



North Central Local Area Plan





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North Central Local Area Plan

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

It is important to note that the North Central 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 North Central 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 North Central Local Area that boasts nine distinctive precincts to support a diverse and healthy community. They are:

- The **Yagoona 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 the 'heart' of the local area.

The north side of the highway will provide a central place 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. A central place that connects people, business, public transport and Gazzard Park. A central place where people can feel comfortable to walk, shop and socialise in a series of pleasant spaces away from the noisy highway.

Gazzard Park will be home to a modern multi-purpose community facility, a place that will bring civic pride to the village centre, a place for people to come together for events and social activities, a place where people will enjoy spending time in the village green.

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. The built form will provide residents with good amenity (noise and air quality). 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 **Birrong Neighbourhood Centre** will continue to function as a local shopping and commuting precinct servicing the day-to-day needs of residents.

The Auburn Road local shops will be the focal point for activity, a place of shopping, a place of social interaction, a place that will capitalise on the residents and commuters passing through daily. The accessible railway station will be the focal point for commuting, a great public space which connects both sides of the railway line. Low-rise buildings will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the neighbourhood centre.

The local streets will be a tranquil place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. The urban spaces and street trees will create a 'sense of place' for the neighbourhood centre.

- The **Rookwood Road Neighbourhood Centre** will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor, and will support economic activity as its primary role. Medium-rise mixed use buildings will mark this important intersection with enterprise activities facing the highway, and supporting housing at the rear. The built form will provide residents with good amenity (noise and air quality), and enhance the Remembrance Driveway landscape corridor. Low-rise buildings at the outer edge will provide a transition to the surrounding suburban neighbourhood.

The neighbourhood centre will merge as an extension to the Bankstown CBD, a place that connects people, business and public transport. The neighbourhood centre will celebrate the local heritage that makes this place unique as it sits at the original location of the Bankstown CBD prior to the opening of the railway line.

- The **Condell Park Neighbourhood Centre** will continue to function as a small shopping precinct servicing the day-to-day needs of residents, a relaxing place where residents can catch up and have a chat over coffee. The low-rise built form will maintain the suburban neighbourhood character.

- The **Regents Park Urban Neighbourhood Precinct** will support the residential growth of the Regents Park Small Village Centre, with Auburn Road the primary spine. Magney Reserve will be the focal point for the community, an inviting place where people choose to gather and socialise.

Leafy, green streets will connect people to Magney Reserve and the low-rise liveable neighbourhoods, and provide a stunning platform from which to journey into the small village centre. This street network will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, cycle, sit and talk. There is the opportunity to extend this street network and provide increased permeability (new roads) and amenity (new open space) as part of the

redevelopment of the site at Nos. 30–46 Auburn Road and the large consolidated industrial use lots when changing to residential uses.

Low and medium-rise buildings at appropriate locations will correspond with the amenity and infrastructure capacity of this precinct. The built form will provide residents with good amenity (noise and air quality).

- 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.

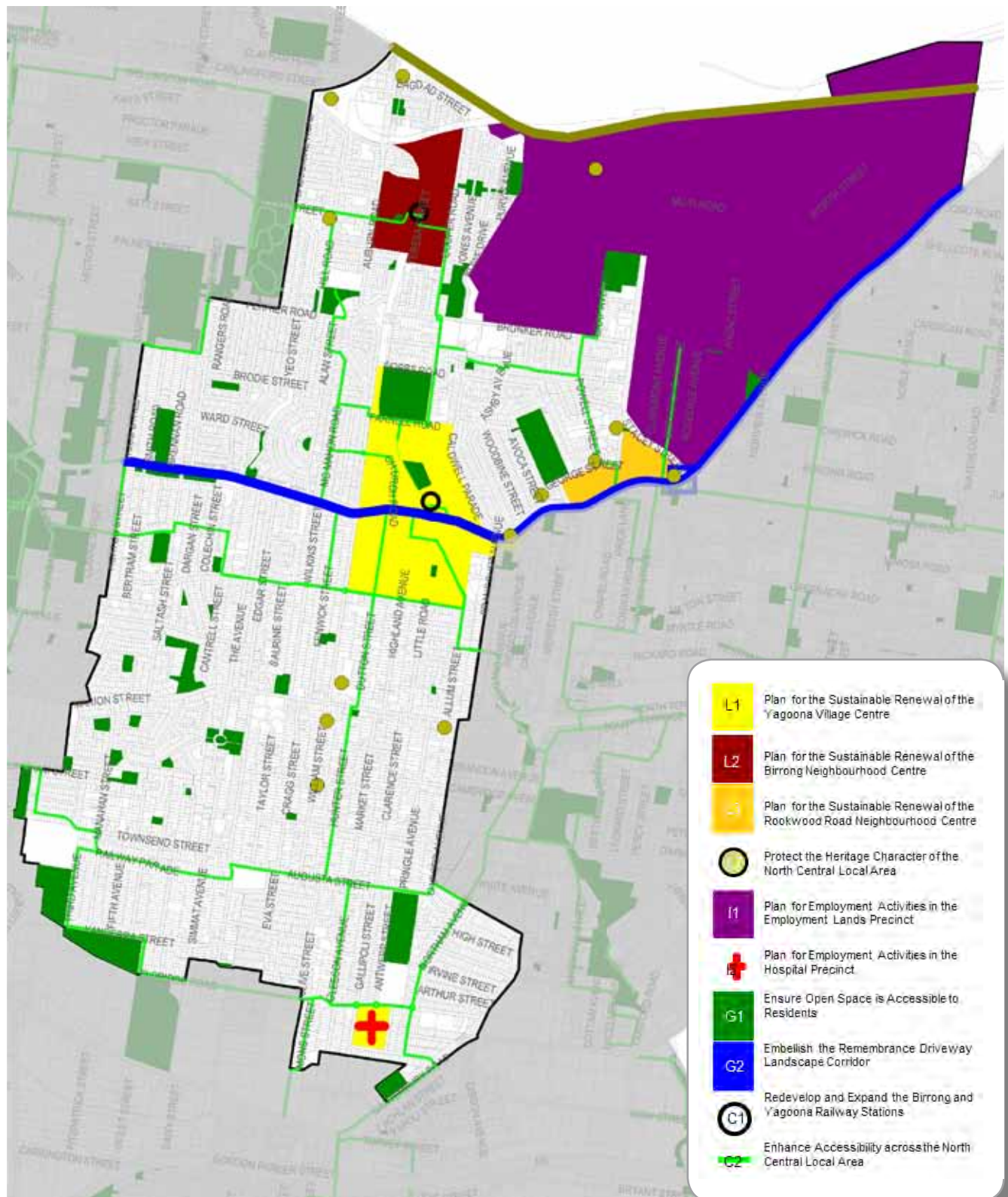
The precinct will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise. Non-residential development will be limited to land uses that are compatible with the scale and unique characteristics of the precinct.

- The **Employment Lands Precinct** will continue to support successful employment and economic activity as its primary role.

This precinct forms part of the West Central Industrial Belt stretching from Chullora to Smithfield. 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 is primarily 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 **Hume Highway Enterprise Corridor** is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North Central Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor. The built form will supplement the landscape corridor, with multi-storey enterprise and industrial activities at the Rookwood Road Neighbourhood Centre and Chullora Technology Park.
- The **Hospital Precinct** will continue to function as the major hospital for south-west Sydney and a significant economic asset for the City of Bankstown. Improved links to the Canterbury Road Corridor will support the employment function of the Hospital Precinct.

Top Ten Priority Actions





Chapter One

Growth...Change...Future



1.1 Introduction

The North Central Local Area is a unique and attractive place, a place where people value where they live and shop, and the landscapes that make them feel good. The local area is renowned for its strong sense of local identity and its strategic location within Sydney's major transport and freight corridors.

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 5,710 residents to 50,610 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 Yagoona Village Centre recognised as the 'heart' of the local area, to have the Birrong Neighbourhood Centre capitalise on the residents and commuters passing through daily, to have the hospital and the industrial precinct continue to be places of employment, and to have liveable neighbourhoods with enhanced community and recreation opportunities.

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 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 framework 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 North Central 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.

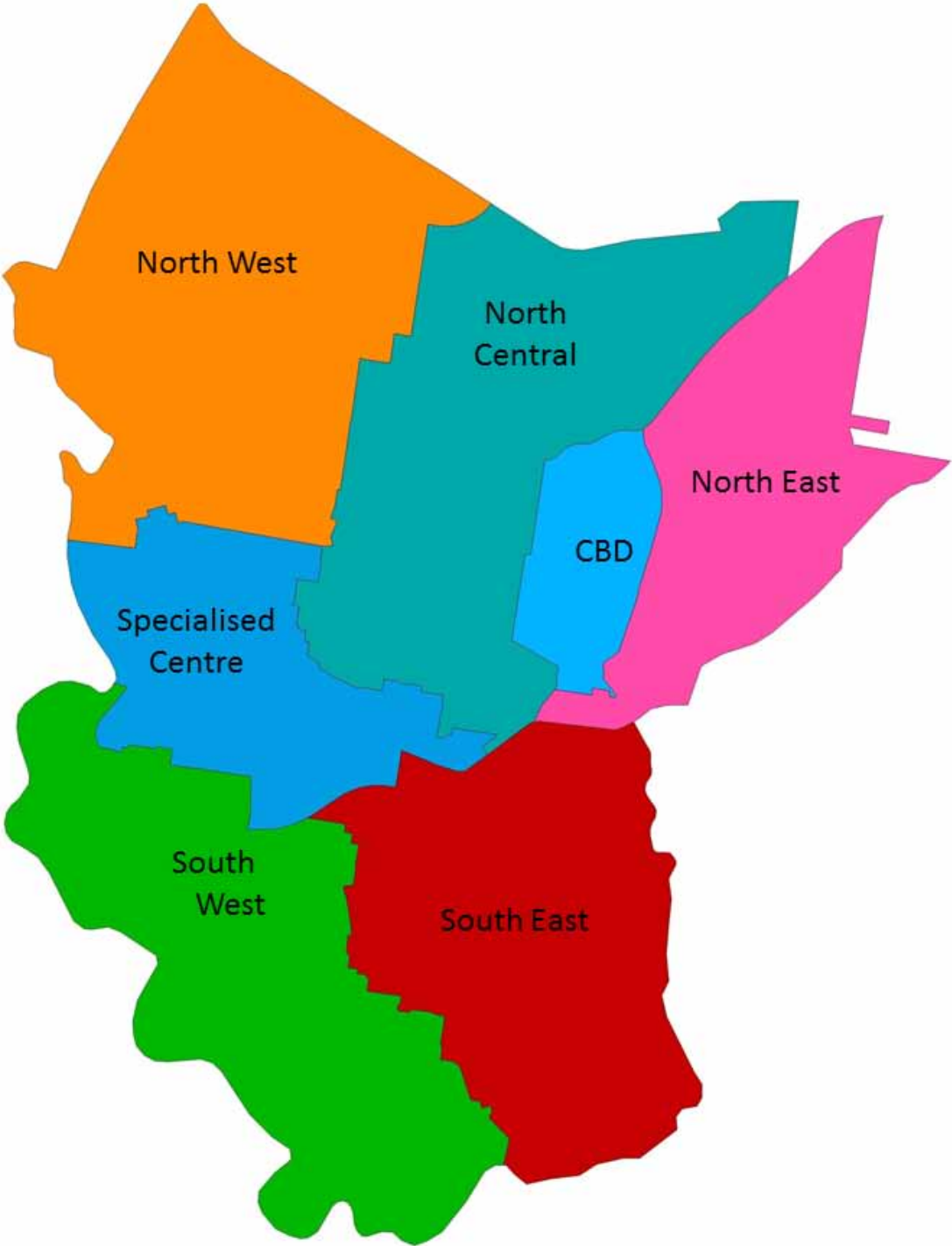
This Local Area Plan recognises there are many other initiatives that may make a place more sustainable. Council will deliver numerous other actions such as service delivery, community support and advocacy through the Bankstown Community Plan.

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)
- North Central Issues Paper (BCC 2013)
- Bankstown Heritage North East and North Central Heritage Review (Paul Davies Pty Ltd 2013)
- Hume Highway Corridor Strategy (BCC 2004)
- Yagoona Town Centre Renewal Strategy (BCC 2007)
- Auburn Road Neighbourhood Precinct Urban Design Study (Architectus 2014)
- Auburn Road Traffic Study (Arup 2014)
- Bankstown FSR Review Report (JBA 2015)
- Centres Transport Action Plan (BCC 2015)
- Apartment Design Guide (Department of Planning & Environment 2015)



FIGURE 1 Local Areas



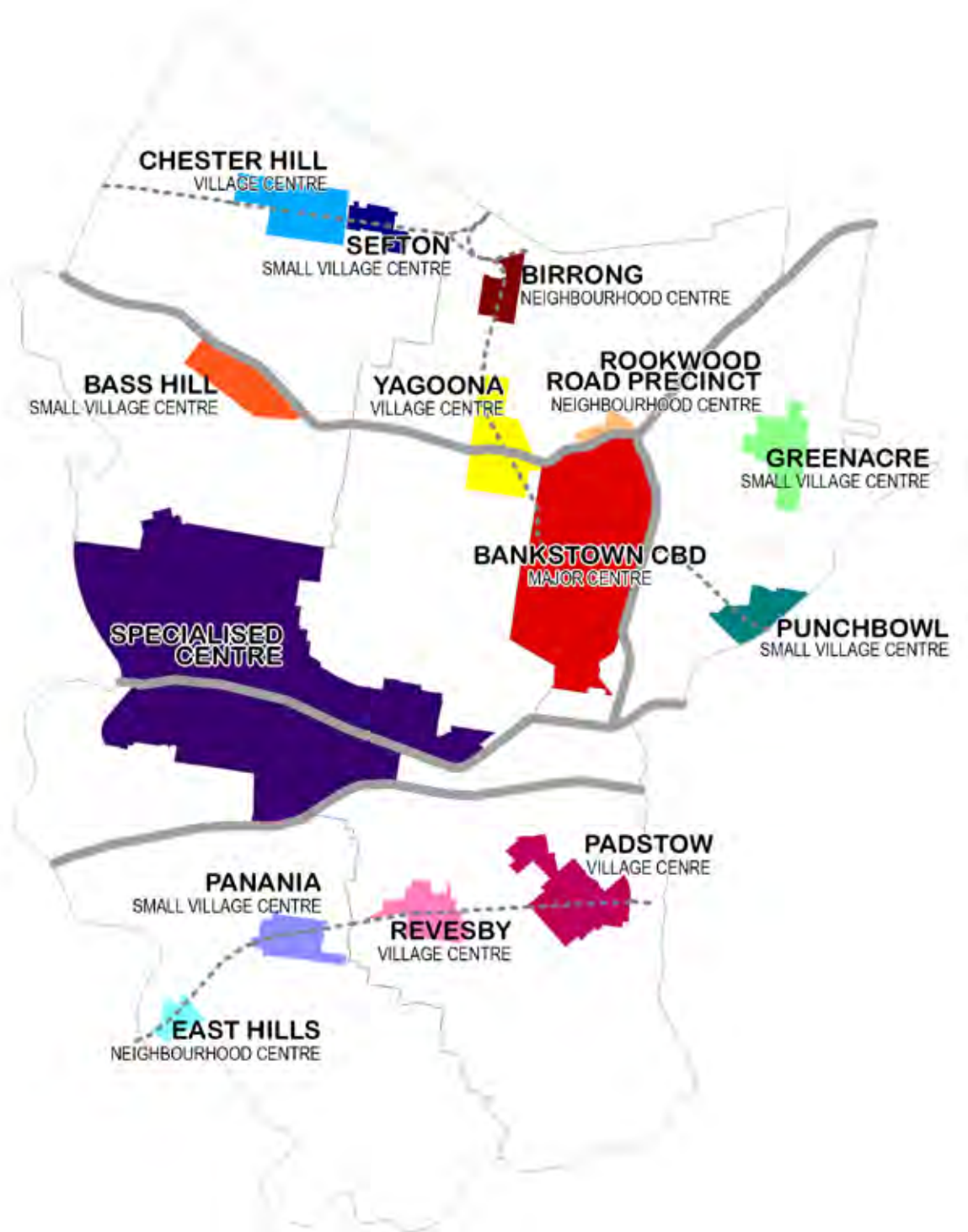
1.3 Centres Hierarchy

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 North Central 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 North Central Issues Paper. The centres, in order of their size and role in the hierarchy, are:

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

FIGURE 2 Centres Hierarchy





Centres	Hierarchy	Local Area Plan
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 North Central Local Area includes the suburbs of Birrong, Chullora, Condell Park, Potts Hill, Yagoona and parts of Bankstown and Regents Park. It is bound by the Sydney Water pipeline to the north, the Hume Highway and the Bankstown CBD to the east, and Canterbury Road to the south. The North West Local Area and the Bankstown Airport–Milperra Specialised Centre are located to the west.

Within the local area are nine 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 the key characteristics.

TABLE 1

Precincts in the Local Area

Precincts	Key characteristics
Yagoona Village Centre	<p>The Yagoona Village Centre functions as the 'heart' of the local area.</p> <p>The Yagoona Village Centre is generally bound by Farnell Road to the north, Caldwell Parade to the east, Glassop Street to the south and Auburn Road/William Street to the west.</p> <p>The village centre is the largest retail centre in the North Central Local Area with 11,560m² of retail and commercial floor space. The vacancy rate is 10% indicating the centre is underperforming. Significant retail expenditure within the centre is lost to nearby centres such as the Bankstown CBD due to a lack of a larger supermarket. The addition of an anchor supermarket will increase the attractiveness of the centre.</p> <p>The Hume Highway runs in an east–west direction and creates a clear divide in the village centre. There is a poor environment (air quality, noise and visual amenity) due to traffic. The pedestrian network is also generally poor due to this divide, with a pedestrian overpass located on the eastern edge of the commercial core next to the Yagoona Public School.</p> <p>The area north of the Hume Highway is characterised by the railway station, and retail and community facilities. The railway station is the focal point and main gateway to the village centre, however it is not accessible for people with mobility constraints. The commercial core comprises a supermarket and traditional shop top housing.</p> <p>The community facilities are adjacent to the village green (Gazzard Park). The community facilities are ageing and do not have a good interface with Gazzard Park. Council recently invested in the embellishment of Gazzard Park with new playground equipment and cycle ways.</p> <p>The area south of the Hume Highway is characterised by mostly traditional shop top housing dating from the 1940s.</p> <p>At present, the village centre lacks a sense of identity and there is no central place or gathering space for the public. In 2007, Council adopted the Yagoona Town Centre Renewal Strategy. The strategy contains actions which Council is currently implementing to create a new central place as the focus for retail and community activities next to the railway station, including the development or expansion of a large scale supermarket anchor. The actions also provide opportunities for population growth and the upgrade of infrastructure and facilities.</p> <p>The prevailing character of the suburban neighbourhood surrounding the commercial core is low–rise (2 storey) houses, dual occupancies, multi dwelling housing and seniors housing in a landscaped setting. There is a good network of footpaths and cycle routes which connect the village centre to the Bankstown CBD.</p>

TABLE 1 cont...	Precincts in the Local Area
<i>Precincts</i>	<i>Key characteristics</i>
Birrong Neighbourhood Centre	<p>The Birrong Neighbourhood Centre is located between the railway station and the Auburn Road shops.</p> <p>The railway station is the focal point and main gateway for commuters to the neighbourhood centre, however it is not accessible for people with mobility constraints. The group of shops next to the railway station is underutilised.</p> <p>The prevailing character of the suburban neighbourhood surrounding the railway station is low-rise (2 storey) houses and dual occupancies in a landscaped setting. The street pattern is generally a grid pattern. The redevelopment of 40 hectares of surplus land at the Potts Hill Reservoirs site will add 450 dwellings and new neighbourhood parks to support the neighbourhood centre.</p>
Rookwood Road Neighbourhood Centre	<p>The Rookwood Road Neighbourhood Centre forms part of the Hume Highway Enterprise Corridor and the Remembrance Driveway landscape corridor. It is generally bound by the Hume Highway to the south, George Street to the north, Price Lane to the east and The Boulevard to the west.</p> <p>The neighbourhood centre comprises a mix of bulky goods premises, hotel and shops. The neighbourhood centre is in proximity to a regional bus route, Graf Park, schools and the historic Water Tower. There is a poor environment (air quality, noise and visual amenity) on the Hume Highway due to traffic.</p> <p>The neighbourhood centre is also unique as it sits at the original location of the Bankstown CBD (formerly known as 'Irish Town') prior to the opening of the railway line. Buildings of historic significance that remain from this period include the former police station at No. 79 Powell Street in Yagoona.</p> <p>In 2004, Council adopted the Hume Highway Corridor Strategy. The strategy identifies the neighbourhood centre as a major employment precinct with some supporting housing. The built form reinforces the link to the Bankstown CBD via Rookwood Road.</p>
Condell Park Neighbourhood Centre	<p>The Condell Park Neighbourhood Centre is a traditional low-rise (2 storey) shopping strip along Simmat Avenue. The centre comprises a supermarket and a good range of shops and services.</p> <p>The surrounding residential streets are generally tree lined in a permeable street layout and the low density dwellings have a regular setback to the street.</p>
Regents Park Urban Neighbourhood Precinct	<p>The Regents Park Small Village Centre is located on the boundary between the Bankstown and Auburn Local Government Areas. The Sydney Water pipeline runs in an east-west direction and creates a clear divide in the small village centre.</p>

TABLE 1 cont...

Precincts in the Local Area

<i>Precincts</i>	<i>Key characteristics</i>
Regents Park Urban Neighbourhood Precinct cont...	<p>The area south of the pipeline is located in the Bankstown Local Government Area and is known as the Regents Park Urban Neighbourhood. The precinct is generally bound by the pipeline to the north and the Southern Sydney Freight Line to the south. The pipeline prevents the integration of this precinct with the Regents Park Small Village Centre to the north (located in the Auburn Local Government Area).</p> <p>The precinct forms part of the suburban neighbourhood and the prevailing character is low-rise (2 storey) houses and dual occupancies in a landscaped setting. There are some industrial land and a vacant site (Nos. 30–46 Auburn Road) on the western side of Auburn Road. Access to the precinct is limited to two roads (Auburn Road and Cooper Road). A traffic assessment finds there are major constraints with the existing road network, with unsatisfactory levels of service and excessive queuing at major intersections. The precinct is also subject to noise exposure from the freight line.</p> <p>The area north of the pipeline line is located in the Auburn Local Government Area and is known as the Regents Park Small Village Centre. The majority of the retail and community activity is concentrated on the northern side of the pipeline including a railway station, specialist shops, community centre, library and Guilfoyle Reserve. The northern side also contains a large quantum of on-street parking.</p>
Suburban Neighbourhood Precinct	<p>The majority of housing development across the Suburban Neighbourhood occurred during the 1920s–1940s. The majority of residential lot sizes are between 500m² and 700m².</p> <p>The most recent development is in the form of low-rise (1–2 storey) dual occupancies, multi dwelling housing and seniors 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. Also dispersed throughout the Suburban Neighbourhood are sporting fields and neighbourhood parks. A unique element is the cluster of stables in Condell Park adjacent to the Bankstown PACEWAY. The Bankstown PACEWAY is located in the neighbouring Specialist Centre Local Area.</p>
Employment Lands Precinct	<p>The Employment Lands Precinct forms part of a larger stretch of employment land (known as the West Central Industrial Belt), which extends from Chullora to Smithfield. The precinct comprises the Chullora Technology Park, Potts Hill Business Park and Chullora Industrial Precinct.</p>

TABLE 1 cont...	Precincts in the Local Area
<i>Precincts</i>	<i>Key characteristics</i>
Employment Lands Precinct cont...	<p>The Chullora Technology Park contains around 234 hectares and accommodates 12% of the total employment across the City of Bankstown. The technology park is currently the hub for printing, manufacturing, transport, retail/wholesale trade, education and training.</p> <p>The Potts Hill Business Park is around 12 hectares and employs around 800 people. It is located adjacent to the Potts Hill reservoirs site, which is a key asset in Sydney's water supply system.</p> <p>The Chullora Technology Park and the Potts Hill Business Park contain successful development areas, driven by the availability of large lots in generous landscaped settings. There is good access to the Enfield Intermodal Logistics Centre and major freight routes (Hume Highway and Rookwood Road).</p> <p>The Chullora Industrial Precinct is characterised by electric and engineering companies, warehouses and smash repair workshops on small lots. The lack of good public transport and car parking is a challenge for the Chullora Industrial Precinct.</p>
Hume Highway Enterprise Corridor	<p>The Hume Highway Corridor is a national and historical landmark. Commissioned by Governor Macquarie in 1813, the corridor today functions as a national highway linking Sydney with Canberra and Melbourne. It is also the front door to the City of Bankstown with over 62,000 motorists travelling through this section of the highway every day. The enterprise corridor is a major investment and employment zone for the City of Bankstown.</p> <p>The section of the corridor known as the 'Residential Precinct' forms the western gateway to the North Central Local Area and extends from Australia Street to Auburn Road. This section is characterised by the Remembrance Driveway landscape corridor and low density housing.</p> <p>The section of the corridor through Yagoona extends from Auburn Road to Woodbine Street. The highway splits the Yagoona Village Centre, which is the major shopping centre serving the North Central Local Area. There is a poor environment (air quality, noise and visual amenity) due to traffic.</p> <p>The section of the corridor through Bankstown extends from Woodbine Street to Stacey Street. The Rookwood Road Neighbourhood Centre is located on the north side of the highway to take advantage of the prominent location and large lots. The Remembrance Driveway landscape corridor continues through this section of the highway.</p>
Hospital Precinct	<p>The Bankstown–Lidcombe Hospital is located on Eldridge Road in Bankstown. It is the major hospital for south–west Sydney and is an important strategic employment site in the City of Bankstown.</p> <p>A key constraint for the hospital is the lack of integration with the surrounding area.</p>

FIGURE 3 Precincts in the North Central Local Area

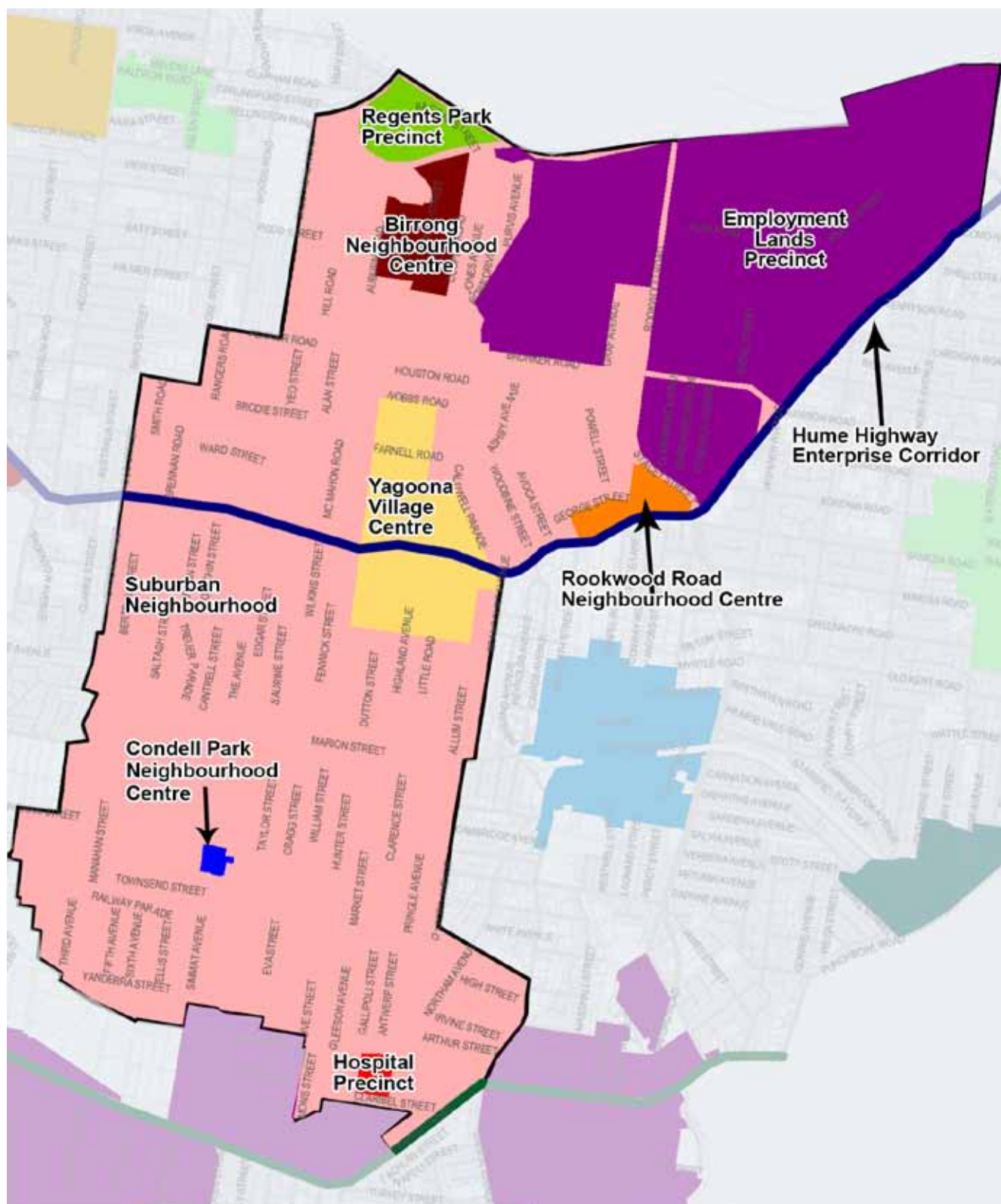
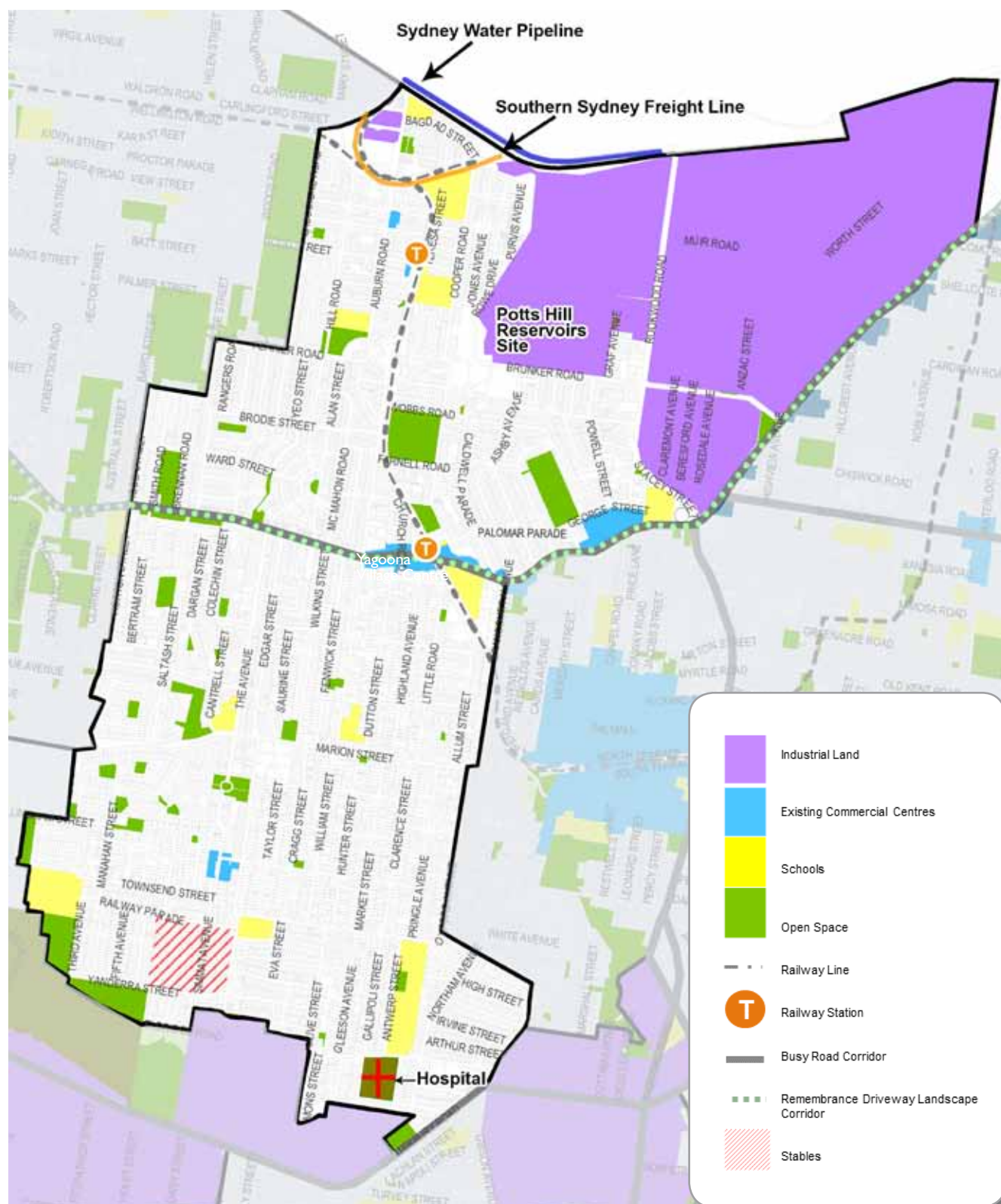


FIGURE 4 Key Characteristics of the North Central Local Area



1.5 Historical Context

The original inhabitants of the Bankstown area are believed to be the Gwealag, Bidjigal and Dharug people.

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.

The settlement of the North Central Local Area dates from the early 1800s and originally included the suburbs of Birrong and Yagoona (known as Irish Town). The construction of key roads assisted in reducing the isolation of the area. These roads included Dog Trap Road (later Woodville Road), Liverpool Road and Parramatta Road.

The extension of the Bankstown railway line to join the Main South line at Regents Park in 1928 introduced railway stations at Birrong and Yagoona. This development saw Irish Town disappear as a place name. The railway line also changed the nature of work in the area, allowing residents to work in the Sydney CBD and other areas.

As the century progressed, more manufacturing work became available to residents. This included the Chullora Railway workshops in the 1920s and the various defence industries in the 1930s and 1940s, which symbolised a manufacturing boom for the City of Bankstown.

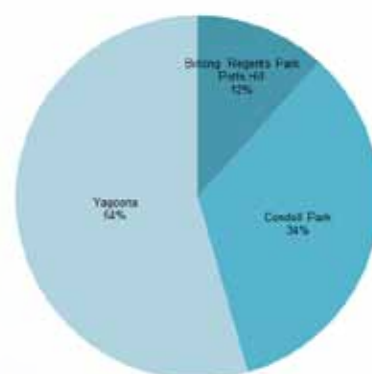
The post-World War II period saw the shift from a semi-rural to suburban area with increased industrialisation. Following the 1960s, the demographic makeup of the area transformed. The arrival of migrants from across Europe, followed by Lebanese, Vietnamese and Chinese in the 1970s brought new social, cultural and religious infrastructure and customs.

Today, the North Central Local Area continues to be a place of population growth in liveable neighbourhoods (see Figure 5) and is strategically located within a major economic corridor that services the City of Bankstown and the wider West Central Subregion.

FIGURE 5 Historic Net Dwelling Growth in the North Central Local Area



FIGURE 6 Current Population



1.6 Population and Demographic Changes

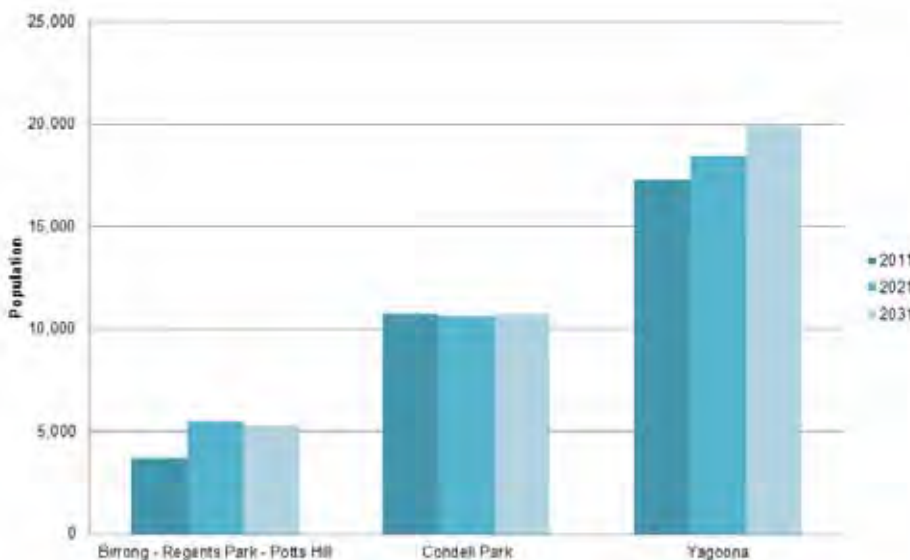
The North Central Local Area currently accommodates 44,900 residents with most living in Bankstown, Yagoona and Condell Park (refer to Figure 6). The population is primarily young and middle aged, and families with children represent 70% of households. This reflects the population age profile and the low density character of the local area. There is also a higher proportion of low income households in the local area compared to the City of Bankstown, particularly in Yagoona. This highlights the type of building stock in the area which generally consists of older style houses.

The population of the local area is expected to grow at a moderate rate reaching around 50,610 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.

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

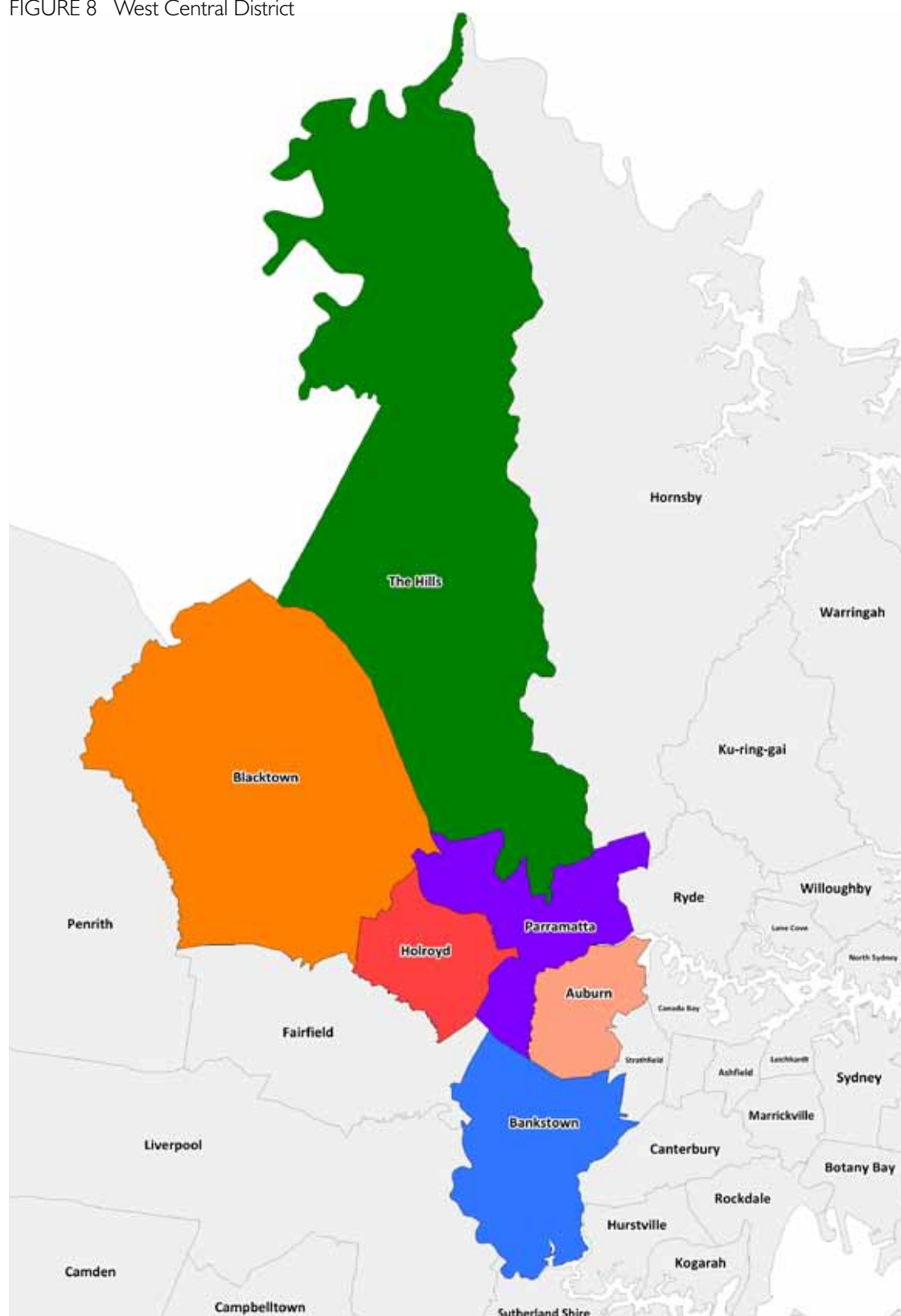
TABLE 2

NSW Government Planning Policy

<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 North Central 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 a workshop to explore the concept of ‘village feel’. 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 North Central Local Area

<i>Discussion points</i>	<i>Community Issues</i>
Village feel	<p>Promote a ‘village feel’ in centres by incorporating the following elements in the future planning of local areas:</p> <ul style="list-style-type: none"> • Social inclusiveness and opportunities for community interaction through regular community events, community gardens and local markets. • Activity on local streets and activated laneways with family friendly night life and alfresco dining. • Attractive, green spaces with natural shade and landscaping within footpath areas. • A safe and pedestrian friendly environment with improved lighting and cleanliness.
Improve the visual, social and community amenity	<ul style="list-style-type: none"> • Ensure centres are clean and attractive. • Consider litter education and street cleaning programs. • Revitalise the Yagoona shopping centre by enhancing laneways and encouraging a mix of retail and higher uses. • Create a central place in the Yagoona shopping centre with a variety of cafes. • Provide more greenspace and high quality development.

TABLE 3 cont...

Summary of Community Issues for the North Central Local Area

<i>Discussion points</i>	<i>Community Issues</i>
	<ul style="list-style-type: none"> • Provide sealed/paved pathways to link open spaces. • Expand the functions of community facilities to cater to all age groups. • There is concern about noise levels in community facilities. • Provide more street furniture in Birrong. • Enhance the image of the Remembrance Driveway landscape corridor. • Support community health by providing access to fresh food and community gardens. • Provide appropriate infrastructure to support density.
Improve public transport services	<ul style="list-style-type: none"> • Provide accessible railway stations in Birrong and Yagoona. • Increase commuter car parking in Birrong and Yagoona. • Enhance the existing cycle network by providing more connections. • Improve bus services along major roads such as the Hume Highway and Rookwood Road. • Improve street lighting near public transport areas. • Investigate the potential for light rail to connect key employment areas.
Improve traffic flow and parking	<ul style="list-style-type: none"> • Limit trucks, trailers and taxis parking on streets. • Improve traffic movements in peak hours. • Improve traffic movements around schools. • Provide more off-street car parking near the Birrong railway station. • Improve pedestrian safety on Auburn Road in Birrong.
Enhance parks and open spaces	<ul style="list-style-type: none"> • Maintain and enhance open space, bushland and outdoor spaces. • Improve the outdoor atmosphere of malls and parks. This could include the development of local botanical gardens. • Improve the management of bushland and biodiversity.
Retain the unique character of neighbourhood areas	<ul style="list-style-type: none"> • Preserve the 'garden suburb' image. • Retain the low density character of the neighbourhood areas.
Community engagement	<ul style="list-style-type: none"> • Use visual aids to better support a 'shared' understanding of the future planning of these local areas. • Continue efforts to facilitate communication and cultural understanding. • Continue efforts to engage the youth in contributing their views to the future planning of these local areas.





Chapter Two

Local Area Actions





2.1 Liveable

The North Central 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 North Central Local Area is expected to grow by 5,710 residents to 50,610 residents.

The Liveable Actions aim to continue to have a local area that is well planned by concentrating around 80% of the new dwellings within the walking catchments of the village and neighbourhood 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 Yagoona Village Centre

The Yagoona Village Centre is an attractive and bustling place. A place of local jobs, a place of shopping, a place of social interaction, a place of walking.

The Yagoona 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 North Central 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:
The first stage is to prepare a masterplan for the Yagoona Railway Station Precinct.
- Town Centre Improvement Program
- Bike & Pedestrian Program
- Parking Program

1.1 Planning Context for the Yagoona Village Centre

The urban form of the Yagoona 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 North Central Local Area.

This planning context overview looks at the role of the Yagoona 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 Yagoona 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 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 Yagoona 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 Revesby.

The Bankstown Residential Development Study sets a target of 1,640 additional dwellings for the Yagoona 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 768 dwellings in 2004 to 2,408 dwellings in 2031.

To date, Council has achieved half of the dwelling target. There are currently 1,690 dwellings in the Yagoona Village Centre which equates to a net dwelling growth of 922 dwellings from the 2004 base.

Current planning controls

The commercial core is within Zone B2 Local Centre, which permits a wide mix of uses such as commercial premises, shop top housing and residential flat buildings. The floor space ratio is 2:1–3:1 and the height limit is 6–8 storeys (no attic).

Some properties adjacent to the commercial core are within Zone R4 High Density Residential, which permits residential flat buildings. The floor space ratio is 1:1–2:1 and the height limit is 4–8 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 Yagoona Village Centre now and in the future:

- The railway station and public transport access to the Sydney City.
- Walking connections to the railway station.
- Village feel and fine-grain character.
- Life on the streets and places for people to socialise and interact.
- Street trees, parks and green spaces.
- Safe and clean streets.

The North Central 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:

- An accessible railway station will increase the attractiveness of the village centre, and will help to reinforce the railway station as the focal point and main gateway.
- There is the potential for a large scale supermarket anchor which will enable Yagoona to function as a true centre and 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 line. The railway line is the natural spine for growth and there are some opportunities for outward expansion in a north–south direction away from the noisy highway, namely in a northward direction to O'Neill Park and a southward direction to Glassop Street, which connects Yagoona to the Bankstown CBD. The compact centre would develop a system of city walks which link people to desirable destinations.
- There is the opportunity to unlock the potential of Gazzard Park and the Council car park (Church Lane) to create an enlivened mixed use precinct that is recognised by the community as the 'heart' of the village centre. A catalyst for change is the proposal to construct a modern multi-purpose community facility in Gazzard Park.
- The village centre provides the most parking in the local area, with restricted on–street spaces, 133 off–street spaces in three Council car parks, and 121 commuter spaces along the railway line. 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 additional spaces based on developer contributions.

TABLE 4 cont...

Planning Context Overview

- 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 North Central 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 Hume Highway creates a clear divide in the village centre. A challenge is the lack of connectivity between the areas north and south of the highway. The highway is a busy road with a poor environment (air quality and noise) due to traffic.
- The proximity to the Bankstown CBD limits the role and expansion opportunities of Yagoona, and there is no demand for retail and commercial floor space to expand along the Hume Highway in an east–west direction.
- The community facilities in and around the village centre are dispersed and ageing, and do not meet the needs of the growing community.

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

FIGURE 9.1 Yagoona Village Centre – Opportunities and Constraints



1.2 Desired Character and Structure Plan for the Yagoona Village Centre

Desired Character

Establishing the desired character for the Yagoona 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 Yagoona 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 the 'heart' of the local area.

The north side of the highway will provide a central place 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. A central place that connects people, business, public transport and Gazzard Park. A central place where people can feel comfortable to walk, shop and socialise in a series of pleasant spaces away from the noisy highway.

Gazzard Park will be home to a modern multi-purpose community facility, a place that will bring civic pride to the village centre, a place for people to come together for events and social activities, a place where people will enjoy spending time in the village green.

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. The built form will provide residents with good amenity (noise and air quality). 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	The Yagoona 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 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 mixed use precinct in the area bound by the railway station precinct, Council car park (No. 3 Church Lane) and part of Gazzard Park (No. 176 Cooper Road) to function as the heart of the village centre. A main street that connects people, business and public transport. An inviting place where people choose to walk, relax, sit and talk away from the noisy highway. A distinct place that creates a memorable arrival to the village centre. • Provide a modern multi-purpose community facility within the village green (No. 176D Cooper Road), a place that will bring civic pride to the village centre, a place for people to come together for events and social activities, a quality public and cultural destination that meets the needs of the growing community.
P2	The Yagoona 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 the Hume Highway as the commercial core, connecting people, business, public transport and key destinations.</p> <p>This compact place 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 railway line as the natural spine for growth. The structure plan also 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 O'Neill Park. This distance provides an adequate level of containment for a centre of this size, and is an appropriate fit within the centres hierarchy.</p> <p>The boundary is also adjusted to avoid constraints such as the Hume Highway, 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 Yagoona 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 taller elements at appropriate core locations (namely the village heart) 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-rise development in the commercial core, and low-rise development in the residential frame to achieve an appropriate fit within the Metropolitan Plan and Council's strategic centres hierarchy. There is the opportunity for medium high-rise development in the village heart to create a diverse and visually interesting skyline.

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 Yagoona 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 Hume Highway will continue to provide a high level of local and regional accessibility.

FIGURE 9.2 Yagoona Village Centre – Structure Plan

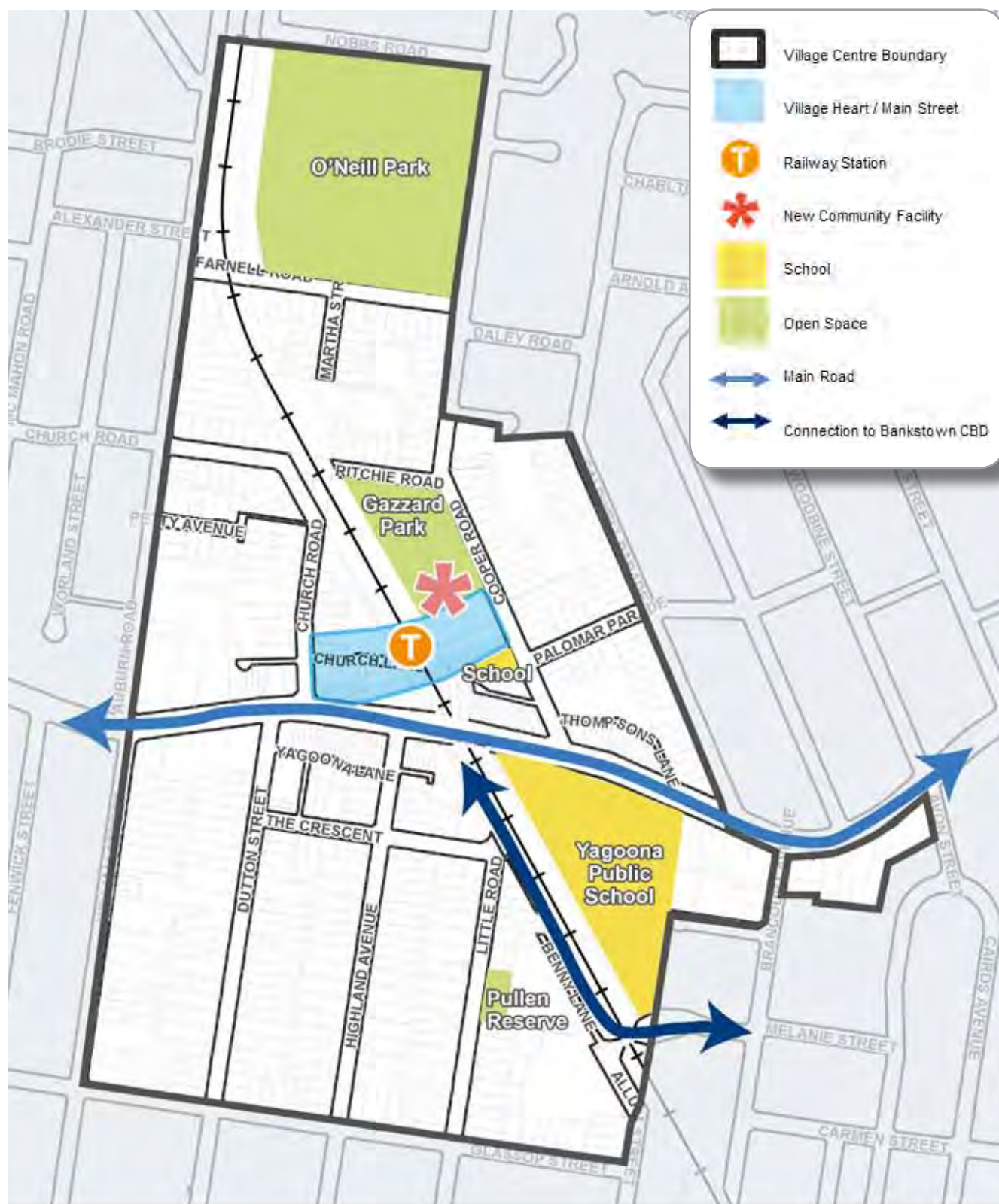


FIGURE 9.3 Desired Human Scale Urban Form to Contribute to the Village Feel





1.3 Development Framework for the Yagoona 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 Yagoona Village Centre are:

- Village Heart precinct
- Commercial Core precinct
- Residential Frame precinct
- Bankstown CBD–Northern Frame precinct

FIGURE 9.4 Yagoona Village Centre – Precinct Plan

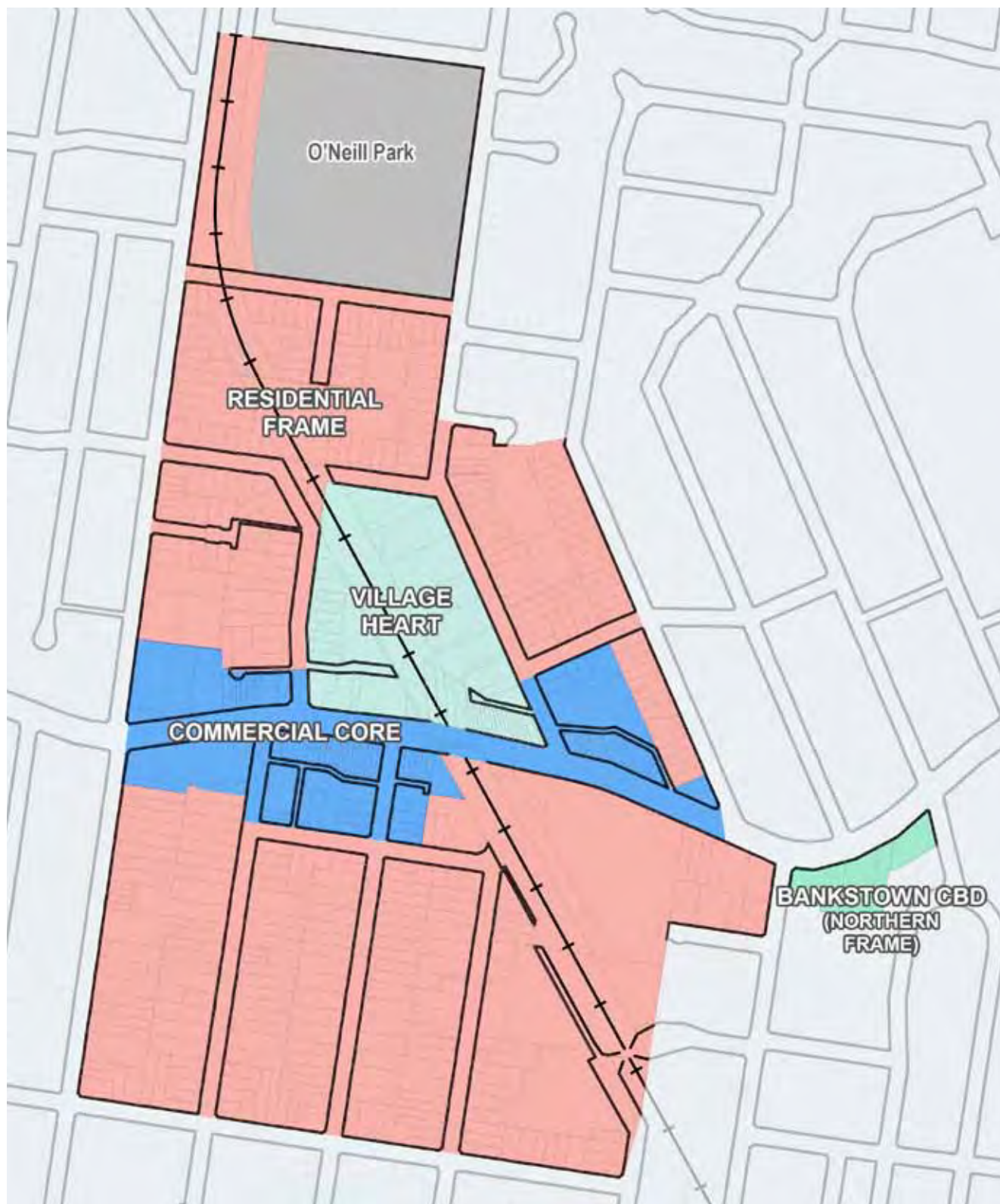


TABLE 6 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the desired character and potential of the Yagoona Village Centre

Village Heart Precinct

Desired precinct character		<p><i>The Village Heart is the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the village centre.</i></p> <p><i>This compact mixed use place is bustling with people and activity between the key destinations, namely the anchor supermarket, the accessible railway station and the modern multi-purpose community facility. A distinct place that creates a memorable arrival to the village centre.</i></p> <p><i>Active street frontages along the main street will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. An inviting place where people choose to walk, relax, sit and talk away from the noisy highway.</i></p> <p><i>The community facility will be a place for people to come together for events and social activities. A place that brings civic pride to the village centre, a quality public and cultural destination that meets the needs of the growing community.</i></p> <p><i>The village heart is a place that pairs economic opportunity with a fantastic lifestyle to sustain the prosperity of the village centre. Variety is the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings adjacent to the railway station.</i></p>
Place Making Principles Ref: P1	A1	<p>Infrastructure Delivery Actions</p> <p>Transform the area bound by the railway station precinct, Council car park (No. 3 Church Lane) and part of Gazzard Park (No. 176 Cooper Road) into an enlivened mixed use destination, which includes an anchor supermarket, an accessible station and a modern community facility.</p> <p>The new community facility will strengthen the local identity, and can accommodate a range of activities and events that meet the needs of the growing community. The new facility will replace the ageing buildings in the village centre including the senior citizens centre and early childhood health centre.</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>
Ref: P4	A3	<p>Work with Transport for NSW to develop a masterplan for the redevelopment and expansion of the Yagoona railway station. The masterplan is to be based on the following intended outcomes:</p> <ul style="list-style-type: none"> • Provide Yagoona with an accessible station to provide direct and safe access for commuters, pedestrians, cyclists and people with disabilities. • Provide better connections to the rail/bus interchange and commuter car spaces.

TABLE 6 cont...

Village Heart Precinct

Ref: P4	A4	Advocate Transport for NSW for more frequent, direct and prioritised rail services to allow for the long term growth in commuter movements.
	A5	Construct a multi-storey car park (based on developer contributions) at No. 3 Church Lane which could be incorporated into a future development.
Place Making Principles Ref: P3	Suggested Planning Control Changes	
	A6	Accommodate medium-rise buildings along the Hume Highway and Cooper Road. Increase the building envelope to 2.5:1 FSR to better match the current 6 storey limit.
	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	For properties adjoining the Hume Highway, maintain the current setback to the highway to provide residents with good amenity (noise and air quality).
	A9	For all other properties, 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.
	A10	Require active street frontages on the main street. The intended outcome is to contribute to the village feel and vibrancy of the main street.
	A11	Provide specific design controls and / or masterplan to ensure the orderly development of the precinct including the delivery of pedestrian and access connections. It is expected that some of the connections will be delivered by Council and / or as part of the redevelopment of adjacent properties.

TABLE 6 cont...

Commercial Core Precinct

Desired precinct character		<p><i>The commercial core is a place that connects people, business, public transport and key destinations. Active street frontages at appropriate locations will create a vibrant streetscape.</i></p> <p><i>The commercial core will be a place of well-proportioned, human scale buildings that contribute to the sense of comfort and village feel. Based on the urban design analysis, the commercial core of a 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. Appropriate setbacks will provide residents with good amenity (noise and air quality).</i></p> <p><i>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: P3	A1	Infrastructure Delivery Actions 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	A2	Advocate Transport for NSW for more frequent, direct and prioritised bus services to allow for the long term growth in commuter movements.
	A3	Advocate Roads & Maritime Services for adjustments to the traffic signal timing at the Hume Highway / Highland Avenue intersection to improve north-south pedestrian crossing opportunities.
	A4	Advocate Roads & Maritime Services for improved access and safety for pedestrians and cyclists entering the shopping centre from the southern side. Works would include widening the laneway along the railway corridor with improved lighting.
	A5	Advocate Roads & Maritime Services for landscaped islands on the highway to mark the entry points into the centre, and other road upgrades as recommended by the Yagoona Town Centre Renewal Strategy.

TABLE 6 cont...

Commercial Core Precinct

Place Making Principles		Suggested Planning Control Changes
	A6	Maintain the car park on the southern side of the Hume Highway (No. 120 Highland Avenue), which could be incorporated into a future development. To facilitate this action, allow development up to 6–8 storeys subject to the consolidation of the properties bound by Highland Avenue, The Crescent, Treuer Lane and Yagoona Lane. The intended outcome is to ensure the site area is of sufficient size to accommodate a 6–8 storey building, which provides public benefits (public parking spaces and public domain) on the southern side of the village centre. Otherwise 6 storeys will apply. The proponent and Council will also engage in discussions regarding an appropriate mechanism to realise certain improvement works in a timely manner.
Ref: P2	A7	Rezone the property at No. 31 Cooper Lane from Zone SP2 Infrastructure to Zone B2 Local Centre to match the remainder of Cooper Lane, which is within Zone B2.
Ref: P3	A8	Accommodate medium-rise buildings along the Hume Highway. Increase the building envelope to 2.5:1 FSR to better match the current 6 storey limit.
	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 properties adjoining the Hume Highway, maintain the current setback to the highway to provide residents with good amenity (noise and air quality).
	A11	For all other properties, 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 along the Hume Highway (between Dutton Street and the railway line) and Highland Avenue. The intended outcome is to contribute to the village feel and vibrancy of the commercial core.

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. A place where many, from young families to seniors are making their homes 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: 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	<p>Formalise the regional on-road cycle route which traverses through the local streets with painted markings. The Centres Transport Action Plan will deliver this action.</p>
Place Making Principles Ref: P2	A3	<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 main street 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>
Ref: P3	A4	<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>

TABLE 6 cont...

Residential Frame Precinct

	<p>The appropriate location is on the properties at Nos. 6–26 Church Road and Nos. 9–10 Petty Avenue. Based on the key considerations around building heights, the larger sites at this core location (adjacent to the village heart) have substantial potential to accommodate a dense urban form up to 8 storeys (1.75:1 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-rise character of the village centre. The overshadowing and visual impacts on the street and surrounding buildings will also be substantially greater.</p>
A5	<p>Accommodate medium-rise buildings on the properties at Nos. 187–209 Auburn Road, Nos. 28–44 Church Road, Nos. 1–7 Petty Avenue, Nos. 2–8 Petty Avenue and Nos. 1–11 The Crescent.</p> <p>The intended outcome is to provide an appropriate built form transition between the commercial core and the low-rise housing on the outer edge of the Residential Frame precinct. Based on the key considerations around building heights, allow up to 6 storeys (1.5:1 FSR). This height is also compatible with Auburn Road, which provides a wide transition to the low-rise suburban neighbourhood.</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>
A6	<p>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).</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>
A7	<p>Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.</p>
A8	<p>Introduce site specific controls for the properties at Nos. 1–5 The Crescent to ensure this irregular shaped site adjacent to the railway corridor may accommodate appropriate development.</p>

TABLE 6 cont...

	A9	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).
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Bankstown CBD – Northern Frame Precinct

Desired precinct character		<p><i>The properties at Nos. 399–403 Hume Highway and No. 81 Brancourt Avenue in Yagoona are located within the Bankstown CBD Northern Frame precinct. These properties also share a historical commercial association with the highway and are located at the fringe of the Yagoona Village Centre.</i></p> <p><i>The precinct is a place with high amenity housing that supports the Bankstown CBD.</i></p> <p><i>The precinct is a place where the built form is compatible with the low-rise and medium-rise apartments that characterise the Northern Frame precinct. The built form also responds to the exposure to the busy highway (noise and air quality), and dwellings are generally setback from the highway to provide residents with the best amenity possible. Highway related uses may continue along the frontage in keeping with the historic garage and showroom at No. 401 Hume Highway.</i></p>
Place Making Principles Ref: P3	A1	<p>Suggested Planning Control Changes</p> <p>Within Zone B2 Local Centre:</p> <ul style="list-style-type: none"> • Increase the building envelope from 1:1 to 1.5:1 FSR to match the 5 storey limit. • Require dwellings to achieve a minimum 10 metre setback to the highway.
	A2	Prepare a site specific concept plan for No. 393 Hume Highway should this property consolidate with Avon Street and the property at No. 391 Hume Highway.

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 North Central 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 in centres.

It also means there is no justification for developers 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 Yagoona 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
768	1,640	2,408
Under the North Central Local Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
1,690	2,792	4,482

FIGURE 9.5 Yagoona Village Centre – Infrastructure Improvements

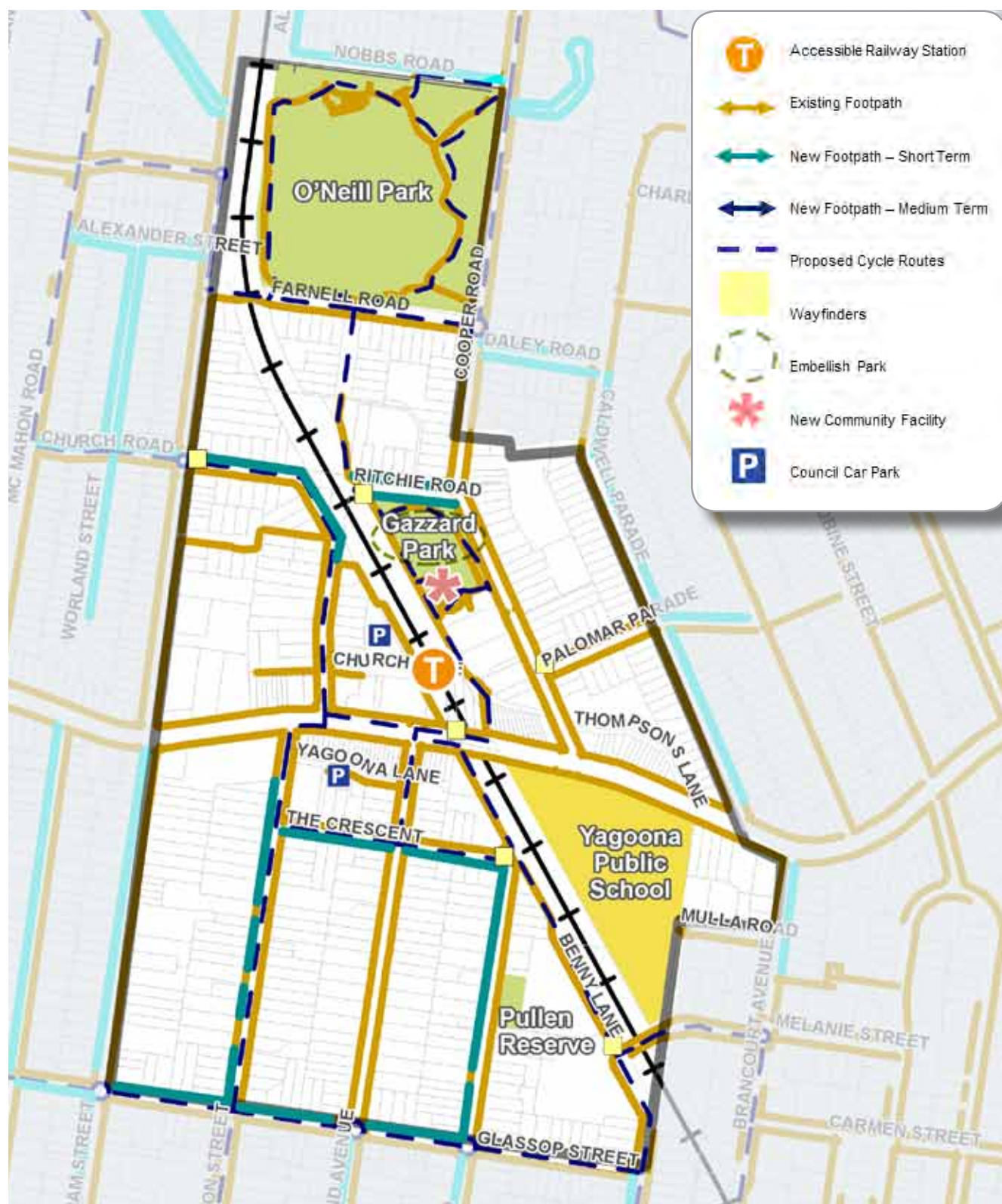
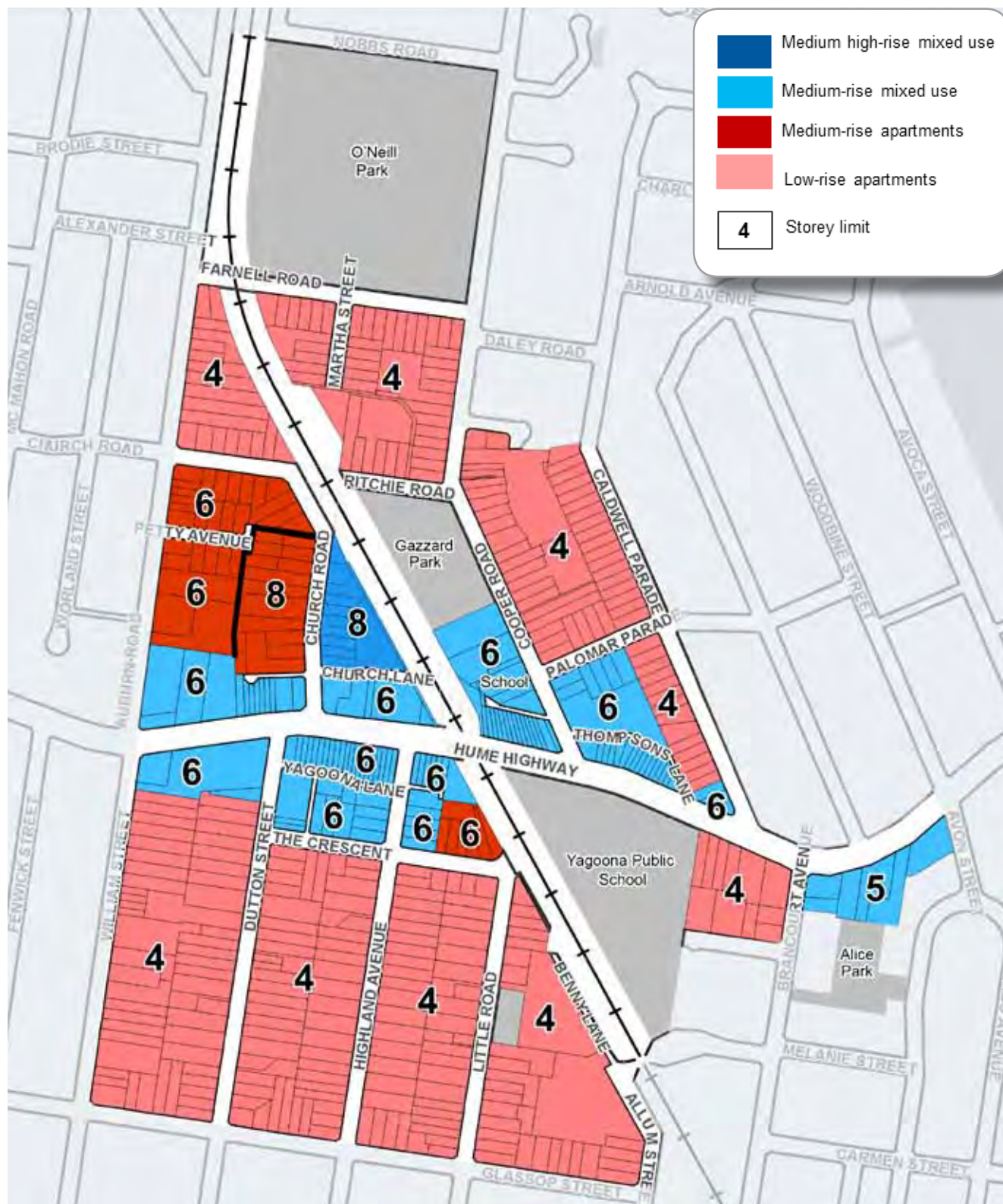


FIGURE 9.6 Yagoona Village Centre—Indicative Height Distribution





New east-west pedestrian connection (immediately north of the highway) to connect the retail and community activities to the accessible railway station.



New retail development and street improvements to improve the image and amenity of the Yagoona Village Centre

L2

Plan for the Sustainable Renewal of the Birrong Neighbourhood Centre

The Birrong Neighbourhood Centre is a local shopping and commuting precinct servicing the day-to-day needs of residents.

The Birrong Neighbourhood Centre is also a popular place with increasing demand for housing. This growth offers an exciting opportunity to transform the heart of the neighbourhood centre into a welcoming and distinctive place for people that is well-used and well-loved.

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

Planning Context

The strategic and local context 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 North Central Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016.

Vision and Structure Plan

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

Development Framework

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

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

L2

IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**
- **Urban Renewal Program:**
The first stage is to prepare a masterplan for the Birrong Railway Station Precinct
- **Town Centre Improvement Program**
- **Bike & Pedestrian Program**

2.1 Planning Context for the Birrong Neighbourhood Centre

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

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

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



TABLE 7

Planning Context Overview

Metropolitan Context

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

The Metropolitan Plan and the Apartment Design Guide broadly identify the Birrong Neighbourhood Centre as an urban neighbourhood, which is an area transitioning from low density residential.

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 Birrong as a neighbourhood centre, which services the immediate needs of the local community. A neighbourhood centre is a small cluster of shops and services, containing between 150 and 900 dwellings.

The Bankstown Residential Development Study sets a target of 10 additional dwellings for the Birrong Neighbourhood Centre. At the time, the target from a 2004 base was set in response to the Department's Draft West Central Subregional Strategy. This means the total number of dwellings is targeted to grow from 639 dwellings in 2004 to 649 dwellings in 2031. To date, there has been little change in the Birrong Neighbourhood Centre.

Current planning controls

The neighbourhood shops are within Zone B1 Neighbourhood Centre, which permits commercial premises, shop top housing and residential flat buildings. The floor space ratio is 1.5:1 and the height limit is 2 storeys plus attic.

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

Community Aspirations

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

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

- The railway station and public transport access to the Sydney City.
- Neighbourhood feel and places for people to socialise and interact.
- Street trees, parks and green spaces.
- Walking connections to the railway station.
- Small shops on Auburn Road.
- Safe and clean streets.

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

TABLE 7 cont...

Planning Context Overview

Opportunities

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

- A key issue raised by the community is the need for an accessible railway station. The research found the extent and capacity of the Birrong Neighbourhood Centre would need to increase to provide an appropriate population catchment for an accessible station and to allow for the long term growth in commuter movements. The catchment would extend to the Potts Hill residential development.
- The development of an accessible station will help to reinforce the railway station as the focal point and main gateway to the neighbourhood centre. There is the long term opportunity to embellish Avalon Reserve and surrounding urban spaces to create a 'sense of place'.
- There is the opportunity to create a compact neighbourhood centre with an emphasis on urban design. A compact centre would involve confining the most intense development around the railway line. The railway line is the natural spine for growth and there are some opportunities for outward expansion in an east-west direction, namely in an eastward direction to Cooper Road and a westward direction to Auburn Road. The compact centre would develop a system of city walks which link people to desirable destinations.
- Council recently completed public domain improvements at the Auburn Road shops.
- 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.
- Sydney Trains and Auburn City Council are proposing to widen the railway overpass in the Regents Park Small Village Centre, which is likely to improve traffic movements on Auburn Road.

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

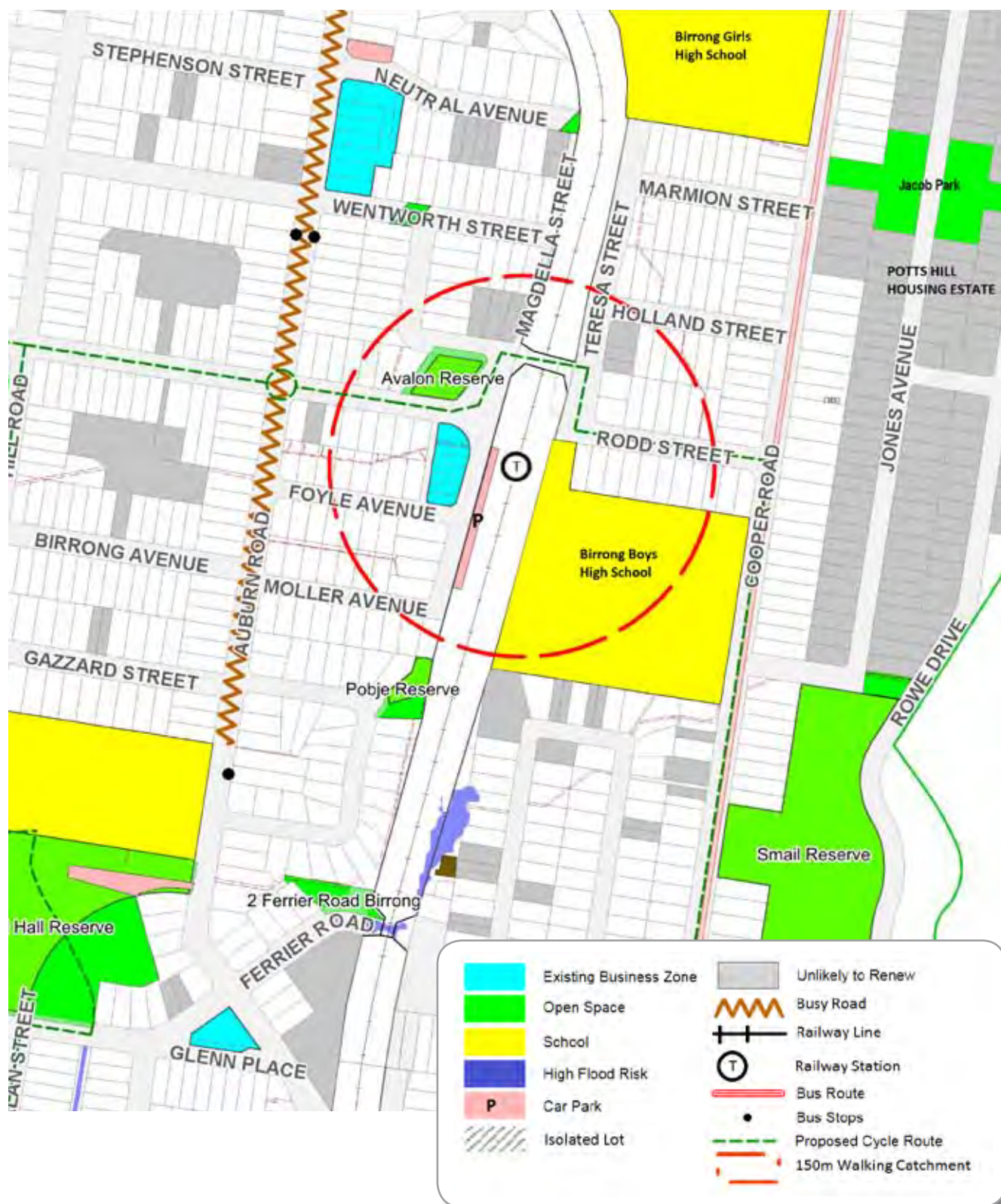
Constraints

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

- There is no demand for additional retail and commercial floor space to 2031. The proximity to the Yagoona and Regents Park Small Village Centres limit the role and expansion opportunities of Birrong.
- The railway line creates a clear divide in the neighbourhood centre. A challenge is the lack of connectivity between the areas east and west of the railway line. There is no accessible railway station.
- There are no community facilities to meet the needs of the growing community.

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

FIGURE 10.1 Birrong Neighbourhood Centre – Opportunities and Constraints



2.2 Desired Character and Structure Plan for the Birrong Neighbourhood Centre

Desired Character

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

Structure Plan

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

The Birrong Neighbourhood Centre will continue to function as a local shopping and commuting precinct servicing the day-to-day needs of residents.

The Auburn Road local shops will be the focal point for activity, a place of shopping, a place of social interaction, a place that will capitalise on the residents and commuters passing through daily. The accessible railway station will be the focal point for commuting, a great public space which connects both sides of the railway line. Low-rise buildings will create a sense of enclosure, human scale, order, comfort and enjoyment for people

walking in the neighbourhood centre.

The local streets will be a tranquil place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. The urban spaces and street trees will create a 'sense of place' for the neighbourhood centre.

TABLE 8

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

P1	The Birrong Neighbourhood Centre is a place with a strong community focus. The primary role of the neighbourhood centre is to provide the 'heart' for the local community, a place that brings people together.	<p>The structure plan identifies the accessible railway station, Avalon Reserve and surrounding urban spaces as fundamental to bringing people and activities together in the one location to provide a strong focus for the community. A quality public place that meets the needs of the growing community. A distinct place that creates a memorable arrival to the neighbourhood centre.</p>
P2	The Birrong Neighbourhood Centre is a compact place where people feel there is proximity between destinations, and where people feel there is variety and choice that respond to local needs.	<p>The structure plan identifies the railway line as the natural spine for growth. The structure plan also identifies the neighbourhood centre boundary as a 5 minute walking distance measured from the railway station, adjusted where appropriate to account for major features such as schools. This distance provides an adequate level of containment for a centre of this size, and is an appropriate fit within the centres hierarchy.</p> <p>This compact place will contain sufficient capacity to accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of local shops and neighbourhood parks. Apartment living outside the neighbourhood centre boundary is discouraged as it conflicts with the preservation of the prevailing low-rise character of the suburban neighbourhood.</p>
P3	The Birrong Neighbourhood Centre is a place with its own identity. Buildings and the public realm will respond to and reflect the village feel and unique characteristics of the place.	<p>People are attracted to places that provide a comfortable and aesthetically pleasing environment.</p> <p>The structure plan identifies the neighbourhood centre as a place of well-proportioned, human scale buildings and streets to contribute to the sense of comfort and village feel. Based on the urban design analysis, a traditional neighbourhood centre is comprised of buildings generally of a similar height and not more than 4 storeys. This continuous urban form helps define the streets and public spaces. There is the opportunity for taller elements at appropriate core locations (namely Hudson Parade) to create a diverse and visually interesting skyline. There is space and landscape between buildings.</p> <p>In addition to the urban design and economic analysis, Council consulted the community and industry to establish the desired built form.</p> <p>For neighbourhood centres, this process recommends low-rise development to achieve an appropriate fit within the Metropolitan Plan and Council's strategic centres hierarchy.</p>

TABLE 8 cont...

Structure Plan Overview

Place Making Principles

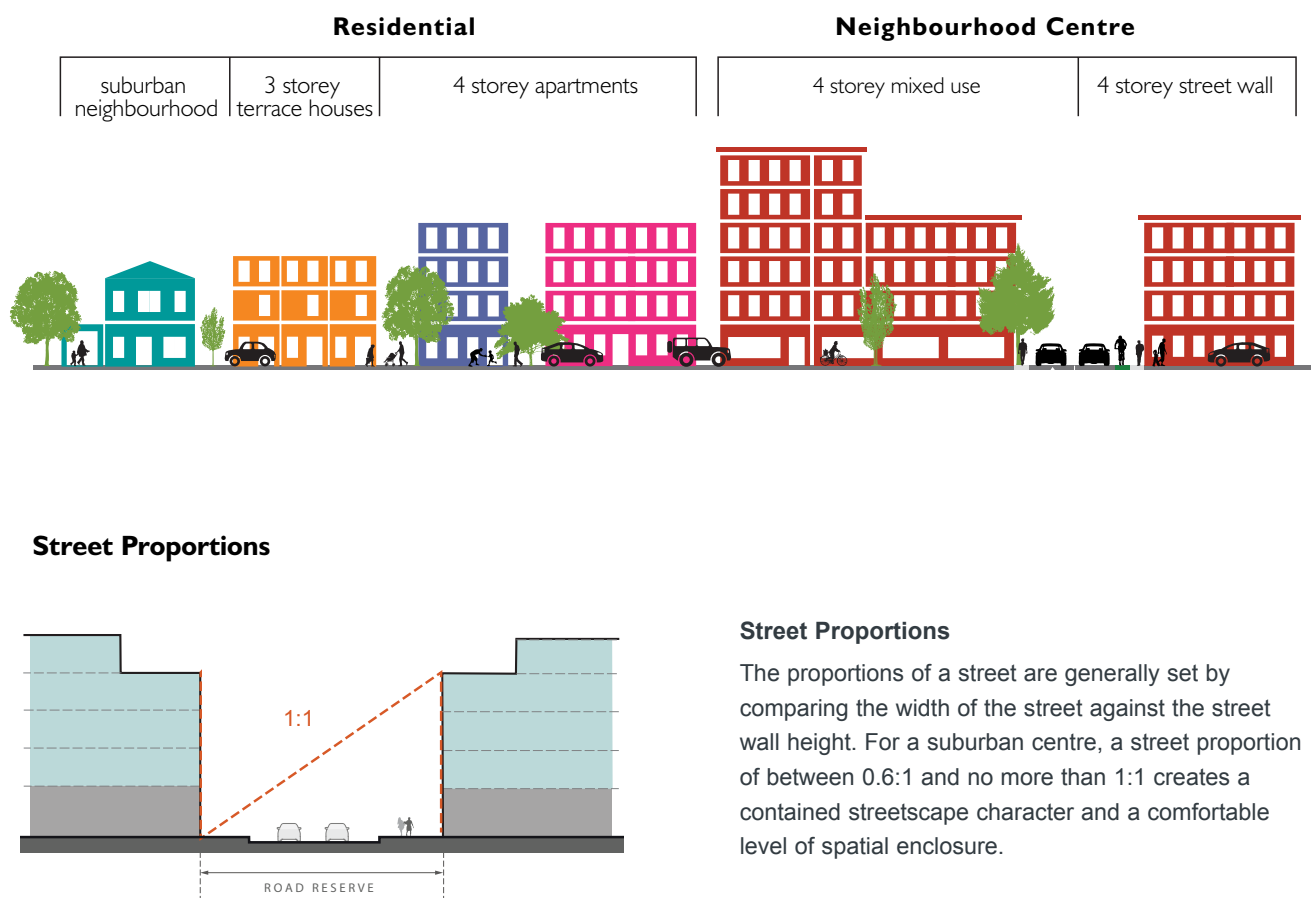
Application of the Place Making Principles in the Structure Plan

		<table><tr><td>Centres Hierarchy</td><td colspan="2">Zone B2 Local Centre Height FSR</td><td colspan="2">Zone R4 High Density Residential Height FSR</td></tr><tr><td>Village Centres</td><td>6–8 storeys</td><td>2.5:1–3:1</td><td>4–6 storeys</td><td>1:1–1.5:1</td></tr><tr><td>Small Village Centres</td><td>4–6 storeys</td><td>2:1–2.5:1</td><td>3–4 storeys</td><td>0.75:1–1:1</td></tr><tr><td>Neighbourhood Centres</td><td>3–4 storeys</td><td>1.5:1–2:1</td><td>3–4 storeys</td><td>0.75:1–1:1</td></tr></table>	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
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																		
		<p>The economic analysis indicates these building envelopes are feasible. At these locations, the economic analysis also indicates development greater than 4 storeys starts to become less feasible due to increased construction costs, building code requirements and parking rates.</p>																				
P4	The Birrong Neighbourhood Centre is a place of connection. The movement of people is fundamental to the success of the centre. The network of streets and lanes connect the centre to form a legible and accessible environment that is easy to understand.	<p>Cars will travel slowly in the neighbourhood centre, making it easier to cross the street and a pleasant place to walk, cycle, sit and talk. People will find it safe and easy to get around the network of streets, lanes and uncluttered spaces.</p> <p>The metropolitan rail service, Auburn Road and Cooper Road will continue to provide a high level of local and regional accessibility.</p>																				

FIGURE 10.2 Birrong Neighbourhood Centre – Structure Plan



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



2.3 Development Framework

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

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

In addition, the research looked at the building envelopes and living choices needed to achieve the dwelling target in keeping with the desired housing character and market trends. For Zone B1 Neighbourhood Centre, the research assumed shop top housing with basement car parking when calculating the floor space provision.

The precincts within the Birrong Neighbourhood Centre are:

- Gateway precinct
- Residential Frame precinct

FIGURE 10.4 Birrong Neighbourhood Centre – Precinct Plan

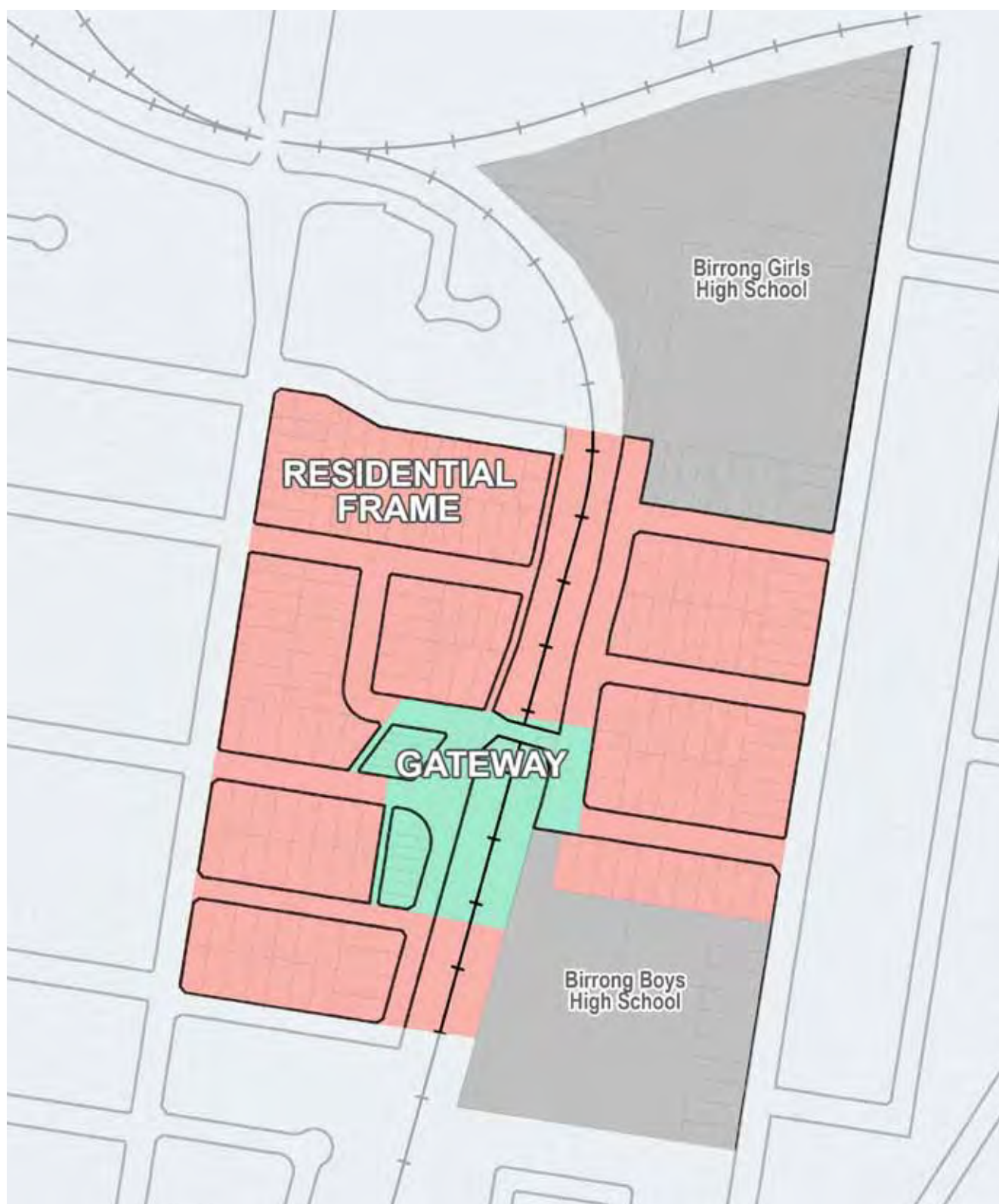


TABLE 9 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the desired character and potential of the Birrong Neighbourhood Centre

Gateway Precinct

Desired precinct character		<p><i>The accessible railway station is the focal point for commuting, a great public space which connects both sides of the railway line. A distinct place that creates a memorable arrival to the neighbourhood centre.</i></p> <p><i>The gateway is also a central place of leisure, a place where people can play, relax and socialise in Avalon Reserve and surrounding urban spaces.</i></p>
Place Making Principles Ref: P3	A1	<p>Infrastructure Delivery Actions</p> <p>Embellish Avalon Reserve and surrounding urban spaces to create a 'sense of place' that serves the long term needs of the community.</p>
	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>
Ref: P4	A3	<p>Work with Transport for NSW to develop a masterplan for the redevelopment and expansion of the Birrong railway station and surrounding land. The masterplan is to be based on the following intended outcomes:</p> <ul style="list-style-type: none"> • Provide Birrong with an accessible station to provide direct and safe access for commuters, pedestrians, cyclists and people with disabilities. • Provide better connections to the neighbouring civic spaces.
	A4	<p>Advocate Transport for NSW for more frequent, direct and prioritised rail and bus services to allow for the long term growth in commuter movements.</p>
	A5	<p>Complete the footpath network with raised crossings and kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the neighbourhood centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.</p>
	A6	<p>In the long term, consider 10km/h shared zones in Jim Ring Lane and Magdella Street to further improve pedestrian safety and amenity.</p>

TABLE 9 cont...

Gateway Precinct

Place Making Principles Ref: P2		Suggested Planning Control Changes
	A7	<p>Accommodate medium-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. The appropriate location is the properties at Nos. 11–19 Hudson Parade and No. 23A Rodd Street. Based on the key considerations around building heights, this location may accommodate up to 6 storeys (2.5:1 FSR) to provide a distinctive skyline to the neighbourhood centre.</p> <p>A height greater than 6 storeys is discouraged at this location as it will conflict with the desired low-rise character of the neighbourhood centre. The overshadowing and visual impacts on the street and surrounding buildings will also be substantially greater.</p>
Ref: P3	A8	<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>
	A9	<p>Allow a street wall up to 4 storeys to contribute to a comfortable level of spatial enclosure and village feel. The remaining storeys are to be setback a minimum 6 metres to reduce the visual impact of the taller elements of buildings and to allow sunlight to penetrate the streets.</p>

TABLE 9 cont...

Residential Frame Precinct

Desired precinct character		<p><i>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the neighbourhood centre. This compact place will accommodate a mix of living choices that respond to local needs. A place where many, from young families to seniors are making their homes within a short walking distance of the railway station. The low-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</i></p> <p><i>The Residential Frame precinct is also a place of green streets. Street trees will define the public domain and strengthen the centre's 'neighbourhood' character, which is valued by the community and one of the reasons people live and spend time in the neighbourhood centre. The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle.</i></p>
Place Making Principles Ref: P4	A1	Infrastructure Delivery Actions Construct footpaths on both sides of local streets to complete the footpath network, and install kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the neighbourhood centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.
	A2	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.
	A3	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 Cooper Road.
	A4	Improve the function and appearance of the Council car park at No. 75 Auburn Road (based on developer contributions) to service the shops where the bulk of the parking demand will be generated.

TABLE 9 cont...

Residential Frame Precinct

Place Making Principles Ref: P2		Suggested Planning Control Changes
	A5	Rezone the property at No. 24 Wentworth Street from Zone R2 Low Density Residential to Zone B1 Neighbourhood Centre to form part of the Auburn Road shops.
	A6	Rezone the remaining properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential. The intended outcome is to provide low-rise living choices within a short walking distance of the main street 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.
Ref: P3	A7	For the Auburn Road shops (Nos. 77–89 Auburn Road, No. 19 Neutral Avenue and No. 24 Wentworth Street): <ul style="list-style-type: none">• Increase the building envelope from 1.5:1 / 2 storeys (plus attic) to 2:1 FSR / 4 storeys (no attic). Apply a minimum lot width of 18 metres to achieve the higher floor space provision. This aims to encourage high quality development with the most efficient parking layout possible. Otherwise a 1.5:1 FSR will apply.• Require active street frontages along Auburn Road.• Allow a street wall up to 4 storeys to contribute to a comfortable level of spatial enclosure and village feel.
	A8	Accommodate low-rise buildings in 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.
	A9	Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.
	A10	Apartment living outside the neighbourhood centre boundary is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).

2.4 Yield Schedule

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

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

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

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

It also means there is no justification for developers 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 Birrong Neighbourhood Centre to 2031 is:

Under the Residential Development Study		
Number of existing dwellings (from a 2004 base)	Target	Total number of dwellings by 2031
639	10	649
Under the North Central Local Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
639	567	1,206

FIGURE 10.5 Birrong Neighbourhood Centre – Infrastructure Improvements

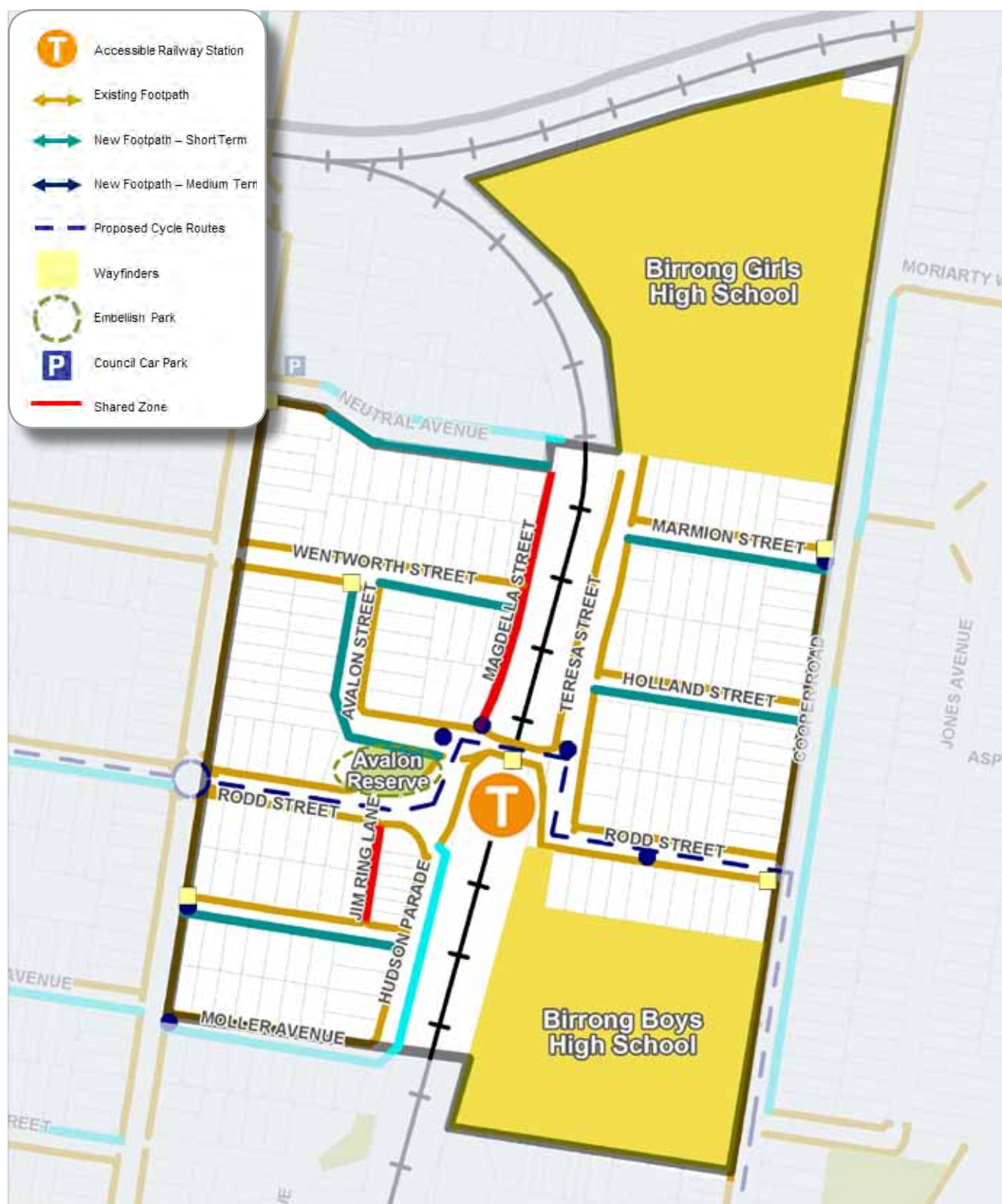


FIGURE 10.6 Birrong Neighbourhood Centre – Indicative Height Distribution





L3

Plan for the Sustainable Renewal of the Rookwood Road Neighbourhood Centre

The review findings reinforce the current structure plan for the Rookwood Road Neighbourhood Centre (refer to Figure 11.1) based on the Hume Highway Corridor Strategy.

The structure plan consolidates the employment activities on the north side of the Hume Highway to take advantage of the prominent location and large lots, and to improve safety by minimising the need for pedestrian activity to cross the highway.

The structure plan incorporates the creation of a new internal road system for business related vehicles to access the enterprise corridor zone (Zone B6) from the rear, so as not to conflict with the highway traffic flow. The road system will require the installation of a roundabout to improve circulation and safety at the intersection of George Street and Powell Street.

In addition, the State Government recently installed traffic signals to improve circulation at the intersection of Rookwood Road and George Street.

The structure plan also provides the opportunity for medium-rise and high-rise apartments to support the neighbourhood centre provided it is located away from the Hume Highway and the Rookwood Road Deviation (to ensure good amenity for new residents), and acts as a transition to the low density neighbourhood area.

The built form reinforces the Remembrance Driveway landscape corridor, and the link to the Bankstown CBD via Rookwood Road. The review looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character. Table 10 provides a breakdown of the planning control changes that would best achieve the desired character and potential of the neighbourhood centre.

L3

IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Roads Program

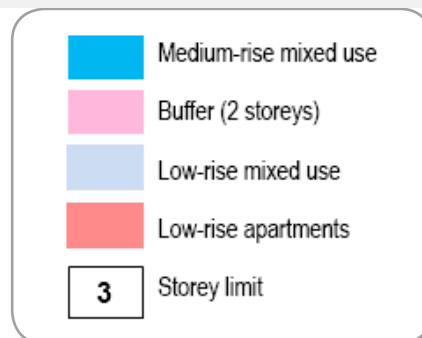
Table 10 – Provides a breakdown of the planning control changes that would best achieve the desired character and potential of the Rookwood Road Neighbourhood Centre

Dwelling target to 2031 based on planning control changes	300	
Desired precinct character	<p><i>The Rookwood Road Neighbourhood Centre will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor, and will support economic activity as its primary role. Medium-rise mixed use buildings will mark this important intersection with enterprise activities facing the highway, and supporting housing at the rear. The built form will provide residents with good amenity (noise and air quality), and enhance the Remembrance Driveway landscape corridor. Low-rise buildings at the outer edge will provide a transition to the surrounding suburban neighbourhood.</i></p> <p><i>The neighbourhood centre will merge as an extension to the Bankstown CBD, a place that connects people, business and public transport. The neighbourhood centre will celebrate the local heritage that makes this place unique as it sits at the original location of the Bankstown CBD prior to the opening of the railway line.</i></p>	
Suggested planning control changes	A1	Within Zone B6 Enterprise Corridor, maintain the current height limits due to urban design and Bankstown Airport airspace restrictions.
	A2	For the properties at Nos. 324–326 Hume Highway: <ul style="list-style-type: none"> • Increase the building envelope from 2:1 to 2.5:1 FSR to match the 7 storey limit. • Amend the minimum setback for dwellings to Rookwood Road to 3 metres, and do not apply a minimum setback to Davis Lane.
	A3	Within Zone B6 Enterprise Corridor, a review indicates it may be possible to reduce the minimum highway setback for dwellings on large sites, from 20 metres to 10 metres provided there is appropriate amenity (noise and air quality) protection for future residents. Otherwise a 20 metre setback will apply.
	A4	Within Zone B6 Enterprise Corridor, maintain the landscaping requirement to enhance the Remembrance Driveway landscape corridor.
	A5	Within Zone B1 Neighbourhood Centre, require active street frontages along Rookwood Road.
	A6	Within Zone R4 High Density Residential, maintain the current planning controls.

FIGURE 11.1 Rookwood Road Neighbourhood Centre – Structure Plan



FIGURE 11.2 Rookwood Road Neighbourhood Centre – Indicative Height Distribution





L4

Maintain the Neighbourhood Character of the Condell Park Neighbourhood Centre

Council's research proposes to maintain the low density character of the Condell Park Neighbourhood Centre. The current character provides the centre with a small scale village atmosphere that is compatible with the surrounding suburban neighbourhood. It is therefore proposed to maintain the current local centre zone (Zone B2). There is the opportunity to create a well-balanced built form by permitting a 2:1 FSR across the centre and a 4 storey limit (no attic).



There is also the opportunity to renew the existing community facility at No. 43 Simmat Avenue to serve the long term needs of the community. This would involve a mixed use zone to integrate this community facility with the main street. Any future redevelopment would review the location and design of the community facility and civic space to meet current and future needs.

L4

IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Urban Renewal Program

L5

Plan for Additional Dwelling Growth in the Regents Park Precinct

The Regents Park Urban Neighbourhood Precinct will merge as an extension to the Regents Park Small Village Centre, a place that connects people, business and public transport.

The Regents Park Urban Neighbourhood Precinct is also a popular place with increasing demand for housing. This growth offers an exciting opportunity to transform the precinct into a welcoming and distinctive place for people that is well-used and well-loved.

To shape the urban renewal plan for the Regents Park Urban Neighbourhood Precinct, 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 North Central 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 urban neighbourhood 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 urban neighbourhood 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.



L5

IMPLEMENTATION

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



5.1 Planning Context for the Regents Park Urban Neighbourhood Precinct

The urban form of the Regents Park Urban Neighbourhood Precinct is a functional response to the requirements and activities of a suburban neighbourhood.

This planning context overview looks at the role of the Regents Park Urban Neighbourhood Precinct 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 precinct.

TABLE 11 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 Regents Park Small Village Centre as a small local centre, where the main street is surrounded by residential uses.

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 11 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 the Regents Park Precinct as forming part of the urban neighbourhood. However, it is recognised over time, the Regents Park Urban Neighbourhood Precinct will merge as an extension to the Regents Park Small Village Centre. A small village centre includes a small strip of shops and adjacent residential area within a 5–10 minute walk (400 metre radius) containing between 800 and 2,700 dwellings. The other small village centres in the City of Bankstown are Bass Hill, Greenacre, Panania, Punchbowl and Sefton.

The Bankstown Residential Development Study sets a target of 85 additional dwellings for the Regents Park Urban Neighbourhood Precinct (within the City of Bankstown). At the time, the target from a 2004 base was set in response to the Department's Draft West Central Subregional Strategy. This means the total number of dwellings is targeted to grow from 127 dwellings in 2004 to 212 dwellings in 2031. To date, there has been little change in the Regents Park Urban Neighbourhood Precinct.

Current planning controls

The light industrial zone (Zone IN2) permits light industries, warehouses and vehicle body repair workshops. The floor space ratio is 1:1.

The high density residential zone (Zone R4) permits houses, multi dwelling housing and residential flat buildings. The floor space ratio is 0.6:1 and the height limit is 2–3 storeys plus attic.

The low density residential zone (Zone R2) in the suburban neighbourhood 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 11 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 Regents Park Urban Neighbourhood Precinct now and in the future:

- Suburban neighbourhood feel.
- Street trees, parks and green spaces.
- Safe and clean streets.

The North Central 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 within the Regents Park Urban Neighbourhood Precinct:

- The small village centre is well served by public transport infrastructure, and will be in a good position to capitalise on the residents and commuters passing through daily.
- There is the opportunity to create a compact urban neighbourhood with an emphasis on urban design. A compact centre would involve confining the most intense development along Auburn Road. Auburn Road is the natural spine for growth. The compact urban neighbourhood would develop a system of city walks which link people to desirable destinations.
- There is the opportunity to provide better pedestrian and cycle amenity on Auburn Road, connecting to services and amenities – particularly the railway station, shops, local schools, and local and regional open space.
- Magney Park is well located centrally within the precinct. There is the opportunity to create a focal point for the community, and to provide a better built form to address the park and provide greater activation.
- There is the opportunity to enhance the existing street tree amenity, particularly the Auburn Road frontage (including areas in private ownership within setbacks along the western side of Auburn Road).
- There is the opportunity to provide increased permeability (new roads) and amenity (new open space) for large lots in single ownership and large consolidated industrial use lots when changing to residential uses.
- Sydney Trains and Auburn City Council are proposing to widen the railway overpass in the Regents Park Small Village Centre, which is likely to improve traffic movements on Auburn Road. If traffic constraints are resolved, there is the potential to revise the dwelling target for the Regents Park Urban Neighbourhood Precinct (within the City of Bankstown) to 900 additional dwellings by 2031.
- Generally retain the existing low density residential character. The transition from higher density development to the suburban neighbourhood is an important consideration.

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

TABLE 11 cont...

Planning Context Overview

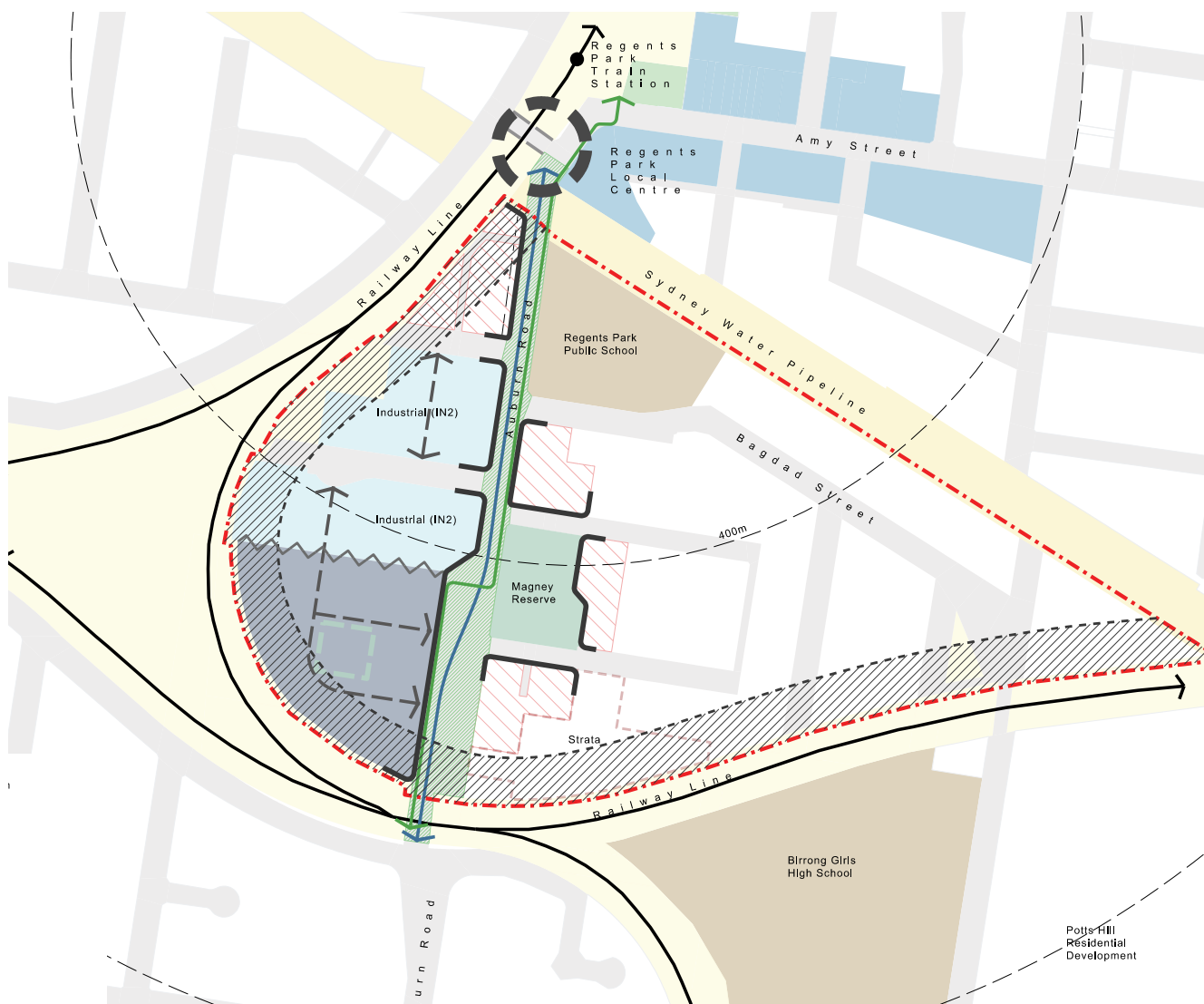
Constraints

The strategic analysis identifies the following key constraints, which may impact on the capacity for growth in the Regents Park Urban Neighbourhood Precinct:

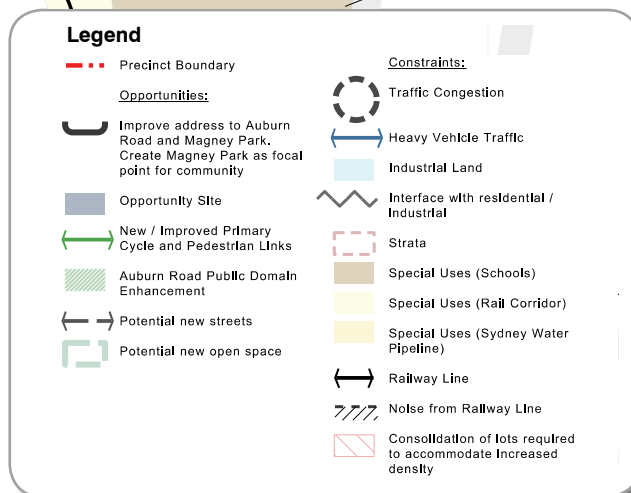
- The pipeline creates a clear divide in the small village centre. A challenge is the lack of connectivity between the small village centre and the urban neighbourhood precinct.
- Auburn Road is a busy road with a poor environment (air quality and noise) due to traffic. Traffic congestion and intersection capacity limits growth in the urban neighbourhood precinct to 250 additional dwellings without longer term infrastructure upgrades.
- Heavy vehicle traffic on Auburn Road is unlikely to change.
- Railway noise is an issue and requires consideration of appropriate built form and setbacks to provide good amenity for future residents.
- The industrial land is not able to be rezoned to residential uses until future contamination studies are completed. At present, the property owners are not interested in redevelopment. Council cannot support land use change until the suitability for residential is ascertained.
- The site at Nos. 30–46 Auburn Road must provide appropriate setbacks to the adjacent industrial uses to provide suitable amenity for future residential uses.

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

FIGURE 12.1 Regents Park Urban Neighbourhood Structure Plan – Opportunities and Constraints



Source: Auburn Road Neighbourhood Precinct Urban Design Study (Architectus 2014)



5.2 Desired Character and Structure Plan for the Regents Park Urban Neighbourhood Precinct

Desired Character

Establishing the desired character for the Regents Park Urban Neighbourhood Precinct 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 urban neighbourhood.

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 urban neighbourhood'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 12.2) to bring positive change to the urban neighbourhood.

The Regents Park Urban Neighbourhood Precinct will support the residential growth of the Regents Park Small Village Centre, with Auburn Road the primary spine. Magney Reserve will be the focal point for the community, an inviting place where people choose to gather and socialise.

Leafy, green streets will connect people to Magney Reserve and the low-rise liveable neighbourhoods, and provide a stunning platform from which to journey into the small village centre. This street network will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, cycle, sit

and talk. There is the opportunity to extend this street network and provide increased permeability (new roads) and amenity (new open space) as part of the redevelopment of the site at Nos. 30–46 Auburn Road and the large consolidated industrial use lots when changing to residential uses.

Low and medium-rise buildings at appropriate locations will correspond with the amenity and infrastructure capacity of this precinct. The built form will provide residents with good amenity (noise and air quality).

TABLE 12

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

P1	The Regents Park Urban Neighbourhood Precinct is a place with a strong community focus, with a place that brings people together.	The structure plan identifies Magney Reserve as fundamental to bringing people and activities together in the one location to provide a strong focus for the community. A quality public place that meets the needs of the growing community. A distinct place that creates a memorable arrival to the small village centre.
P2	The Regents Park Urban Neighbourhood Precinct 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. The extension of the street network to the west of Auburn Road will improve connectivity within this portion of the precinct.	<p>Cars will travel slowly in the urban neighbourhood, 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.</p> <p>The metropolitan rail and bus services and Auburn Road will continue to provide a high level of local and regional accessibility.</p> <p>A new street and block pattern is necessary to integrate the eastern and western portions of the precinct across Auburn Road and to create greater permeability and connectivity within the precinct to open spaces, schools, centres and transport. A finer network of streets also provides better address for residential development and increases safety and surveillance. Future street patterns should be interconnected and avoid dead ends, particularly for the site at Nos. 30–46 Auburn Road.</p>
P3	The Regents Park Urban Neighbourhood Precinct 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 identifies Auburn Road as the natural spine for growth. The structure plan also identifies the urban neighbourhood boundary as a 5 minute walking distance measured from the railway station, adjusted where appropriate to account for major features such as the industrial lands and school. This distance provides an adequate level of containment for an urban neighbourhood of this size, and is an appropriate fit within the centres hierarchy.</p> <p>This compact place will contain sufficient capacity to accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. Apartment living outside the urban neighbourhood boundary is discouraged as it conflicts with the preservation of the prevailing low-rise character of the suburban neighbourhood.</p>

TABLE 12 cont...

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

P4 The Regents Park Urban Neighbourhood Precinct is an appropriate fit within Council's strategic centres hierarchy. 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 urban neighbourhood will be home to a diversity of building forms.

The structure plan identifies Auburn Road as a place of well-proportioned, human scale buildings and streets that contribute to the sense of comfort and village feel. Based on the urban design analysis, a traditional small village centre is comprised of buildings that created 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 taller elements at appropriate locations that do not impact on the amenity of neighbouring properties. There is 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.

If traffic constraints are resolved, this process recommends medium-rise development on the western side of Auburn Road, and low-rise development on the eastern side of Auburn Road (subject to context considerations) to achieve an appropriate fit within the Metropolitan Plan and Council's strategic centres hierarchy.

Centres Hierarchy	Zone B2 Local Centre		Zone R4 High Density Residential	
	Height	FSR	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 6 storeys starts to become less feasible due to increased construction costs, building code requirements and parking rates.

TABLE 12 cont...

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

P5	The Regents Park Urban Neighbourhood Precinct is a place that provides growth for large consolidated sites in close proximity to public transport.	<p>The site at Nos. 30–46 Auburn Road is a large consolidated site with an area of approximately 2 hectares. This site presents a unique opportunity to provide housing within 500 metres of the Regents Park Small Village Centre and railway station.</p> <p>The urban design analysis tested the potential increased floor space and height on this site. The testing is based on the envelope options in the Auburn Road Neighbourhood Precinct Urban Design Study, which include streets and open space.</p> <p>An increase in FSR to 1.75:1 would result in 6 storey buildings along Auburn Road and 8 storey buildings on the remainder of the site. This range of heights is consistent with the heights within high density residential zones adjacent to the Regents Park Small Village Centre and the principles of the structure plan.</p>
P6	The Regents Park Urban Neighbourhood Precinct is a place that provides a transition in height from higher in the west to medium-rise at Auburn Road to low-rise around the Magney Reserve with the retention of the low scale neighbourhood to the east.	<p>The principle to transition heights across the precinct from taller in the west to lower in the east remains relevant to minimise visual and overshadowing impacts on the retained R2 low density residential zone. It also remains relevant to provide an appropriate residential scale in proximity to high amenity around Magney Reserve and within walking distance to the railway station and the small village centre.</p> <p>The recommended 3 storey heights along the eastern side of Auburn Road and around the park and the 6 storey heights along the western side of Auburn Road define a step in scale to the lower scale houses in the east. An increase in height to 8 storeys west of Auburn Road would support some additional development capacity with no additional amenity impacts on the existing context and be consistent with the centre hierarchy.</p>
P7	The Regents Park Urban Neighbourhood Precinct is a place that provides an interface between the future residential uses along the railway line and the existing industrial properties.	<p>The site at Nos. 30–46 Auburn Road is impacted by the rail freight line along the south and western boundaries and by the adjacent industrial uses to the north. Generous setbacks and deep soil zones (10 metres) along these edges provide the opportunity for significant tree planting to ameliorate the poor outlook and noise impacts. Future development should be designed to minimise the number of buildings with single-aspect apartments facing these edges.</p> <p>The 10 metre setback along the north boundary (adjacent to the industrial uses) also supports buildings heights up to 8 storeys by providing half of the SEPP 65 separation requirement.</p> <p>The location of open space in the south-west portion of the site is discouraged as it results in poor quality open space that is segregated from the majority of residential buildings.</p>

TABLE 12 cont...

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

P8

The site at Nos. 30–46 Auburn Road is a place that provides new open space.

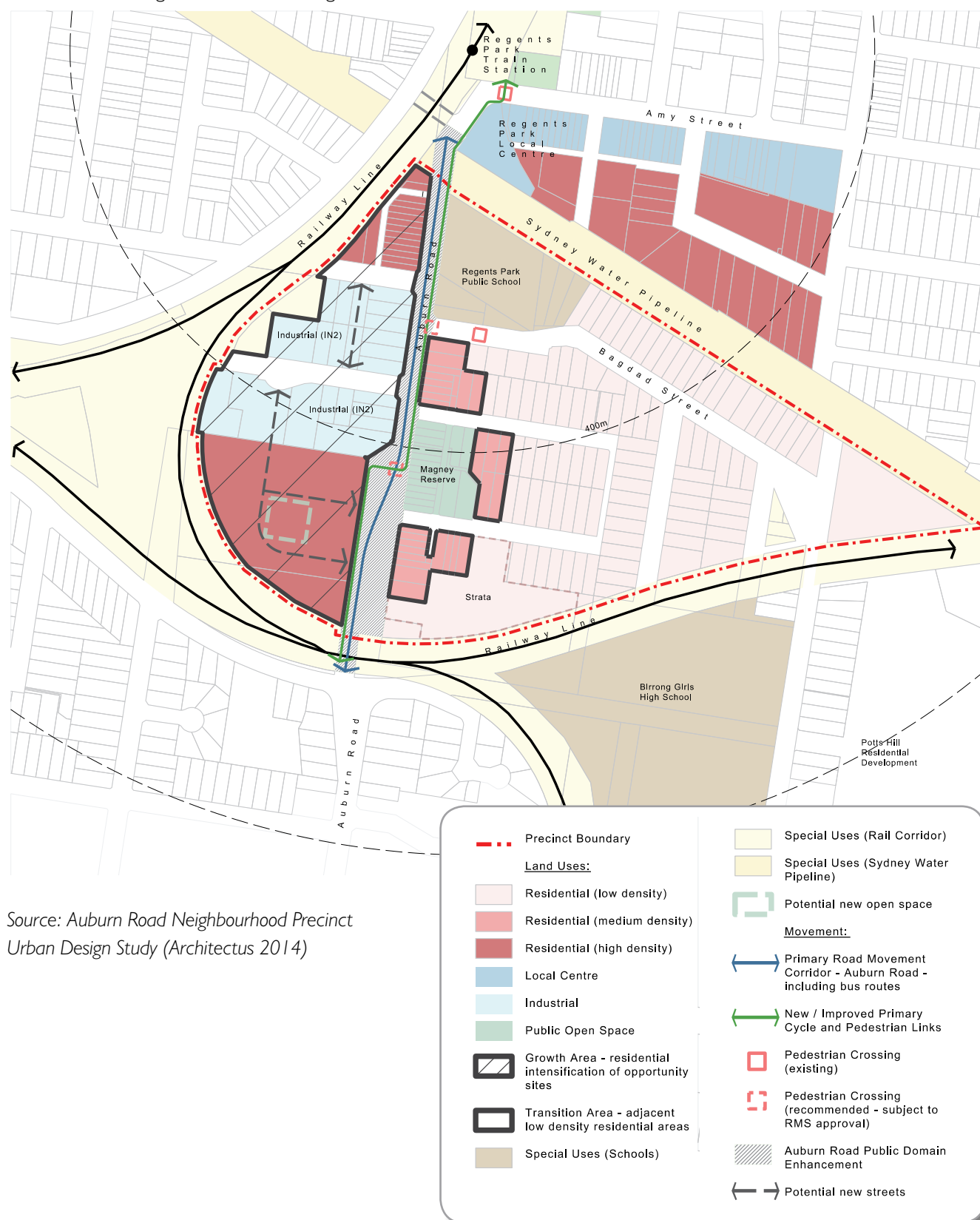
As the site is significantly impacted by its edge conditions, it is imperative that any proposal on the site creates high quality residential amenity.

A centrally located open space provides the potential for the maximum number of apartments to have a landscape outlook. Landscape area along the site edges and between buildings also enhances the landscape character of the site, better integrating it with the Auburn Road tree planting, Magney Reserve and the residential streets to the east.

A centrally located open space also discourages the following poor design outcomes:

- The location of open space in the south–west portion of the site as it results in poor quality open space that is segregated from the majority of residential buildings.
- The segregation of the proposed streets from the open space.
- The potential for the proposed open space and streets being dominated by overly tall and long connected buildings form.
- The termination of the proposed streets in the form of culs-de-sac.

FIGURE 12.2 Regents Park Urban Neighbourhood Precinct – Structure Plan



Source: Auburn Road Neighbourhood Precinct Urban Design Study (Architectus 2014)

5.3 Development Framework

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

The development framework would benefit from a 'precinct' approach (refer to Figure 12.3) 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.

The precincts within the Regents Park Urban Neighbourhood Precinct are:

- Residential Frame precinct
- Terrace Housing precinct

FIGURE 12.3 Regents Park Urban Neighbourhood Precinct – Precinct Plan

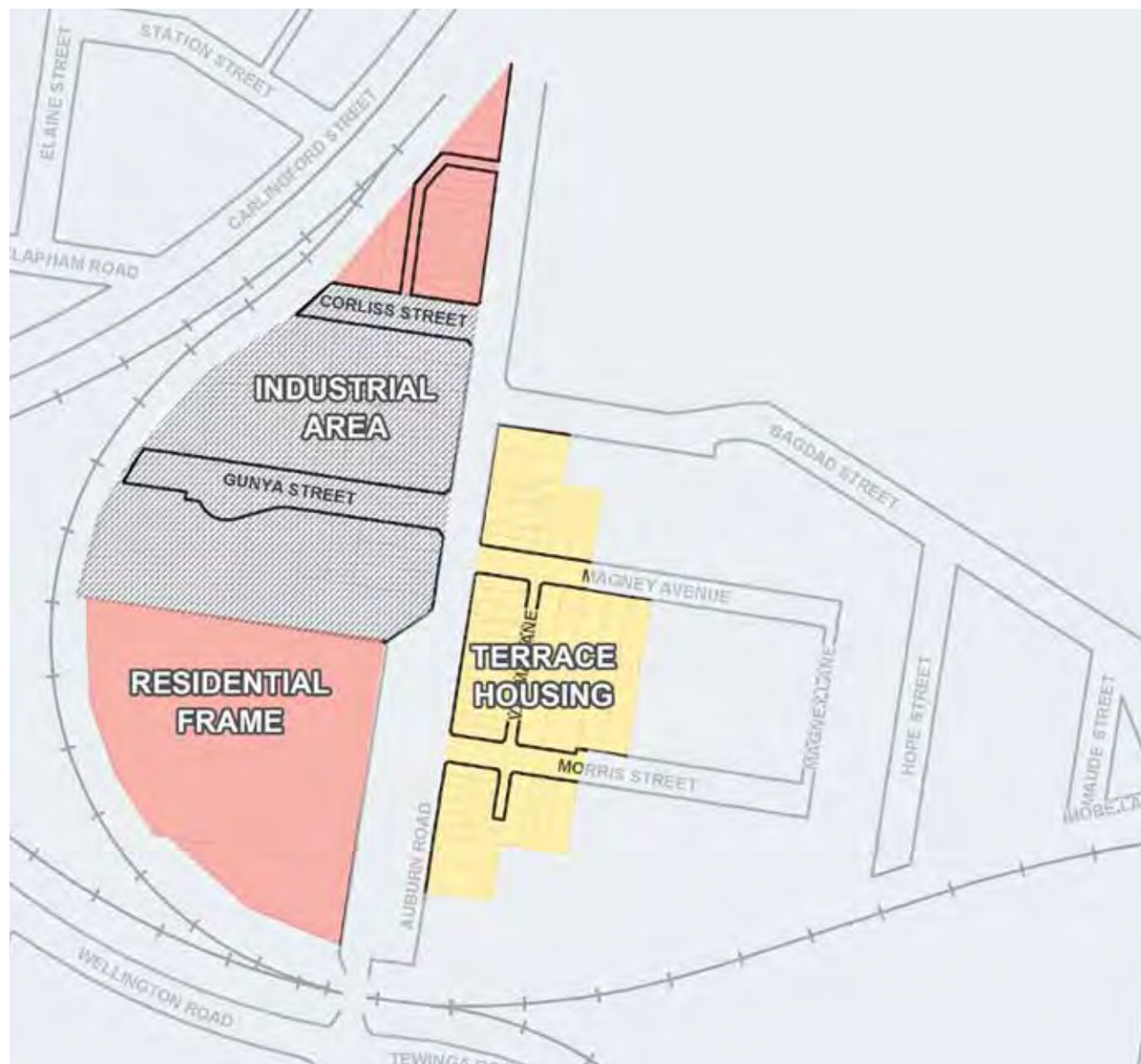


TABLE 13 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the desired character and potential of the Regents Park Urban Neighbourhood Precinct

Residential Frame Precinct

Desired precinct character		<p><i>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the small village centre. This compact place will accommodate a mix of living choices that respond to local needs. A place where many, from young families to seniors are making their homes within a short walking distance of 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, green 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>Embellish Magney Reserve to create a welcoming and successful open space that functions as a focal point for the community. An inviting place where people choose to walk, relax, sit and talk.</p>
Ref: P2	A2	Construct footpaths on both sides of Auburn Road and the streets surrounding Magney Reserve to complete the footpath network, and install kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the urban neighbourhood easily and safely will become an even greater priority to ensure we have a balanced transport system.
	A3	Embellish Auburn Road and local streets with street trees to create a pleasant place to walk and cycle. A distinct place that creates a memorable arrival to the small village centre.
	A4	Formalise a north-south regional cycle link along Auburn Road.
	A5	To facilitate Actions A1–A4, accommodate medium-rise and medium high-rise buildings on the site at Nos. 30-46 Auburn Road. Based on the key considerations around building heights, allow up to 6 storeys along Auburn Road and up to 8 storeys on the remainder of the site (1.75:1 FSR). The proponent and Council will also engage in discussions regarding an appropriate mechanism to realise certain improvement works in a timely manner.

TABLE 13 cont...

Residential Frame Precinct

Place Making Principles Ref: P3	A6	Suggested Planning Control Changes Rezone the properties bound by Auburn Road, Corliss Street and the railway line from Zone R2 Low Density Residential to Zone R4 High Density Residential. The intended outcome is to provide medium-rise living choices within a short walking distance of the small village centre. 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.
Ref: P4-P6	A7	Accommodate medium-rise buildings on the western side of Auburn Road. The intended outcome is to provide well-proportioned, human scale buildings and streets that contribute to the sense of comfort and village feel. The intended outcome is to also provide an appropriate built form transition to the low-rise housing on the eastern side of Auburn Road. Based on the key considerations around building heights, allow up to 6 storeys (1.5:1 FSR). A height greater than 6 storeys along the Auburn Road frontage is discouraged as the overshadowing and visual impacts on the street and neighbouring houses will be substantially greater.
Ref: P6	A8	Require buildings to not exceed a maximum depth of 22 metres and to not exceed a maximum building length of 45 metres.
Ref: P7	A9	Require development to provide the following setbacks: <ul style="list-style-type: none"> • Minimum 6 metre setback to Auburn Road. • Minimum 10 metre setback to industrial land. However, where a building length faces the industrial land, provide a minimum 24 metre setback. • Minimum 4 metre setback to internal streets. • Preference for building ends, not lengths, to face the railway corridor. Minimum 6 metre setback to the railway corridor for building ends. Generous setbacks and deep soil zones along these edges provide the opportunity for significant tree planting to ameliorate the poor outlook and noise impacts. Future development should be designed to minimise the number of buildings with single-aspect apartments facing these edges.
Ref: P8	A10	Require the site at Nos. 30–46 Auburn Road to provide a centrally located open space that provides the potential for the maximum number of apartments to have a landscape outlook.

TABLE 13 cont...

Terrace Housing Precinct

Desired precinct character		<i>The Terrace Housing precinct is a liveable neighbourhood which marks the outer edge of the small village centre. This place will offer terrace housing as a living choice. The low-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</i>
Place Making Principles Ref: P3	A1	<p>Suggested Planning Control Changes</p> <p>Rezone the properties in this precinct from Zone R2 Low Density Residential to Zone R3 Medium Density Residential.</p> <p>The intended outcome is offer terrace housing as a living choice that respond to local needs. Zone R3 does not permit low density options such as dual occupancies. The proposed extent of the medium density residential zone will provide sufficient capacity to meet population projections and local housing needs to 2031.</p>
Ref: P4	A2	<p>Accommodate low-rise housing to provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</p> <p>Based on the key considerations around building heights, allow up to 3 storeys (0.75:1 FSR).</p>

5.4 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 is a number of new residential accommodation that are unlikely to redevelop before 2031. The research also recognises a building envelope is not a building, but a three dimensional shape that may

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

The implication is the North Central Local Area Plan increases the capacity of the urban neighbourhood 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 Regents Park Urban Neighbourhood Precinct to 2031 is:

Under the Residential Development Study		
Number of existing dwellings (from a 2004 base)	Target	Total number of dwellings by 2031
127	85	212
Under the North Central Local Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
127	591	718

FIGURE 12.4 Regents Park Urban Neighbourhood Precinct – Infrastructure Improvements

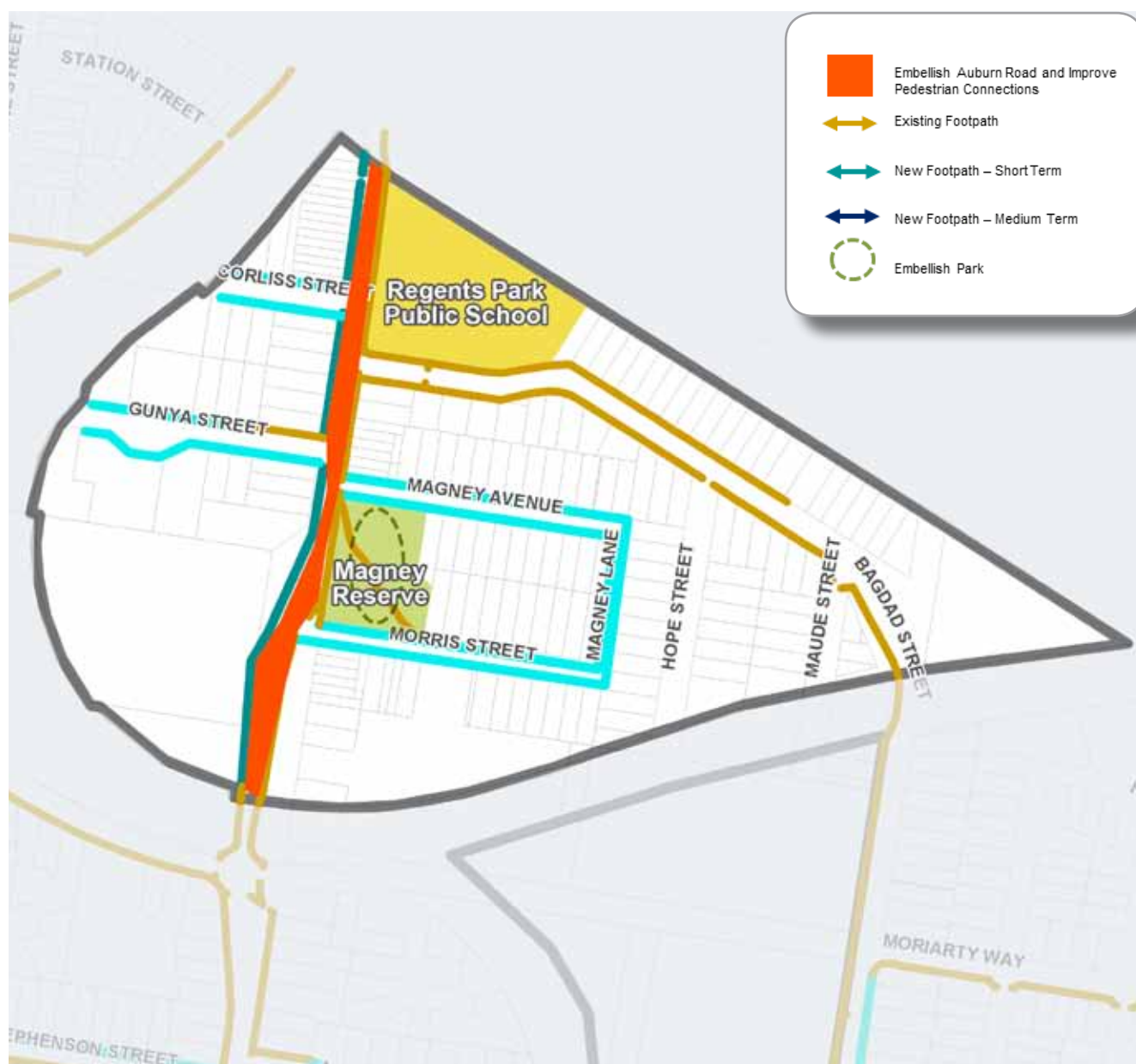
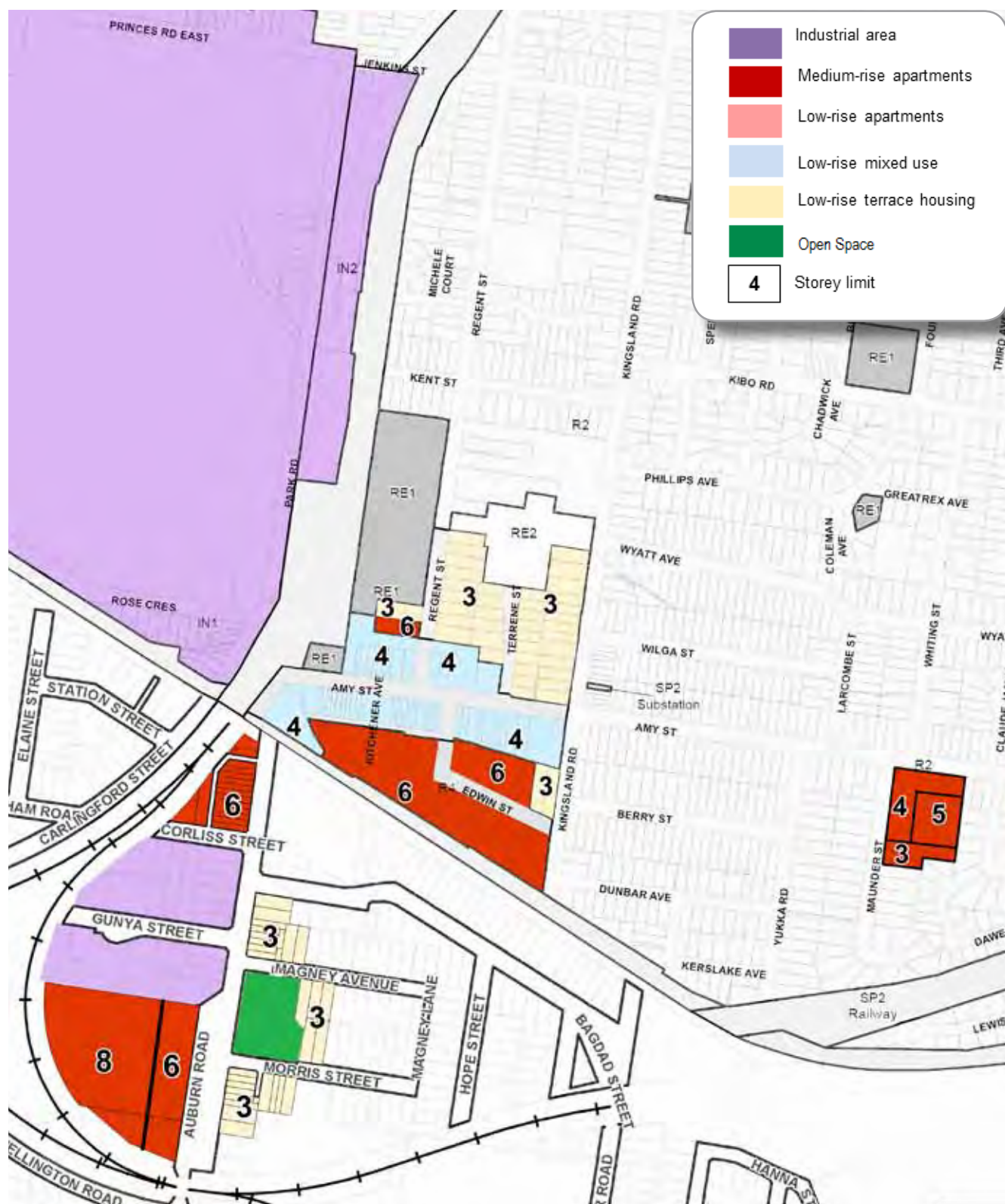


FIGURE 12.5 Regents Park Urban Neighbourhood Precinct – Indicative Height Distribution





L6

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 North Central 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 14) subject to:

- Some planning control changes to certain neighbourhood shops as shown in Table 14.
- The investigation of opportunities to provide seniors housing and aged care facilities.

- 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 implementation of the relevant floodplain risk management plan that applies to the North Central Local Area.

L6

IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP

TABLE 14

Potential land capacity in the Suburban Neighbourhood Precinct

Existing dwellings	11,710
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.</p> <p>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 and neighbourhood centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).</p>

TABLE 14 cont...

Potential land capacity in the Suburban Neighbourhood Precinct

Research findings

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 15 **Distribution of dwelling target in the Suburban Neighbourhood Precinct**

Dwelling target to 2031 based on planning control changes	1,385	
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.</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 and neighbourhood centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).
	A3	Focus on low-rise shop top housing within Zone B1 Neighbourhood Centre to achieve the dwelling target.
	A4	<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. 91–97 Avoca Street in Yagoona Nos. 674–686 Hume Highway in Yagoona.



L7

Protect the Heritage Character of the North Central 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 North Central Local Area:

- Sydney Water Tower at No. 300 Hume Highway in Bankstown
- Allder's Farmhouse at No. 49 Hill Road in Birrong
- Corner store at No. 65 William Street in Condell Park
- Potts Hill Reservoirs 1 and 2 and site at No. 146 Rookwood Road in Potts Hill
- Regents Park Public School at No. 2A Bagdad Street in Regents Park

- Sefton Junction Substation at No. 96 Wellington Road in Regents Park
- Former Brancourt's Garage and Motor Showroom at No. 401 Hume Highway in Yagoona
- House at No. 76 Powell Street in Yagoona
- Carinya House at No. 50 Rookwood Road in Yagoona
- Sydney Water Supply Pipeline.

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

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 13):

Property	Local significance
No. 115 William Street in Condell Park	The house is historically significant as it demonstrates the historic themes of settlement, accommodation (housing) and early 20th century subdivision patterns. The house is a weatherboard interwar period house with unusual detailing and is a rare example of the early development of the Condell Park Estate subdivision in 1918.
No. 7 Avoca Street in Yagoona	The house is historically significant as it is a War Services Commission Home constructed in 1921. The house retains stylistic traits of a modest yet distinctive house, which illustrates the Commission house designs of the 1920s. The house is a rare example of one of a small number of Commission houses in the City of Bankstown.
Nos. 110, 112, 116 and 118 Marion Street and No. 2A Pringle Avenue in Bankstown	The houses are a locally rare group of contiguous Federation Queen Anne and Inter-War California Bungalow style houses. The house at No. 110 Marion Street is an Inter-War Californian Bungalow and the houses at Nos. 112, 116 and 118 Marion Street and No. 2A Pringle Avenue are Federation Queen Anne style houses. The heritage significance of these properties is enhanced as a group.

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.

The heritage review also identifies the following items to be removed from the LEP:

- The property at No. 646 Hume Highway in Yagoona (known as the former 'Globe Inn' site).
- The properties at Nos. 724–734 in Yagoona (known as the former 'Crooked Billet Inn' site).
- The properties at Nos. 2 and 2A Hume Highway in Chullora (known as the former 'Jackson's Royal Arms Inn' site).

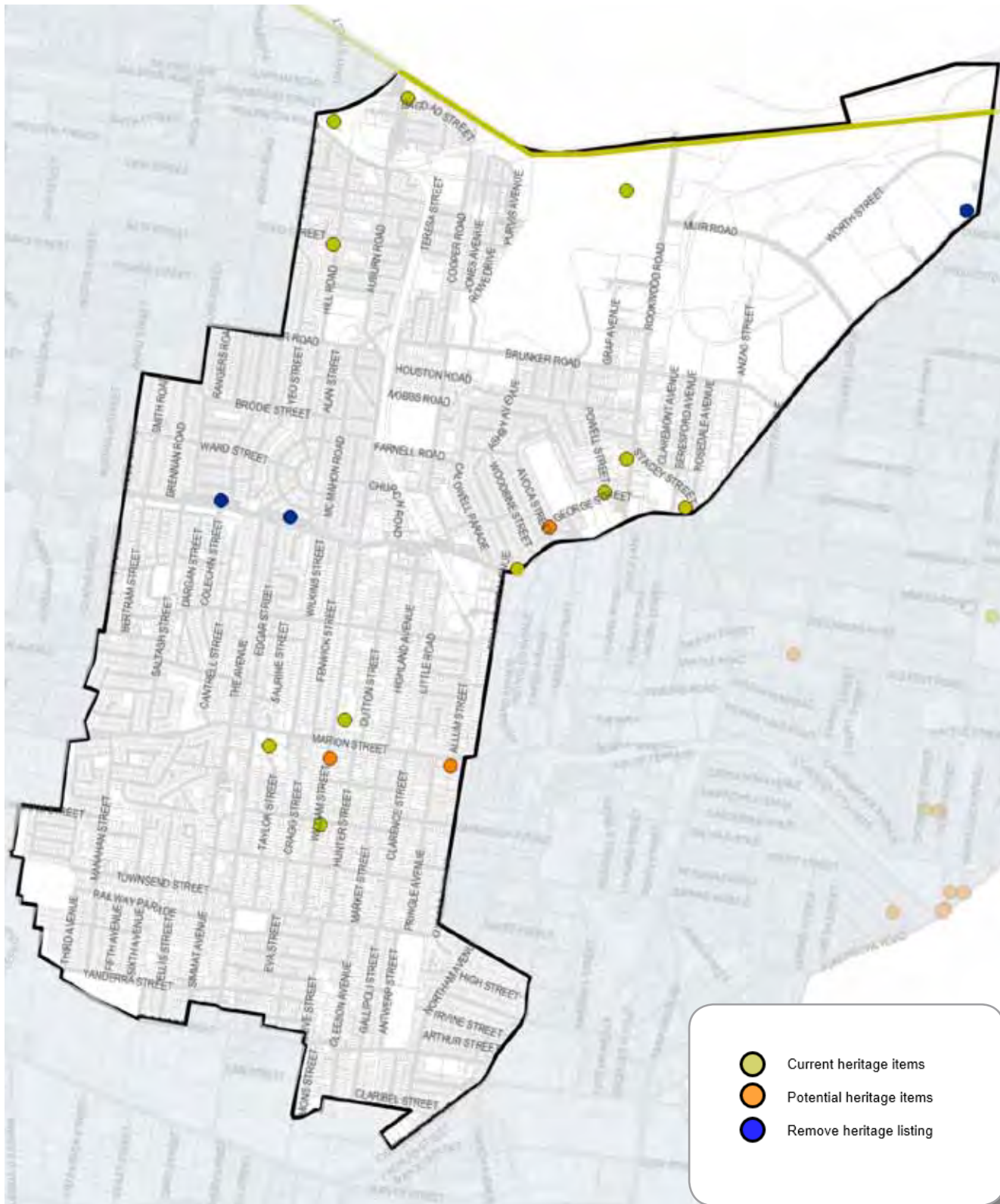
The review indicates these properties no longer contain any substantial archaeological and documentary evidence to support the current heritage listings.

L7

IMPLEMENTATION

- **Amend Bankstown DCP**

Map of the City of Port Phillip showing heritage items. The map displays a grid of streets with various colored dots indicating the status of heritage items. A legend in the bottom right corner defines the colors: green for 'Current heritage items', orange for 'Potential heritage items', and blue for 'Remove heritage listing'. The map shows a dense network of streets, with a thick black line outlining the city boundary. A yellow line runs along the top edge of the map. Numerous street names are visible, including Smith Road, Ward Street, and High Street. The map is oriented with North at the top.



L8

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

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.

L8

IMPLEMENTATION

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



L9

Make Local Facilities More Sustainable for Community Services

Council is committed to providing high quality meeting spaces for the community, and is proposing new facilities that meet the needs of multiple community services. The co-location of these services at focal points means some other land in the North Central Local Area is surplus to Council's needs.

L9

IMPLEMENTATION

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

TABLE 16

Community facilities in the North Central Local Area

Facility	Proposed Service/Activity
Yagoona Senior Citizens Hall and Early Childhood Centre	Provide a new high quality multi-purpose community facility adjacent to Gazzard Park that serves the long term needs of the community. The new community facility will consolidate the existing senior citizens hall and early childhood centre (refer to Action L1).
	Phase out Council's involvement in the provision of early child care. The current provision is based on a historical agreement with NSW Health which no longer serves current needs.
Condell Park Community Centre (No. 43 Simmat Avenue in Condell Park)	Renew the existing community facility to serve the long term needs of the community. This would involve a local centre zone (Zone B2) to integrate this community facility with the main street. Any future redevelopment would review the location and design of the community facility and civic space to meet current and future needs (refer to Action L4).
Bankstown Youth / Aurora Hall (No. 1 Alder Street in Bass Hill)	This facility is surplus to Council's needs. The Scouts / Guides transition strategy is to consolidate all Scouts and Guides activities in the North East and North Central Local Areas into one 'Youth Hub' site at the Bass Hill Scout Hall in Manuka Reserve.
Birrong Band Hall (No. 134 Auburn Road in Birrong)	Maintain this hall to serve the long term needs of the community.

L10 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.

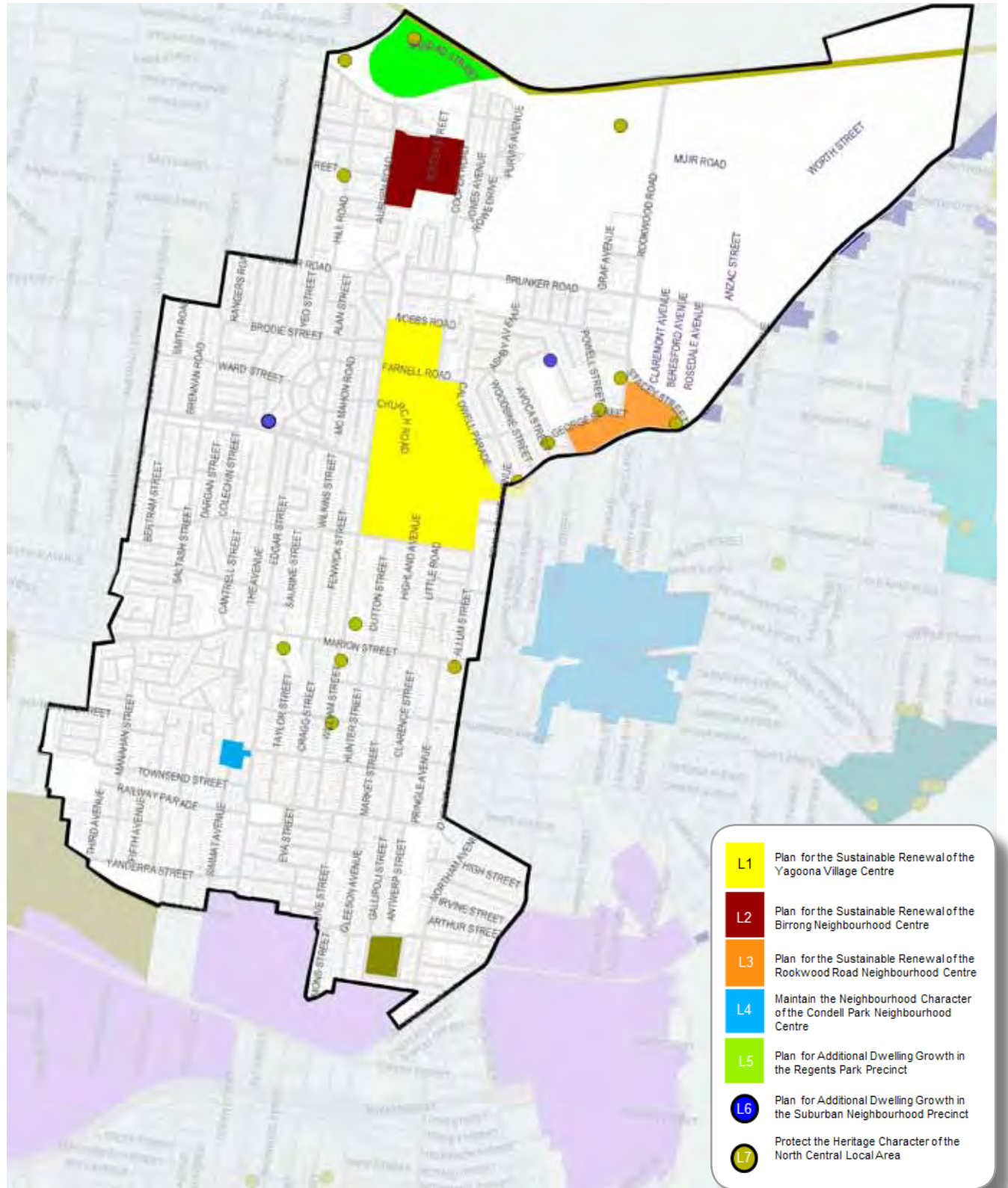
This action aims to enable these facilities to partially accommodate some of the uses occupying existing Council facilities and / or assist in catering for future demand. Council will lead the way by investigating the best method to unlock access to these facilities in collaboration with schools and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

L10 IMPLEMENTATION

- **Develop partnership with local schools**

Legend:

- L1** Plan for the Sustainable Renewal of the Yagoona Village Centre
- L2** Plan for the Sustainable Renewal of the Birrong Neighbourhood Centre
- L3** Plan for the Sustainable Renewal of the Rookwood Road Neighbourhood Centre
- L4** Maintain the Neighbourhood Character of the Condell Park Neighbourhood Centre
- L5** Plan for Additional Dwelling Growth in the Regents Park Precinct
- L6** Plan for Additional Dwelling Growth in the Suburban Neighbourhood Precinct
- L7** Protect the Heritage Character of the North Central Local Area



2.2 Invest

The North Central Local Area is strategically located within a major economic corridor and specialises in high amenity business and technology parks. The State Government's strategic planning identifies the Chullora Technology Park and the Potts Hill Business Park as essential to supporting employment growth in the West Central Subregion. Supplementing these parks is the Enfield Intermodal Logistics Centre.

The Invest Actions aim to strengthen the role of the North Central 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 industrial precincts as attractive employment and investment destinations.





11

Plan for Employment Activities in the Employment Lands Precinct

The Employment Lands Precinct forms part of the West Central Industrial Belt, which extends from Chullora to Smithfield. The precinct comprises the Chullora Technology Park, Potts Hill Business Park and Chullora Industrial Precinct.

The Employment Lands Precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion. The research identifies opportunities to enhance this precinct to meet future demand and take advantage of the proximity to the Enfield Intermodal Logistics Centre.

Property	Suggested planning control changes
All strategic employment lands	Maintain the current employment zones, large lot subdivision pattern and landscaping requirements to accommodate future potential employment generating activities. 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.
No. 140 Rookwood Road in Yagoona	There is the opportunity to rezone this property from Zone R2 Low Density Residential to Zone B5 Business Development. This property is located adjacent to the Chullora Technology Park and the Potts Hill Business Park, and any future development may consider land uses and economic activities which relate to busy roads with high traffic volumes.
62 Hume Highway in Chullora	There is the opportunity to allow bulky goods premises as an additional permitted use on this property. This change enables the ongoing operation of the existing bulky goods complex on this property, which is located on the edge of the Chullora Technology Park.
No. 7 Corliss Street and No. 14 Gunya Street in Regents Park	There is the opportunity to rezone these properties from Zone SP2 Infrastructure to Zone IN2 Light Industrial to reflect the current industrial use of these properties.

The State Government identifies the Chullora Technology Park and the Potts Hill Business Park as strategic employment lands for higher-order employment opportunities. These parks offer a high amenity environment, which is a key factor to attracting businesses with a skilled and professional workforce. The ongoing renewal should consider the following opportunities:

To the south is the Chullora Industrial Precinct, which is an important local service precinct. The ongoing renewal should:

- Maintain the current industrial zone of the Chullora Industrial Precinct. Although some building stock is ageing, this precinct is viable to accommodate future potential employment generating activities, particularly low cost and start up opportunities for businesses.
- 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.

- There is the opportunity to create a centralised parking facility in the Chullora Industrial Precinct as an alternative to businesses providing on-site parking spaces. This approach may assist businesses outgrowing their sites, and achieve better urban design outcomes by avoiding the interruption of street frontages with numerous fragmented parking lots or garage entrances. Council would seek to construct a multi-storey car park (based on developer contributions) at the Beresford Avenue car park.

Other enhancements should contribute to the attractiveness and accessibility of the Employment Lands 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

- **Industrial Area Improvement Program**
- **Amend Bankstown LEP**
- **Amend the Planning Agreements Policy**
- **Parking Program**



12

Plan for Employment Activities in the Hospital Precinct

The Bankstown-Lidcombe Hospital is the major hospital for south-west Sydney and an important strategic employment site in the City of Bankstown. It is strengthened by the number of health and medical services located nearby in the Bankstown CBD.

Health Infrastructure is currently identifying future opportunities for health service delivery including the need to vertically expand the hospital to accommodate future growth. To ensure the long term success of this important community asset:

- Council will work with Health Infrastructure to develop a masterplan for the future redevelopment and expansion of the hospital.

The masterplan will seek opportunities to better integrate the hospital with the surrounding area, including the need for improved links to the Canterbury Road Corridor.

- As part of this integration, Council's Employment Lands Study recommends the creation of a mixed use/ medical precinct at the nearby Chapel Road shops to support the Hospital Precinct. In 2007, Council approved a 4 storey day surgery centre at Nos. 14-20 Eldridge Road.

12

IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**
- **Urban Renewal Program**

Property

**Nos. 6-14 Chapel Road,
Nos. 199-219 Canterbury Road
and Nos. 10-20 Eldridge Road
in Bankstown**

Suggested planning control changes

Apply a neighbourhood centre zone (Zone B1) which permits hospitals, medical centres, offices, health consulting rooms and shop top housing (refer to Figure 15).

The building envelope may increase from 1:1 FSR / 2 storeys to 1.5:1 FSR / 4 storeys together with a minimum 18 metre lot width to achieve the higher floor space provision. This aims to encourage high quality development with the most efficient parking layout possible. Otherwise a 1:1 FSR will apply.

Remove the special use zone for a public car park on Calidore Lane (behind the shops). The construction of a new car park is no longer an infrastructure priority as the location of the Chapel Road shops is designed for passing trade, and there is sufficient on-street parking on Canterbury and Chapel Roads.



FIGURE 15 Chapel Road Shops – Indicative Height Distribution





13

Strengthen the Image and Amenity of Neighbourhood Shops

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

The TCIP is a three tiered program with the large growth centres in the first tier. Large allocations of funding between \$1–2 million are available for works. To date, Council completed capital upgrade works in the Yagoona Village Centre and Birrong Neighbourhood Centre (Auburn Road shops).

The second tier focuses on neighbourhood shops, typically 5–10 shops. Many of the small centres in the North Central 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 North Central Local Area:

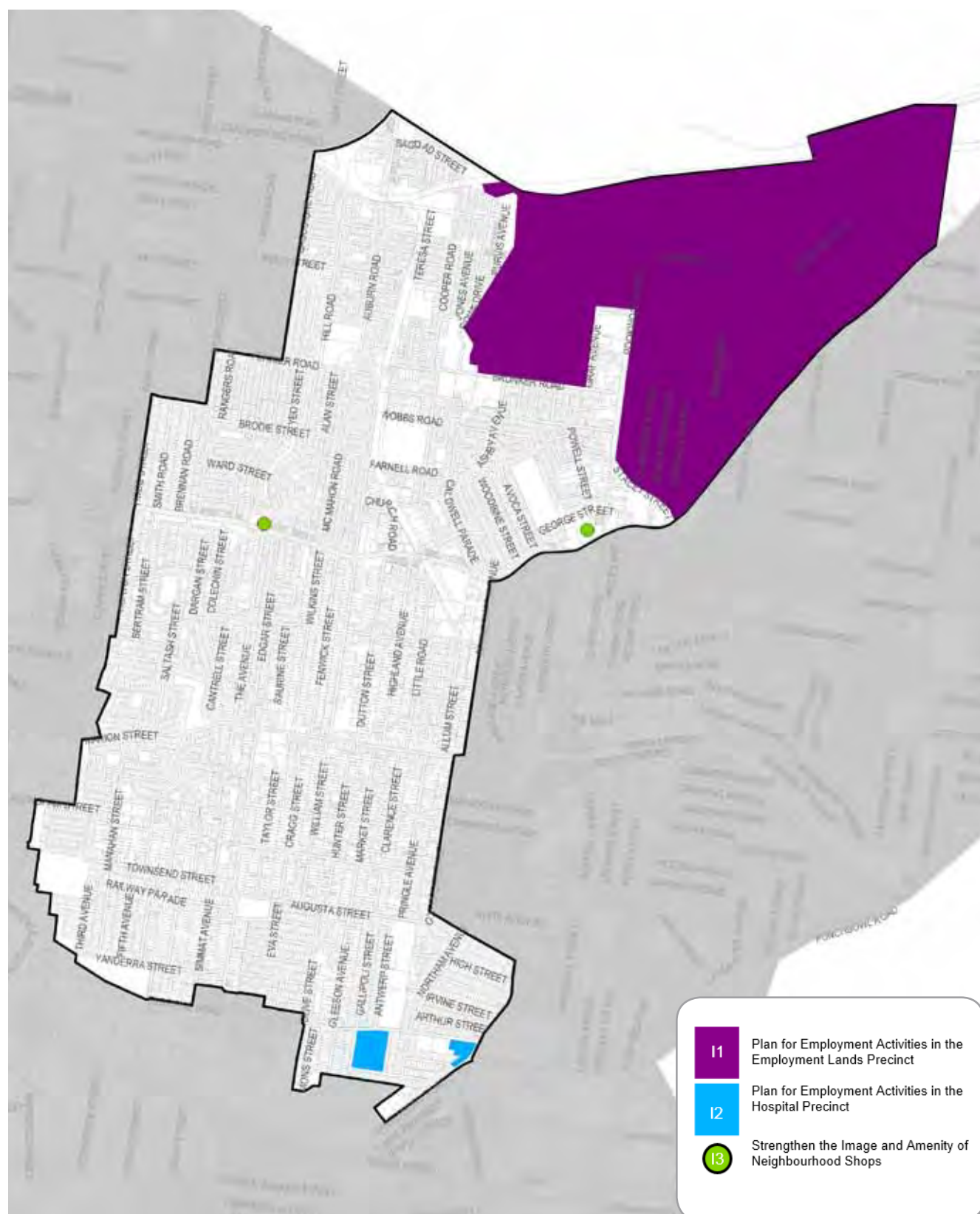
Tier	Neighbourhood shops
2	Nos. 2–24 Rookwood Road in Yagoona
2	Nos. 674–686 Hume Highway in Yagoona
2	Nos. 6–14 Chapel Road, Nos. 199–219 Canterbury Road in Bankstown

13

IMPLEMENTATION

- **Town Centre Improvement Program**

FIGURE 16 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 North Central Local Area contains a well-established open space network which includes Deverall Park and Jim Ring Reserve, and district sporting facilities at O'Neill Park and Bankstown City Sports Complex. There are 27 open spaces comprising 52 hectares.

As the population in the local area is projected to grow to 50,610 residents by 2031, it is essential to adapt the supply and function of the open spaces to meet changing needs. It is also important to protect the plants and animals that share these spaces if the local area is to move towards a more sustainable urban environment.

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

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

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

State	A facility capable of hosting state or national events, such as the Dunc Gray Velodrome in Bass Hill.
Regional/ Citywide	A facility of significant proportion, uniqueness or standard servicing a citywide and regional need, such as Deverall Park in Condell Park.
District	A facility 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 Graf Park in Yagoona.
Neighbourhood	These spaces may have some qualities of a district park but usually only support passive recreation for a local catchment within 400 metres, such as Pullen Reserve in Yagoona.
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. An example is Henty Park in Yagoona.

G1

Ensure Open Space is Accessible to Residents

The open space analysis indicates a majority of dwellings in the North Central 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 Yagoona Village Centre and Condell Park Neighbourhood Centre.

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:



Property	Current zone	Proposed zone
No. 15 Cooper Road in Birrong	Zone R2	Zone RE1
No. 22 Ferrier Road in Birrong	Zone R2	Zone RE1
No. 13 Pobje Avenue in Birrong	Zone R2	Zone RE1
No. 11 Cooper Road in Potts Hill	Zone R2	Zone RE1
No. 1 Hanna Street in Potts Hill	Zone R2	Zone RE1
Nos. 54 and 61 Jones Avenue in Potts Hill	Zone R2	Zone RE1
No. 17 Purvis Avenue in Potts Hill	Zone R3	Zone RE1
No. 20 Purvis Avenue in Potts Hill	Zone R2	Zone RE1
No. 52 Rowe Drive in Potts Hill	Zone R2	Zone RE1
No. 60 Albury Street in Yagoona	Zone R2	Zone RE1
No. 19 Terpentine Place in Yagoona	Zone R2	Zone RE1
No. 30 Mitchell Street in Condell Park	Zone SP2	Zone RE1
No. 374 Marion Street in Condell Park	Zone SP2	Zone RE1

- Enhance Potts Park as an attractive open space and meeting place with appropriate facilities.
- 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 Deverall Park, Bankstown City Sports Complex, Jim Ring Reserve and Maluga Reserve) and other key destinations (such as child care centres, community facilities and public transport).
- Improve access to open space by addressing physical barriers.
- Improve access to underutilised sporting fields at some schools. Council can investigate access arrangements with the schools to enable the use of this land by residents.
- Liaise with Sydney Trains to secure a permanent land corridor which connects Ritchie Road to the mid-block pedestrian link at No. 11 Martha Street in Yagoona.
- Liaise with Sydney Trains to secure a permanent land corridor which connects the Hume Highway to the mid-block pedestrian link at Benny Lane in Yagoona.

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 spaces are well used and of appropriate size. Because of the high value of open spaces in the City of Bankstown, Council cannot afford to have unused open spaces. Selling a small, underused pocket park and using the funds to increase the size of a larger, more popular park is one scenario.

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 the open spaces 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.

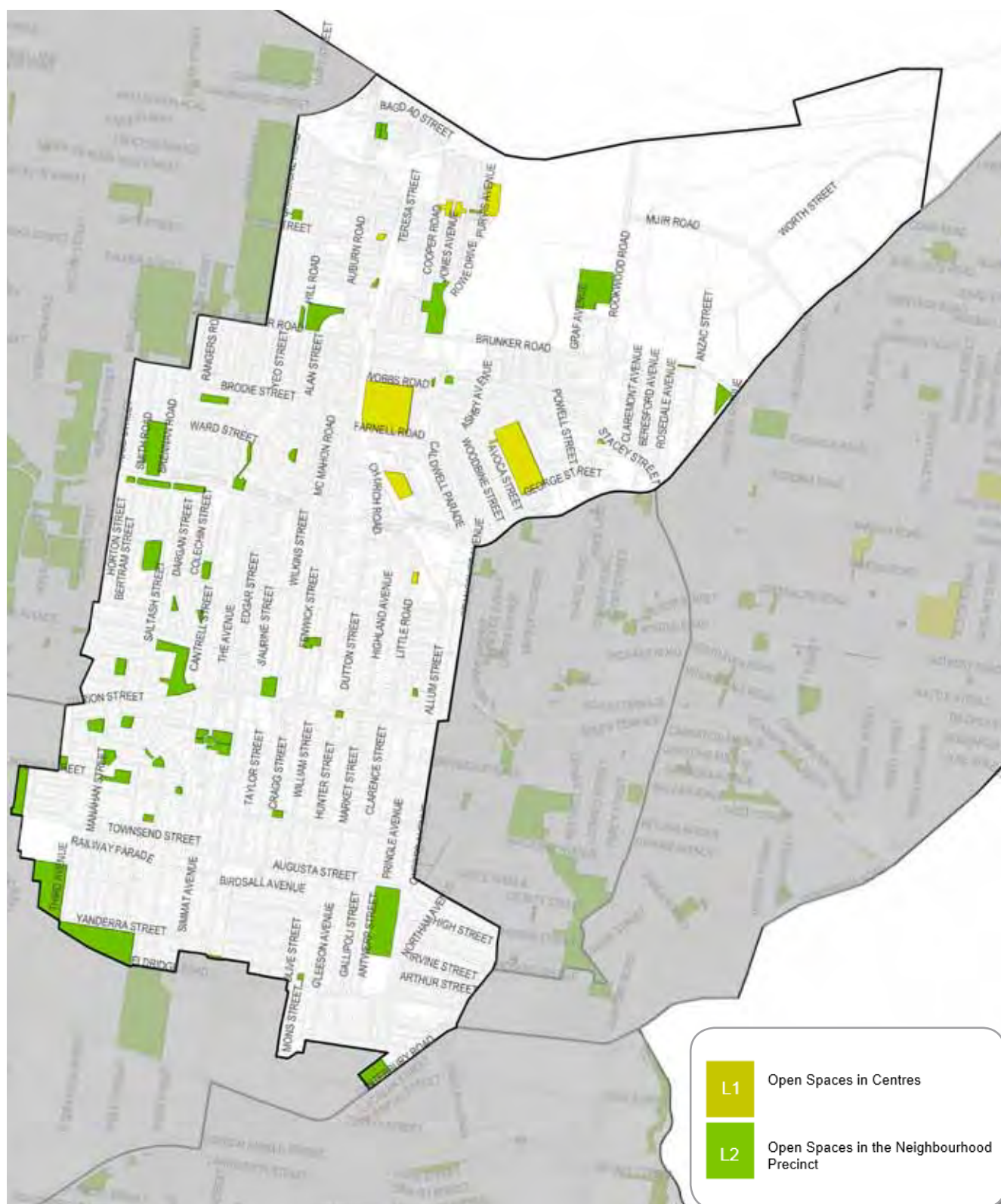
G1 IMPLEMENTATION

- **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 North Central Local Area are:

Property	Action
The area bound by Augusta Street, Edgar Street, Yanderra Street and Gleeson Avenue in Condell Park	Investigate options for land acquisition to provide a neighbourhood park in this area, which is identified as being deficient of open space.
The area bound by the Hume Highway, Edgar Street, Glassop Street and William Street in Yagoona	Investigate options for land acquisition to provide a neighbourhood park in this area, which is identified as being deficient of open space.
No. 55A Gascoigne Road in Birrong (Gascoigne Reserve)	Investigate divestment of this property and utilise funds for purchase and embellishment of new and existing open space supply. Rezone the property to Zone R2 Low Density Residential and reclassify to operational land.
Nos. 81–81A Eldridge Road (Eldridge Reserve) and Nos. 83–87 Eldridge Road in Condell Park	Investigate divestment of these properties as the open space is in a poor location and has limited recreational, social or environmental value due to its location. The analysis indicates the need for open space in the neighbourhood and it is proposed to investigate options to provide a new neighbourhood park away from Eldridge Road, which offers good amenity to users (similar to O'Brien Park in Lancelot Street). Reclassify the properties to operational land and rezone the property at No. 81A Eldridge Road to Zone R2 Low Density Residential.
No. 1A Gallipoli Street in Condell Park	Investigate divestment of this property which is surplus to Council's infrastructure needs. Reclassify the property to operational land.
No. 4A Magney Avenue in Regents Park	Investigate divestment of this property which is surplus to Council's infrastructure needs (subject to the creation of an easement). Reclassify the property to operational land.
No. 38 Cantrell Street in Yagoona	This property is currently zoned open space for acquisition. Based on the set of criteria, this property is no longer required for open space purposes. Investigate option for rezoning subject to the property owner undertaking relevant contamination investigations.

FIGURE 17 Open Space in the North Central Local Area



G2

Embellish the Remembrance Driveway Landscape Corridor

The Remembrance Driveway landscape corridor extends through the City of Bankstown to commemorate the Australian Forces who served since World War I. The Remembrance Driveway is an important landmark that characterises the Hume Highway Enterprise Corridor.

This action aims to retain and embellish the section of the Remembrance Driveway landscape corridor from Australia Street to Worth Street, consistent with the Hume Highway Corridor Strategy. The Strategy identifies the following works:

- Locate opportunities for memorial plantings and embellish existing plantings.
- Install totem poles to highlight memorial information (similar to the volunteer poles at the Olympic site) as part of the existing plantings in the Residential Precinct.
- Landscape any gaps in the corridor to create a tree canopy on both sides of the highway. This includes front setbacks on public and private land.

- Create a historical interpretive trail.
- Work with Sydney Water to upgrade the historic Water Tower.
- Use signs, memorial features, public art and banner poles to signify the entries to Bankstown CBD at Stacey, Chapel and Meredith Street.
- Retain all existing open spaces.
- Work with large industrial developers to create the image of 'garden industrial estates' with the potential for industrial related outdoor sculpture.

G2

IMPLEMENTATION

- **Open Space Improvement Program—Capital Works**





G3

Protect and Manage Local and Regional Significant Conservation Lands

The high value biodiversity land in the North Central Local Area incorporates remnant native vegetation and threatened communities of flora and fauna such as (refer to Figure 18):

- 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 North Central Local Area include the Sydney Water pipeline, Chullora Railway Yards and the Cooks River.

- 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 capture 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.

G3

IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP

Lead the Way with Environmentally Sustainable Design

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

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

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

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

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

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

IMPLEMENTATION

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



G5

Maximise Useability of Operational Land

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

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

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

- 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 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 subject to the creation of an easement:

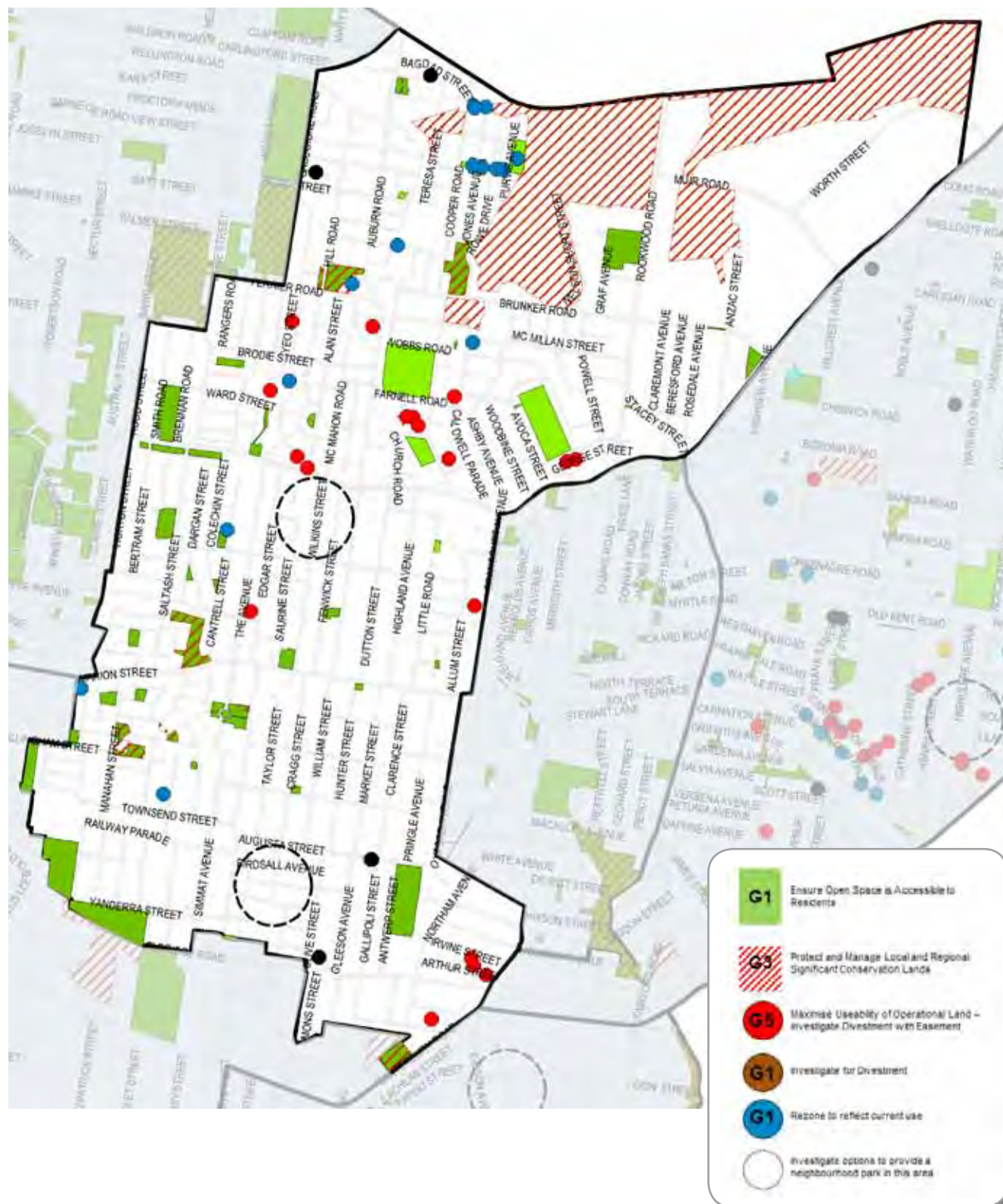
- No. 58A Brancourt Avenue in Bankstown
- No. 2A Calidore Street in Bankstown
- No. 24A Chapel Road in Bankstown
- No. 5A Herbert Street in Bankstown
- No. 18A Irvine Street in Bankstown
- No. 2A Waruda Street in Bankstown
- No. 29A Angus Crescent in Yagoona
- No. 42A Caldwell Parade in Yagoona
- No. 160A Cooper Road in Yagoona
- No. 283A Cooper Road in Yagoona
- No. 24A George Street in Yagoona
- No. 24B George Street in Yagoona
- No. 640A Hume Highway in Yagoona
- No. 2A Ritchie Road in Yagoona
- No. 1A Talbot Road in Yagoona
- No. 84B Wenke Crescent in Yagoona
- No. 22A Yeo Street in Yagoona
- Part of No. 12 Martha Street in Yagoona (not including the mid-block footpath)

G5

IMPLEMENTATION

- **Property Divestment Program**

FIGURE 18 Green Action Plan





2.4 Connected

The North Central Local Area contains public transport corridors and state roads that traverse south-west Sydney. These include the Bankstown Railway Line, Hume Highway, Rookwood Road and Canterbury Road.

Despite the connections to the public transport network, the North Central Local Area remains a dominant car based environment. With three out of every four residents leaving the City of Bankstown for work, the vast majority of travel is by private vehicles, with only 20% of journeys by public transport and 4% by walking and cycling.

The Connected Actions aim to promote a balanced transport system. This system provides our community with the maximum choice in how 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 North Central 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.



Redevelop and Expand the Birrong and Yagoona Railway Stations

The Birrong and Yagoona railway stations are the principal gateway to the centres. By 2031, there will be 50,610 residents within the suburb catchment of the railway stations. The Metropolitan Plan recognises there must be adequate transport capacity to sustain this growth, particularly if the target is to increase the share of work journeys by public transport to 28%.

To make more efficient use of infrastructure, Council will work with Sydney Trains and Transport for NSW to develop masterplans for the redevelopment and expansion of the Birrong and Yagoona railway stations and the surrounding land. The masterplans are to be based on the following intended outcomes:

- Provide Birrong and Yagoona with an accessible station to provide direct and safe access for commuters, pedestrians, cyclists and people with disabilities.
- Provide better connections to the neighbouring urban spaces.

Council will also advocate for more frequent rail and bus services in the North Central Local Area to allow for the long term growth in commuter movements.



IMPLEMENTATION

- **Urban Renewal Program:** The first stage is to prepare masterplans for the Birrong and Yagoona Railway Station Precincts



C2

Enhance Accessibility across the North Central Local Area

This action aims to improve accessibility across the North Central 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 (public 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 19) 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.
- 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 and disruptive queues forming during the morning and afternoon peak periods.
- Advocate Transport for NSW to introduce a right hand turn from the Rookwood Road Deviation to the Hume Highway for trucks.
- Finalise the Centres Transport Action Plan to identify specific traffic, walking and cycling infrastructure improvements to deliver a balanced transport system within the centres.

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.

C2

IMPLEMENTATION

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

The map displays the Birrington and Yagoona Railway Stations area. It features a network of streets, including Bagdad Street, Auburn Road, Coomer Road, Komes Avenue, Komes Drive, Purvis Avenue, Brunker Road, Wobbs Road, Farnell Road, George Street, Woodbine Street, Woodcock Street, George Street, Claremont Avenue, Reesford Avenue, Rosedale Avenue, Antac Street, North Street, Muir Road, Ward Street, Brodie Street, Yeo Street, Rovers Road, South Road, Brennan Road, Saltash Street, Dargah Street, Colechin Street, Cantwell Street, The Avenue, Edgar Street, Bairnie Street, Pedrick Street, Milkins Street, Nutton Street, Highland Avenue, Little Road, Allum Street, Taylor Street, Cragg Street, William Street, Winter Street, Market Street, Clarence Street, Pringle Avenue, Townsend Street, Mainway Street, Townsends Street, Mainway Avenue, North Avenue, Yanderra Street, Simmat Avenue, Eva Street, Augusta Street, Green Avenue, Gallipoli Street, Antwerp Street, High Street, Irvine Street, and Arthur Street. The map also shows the Birrington and Yagoona Railway Stations, which are marked with black circles. A legend in the bottom right corner indicates that the black circles represent 'Redevelop and Expand the Birrington and Yagoona Railway Stations', the green lines represent 'Cycle Routes', and the purple lines represent 'Major Freight Routes'.





Chapter Three

Overview and Implementation



135

North Central Local Area Plan



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 nine distinctive precincts to support a diverse and healthy community:

- **The Yagoona 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 the 'heart' of the local area.

The north side of the highway will provide a central place 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. A central place that connects people, business, public transport and Gazzard Park. A central place where people can feel comfortable to walk, shop and socialise in a series of pleasant spaces away from the noisy highway.

Gazzard Park will be home to a modern multi-purpose community facility, a place that will bring civic pride to the village centre, a place for people to come together for events and social activities, a place where people will enjoy spending time in the village green.

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. The built form will provide residents with good amenity (noise and air quality). 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 Birrong Neighbourhood Centre** will continue to function as a local shopping and commuting precinct servicing the day-to-day needs of residents.

The Auburn Road local shops will be the focal point for activity, a place of shopping, a place of social interaction, a place that will capitalise on the residents and commuters passing through daily. The accessible railway station will be the focal point for commuting, a great public space which connects both

sides of the railway line.

Low-rise buildings will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the neighbourhood centre.

The local streets will be a tranquil place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. The urban spaces and street trees will create a 'sense of place' for the neighbourhood centre.

- **The Rookwood Road Neighbourhood Centre** will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor, and will support economic activity as its primary role. Medium-rise mixed use buildings will mark this important intersection with enterprise activities facing the highway, and supporting housing at the rear. The built form will provide residents with good amenity (noise and air quality), and enhance the Remembrance Driveway landscape corridor. Low-rise buildings at the outer edge will provide a transition to the surrounding suburban neighbourhood.

The neighbourhood centre will merge as an extension to the Bankstown CBD, a place that connects people, business and public transport. The neighbourhood centre will celebrate the local heritage that makes this place unique as it sits at the original location of the Bankstown CBD prior to the opening of the railway line.

- **The Condell Park Neighbourhood Centre** will continue to function as a small shopping precinct servicing the day-to-day needs of residents, a relaxing place where residents can catch up and have a chat over coffee. The low-rise built form will maintain the suburban neighbourhood character.
- **The Regents Park Urban Neighbourhood Precinct** will support the residential growth of the Regents Park Small Village Centre, with Auburn Road the primary spine. Magney Reserve will be the focal point for the community, an inviting place where people choose to gather and socialise.

Leafy, green streets will connect people to Magney Reserve and the low-rise liveable neighbourhoods, and provide a stunning platform from which to journey into the small village centre. This street network will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to

walk, cycle, sit and talk. There is the opportunity to extend this street network and provide increased permeability (new roads) and amenity (new open space) as part of the redevelopment of the site at Nos. 30–46 Auburn Road and the large consolidated industrial use lots when changing to residential uses.

Low and medium-rise buildings at appropriate locations will correspond with the amenity and infrastructure capacity of this precinct. The built form will provide residents with good amenity (noise and air quality).

- **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.

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 Employment Lands Precinct** will continue to support successful employment and economic activity as its primary role.

This precinct forms part of the West Central Industrial Belt stretching from Chullora to Smithfield. 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 is primarily 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 Hume Highway Enterprise Corridor** is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North Central Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor. The built form will supplement the landscape corridor, with multi-storey enterprise and industrial activities at the Rookwood Road Neighbourhood Centre and Chullora Technology Park.
- **The Hospital Precinct** will continue to function as the major hospital for south-west Sydney and a significant economic asset for the City of Bankstown. Improved links to the Canterbury Road Corridor will support the employment function of the Hospital Precinct.

Table 17 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 checks on the progress of the priority actions. Council may make necessary refinements in response to changing circumstances.

TABLE 17

Summary of Change

Actions	Yagoona Village Centre	Birrong Neighbourhood Centre	Rookwood Road Neighbourhood Centre	Condell Park Neighbourhood Centre	Regents Park Urban Neighbourhood Precinct	Suburban Neighbourhood Precinct	Employment Lands Precinct	Hume Highway Enterprise Corridor	Hospital Precinct	Statutory Planning	Asset and Infrastructure	Advocate
L1	X									X	X	X
L2		X								X	X	X
L3			X							X	X	
L4				X						X	X	
L5					X					X		
L6						X				X		
L7						X				X		
L8	X	X	X	X	X	X		X	X	X		
L9	X			X		X					X	
L10												X
I1							X			X	X	
I2									X	X		X
I3						X					X	
G1						X				X	X	
G2								X			X	X
G3						X				X	X	
G4	X	X	X	X	X	X	X	X	X	X	X	
G5						X					X	
C1	X	X										X
C2	X	X	X	X	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 instrument to regulate the function and growth of the North Central 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 Yagoona Village Centre as the primary commercial and community centre in the North Central 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 North Central 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 18 summarises the changes to the Local Environmental Plan.

Table 18 Key changes to the Local Environmental Plan

Actions		Proposed Changes
Zone	L1	Yagoona Village Centre <ul style="list-style-type: none"> Rezone the property at No. 31 Cooper Lane from Zone SP2 Infrastructure 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.
	L2	Birrong Neighbourhood Centre <ul style="list-style-type: none"> Rezone the property at No. 24 Wentworth Street from Zone R2 Low Density Residential to Zone B1 Neighbourhood Centre. Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.
	L4	Condell Park Neighbourhood Centre <ul style="list-style-type: none"> Rezone the property at No. 43 Simmat Avenue from Zone SP2 Infrastructure to Zone B2 Local Centre.
	L5	Regents Park Urban Neighbourhood Precinct <ul style="list-style-type: none"> Rezone the properties bound by Auburn Road, Corliss Street and the railway line from Zone R2 Low Density Residential to Zone R4 High Density Residential. Rezone the properties in the Terrace Housing precinct from Zone R2 Low Density Residential to Zone R3 Medium Density Residential.
	L6	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 and neighbourhood centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).
	I1	Employment Lands Precinct <ul style="list-style-type: none"> Rezone the property at No. 140 Rookwood Road in Yagoona from Zone R2 Low Density Residential to Zone B5 Business Development. Maintain the current industrial zones (Zones IN1 and IN2) in the Employment Lands 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. Rezone the properties at No. 7 Corliss Street and No. 14 Gunya Street in Regents Park from Zone SP2 Infrastructure to Zone IN2 Light Industrial.
	I2	Hospital Precinct <ul style="list-style-type: none"> Rezone the properties at Nos. 10–20 Eldridge Road in Bankstown from Zone SP2 Infrastructure to Zone B1 Neighbourhood Centre subject to relevant contamination investigations. Remove the special use zone for a public car park on Calidore Lane (behind the Chapel Road local shops).

Table 18 cont... Key changes to the Local Environmental Plan

Actions		Proposed Changes
Development Standards	L1	<p>Yagoona Village Centre</p> <ul style="list-style-type: none"> • Within the Village Heart and Commercial Core precincts, accommodate medium-rise buildings along the Hume Highway and Cooper Road. Increase the building envelope to 2.5:1 FSR to better match the current 6 storey limit. • Within the Residential Frame precinct: <ul style="list-style-type: none"> - Accommodate medium high-rise buildings at Nos. 6–26 Church Road and Nos. 9–10 Petty Avenue. Allow up to 8 storeys (1.75:1 FSR). - Accommodate medium-rise buildings at Nos. 187–209 Auburn Road, Nos. 28–44 Church Road, Nos. 1–7 Petty Avenue, Nos. 2–8 Petty Avenue and Nos. 1–11 The Crescent. Allow up to 6 storeys (1.5:1 FSR). - Accommodate low-rise buildings in the remainder of the 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. • Within Zone B2 Local Centre, require active street frontages on certain streets. • Maintain the car park on the southern side of the Hume Highway (No. 120 Highland Avenue), which could be incorporated into a future development. To facilitate this action, allow development up to 6–8 storeys subject to the consolidation of the properties bound by Highland Avenue, The Crescent, Treuer Lane and Yagoona Lane. The intended outcome is to ensure the site area is of sufficient size to accommodate a 6–8 storey building, which provides public benefits (public parking spaces and public domain) on the southern side of the village centre. Otherwise 6 storeys will apply. <p>The proponent and Council will also engage in discussions regarding an appropriate mechanism to realise certain improvement works in a timely manner.</p>
	L2	<p>Birrong Neighbourhood Centre</p> <ul style="list-style-type: none"> • Within the Gateway precinct, accommodate medium-rise buildings at Nos. 11–19 Hudson Parade and No. 23A Rodd Street. Allow up to 6 storeys (2.5:1 FSR). • Within the Frame precinct: <ul style="list-style-type: none"> - Increase the building envelope from 1.5:1 / 2 storeys (plus attic) to 2:1 FSR / 4 storeys (no attic) at the Auburn Road shops (Nos. 77–89 Auburn Road, No. 19 Neutral Avenue and No. 24 Wentworth Street). - Accommodate low-rise buildings in the remainder of the 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. • Within Zone B1 Neighbourhood Centre, require active street frontages along Auburn Road.

Table 18 cont... Key changes to the Local Environmental Plan

<i>Actions</i>	<i>Proposed Changes</i>
L3	Rookwood Road Neighbourhood Centre <ul style="list-style-type: none"> For the properties at Nos. 324–326 Hume Highway, increase the building envelope from 2:1 to 2.5:1 FSR to match the 7 storey limit. Within Zone B1 Neighbourhood Centre, require active street frontages along Rookwood Road.
L4	Condell Park Neighbourhood Centre <ul style="list-style-type: none"> Within Zone B2 Local Centre, increase the building envelope from 1.5:1–2:1 FSR to 2:1 FSR.
L5	Regents Park Urban Neighbourhood Precinct <ul style="list-style-type: none"> Within the Residential Frame precinct, accommodate medium-rise buildings on the western side of Auburn Road. Allow up to 6 storeys (1.5:1 FSR). For the site at Nos. 30–46 Auburn Road, allow up to 6 storeys along Auburn Road and up to 8 storeys on the remainder of the site (1.75:1 FSR). The proponent and Council will also engage in discussions regarding an appropriate mechanism to realise certain improvement works in a timely manner. Within the Terrace Housing precinct, allow 3 storeys (0.75:1 FSR).
L6	Suburban Neighbourhood <ul style="list-style-type: none"> Within Zone B1 Neighbourhood Centre, increase the storey limit from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR at Nos. 91–97 Avoca Street and Nos. 674–686 Hume Highway in Yagoona.
L7	Heritage <ul style="list-style-type: none"> List the following items in the heritage schedule: <ul style="list-style-type: none"> No. 115 William Street in Condell Park No. 7 Avoca Street in Yagoona Nos. 110, 112, 116 and 118 Marion Street and No. 2A Pringle Avenue in Bankstown. Remove the following items from the heritage schedule: <ul style="list-style-type: none"> No. 646 Hume Highway in Yagoona Nos. 724–734 in Yagoona Nos. 2 and 2A Hume Highway in Chullora.
L8	Building Design <ul style="list-style-type: none"> Review design excellence and stormwater management provisions, and apply SEPP 65 to serviced apartments and boarding house
11	Employment Lands Precinct <ul style="list-style-type: none"> Allow bulky goods premises as an additional permitted use on the property at No. 62 Hume Highway in Chullora.

Table 18 cont... Key changes to the Local Environmental Plan

<i>Actions</i>		<i>Proposed Changes</i>
	I2	Hospital Precinct <ul style="list-style-type: none"> Remove the height limit for the Bankstown–Lidcombe Hospital. Within Zone B1 Neighbourhood Centre, increase the building envelope from 1:1 FSR / 2 storeys to 1.5:1 FSR / 4 storeys together with a minimum 18 metre lot width to achieve the higher floor space provision. Otherwise a 1:1 FSR will apply.
	I2	Open Space <ul style="list-style-type: none"> Reclassify the following properties from community land to operational land: <ul style="list-style-type: none"> Nos. 81, 81A and 83–87 Eldridge Road in Condell Park No. 1A Gallipoli Street in Condell Park No. 4A Magney Avenue in Regents Park No. 55A Gascoigne Road in Birrong No. 61A Anzac Street in Chullora. Reclassify the following properties from operational land to community land: No. 22 Ferrier Road in Birrong and No. 374 Marion Street in Condell Park.
	G3	<ul style="list-style-type: none"> 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 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 customise setbacks to correspond with the diverse character of streets and acoustic noise from the Southern Sydney Freight Line.
- 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 19 summarises the changes to the Development Control Plan.

Plans of Management

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

- | | |
|----|--|
| L1 | Plan for the Sustainable Renewal of the Yagoona Village Centre |
| G1 | Ensure Open Space is Accessible to Residents |



TABLE 19

Key changes to the Development Control Plan

<i>Development Controls</i>	<i>Actions</i>	<i>Proposed Changes</i>
Building Envelopes	L1-L5	Insert storey limits.
	L1	Within the Yagoona Village Centre (Zone B2), maintain the current setback to the Hume Highway to provide residents with good amenity (noise and air quality). For all other properties, allow a street wall up to 4 storeys. The remaining storeys are to be setback a minimum 6 metres.
	L2	Within the Birrong Neighbourhood Centre (Zone B1), allow a street wall up to 4 storeys. The remaining storeys are to be setback a minimum 6 metres.
Setbacks	L1	Within the Northern Frame precinct (Bankstown CBD), require dwellings to achieve a minimum 10 metre setback to the Hume Highway.
	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.
	L3	Within the Rookwood Road Neighbourhood Centre (Zone B6), a review indicates it may be possible to reduce the minimum highway setback for dwellings on large sites, from 20 metres to 10 metres provided there is appropriate amenity (noise and air quality) protection for future residents. Otherwise a 20 metre setback will apply.
	L3	For the properties at Nos. 324–326 Hume Highway, amend the minimum setback for dwellings to Rookwood Road to 3 metres, and do not apply a minimum setback to Davis Lane.
	L5	<p>Require development to provide the following setbacks</p> <ul style="list-style-type: none"> • Minimum 6 metre setback to Auburn Road. • Minimum 10 metre setback to industrial land. However, where a building length faces the industrial land, provide a minimum 24 metre setback. • Minimum 4 metre setback to internal streets. • Preference for building ends, not lengths, to face the railway land. Minimum 6 metre setback to railway land for building ends. <p>Generous setbacks and deep soil zones along these edges provide the opportunity for significant tree planting to ameliorate the poor outlook and noise impacts. Future development should be designed to minimise the number of buildings with single-aspect apartments facing these edges.</p>
	L8	Customise the building setbacks to correspond with the diverse character of the streets.

TABLE 19 cont...

Key changes to the Development Control Plan

<i>Development Controls</i>	<i>Actions</i>	<i>Proposed Changes</i>
Urban Design	L1	<p>Within the Yagoona Village Centre:</p> <ul style="list-style-type: none"> • Provide specific design controls and / or masterplan to ensure the orderly development of the Village Heart precinct. • Provide more detailed site specific controls for the properties at Nos. 1–5 The Crescent in Yagoona. • Prepare a site specific concept plan for No. 393 Hume Highway should this property consolidate with Avon Street and the property at No. 391 Hume Highway.
	L3	Within Zone B6 Enterprise Corridor, maintain the landscaping requirement to enhance the Remembrance Driveway landscape corridor.
	L5	Within the Regents Park Urban Neighbourhood, require buildings to not exceed a maximum depth of 22 metres and to not exceed a maximum building length of 45 metres.
	L5	Require the site at Nos. 30–46 Auburn Road to provide a centrally located open space that provides the potential for the maximum number of apartments to have a landscape outlook.
	L8	Revise the controls relating to active street frontages, external appearance and signs to improve the quality and image of commercial centres.
	G4	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 North Central 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.

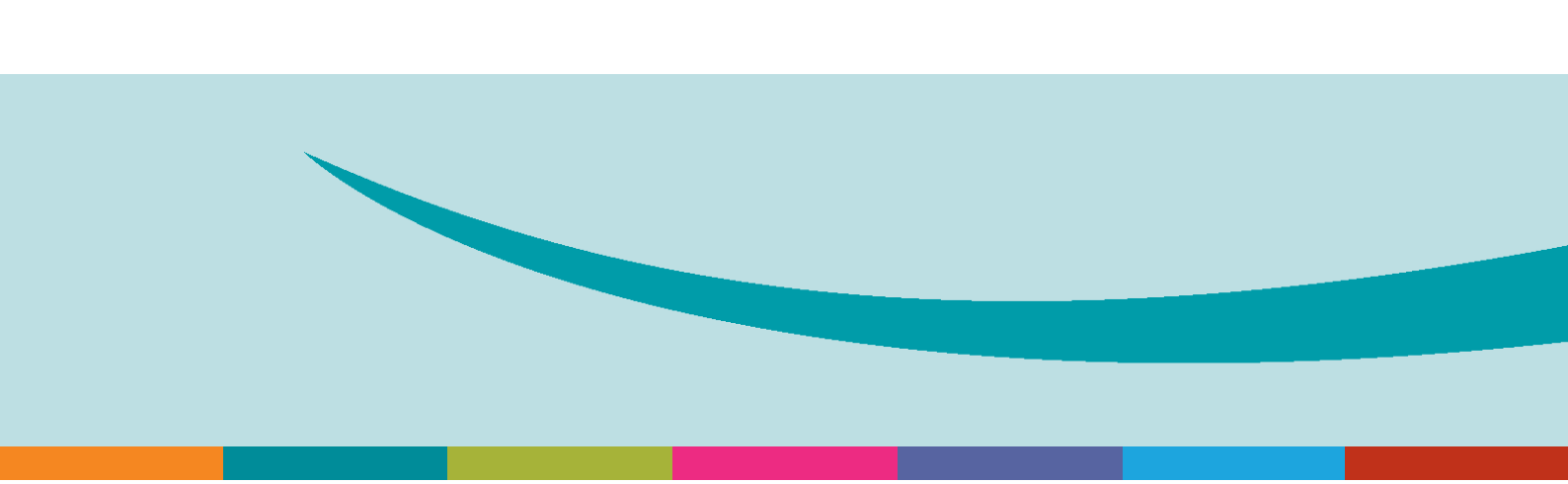
In addition, Council will revise the Section 94A Contributions Plan based on an updated schedule of works and timing for their delivery, and will make a submission to the Minister for Planning to raise the section 94A levy for development within the Yagoona Village Centre and Birrong Neighbourhood Centre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

Table 20 summarises the actions that would require funding under the Section 94A Plan and/or implementation by the State Government. Council will continue to lobby the relevant funding agencies to implement the proposed works.

Council Programs	Actions
Planning Changes	L1, L2, L3, L4, L5, L6, L7, L8, I1, I2, G1, G3, G4
Urban Renewal Program	L1, L2, L4, L9, I2, C1
Open Space Program	G1, G2, G4
Plan of Management	L1, G1
Property Divestment Program	L9, G1, G5
Property Acquisition Program	G1
Industrial Area Improvement Program	I1
Town Centre Improvement Program	L1, L2, I3
Roads Program	L3, C2
Bike and Pedestrian Program	L1, L2, C2
Parking Program	L1, I1

Table 20 **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 Yagoona Village Centre	×	×
L2	Plan for the Sustainable Renewal of the Birrong Neighbourhood Centre	×	×
L3	Plan for the Sustainable Renewal of the Rookwood Road Neighbourhood Centre	×	
L4	Maintain the Neighbourhood Character of the Condell Park Neighbourhood Centre	×	
L9	Make Local Facilities More Sustainable for Community Services	×	
I1	Plan for Employment Activities in the Employment Lands Precinct	×	
I2	Plan for Employment Activities in the Hospital Precinct		×
I3	Strengthen the Image and Amenity of the Centres	×	
G1	Ensure Open Space is Accessible to Residents	×	
G2	Embellish the Remembrance Driveway Landscape Corridor	×	×
G4	Lead the Way with Environmentally Sustainable Design	×	
C1	Redevelop and Expand the Birrong and Yagoona Railway Stations		×
C2	Enhance Accessibility across the North Central Local Area	×	×



Bankstown City Council