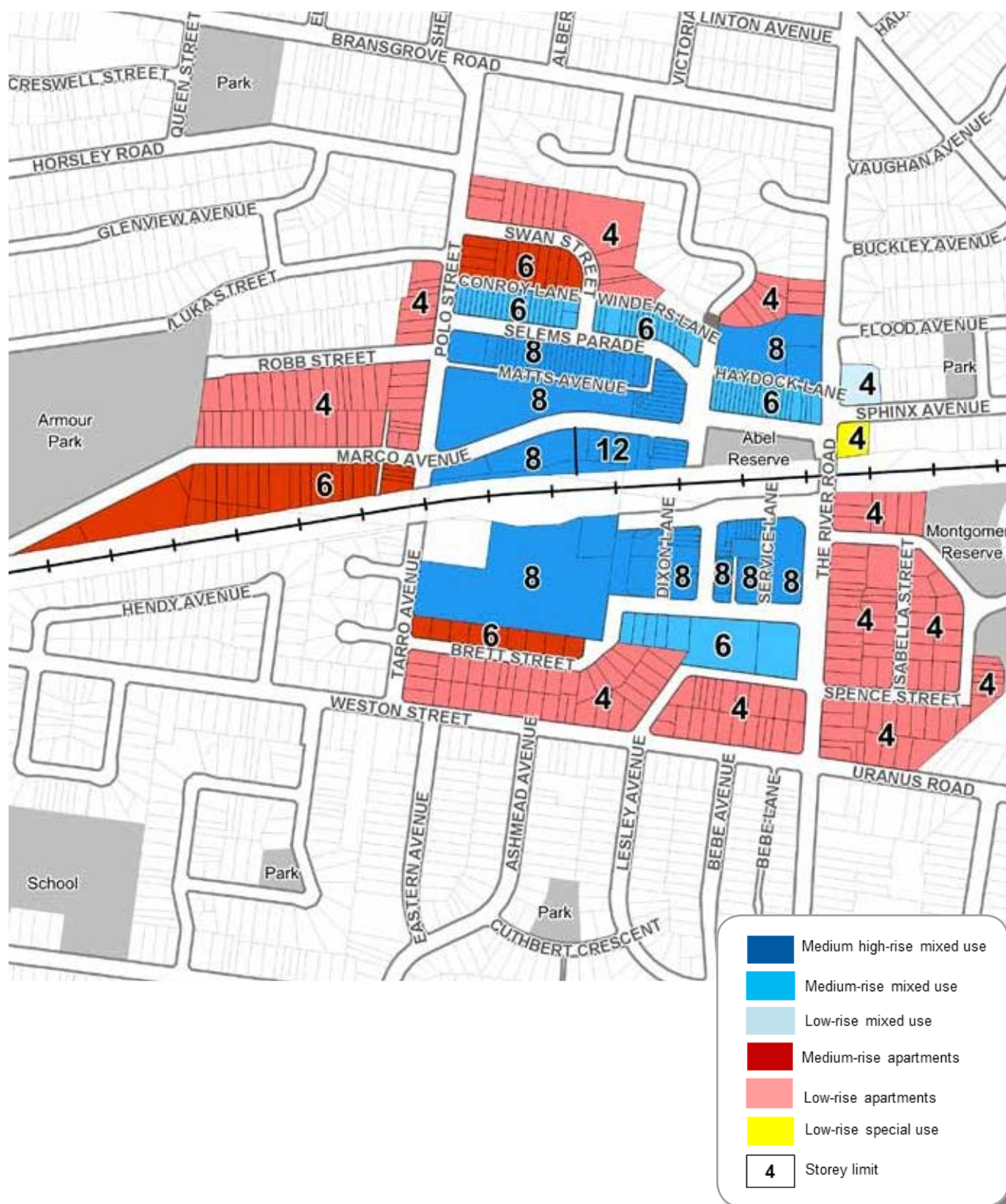


FIGURE 9.6 Revesby Village Centre – Indicative Height Distribution



L2

Plan for the Sustainable Renewal of the Padstow Village Centre

The Padstow Village Centre is an attractive and bustling place. A place of local jobs, a place of shopping, a place of education, a place of walking. Train services to the Sydney City, supported by commuter car parks and metropolitan bus routes, also make the village centre a place of commuting for residents of the surrounding suburbs and the Menai district.

The Padstow Village Centre is also a popular place with increasing demand for retail floor space and housing. This growth offers an exciting opportunity to transform the heart of the village centre into a welcoming and distinctive place for people that is well-used and well-loved.

To shape the urban renewal plan for the 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 overview summarises:

- 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 East 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 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 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.

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 Padstow Village Centre

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

This planning context overview looks at the role of the Padstow 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 village 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 Padstow Village Centre as a large local centre, where the retail and commercial uses are distributed across a small network of streets defining the core.

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, 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 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.

Hierarchy	Centres
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, East Hills and Rookwood Road
Suburban Neighbourhood	Suburban Neighbourhood Precinct

Within the centres hierarchy, the study nominates Padstow as a village centre. A village centre includes the residential area within a 5–10 minute walk (600 metre radius) of a group of shops, containing between 2,000 and 5,500 dwellings. The village centre usually has more than 10 shops including a supermarket and local retail such as a hairdresser, take away food outlets, newsagent and cafes. The other village centres in the City of Bankstown are Chester Hill, Revesby and Yagoona.

The Bankstown Residential Development Study sets a target of 940 additional dwellings for the Padstow 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 village centre is targeted to grow from 1,253 dwellings in 2004 to 2,193 dwellings in 2031.

To date, Council has achieved one quarter of the dwelling target. There is currently 1,442 dwellings in the Padstow Village Centre, which equates to a net dwelling growth of 207 dwellings from the 2004 base.

Current planning controls

The commercial core is within Zone B2 Local Centre, which permits commercial premises, shop top housing and residential flat buildings. The floor space ratio is 2:1 and the height limit is 4 storeys (no attic).

The southern side of Padstow Parade is within Zone R4 High Density Residential, which permits residential flat buildings. The floor space ratio is 0.6:1 and the height limit is 4 storeys (no 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.

TABLE 7 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. 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 Padstow Village Centre now and in the future:

- The railway station and public transport access to the Sydney City.
- Being able to walk around.
- Fine-grain character and village feel.
- Specialised retail, main street diversity.
- Parks and recreational areas, and the river walkways (Salt Pan Creek).
- Library, TAFE, senior citizens centre, early childhood care and war memorial.
- Good centre parking.
- Safe and clean streets.

The South East 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:

- The Padstow Village Centre is a premier retail, cultural and education destination. There is the opportunity for the village centre to co-exist with the Revesby Village Centre and be recognised by the community as the twin 'hearts' of the local area. This creates the ability for the two village centres to share the various community, leisure, cultural, entertainment and sporting facilities.
- The village centre is currently undergoing urban renewal with catalysts for change including public transport investment. The village centre is well served by public transport infrastructure, and the commuter car parks are found to service the residents of the surrounding suburbs and the Menai district. The village centre is in a good position to capitalise on the residents, visitors and commuters passing through daily.
- There is demand for additional (5,000m²) retail and commercial floor space to 2031, including the potential to expand the existing supermarket or add a second supermarket. This will help to promote the village centre as a place for business and investment whilst at the same time increasing the number of people living within the village centre to drive economic growth.
- There is the opportunity to create a compact village centre with an emphasis on urban design. A compact centre would involve confining the most intense development around the railway station. There are some opportunities for outward expansion namely in an eastward direction to Padstow Park and a westward direction to Playford Park. The compact centre would develop a system of city walks which link people to desirable destinations.

TABLE 7 cont...

Planning Context Overview

- There is the opportunity for historic shopfronts to celebrate the local heritage that gives the village centre its local identity. The historic facades are:
 - Nos. 13–15 Faraday Road
 - Nos. 47 and 55 Howard Road
 - Nos. 2, 8, 53–55 and 61 Padstow Parade.

- The village centre provides appropriate parking, with restricted on–street spaces, 410 off–street spaces in two multi–storey car parks and 55 commuter spaces along the railway corridor. As most spaces are time restricted, usage of the parking supply is mostly by visitors (shoppers and businesses) rather than commuters.

The analysis shows the existing supply can accommodate parking demand from the growth in the centre however there may be significant circulation around the centre as users attempt to find a parking space at peak times. The preferred approach is to allow gradual increases in capacity at convenient locations around the centre. This allows different management strategies to be applied for each car park, and the construction of parking spaces as part of the new community facility (based on developer contributions) to service the northern side of the railway line.

- 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 East Issues Paper (noted by Council in 2013) and other reference documents discuss the opportunities in more detail.

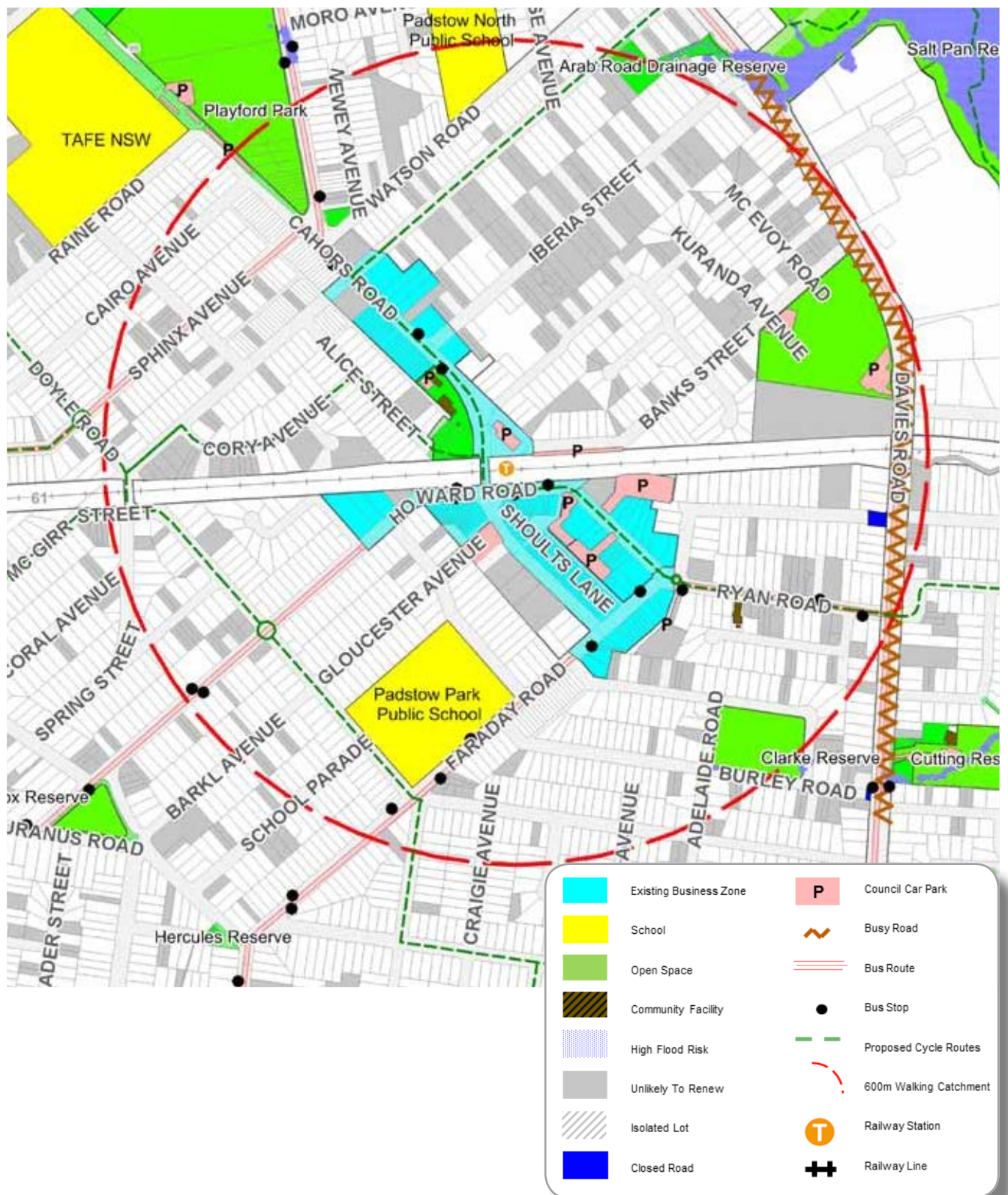
Constraints

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

- The community facilities in and around the village centre are dispersed and ageing, and do not meet the needs of the growing community.
- The Padstow War Memorial opposite Carl Little Reserve provides an important landmark, however there is limited space to hold large events and activities.
- The outward expansion to the north is constrained by new dual occupancies and villas which are unlikely to redevelop before 2031.

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

FIGURE 10.1 Padstow Village Centre – Opportunities and Constraints



2.2 Desired Character and Structure Plan for the Padstow Village Centre

Desired Character

Establishing the desired character for the Padstow 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 village 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 village 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 village centre.

The Padstow Village Centre will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as one of the twin 'hearts' of the local area alongside the Revesby Village Centre.

Carl Little Reserve is the central point from which the village centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. Carl Little Reserve will be home to a modern multi-purpose community facility and civic space, a place for people to come together for events and social activities.

The Southern Commercial Core precinct is the local retail magnet with the anchor supermarket.

Active street frontages along the main streets (Howard Road, Padstow Parade and Cahors Road) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. 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. The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre. Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a stunning platform from which to journey into the village centre.

TABLE 8

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

P1	The Padstow Village Centre is a place with a strong community focus. The primary role of the village centre is to provide the 'heart' for the local community, a place that brings people together.	<p>The structure plan identifies Carl Little Reserve as fundamental to bringing people and activities together in the one location to provide a strong focus for the community. A quality public and cultural destination that meets the needs of the growing community. A distinct place that creates a memorable arrival to the village centre.</p>
P2	The Padstow 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.	<p>The structure plan reinforces Howard Road, Padstow Parade and Cahors Road as the main streets of the village centre, connecting people, business, public transport and key destinations.</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 village centre.</p> <p>The structure plan identifies the village centre boundary as a 10 minute walking distance measured from the railway station, adjusted where appropriate to account for major features such as Playford Park, Padstow Park, TAFE campus and schools. 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 also adjusted to avoid left over 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 village centre boundary is discouraged as it conflicts with the preservation of the prevailing low-rise character of the suburban neighbourhood.</p>
P3	The Padstow 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.	<p>People are attracted to places that provide a comfortable and aesthetically pleasing environment. Variety is also the key to economic resilience and the village 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. Based on the urban design analysis, a traditional village centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than 6 storeys. This continuous urban form helps define the streets and public spaces. There is the opportunity for a small number of taller elements at appropriate core locations (namely above or adjacent to the railway station) to create a diverse and visually interesting skyline.</p>

TABLE 8 cont...

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

As we move to the edge of the village centre, there will be more space and landscape between buildings.

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

For village centres, this process recommends medium and medium high-rise development in the commercial core, and low and medium-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
Small Village Centres	4–6 storeys	2:1–2.5:1	3–4 storeys	0.75:1–1:1
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. At these locations, the economic analysis also indicates development greater than 8 storeys starts to become less feasible due to increased construction costs, building code requirements and parking rates.

The structure plan celebrates the local heritage that gives the Padstow Village Centre its local identity, in particular the historic shopfronts along Howard Road, Faraday Road and Padstow Parade.

P4

The Padstow 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 village centre, making it easier to cross the street and a pleasant place to walk, sit and talk. People will find it safe and easy to get around the network of streets, lanes and uncluttered spaces.

The metropolitan rail and bus services and Davies Road will continue to provide a high level of local and regional accessibility.

FIGURE 10.2 Padstow Village Centre – Structure Plan

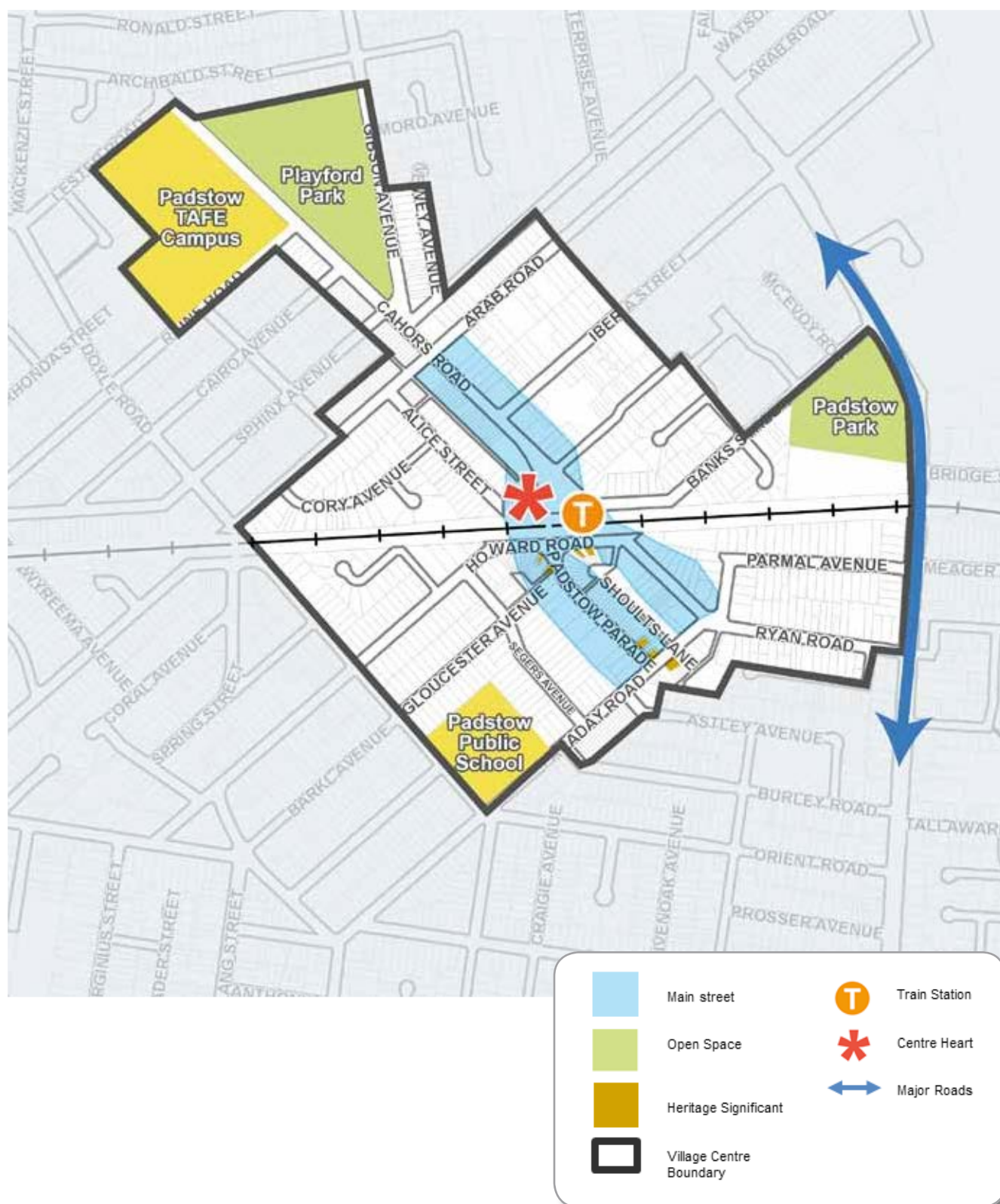
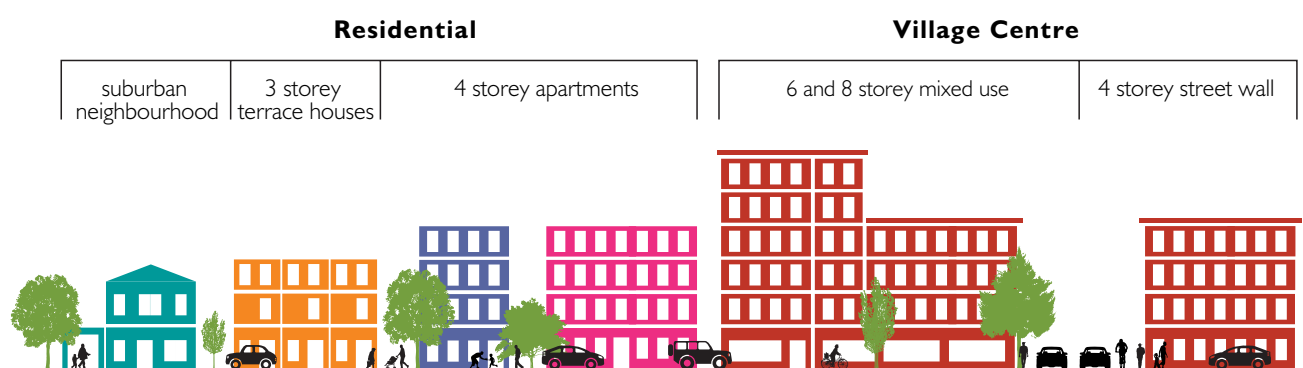
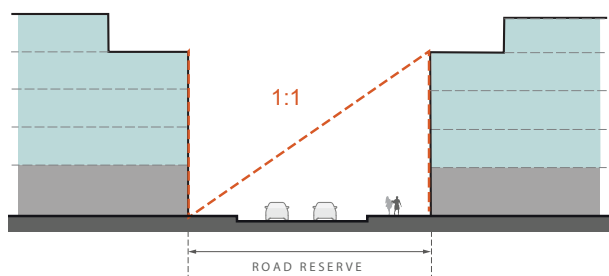




FIGURE 10.3 Desired Human Scale Urban Form to Contribute to the Village Feel



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 for the Padstow Village Centre

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 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 Padstow Village Centre are:

- Northern Commercial Core precinct
- Southern Commercial Core precinct
- Residential Frame precinct
- Terrace Housing precinct

FIGURE 10.4 Padstow Village Centre – Precinct Plan

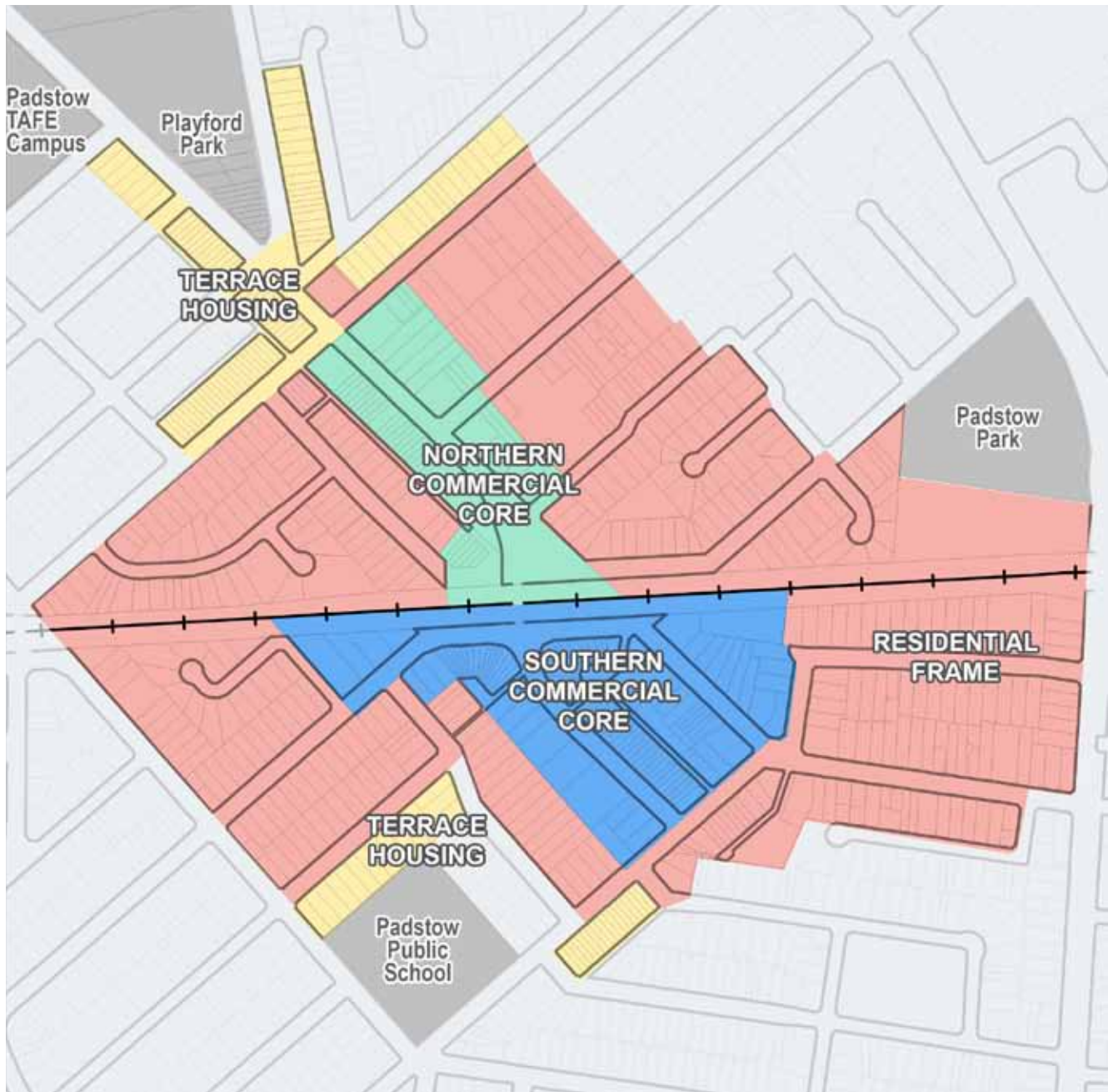


TABLE 9 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the desired character and potential of the Padstow Village Centre

Northern Commercial Core Precinct

Desired precinct character		<p><i>The Northern Commercial Core precinct is the local community magnet, a place that provides a strong, distinctive and centrally located 'heart' for the village centre. The community hub will be a place for people to come together for events and social activities.</i></p> <p><i>Active street frontages along the main street (Cahors Road) will combine with the community hub to create a vibrant streetscape bustling with people. 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. It is recognised the development of the village centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.</i></p>
Place Making Principles Ref: P1	A1	<p>Infrastructure Delivery Actions</p> <p>Transform Carl Little Reserve (No. 132 Cahors Road) 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 and public space will replace the ageing buildings in the 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 8 storeys (3:1 FSR) to mark the heart of the village centre and provide a distinctive skyline to the village centre.</p> <p>To facilitate this action, rezone the property 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 as part of any mixed use destination at Carl Little Reserve.</p>
Ref: P3	A2	<p>Based on the key considerations around building heights, 8 storeys at this location is possible as any overshadowing will be over the railway line rather than surrounding buildings.</p>
	A3	<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 9 cont...

Northern Commercial Core Precinct

	A4	<p>Investigate options with relevant stakeholders to relocate the Padstow War Memorial to a better location, which can hold large events associated with ANZAC Day and other memorial commemorations.</p> <p>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. The Centres Transport Action Plan will deliver this action.</p>
Ref: P4	A5	Extend the 40km/h speed limit along Cahors Road to improve pedestrian safety, reduce traffic noise and improve amenity. The Centres Transport Action Plan will deliver this action.
	A6	Formalise the regional on-road cycle route which traverses through the commercial core with painted markings.
	A7	Advocate Transport for NSW for more frequent, direct and prioritised bus services to allow for the long term growth in commuter movements.
	A8	Install bus bulbs (i.e. kerb extensions utilised as bus stops) at appropriate locations to improve access for bus passengers, including seniors, people with disabilities and parents with prams. The bus bulbs can also function as pocket parks to reflect the village feel. The Centres Transport Action Plan will deliver this action.
	A9	In the long term, convert the roundabout at Cahors Road / Gibson Avenue / Sphinx Avenue intersection into a traffic signal controlled intersection to allow people to get around the village centre easily and safely. This action will require the closure of Cahors Road at the intersection with Sphinx Avenue.
	A10	Provide parking spaces as part of the new community facility (based on developer contributions) at No. 132 Cahors Road.
Place Making Principles Ref: P2	A11	<p>Suggested Planning Control Changes</p> <p>Rezone the properties at Nos. 35 and 132 Cahors Road from Zone SP2 Infrastructure to Zone B2 Local Centre.</p> <p>Rezone the properties at Nos. 37–41 Cahors Road, Nos. 103–105 Arab Road, and Nos. 112–114A and 117A–117B Iberia Road from Zone R2 Low Density Residential to Zone B2 Local Centre. 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 village centre. The proposed extent of the business zone will provide sufficient capacity to meet local retail needs to 2031.</p>

TABLE 9 cont...

Northern Commercial Core Precinct

Ref: P3	A12	<p>Accommodate medium high-rise buildings at an appropriate location, which strikes a balance between a dense urban form and the creation of a sense of enclosure, human scale, comfort and enjoyment for people walking in the commercial core.</p> <p>The appropriate location is the northern side of Cahors Road. Based on the key considerations around building heights, the sites at this location have the potential to accommodate a dense urban form up to 8 storeys (3:1 FSR).</p>
	A13	<p>Accommodate medium-rise buildings on the southern side of Cahors Road (Nos. 78–130 Cahors Road) 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).</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 will be substantially greater.</p>
	A14	<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>
	A15	<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>
	A16	<p>Require active street frontages on the main street (Cahors Road). The intended outcome is to contribute to the village feel and vibrancy of the main street.</p>
	A17	<p>Advocate mixed use development in the air space above the railway station to provide a continuous main street from north to south and a modern entrance to the village centre.</p>

TABLE 9 cont...

Southern Commercial Core Precinct

Desired precinct character		<p>The Southern Commercial Core precinct is the local retail magnet with the anchor supermarket. Active street frontages along the main streets (Howard Road and Padstow Parade) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. 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.</p> <p>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. It is recognised the development of the village centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.</p>
Place Making Principles Ref: P3	A1	<p>Infrastructure Delivery Actions</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>
Ref: P4	A2	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. The Centres Transport Action Plan will deliver this action.
	A3	Extend the 40km/h speed limit along Howard Road to improve pedestrian safety, reduce traffic noise and improve amenity. The Centres Transport Action Plan will deliver this action.
	A4	Formalise the regional on-road cycle route which traverses through the commercial core with painted markings.
	A5	Install bus bulbs (i.e. kerb extensions utilised as bus stops) at appropriate locations to improve access for bus passengers, including seniors, people with disabilities and parents with prams. The bus bulbs can also function as pocket parks to reflect the village feel. The Centres Transport Action Plan will deliver this action.

TABLE 9 cont...

Southern Commercial Core Precinct

Place Making Principles Ref: P2		Suggested Planning Control Changes
	A6	<p>Rezone the properties at Nos. 16 and 21 Howard Road, and No. 14 Padstow Parade from Zone SP2 Infrastructure to Zone B2 Local Centre.</p> <p>Rezone the properties at Nos. 10–12 and 16–34 Padstow Parade, and No. 10 Faraday Road from Zone R4 High Density Residential to Zone B2 Local Centre.</p> <p>Rezone the properties at Nos. 83–87 Howard Road and Nos. 38–42 Parmal Avenue 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 extend retail activity and active street frontages along the main street spine to ensure the long term success of the village centre. The proposed extent of the business zone will provide sufficient capacity to meet local retail needs to 2031.</p>
Ref: P3	A7	<p>Accommodate medium high-rise buildings at an appropriate location, which strikes a balance between a dense urban form and the creation of a sense of enclosure, human scale, comfort and enjoyment for people walking in the commercial core.</p> <p>The appropriate location is the core location adjacent to the railway station (Nos. 21–87 Howard Road and Nos. 1–13 and 2–8 Padstow Parade). Based on the key considerations around building heights, the sites at this core location (between the railway station and anchor supermarket) have potential to accommodate a dense urban form up to 8 storeys (3:1 FSR). The compact and close-knit urban form at this core location will also provide a distinctive skyline to the village centre.</p> <p>A height greater than 8 storeys is discouraged at this location as it will conflict with the desired medium and medium high-rise character of the village centre. The overshadowing and visual impacts on the street and surrounding buildings will also be substantially greater.</p>
	A8	<p>Accommodate medium-rise buildings on Padstow Parade, the northern side of Howard Road, the southern side of Howard Road (Nos. 9–19 Howard Road), and the western side of Faraday Road (Nos. 2–10 Faraday Road).</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 and surrounding buildings will be substantially greater.</p>

TABLE 9 cont...

Southern Commercial Core Precinct

Ref: P3	A9	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.
	A10	For the properties at Nos. 13–15 Faraday Road, Nos. 47 and 55 Howard Road, and Nos. 2, 8, 53–55 and 61 Padstow Parade, require the retention of historic facades to achieve the higher floor space ratio. Otherwise a 2:1 FSR will apply.
	A11	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.
	A12	Require active street frontages on the main streets (Howard Road and Padstow Parade). The intended outcome is to contribute to the village feel and vibrancy of the main streets.
	A13	List the street facades of the following properties on the heritage schedule: <ul style="list-style-type: none"> Nos. 13–15 Faraday Road Nos. 47 and 55 Howard Road Nos. 2, 8, 53–55 and 61 Padstow Parade.

TABLE 9 cont...

Residential Frame Precinct

Desired precinct character		<p><i>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the village 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. The leafy streets will also provide a stunning platform from which to journey into the village centre.</i></p>
Place Making Principles Ref: P4	A1	<p>Infrastructure Delivery Actions</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 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.</p>
	A2	Formalise the regional on-road cycle route which traverses through the local streets with painted markings. In the long term, consider protected cycle paths along Ryan Road.
	A3	Install bus bulbs (i.e. kerb extensions utilised as bus stops) at appropriate locations to improve access for bus passengers, including seniors, people with disabilities and parents with prams. The bus bulbs can also function as pocket parks to reflect the village feel. The Centres Transport Action Plan will deliver this action.
	A4	Advocate Transport for NSW to construct a grade separation at the intersection of Stacey Street and the Hume Highway to resolve an ongoing bottleneck in the state road and freight network. Traffic delays at this intersection are frequent, with excessive queues forming during the morning and afternoon peak periods. As a result, motorists are rat running through Padstow to avoid traffic delays on Fairford Road and Davies Road.
Place Making Principles Ref: P2	A5	<p>Suggested Planning Control Changes</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 9 cont...

Residential Frame Precinct

Ref: P3	A6	<p>Accommodate medium-rise housing on the northern side of Segers Avenue and the northern side of Alice Street.</p> <p>The intended outcome is to provide an appropriate built form transition between the commercial core and the low-rise housing on the southern side of Segers Avenue and Alice Street. 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>
	A7	<p>Accommodate medium-rise housing on the properties at Nos. 1-7 and 2-16A Banks Street, Nos. 43-49 Cahors Road, Nos. 109-115 Iberia Street, Nos. 31-39 Stephanie Street and Nos. 36-46 Stephanie Street.</p> <p>The intended outcome is to provide an appropriate built form transition between the medium-rise commercial core and the low-rise housing on the outer edge of the village centre. 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 will be substantially greater.</p>
	A8	<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 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>
	A9	<p>Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.</p>
	A10	<p>Apartment living outside the village 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 9 cont...

Terrace Housing Precinct

Desired precinct character		<i>The Terrace Housing precinct is a liveable neighbourhood which marks the outer edge of the village centre. This place will offer terrace housing (most with rear lane access) 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>
Place Making Principles Ref: P4	A1	Infrastructure Delivery Actions Construct footpaths on both sides of local streets to complete the footpath network. With more pedestrians on the streets, getting around the 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.
Place Making Principles Ref: P2	A2	Suggested Planning Control Changes Rezone the properties in this precinct from Zone R2 Low Density Residential to Zone R3 Medium Density Residential. The intended outcome is to offer terrace housing (most with rear lane access) 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.
Ref: P3	A3	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).

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 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 East Local Area Plan increases the capacity of the village 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 any variations to the Local Area Plan will help Council to achieve the dwelling target.

Based on the research, the potential net dwelling yield in the Padstow 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
1,253	940	2,193
Under the South East Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
1,442	2,737	4,179

FIGURE 10.5 Padstow Village Centre – Infrastructure Improvements

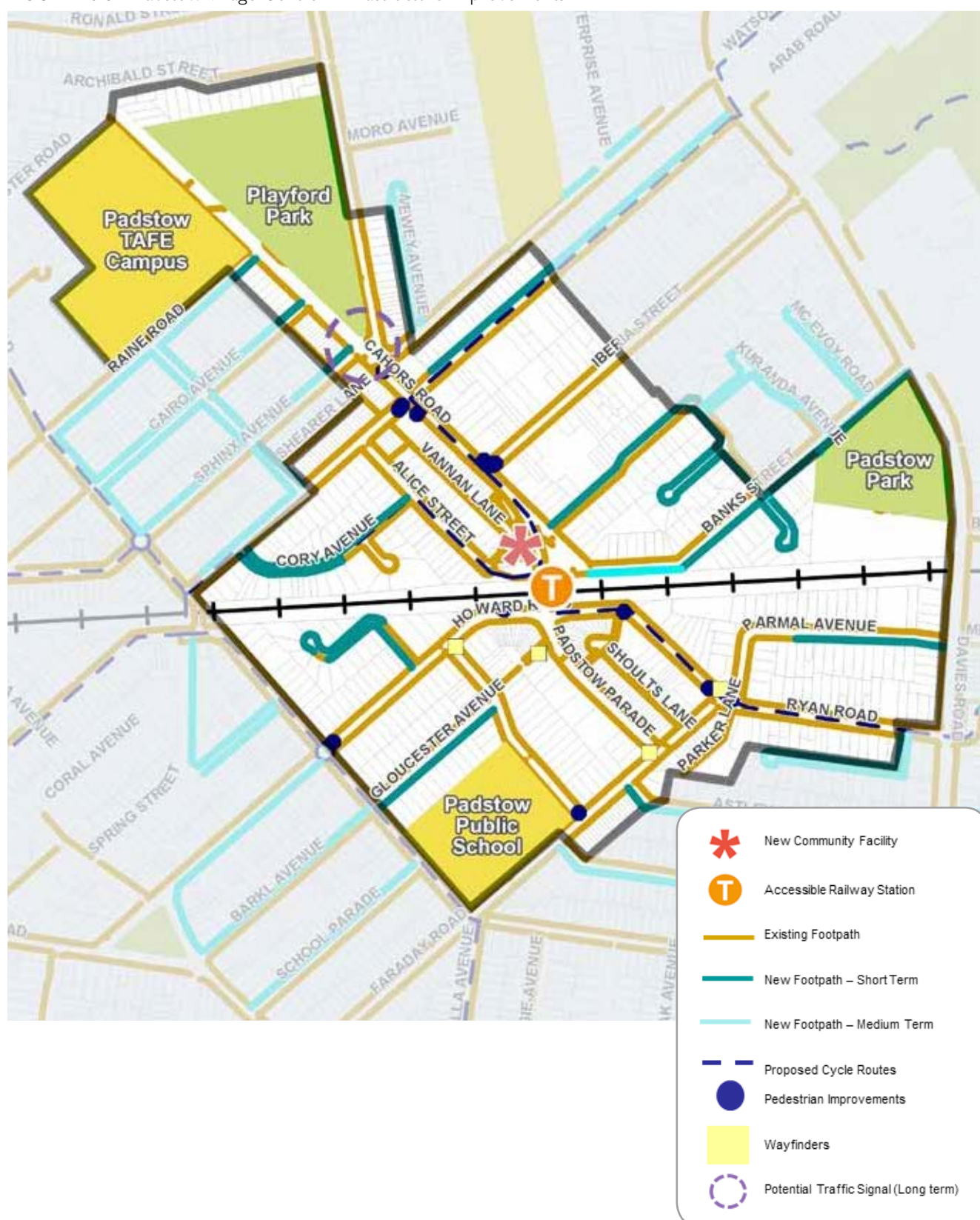
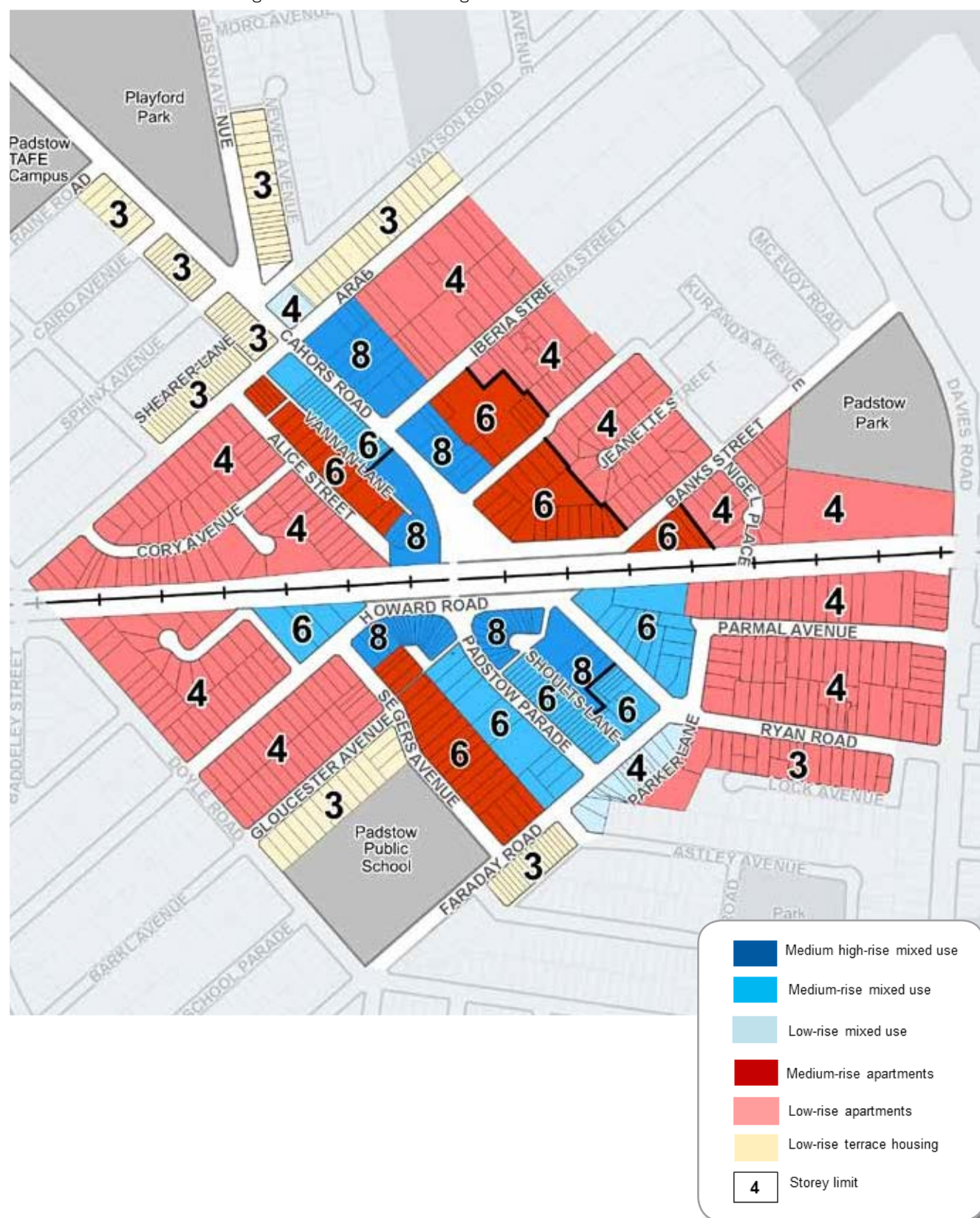


FIGURE 10.6 Padstow Village Centre – Indicative Height Distribution





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 East 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.

Council's 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 multi dwelling housing 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.

- The investigation of 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 East Local Area.

L3

IMPLEMENTATION

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

TABLE 10

Potential land capacity in the Suburban Neighbourhood Precinct

Existing dwellings	8,100
Current planning controls	<p>The suburban neighbourhood is within Zone R2 Low Density Residential, which permits houses, dual occupancies, seniors housing and multi dwelling housing. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus attic. The suburban neighbourhood also includes some shops within Zone B1 Neighbourhood Centre, which permits shop top housing and residential flat buildings. 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"> • Consistency with the Metropolitan Plan and centres hierarchy. • Consistency with Council's local strategies, endorsed by the Department of Planning & Environment. • Consistency with Council's spot rezoning procedures, adopted 2009. • Community aspirations and consultation feedback. • Consistency with the prevailing character of the suburban neighbourhood precinct and whether the impacts can be managed appropriately. • Integration with topography, environmental constraints, access and infrastructure. • Demonstrable reason for rezoning or change in planning controls to occur based on the public interest. <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 village 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

Dwelling target to 2031 based on planning control changes	600	
Desired precinct character	<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 including the Georges River, Salt Pan Creek, Little Salt Pan Creek, 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>	
Suggested planning control changes	A1	Maintain the current planning controls that apply to Zone R2 Low Density Residential.
	A2	Apartment living outside the village 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).
	A3	Focus on low-rise shop top housing within Zone B1 Neighbourhood Centre to achieve the dwelling target.
	A4	<p>Revesby North (Nos. 71–91 The River Road and Nos. 2–6 Doyle Road in Revesby) is the largest group of shops within Zone B1 Neighbourhood Centre in the local area. Increase the storey limit from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR.</p> <p>In addition, rezone the properties at Nos. 1–19 Doyle Road from Zone R2 Low Density Residential (2 storeys / 0.5:1 FSR) to Zone R3 Medium Density Residential (3 storeys / 0.75:1 FSR). The intended outcome is to replace the aged multi dwelling housing on these large lots adjacent to the neighbourhood shops, whilst providing an appropriate built form transition to surrounding low-rise housing. Zone R3 does not permit low density options such as dual occupancies. Investigate ways to make Langdale Reserve (No. 15A Langdale Avenue) more accessible to the new housing.</p>

Table 11 cont...

Distribution of dwelling target in the Suburban Neighbourhood Precinct

Suggested planning control changes cont...	A5	<p>Rezone the properties at Nos. 79–81 Gibson Avenue in Padstow from Zone R2 Low Density Residential to Zone B1 Neighbourhood Centre. Zone B1 does not permit low density options such as dual occupancies.</p> <p>The intended outcome is to have development consolidate these isolated properties with the existing shops at No. 83 Gibson Avenue to encourage better design outcomes. Also increase the storey limit from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR. Investigate ways to make the open space at No. 77 Gibson Avenue more accessible to the new housing.</p>
	A6	<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"> Nos. 136–164 Alma Road in Padstow Nos. 45–51 Dilke Road in Padstow Heights Nos. 38 and 64 Beaconsfield Street in Revesby Nos. 134–150 Centaur Street in Revesby Heights.

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

Desired Character	<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>	
Suggested planning control changes	Prohibit multi dwelling housing on the following properties within the foreshore area: <ul style="list-style-type: none"> • No. 1A Valley Road in Padstow • No. 1 Villiers Road in Padstow • No. 1A Villiers Road in Padstow • No. 2 Villiers Road in Padstow • No. 3 Villiers Road in Padstow • No. 4 Villiers Road in Padstow • No. 5 Villiers Road in Padstow • No. 6 Villiers Road in Padstow • No. 7 Villiers Road in Padstow • No. 8 Villiers Road in Padstow • No. 9 Villiers Road in Padstow • No. 10 Villiers Road in Padstow • No. 11 Villiers Road in Padstow • No. 13 Villiers Road in Padstow • No. 15 Villiers Road in Padstow • No. 17 Villiers Road in Padstow • No. 19 Villiers Road in Padstow • No. 23 Villiers Road in Padstow • No. 25 Villiers Road in Padstow 	



L5

Protect the Heritage Character of the South East 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 East Local Area:

- Revesby Public School at No. 84 The River Road in Revesby
- The Pah at No. 4 Tompson Road in Revesby.

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

Other heritage items in the South East Local Area include:

- Hurstville City Council lists the Salt Pan Creek Sewage Aqueduct as a heritage item in Hurstville Local Environmental Plan 2012. The aqueduct is a major civil engineering project for the Water Board, completed in 1962. The aqueduct traverses into the City of Bankstown near Redgum Drive in Padstow, and provides an understanding of the historical development of the area during the post-war era.
- 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.

The heritage review, undertaken to ensure that growth responds to the local character of the area, identifies the following properties as having local significance (refer to Figure 11).

Property	Local significance
No. 45 Beaconsfield Street in Revesby	The house demonstrates early 20th century (c.1931) working class housing in the local area. The house (constructed by carpenter Gus Bayley) exemplifies the creative and technical skills, as well as, resourcefulness in using largely recycled materials to achieve a high quality building for the time. The brick bungalow with a slate roof, terracotta ridge caps and finials is locally significant and is associated with themes of 'accommodation', 'creative endeavour' and 'domestic life'.
No. 158 The River Road in Revesby	The house is a very good representative example of an inter-war California Bungalow (c.1920s). The exterior retains a high degree of integrity of original design and materials, which demonstrate the key characteristics of the California Bungalow style. It has local significance as a rare and representative example of this architectural form.
Nos. 13–15 Faraday Road, Nos. 47 and 55 Howard Road, and Nos. 2, 8, 53–55 and 61 Padstow Parade in Padstow	The street facades represent the early period of development in the village centre and are identified by the parapets, which decorate the top of the brickwork.

The review is based on criteria set by the NSW Heritage Office and looked at historical significance and associations, aesthetic characteristics, social significance, technical/research significance, rarity, representativeness and integrity.

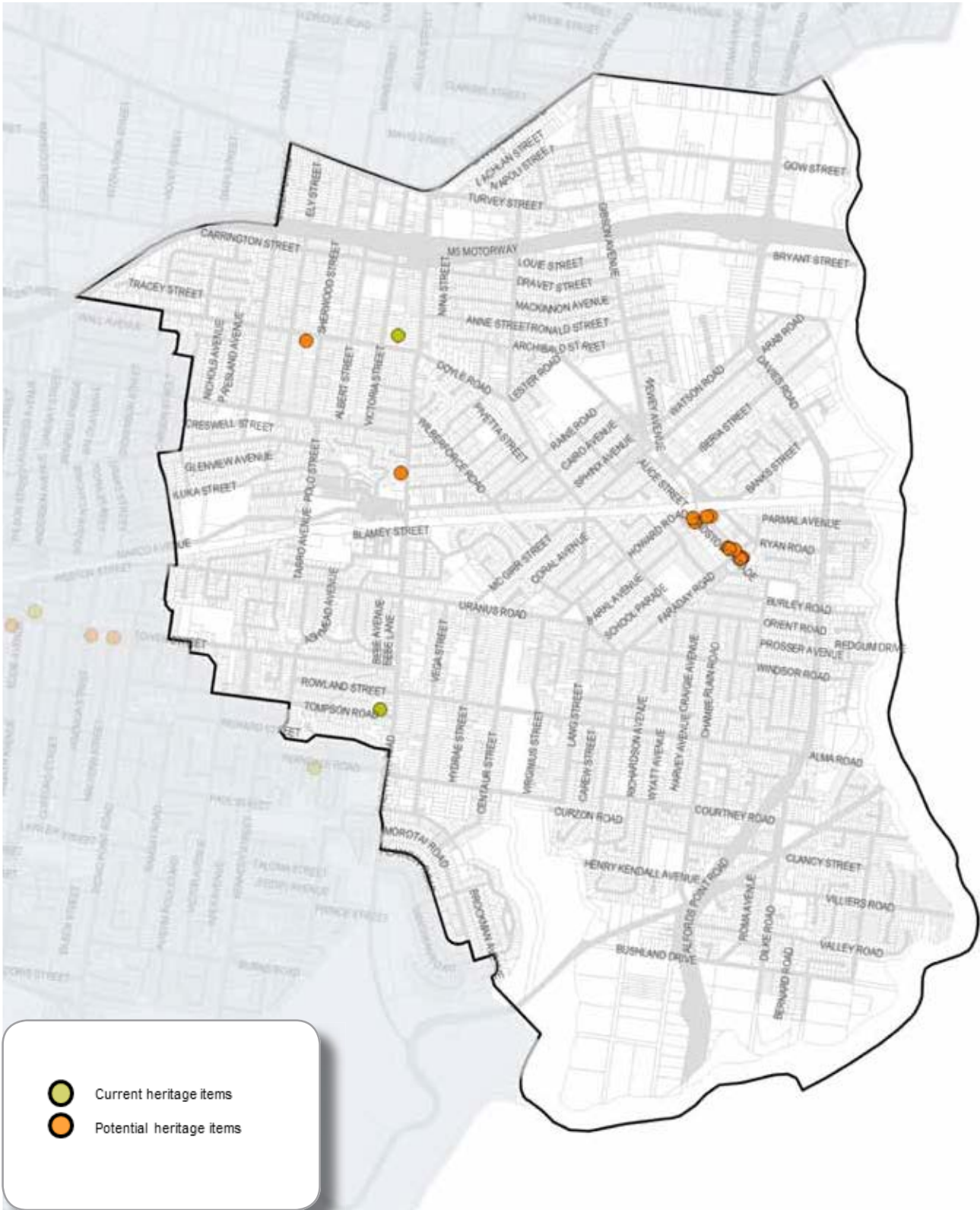
Preserving heritage significance can be achieved in many different ways. These include listing properties on our heritage item

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 the foreshore area adjacent to the Georges River National Park.**

● Current heritage items
 ● Potential heritage items



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 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 East Local Area will be served by new multi-purpose community facilities in the Revesby and Padstow Village Centres 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 phase-out strategies. The phase-out strategies will recommend appropriate alternative spaces for 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 East Local Area

<i>Facility</i>	<i>Proposed Service/Activity</i>
Endeavour Hall (No. 89 The River Road in Revesby)	This facility is surplus to Council's needs. The building's age, design and location limit its use by the community. The building design does not contribute to the streetscape of Revesby North neighbourhood shops.
Padstow Progress Hall (No. 11 Ryan Road in Padstow)	Explore options given the age and limitations of this facility.
Padstow District Girl Guides Hall (No. 24A Berrima Avenue) and Padstow Heights Scout Hall (No. 24B Berrima Avenue in Padstow)	Scout and Girl Guide halls are generally only used a few nights per week with the halls remaining predominantly unused on the other nights, during the day and on weekends. The changing trends in participation in Scout and Guide activities are also affecting the use of these facilities. The Scouts / Guides transition strategy is to consolidate all Scout and Guide activities in the South East Local Area into one 'Youth Hub' site at Nos. 24A and 24B Berrima Avenue in Padstow. This means the Padstow Scout Hall (No. 107 Arab Road in Padstow) will be surplus to Council's needs.
Padstow Kindergarten (No. 133 Davies Road in Padstow)	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.
Revesby Pre-School (No. 123 Sphinx Avenue in Revesby)	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. In addition, a stormwater flood risk management study identifies a high stormwater flood risk at this property, which must be addressed. Should the management of the risk be unfeasible, this activity will need to find an alternative location.



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 partnership with local schools**





2.2 Invest

The South East Local Area is a significant employment destination with direct access to major transport and freight corridors including the M5 Motorway, Canterbury Road, Davies Road and Fairford Road. The State Government's strategic planning identifies the Padstow Industrial Precinct as essential to supporting employment growth in the West Central Subregion.

The Invest Actions aim to strengthen the role of the South East Local Area in servicing the City of Bankstown and the wider West Central Subregion, which is a location that most residents in the subregion can comfortably travel to within 30 minutes of public transport.

Locating jobs closer to home will make the local economy stronger and more diverse as it will achieve the following sustainability principles derived from State 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.

Plan for Employment Activities in the Padstow Industrial Precinct

The Padstow Industrial Precinct is a significant employment destination with direct access to major transport and freight corridors including the M5 Motorway, Canterbury Road, Davies Road and Fairford Road. The precinct is 133 hectares in size and provides 8,600 jobs (i.e. 12% of jobs in the City of Bankstown).

The Padstow Industrial Precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion. The research identifies the following opportunities to enhance the precinct to meet future employment demand and take advantage of the proximity to the M5 Motorway and Canterbury Road:

- Maintain the current industrial zones (Zones IN1 and IN2) to secure an adequate stock of employment lands for future employment generating activities. Although some building stock within this area is ageing, the employment lands are strategically important and should retain its employment role.
- Review the list of non-industrial land uses presently permitted in the industrial zones to ensure these uses are compatible with the employment role of the precinct.



The Metropolitan Plan places emphasis on Canterbury Road as an enterprise corridor. The Canterbury Road Enterprise Corridor overlaps the northern edge of the Padstow Industrial Precinct. Council's review indicates there are certain properties with excellent exposure to Canterbury Road that have the potential to accommodate enterprise activity:

- Rezone the properties at Nos. 24–164 Canterbury Road in Bankstown from Zone IN1 General Industrial to Zone B5 Business Development. The intended outcome is to reflect the current bulky goods premises and other highway related land uses that characterise this section of the Canterbury Road Enterprise Corridor. Review the list of land uses presently permitted in the business development zone to ensure these uses are compatible with the employment role of the precinct.
- Rezone the properties at Nos. 2–4 The River Road, No. 2 Milperra Road and No. 268 Canterbury Road in Revesby from Zone R2 Low Density Residential (2 storeys / 0.5:1 FSR) to Zone B6 Enterprise Corridor (2 storeys / 1:1 FSR). The intended outcome is to create a 'sense of place' through mixed use nodes at important intersections.

Other enhancements should contribute to the attractiveness and accessibility of the Padstow Industrial Precinct for employment activities. This opportunity can be undertaken as part of the Industrial Area Improvement Program, adopted by Council in 2010. The main objective of this program is to make the industrial precincts across the City of Bankstown more attractive and better functioning places to do business and work. The program focuses on improving public domain areas such as roads, footpaths, gateways to the industrial precincts, public car parks and open spaces.

11

IMPLEMENTATION

- **Amend Bankstown LEP**
- **Industrial Area Improvement Program**

Strengthen the Image and Amenity of the Neighbourhood Shops

The Town Centre Improvement Program (TCIP) 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. Large allocations of funding between \$1–2 million are available for works. To date, Council completed capital upgrade works in the Revesby and Padstow Village Centres in 2004 and 2010 respectively.

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

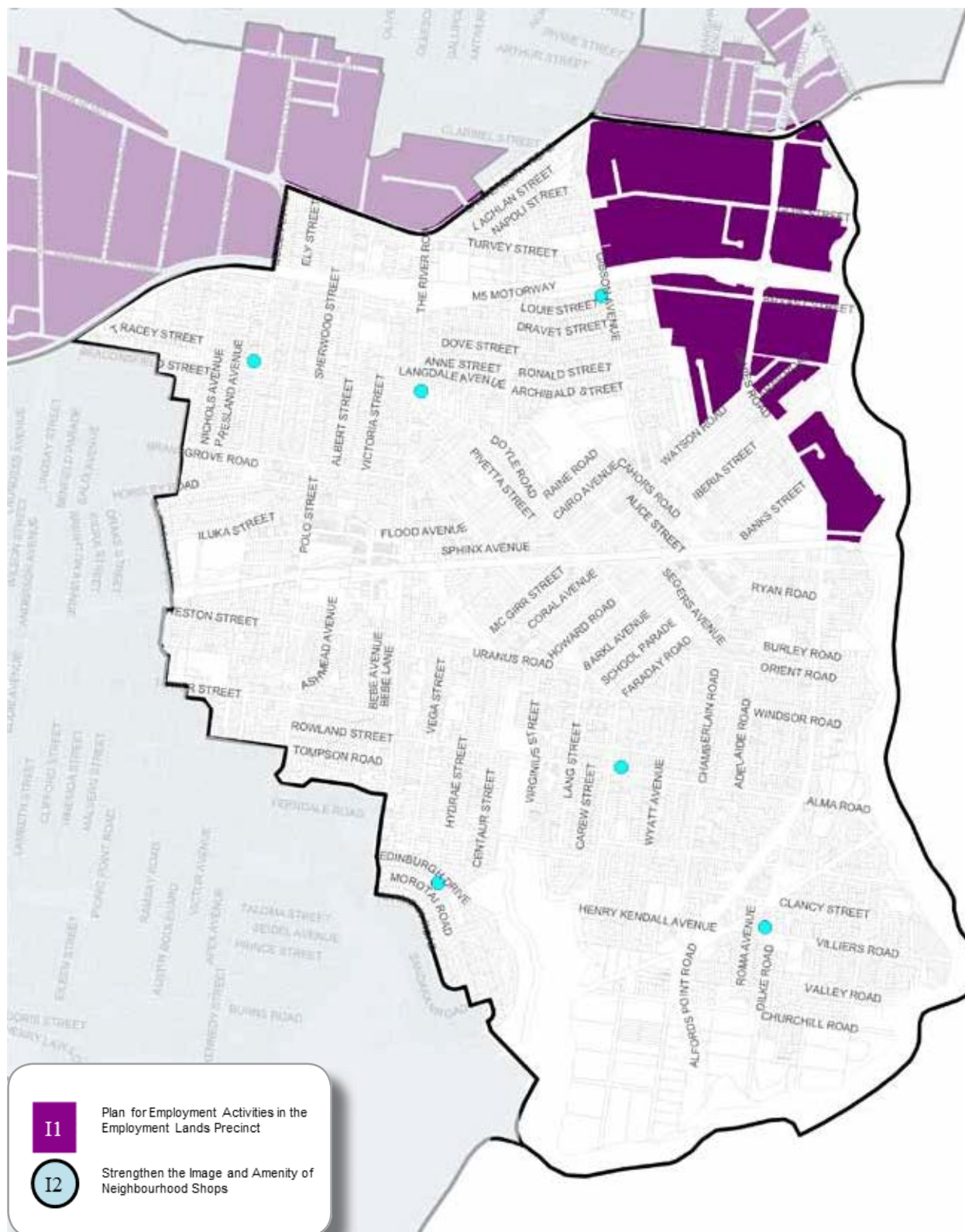
This action aims to continue to seek opportunities to apply the TCIP to the following shops in the South East Local Area:



- **Town Centre Improvement Program**

Tier	Neighbourhood shops
2	Nos. 71–91 The River Road in Revesby
2	No. 83 Gibson Avenue in Padstow
3	Nos. 136–164 Alma Road in Padstow
3	Nos. 45–51 Dilke Road in Padstow Heights
3	No. 38 Beaconsfield Street in Revesby
3	Nos. 134–150 Centaur Street in Revesby Heights

FIGURE 13 Invest Action Plan



2.3 Green

Open spaces such as neighbourhood parks, sporting fields and bushland provide important public places for people to exercise, relax, socialise and experience nature. The South East Local Area contains a well established open space network which includes the Salt Pan Creek and Little Salt Pan Creek recreation corridors and district sporting facilities at Amour, Neptune, Playford and Padstow Parks. There are 59 open spaces comprising 214 hectares.

As the population in the local area is projected to grow to 35,450 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 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 include the following Open Space Hierarchy:



State	A park or reserve capable of hosting state or national events, such as the Dunc Gray Velodrome in Bass Hill.
Regional/ Citywide	A park or reserve of significant proportion, uniqueness or standard servicing a city-wide and regional need, such as Picnic Point Reserve and Sylvan Grove Native Gardens.
District	A park or reserve 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 Playford Park and Clarke Reserve in Padstow.
Neighbourhood	These spaces may have some qualities of a district park but usually only support passive recreation for a local catchment within 400 metres.
Local	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 0.2 hectares surplus from subdivisions, road reserves or infrastructure easements.



G1

Ensure Open Space is Accessible to Residents

The open space analysis indicates a majority of dwellings in the South East Local Area are within an acceptable walking distance (around 400 metres) of the current supply and distribution of open space. Limited gaps in supply can be found outside the Revesby and Padstow Village Centres.

Actions which would improve access to open space in the local area 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. The areas include:

- Rezone special use land and road reserves that are currently informally used as open space. Amendments to Bankstown LEP should rezone these areas to recognise their contribution as green spaces in the urban area.
- 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 Playford Park, Amour Park and Georges River National Park) and other key destinations (such as child care centres, community facilities and public transport).
- Improve access to open space by addressing physical barriers.

Property	Current zone	Proposed zone
No. 2 Redgum Drive in Padstow	Zone R2	Zone RE1
No. 8 Patterson Close in Padstow	Zone R2	Zone RE1
No. 21A Wainwright Avenue in Padstow	Zone R2	Zone RE1
No. 31 Seidel Avenue in Picnic Point	Zone R2	Zone RE1
Part No. 52 Uranus Road in Revesby	Zone R2	Zone RE1

- Improve access to underutilised sporting fields at some schools such as Padstow Primary, Padstow North Primary and Sir Joseph Banks High School. Council can investigate access arrangements with the schools to enable the use of this land by residents.

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.

G1

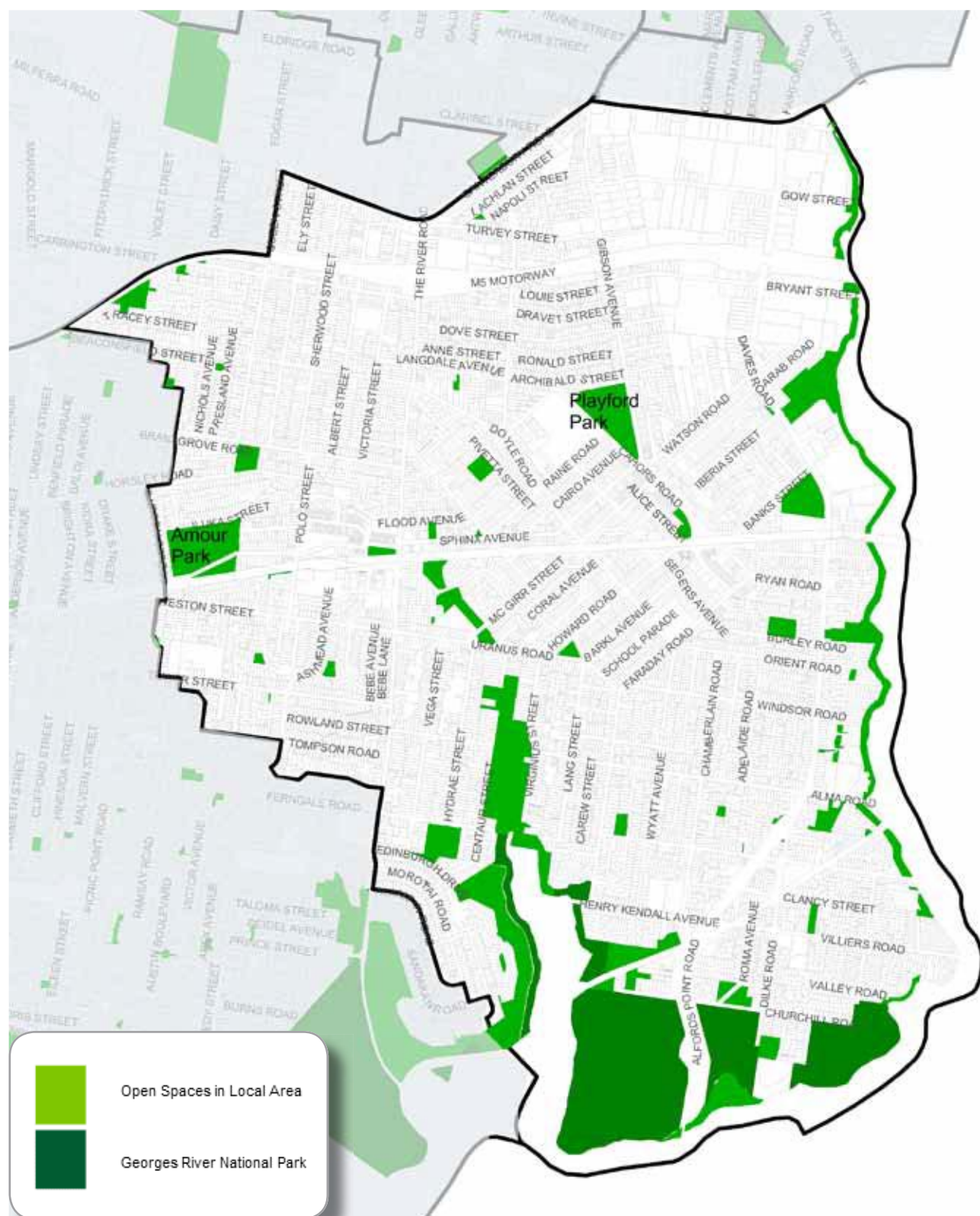
IMPLEMENTATION

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

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

Property	Action
The area bound by Sherwood Street, Albert Street and Carrington Street in Revesby	Investigate options for land acquisition to provide a neighbourhood park in this area, which is identified as being deficient of open space.
The southern edge of the Padstow Village Centre (around Chamberlain Road)	Investigate options for land acquisition to provide a neighbourhood park in this area, which is identified as being deficient of open space.
No. 77 Gibson Avenue in Padstow	Investigate options for land acquisition to provide a neighbourhood park in this area, which is identified as being deficient of open space. Also investigate possible land acquisition along Louis Street to provide future access to the public open space.
No. 102A Carrington Street in Revesby (Greenway Reserve)	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 Zone RE1 Public Recreation to Zone R2 Low Density Residential.
Nos. 75A, 75B & 75C Marco Avenue in Revesby (former Whitehall site)	Divest these properties which are surplus to Council's infrastructure needs. Reclassify the properties from community land to operational land. Rezone the properties from Zone RE1 Public Recreation to Zone R4 High Density Residential (6 storeys / 1.5:1 FSR).
Nos. 42–42A Iberia Street in Padstow	Reclassify the properties from community land to operational land to reflect current use (drainage reserve).
No. 6A Pambula Avenue and No. 11 Tarro Avenue in Revesby	Reclassify the properties from community land to operational land to reflect current use (drainage reserve).
No. 132 Cahors Road in Padstow	Reclassify the property from community land to operational land to reflect the proposed community hub, which may be in the form of mixed use development and civic space. Rezone the property from Zone SP2 Infrastructure to Zone B2 Local Centre.
No. 1 Spence Street in Revesby	Reclassify the property from community land to operational land to reflect current use (car park). Rezone the property from Zone RE1 Public Recreation to Zone R4 High Density Residential.

FIGURE 14 Open Space in the South East Local Area





G2

Protect and Manage Local and Regional Significant Conservation Lands

The high value biodiversity land in the South East Local Area incorporates remnant native vegetation and threatened communities of flora and fauna such as (refer to Figure 15):

- Parks categorised as Natural Areas by Council's Community Land Generic Plan of Management and specific Bushland Plans of Management.
- Certain remnant native vegetation on private and public land identified within the Biodiversity Strategic Plan that may include both state and nationally listed threatened species and ecological communities.

The Biodiversity Strategic Plan details Council's commitment to further conservation measures through possible changes to planning controls. These include:

- Identification of Conservation Corridors. These are linear landscape features that connect two or more larger patches of habitat. The Conservation Corridors assist in allowing movement, migration and diversity among native flora and fauna. Conservation Corridors within the South East Local Area include along the Georges River and Salt Pan Creek.

- Promoting tree planting on Council land and as part of private redevelopments. The benefits of abundant tree planting and considered landscaping include assisting in effective rainfall uptake and/or flooding catchment zones; aiding in the reduction of noise, air and visual pollution; providing places for people to feel peace and space; creating suburb identity; and breaking the urban heat island effect by providing cool, shady and heat absorbing areas.

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.

G2

IMPLEMENTATION

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

G3

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 will lead the way in terms of environmentally sustainable design.

Public domain works, such as shopping 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.

Council's 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.



G3

IMPLEMENTATION

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



G4

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 East 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. 97A Gibson Avenue in Padstow

Divest subject to the creation of an easement:

- No. 94D Faraday Road in Padstow
- No. 3A Hercules Avenue in Padstow
- No. 3A Polo Street in Revesby
- No. 7A Polo Street in Revesby
- 23A No. 23B Rowland Street in Revesby
- No. 38A Simmons Street in Revesby
- No. 2A Swan Street in Revesby
- No. 2C Tower Street in Revesby
- No. 224A The River Road in Revesby
- No. 5A Tower Street in Revesby

G4

IMPLEMENTATION

- **Property Divestment Program**





2.4 Connected


The South East 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, M5 Motorway, Canterbury Road, Fairfield Road and Davies Road.

Despite the connections to the public transport network, the South East Local Area remains a dominant car based environment. Five of every six residents leave the local area for work with the majority travelling by car. Currently, only 6% of journeys are made by public transport and 3% 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 East 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

Enhance Accessibility across the South East Local Area

This action aims to improve accessibility across the South East 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 for major traffic generating development in the neighbourhood precinct (such as schools and educational establishments).
- Advocate to the State Government to include mandatory Transport Management Plans for all education facility development enabled under the State Environmental Planning Policy (Infrastructure) 2007.
- Advocate Transport for NSW to construct a grade separation at the intersection of Stacey Street and the Hume Highway to resolve an ongoing bottleneck in the state road and freight network. Traffic delays at this intersection are frequent, with excessive queues forming during the morning and afternoon peak periods. As a result, motorists are rat running through Padstow to avoid traffic delays on Fairford Road and Davies Road.

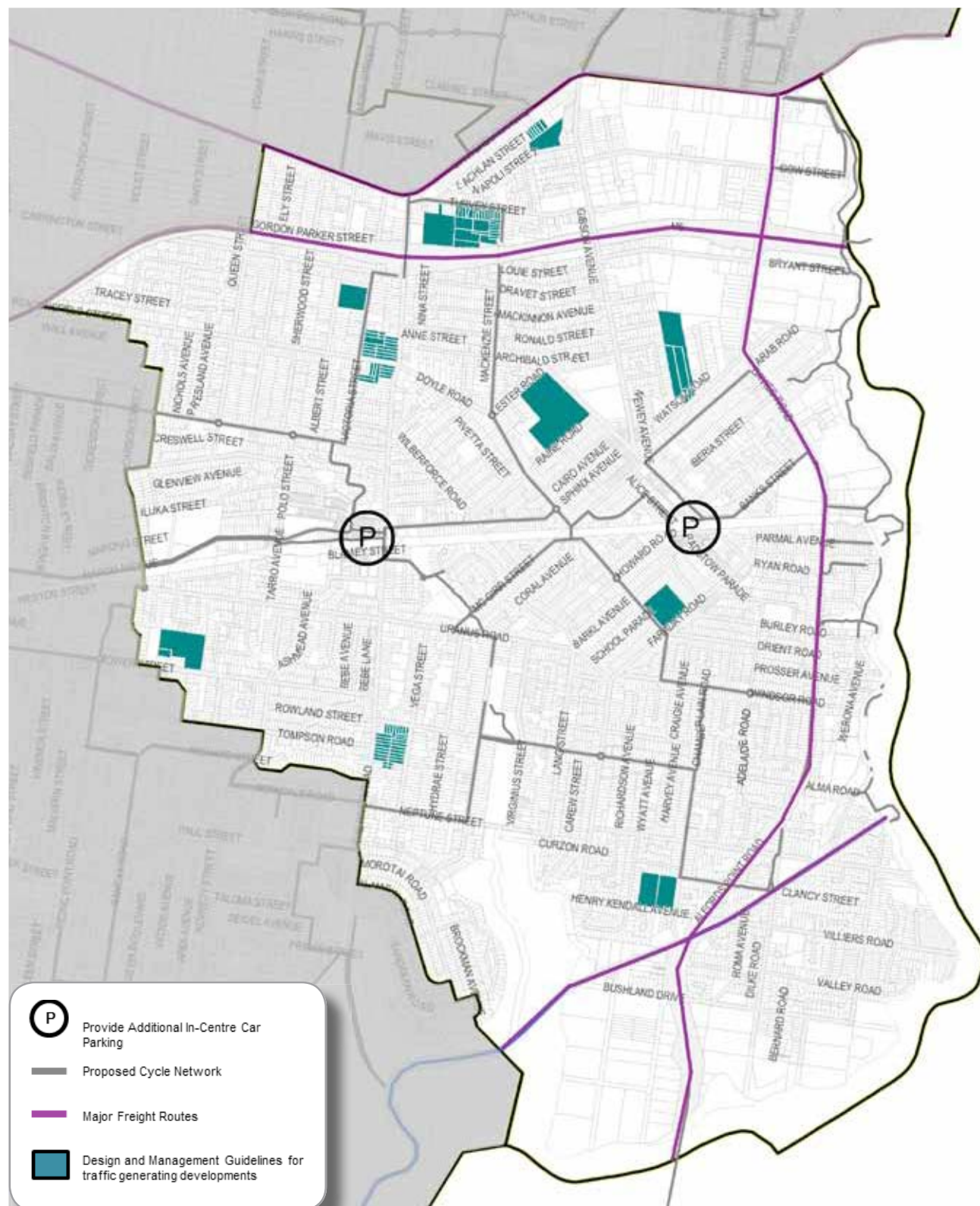
This action will see Council work with the State Government and the community on the possibilities of this initiative, together with a further analysis of the integrated approach.

C1

IMPLEMENTATION

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

FIGURE 16 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 five distinctive precincts to support a diverse and healthy community:

- The **Revesby Village Centre** will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as one of the twin 'hearts' of the local area alongside the Padstow Village Centre.

The welcoming and successful central plaza between the railway station and Abel Reserve is the central point from which the village centre radiates. An inviting place where people choose to walk, relax, sit and talk. A flexible place where people can participate in civic life. A distinct place that creates a memorable arrival to the village centre.

The main streets (Marco Avenue, Selems Parade and

Revesby Place) are an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking. The main 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. Active street frontages will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.

Ray McCormack Reserve will be home to a modern multi-purpose community facility, a place for people to come together for events and social activities. Amour Park will provide a conveniently located community hub for youth, sporting and leisure activities.

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

- The **Padstow Village Centre** will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community

as one of the twin ‘hearts’ of the local area alongside the Revesby Village Centre.

Carl Little Reserve is the central point from which the village centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. Carl Little Reserve will be home to a modern multi-purpose community facility and civic space, a place for people to come together for events and social activities.

The Southern Commercial Core precinct is the local retail magnet with the anchor supermarket. Active street frontages along the main streets (Howard Road, Padstow Parade and Cahors Road) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. 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. The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the village centre. Leafy streets will connect people to the low-rise liveable

neighbourhoods and provide a stunning platform from which to journey into the village 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 including the Georges River, Salt Pan Creek, Little Salt Pan Creek, 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 **Padstow Industrial Precinct** will continue to support successful employment and economic activity as its primary role. This precinct is vital to the City of Bankstown’s position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form will be mostly contemporary industrial development set on large lots within a safe and high quality environment. Non-industrial

development will be limited to land uses that are compatible with the primary employment role of the precinct.

- The **Canterbury Road Enterprise Corridor** is a major transport and freight corridor that will continue to function as a significant economic asset for the City of Bankstown. The built form will create a ‘sense of place’ through mixed use nodes at important intersections. The remaining parts of the corridor will continue to promote industrial, bulky goods and other highway related uses.

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	Revesby Village Centre	Padstow Village Centre	Suburban Neighbourhood Precinct	Padstow Industrial Precinct	Canterbury Road Enterprise Precinct	Statutory Planning	Asset and Infrastructure	Advocate
L1	X					X	X	X
L2		X				X	X	X
L3			X			X	X	
L4			X			X		
L5	X	X	X			X		
L6	X	X	X			X		
L7	X	X	X			X		
L8								X
I1				X	X	X		
I2	X	X	X				X	
G1	X	X	X			X	X	
G2			X			X	X	
G3							X	
G4	X	X	X				X	
CI	X	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 East 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 Revesby Village Centre and the Padstow Village Centre as the primary commercial and community centres in the South East Local Area.
- To integrate retail, commercial, residential and other development in accessible centres to maximise public transport patronage and encourage walking and cycling.
- To strengthen the industrial precincts to meet the current and future industrial needs of the City of Bankstown and the wider subregion.
- 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 wide range of multi-functional community facilities and open spaces to serve community and visitor needs.
- To enable the protection of high value biodiversity land and vegetation.
- To protect the heritage elements of the South East 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.
- To promote active street frontages along certain streets in centres.

Table 15 summarises the key changes to the Local Environmental Plan.



Table 15 Key changes to the Local Environmental Plan

<i>Actions</i>		<i>Proposed Changes</i>
Zone	L1	Revesby Village Centre <ul style="list-style-type: none"> • Rezone the properties at Nos. 7A and 33 Marco Avenue and No. 45 Simmons Street from Zone SP2 Infrastructure to Zone B2 Local Centre. • Rezone the properties at Nos. 38–60 Selems Parade and No. 1A Swan Street from Zone R2 Low Density Residential to Zone B2 Local Centre. • Rezone the properties at No. 1A Macarthur Avenue and No. 184 The River Road in Revesby from Zone SP2 Infrastructure to Zone B2 Local Centre. • Rezone the properties at the former Whitehall site (Nos. 75A–75C Marco Avenue) from Zone RE1 Public Recreation to Zone R4 High Density Residential (6 storeys / 1.5:1 FSR). • Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential. • Rezone the property at No. 133 The River Road from Zone R2 Low Density Residential to Zone B2 Local Centre and maintain the property at No. 139 The River Road as Zone SP2 Infrastructure to reflect current uses.
	L2	Padstow Village Centre <ul style="list-style-type: none"> • Rezone the properties at Nos. 35 and 132 Cahors Road from Zone SP2 Infrastructure to Zone B2 Local Centre. • Rezone the properties at Nos. 37–41 Cahors Road, Nos. 103–105 Arab Road, and Nos. 112–114A and 117A–117B Iberia Road from Zone R2 Low Density Residential to Zone B2 Local Centre. • Rezone the properties at Nos. 16 and 21 Howard Road, and No. 14 Padstow Parade from Zone SP2 Infrastructure to Zone B2 Local Centre. • Rezone the properties at Nos. 10–12 and 16–34 Padstow Parade, and No. 10 Faraday Road from Zone R4 High Density Residential to Zone B2 Local Centre. • Rezone the properties at Nos. 83–87 Howard Road and Nos. 38–42 Parmal Avenue from Zone R2 Low Density Residential to Zone B2 Local Centre. • Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential. • Rezone the properties in the Housing Terrace precinct from Zone R2 Low Density Residential to Zone R3 Medium Density Residential.
	L3	Suburban Neighbourhood <ul style="list-style-type: none"> • Maintain the current planning controls that apply to Zone R2 Low Density Residential. Apartment living outside the village 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).

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

Actions	Proposed Changes
	<ul style="list-style-type: none"> • Rezone the properties at Nos. 1–19 Doyle Road from Zone R2 Low Density Residential to Zone R3 Medium Density Residential (3 storeys / 0.75:1 FSR). • Rezone the properties at Nos. 79–81 Gibson Avenue in Padstow from Zone R2 Low Density Residential to Zone B1 Neighbourhood Centre.
II	Padstow Industrial Precinct <ul style="list-style-type: none"> • Rezone the properties at Nos. 24–164 Canterbury Road in Bankstown (Canterbury Road Enterprise Corridor) from Zone IN1 General Industrial to Zone B5 Business Development. Review the list of land uses presently permitted in the business development zone to ensure these uses are compatible with the employment role of the precinct. • Rezone the properties at Nos. 2–4 The River Road, No. 2 Milperra Road and No. 268 Canterbury Road in Revesby from Zone R2 Low Density Residential (2 storeys / 0.5:1 FSR) to Zone B6 Enterprise Corridor (2 storeys / 1:1 FSR). • Maintain the current industrial zones (Zones IN1 and IN2) in the remainder of the Padstow Industrial Precinct. Review the list of non-industrial land uses presently permitted in the industrial zones to ensure these uses are compatible with the employment role of the precinct.
GI	Open Space <ul style="list-style-type: none"> • Rezone the following properties from Zone R2 Low Density Residential to Zone RE1 Public Recreation: <ul style="list-style-type: none"> - No. 2 Redgum Drive in Padstow - No. 8 Patterson Close in Padstow - No. 21A Wainwright Avenue in Padstow - No. 31 Seidel Avenue in Picnic Point - Part No. 52 Uranus Road in Revesby. • Rezone the property at No. 102A Carrington Street in Revesby (Greenway Reserve) from Zone RE1 Public Recreation to Zone R2 Low Density Residential. • Rezone the property at No. 1 Spence Street in Revesby from Zone RE1 Public Recreation to Zone R4 High Density Residential.

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

Actions		Proposed Changes
Development Standards	L1	<p>Revesby Village Centre</p> <ul style="list-style-type: none"> To facilitate the creation of the central plaza, allow intensified development (12 storeys / 3.5:1 FSR) on the neighbouring catalyst site at Nos. 11–17 Marco Avenue subject to the consolidation of the properties at Nos. 7A–17 Marco Avenue. The intended outcome is to ensure the site area is of sufficient size to accommodate a 12 storey building, which provides public benefits (central plaza and public parking spaces). Otherwise an 8 storey / 3:1 FSR building envelope will apply. The proponent and Council will also engage in discussions regarding an appropriate mechanism to realise certain improvement works in a timely manner. Within the Northern Commercial Precinct: <ul style="list-style-type: none"> Accommodate medium-rise buildings on the northern side of Marco Avenue (between Simmons Street and The River Road). Allow up to 6 storeys (2.5:1 FSR). Accommodate medium-rise buildings on the northern side of Selems Parade. Allow up to 6 storeys (2.5:1 FSR). Accommodate medium high-rise buildings in the southern area bound by Polo Street, Selems Parade, Simmons Street and the railway line. Allow up to 8 storeys (3:1 FSR). Accommodate medium-high rise buildings (8 storeys) at Nos. 166–168 The River Road and No. 45 Simmons Street. Within the Southern Commercial Core Precinct: <ul style="list-style-type: none"> Accommodate medium-rise buildings on the southern side of Macarthur Avenue. Allow up to 6 storeys (2.5:1 FSR). Accommodate medium high-rise buildings on the northern side of Macarthur Avenue. Allow up to 8 storeys (3:1 FSR). Within the Residential Frame Precinct: <ul style="list-style-type: none"> Accommodate medium-rise housing on the northern side of Brett Street. Allow up to 6 storeys (1.5:1 FSR). Accommodate medium-rise housing on the southern side of Swan Street (Nos. 1–15 Swan Street and Nos. 15–21 Polo Street). Allow up to 6 storeys (1.5:1 FSR). Accommodate low-rise housing in the remainder of the Frame precinct. Allow up to 4 storeys (1:1 FSR). 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. Require active street frontages on the main streets (Marco Avenue, Selems Parade and Revesby Place). Allow registered clubs as an additional permitted land use at No. 60 McGirr Street in Revesby.
	L2	<p>Padstow Village Centre</p> <ul style="list-style-type: none"> Within the Northern Commercial Core, accommodate medium high-rise buildings on the northern side of Cahors Road. Allow up to 8 storeys (3:1 FSR).

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

Actions	Proposed Changes
	<ul style="list-style-type: none"> • Within the Northern Commercial Core, accommodate medium-rise buildings on the southern side of Cahors Road. Allow up to 6 storeys (2.5:1 FSR). • For the property at No. 132 Cahors Road, allow up to 8 storeys (3:1 FSR). • Within the Southern Commercial Core: <ul style="list-style-type: none"> - Accommodate medium-rise buildings on Padstow Parade, the northern side of Howard Road, the southern side of Howard Road (Nos. 9–19 Howard Road), and the western side of Faraday Road (Nos. 2–10 Faraday Road). Allow up to 6 storeys (2.5:1 FSR). - Accommodate medium high-rise buildings in the core location adjacent to the railway station (Nos. 21–87 Howard Road and Nos. 1–13 and 2–8 Padstow Parade). Allow up to 8 storeys (3:1 FSR). • Within the Residential Frame Precinct: <ul style="list-style-type: none"> - Accommodate medium-rise housing on the northern side of Segers Avenue and the northern side of Alice Street. Allow up to 6 storeys (1.5:1 FSR). - Accommodate medium-rise housing on the properties at Nos. 1–7 and 2–16A Banks Street, Nos. 43–49 Cahors Road, Nos. 109–115 Iberia Street, Nos. 31–39 Stephanie Street and Nos. 36–46 Stephanie Street. Allow up to 6 storeys (1.5:1 FSR). - Accommodate low-rise buildings in the remainder of the Frame precinct. Allow up to 4 storeys (1:1 FSR). • Within the Terrace Housing Precinct, accommodate low-rise housing (3 storeys / 0.75:1 FSR). • For the properties at Nos. 13–15 Faraday Road, Nos. 47 and 55 Howard Road, and Nos. 2, 8, 53–55 and 61 Padstow Parade, require the retention of historic facades to achieve the higher floor space ratio. Otherwise a 2:1 FSR will apply. • 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. • Require active street frontages on the main streets (Cahors Road, Howard Road and Padstow Parade).
L3	<p>Suburban Neighbourhood</p> <ul style="list-style-type: none"> • Increase the storey limit from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR for the properties at Nos. 71–91 The River Road and Nos. 2–6 Doyle Road in Revesby. • Increase the storey limit from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR for the properties at Nos. 79–83 Gibson Avenue in Padstow. • 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: <ul style="list-style-type: none"> - Nos. 136–164 Alma Road in Padstow - Nos. 45–51 Dilke Road in Padstow Heights - Nos. 38 and 64 Beaconsfield Street in Revesby - Nos. 134–150 Centaur Street in Revesby Heights.

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

<i>Actions</i>	<i>Proposed Changes</i>
L4	Foreshore Area Prohibit multi dwelling housing on the following properties within the foreshore area: <ul style="list-style-type: none"> • No. 1A Valley Road in Padstow • No. 1 Villiers Road in Padstow • No. 1A Villiers Road in Padstow • No. 2 Villiers Road in Padstow • No. 3 Villiers Road in Padstow • No. 4 Villiers Road in Padstow • No. 5 Villiers Road in Padstow • No. 6 Villiers Road in Padstow • No. 7 Villiers Road in Padstow • No. 8 Villiers Road in Padstow • No. 9 Villiers Road in Padstow • No. 10 Villiers Road in Padstow • No. 11 Villiers Road in Padstow • No. 13 Villiers Road in Padstow • No. 15 Villiers Road in Padstow • No. 17 Villiers Road in Padstow • No. 19 Villiers Road in Padstow • No. 23 Villiers Road in Padstow • No. 25 Villiers Road in Padstow
L5	Heritage List the following items in the heritage schedule: <ul style="list-style-type: none"> • Nos. 13–15 Faraday Road in Padstow (street facade) • Nos. 47 and 55 Howard Road in Padstow (street facade) • Nos. 2, 8, 53–55 and 61 Padstow Parade in Padstow (street facade) • No. 45 Beaconsfield Street in Revesby • No. 158 The River Road in Revesby.
L6	Building Design Review design excellence and stormwater management provisions, and apply SEPP 65 to serviced apartments and boarding houses.
G1	Open Space Reclassify the following properties from community land to operational land: <ul style="list-style-type: none"> • No. 102A Carrington Street in Revesby (Greenway Reserve) • Nos. 75A, 75B & 75C Marco Avenue in Revesby (former Whitehall site) • Nos. 42–42A Iberia Street in Padstow • No. 6A Pambula Avenue and No. 11 Tarro Avenue in Revesby • No. 132 Cahors Road in Padstow • No. 1 Spence Street in Revesby.
G2	Map areas of significant biodiversity value for future protection.

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 Renewal of the Revesby Village Centre
- L2 Plan for the Renewal of the Padstow Village Centre



TABLE 16

Key changes to the Development Control Plan

<i>Development Controls</i>	<i>Actions</i>	<i>Proposed Changes</i>
Building Envelopes	L1-L3	Insert storey limits
	L1-L2	Within Zone B2 Local Centre, allow a street wall up to 4 storeys. The remaining storeys are to be setback a minimum 6 metres.
Setbacks	L1-L2	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.
	L6	Customise the building setbacks to correspond with the diverse character of the streets.
Urban Design	L6	Revise the controls relating to active street frontages, external appearance and signs to improve the quality and image of commercial centres.
	G3	Revise the controls to improve the energy efficiency of development and implementation of water sensitive urban design.
Access	L1-L2	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 East 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 the Padstow and Revesby Village Centres from the current 1% to 2% to fund these new initiatives.

Table 17 summarises how the actions align with Council programs. Table 18 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 implement the proposed works.



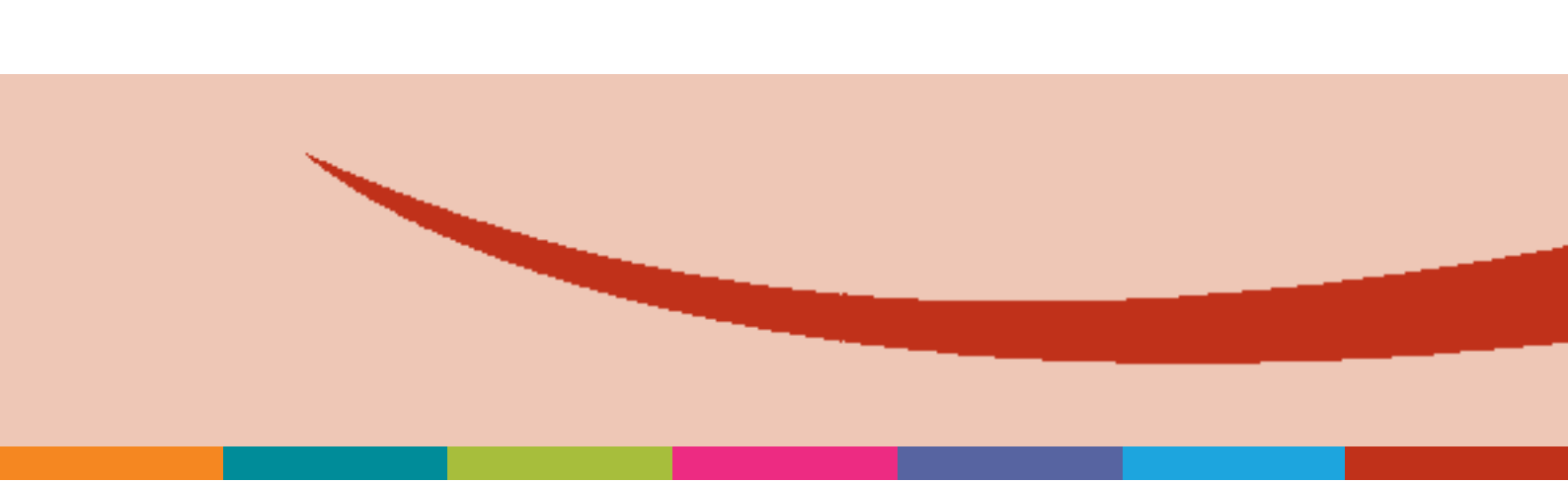
Table 17**Alignments of Actions with Council Programs**

<i>Council Programs</i>	<i>LAP Actions</i>
Planning Changes	L1, L2, L3, L4, L5, L6, L7, I1, I2, G2, G4
Urban Renewal Program	L1, L2, L3, C1
Open Space Program	G1, G2, G3
Plan of Management	L1, L2
Property Divestment Program	G1, G4
Property Acquisition Program	G1
Industrial Area Improvement Program	I1
Town Centre Improvement Program	L1, L2, L3
Roads Program	L1, L2, L3, C1
Bike and Pedestrian Program	L1, L2, L3, C1
Parking Program	L1, L2, L3, 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 Sustainable Renewal of the Revesby Village Centre	×	×
L2	Plan for the Sustainable Renewal of the Padstow Village Centre	×	×
L7	Make Local Facilities More Sustainable for Community Services	×	
I1	Plan for Employment Activities in the Padstow Industrial Precinct	×	
I2	Strengthen the Image and Amenity of Neighbourhood Shops	×	
G1	Ensure Open Space is Accessible to Residents	×	
G3	Lead the Way with Environmentally Sustainable Design	×	
C1	Enhance Accessibility across the South East Local Area	×	×



Bankstown City Council