

Section 4

Supply

Trends in the City of Bankstown: Housing Stock

Will the City of Bankstown have available land to sustain population growth?

The Department of Planning is assuming that the market will redevelop areas of houses with higher density areas over the next 25 years. The extent to which this occurs depends on characteristics such as building age and land values.

To measure land availability, the Street Survey looked at existing housing stock in terms of allotment sizes, dwelling types, construction age and dwelling numbers, and reviewed the character of residential neighbourhoods and centres.

The Street Survey found the City of Bankstown is fully developed with 65,294 properties featuring the Bankstown CBD, Bankstown Airport, shopping centres, industries, university, hospital, schools, M5 Motorway, Potts Hill Reservoir, Remembrance Driveway, Dunc Gray Velodrome, Georges River National Park and 60,608 dwellings.

As there is no greenfield land available, future housing redevelopment will need to consolidate properties based on the current lot pattern and replace older building stock.

The Street Survey indicates the City of Bankstown may have sufficient land to build 14,400 new dwellings to 2031, should the trend continue to consolidate and replace early workers cottages in the neighbourhood areas. These workers cottages are reaching the end of their life and are found to concentrate around:



The Hume Highway.



The Bankstown railway line (1909) and the East Hills railway line (1931).



The Chullora rail workshops (1920s).



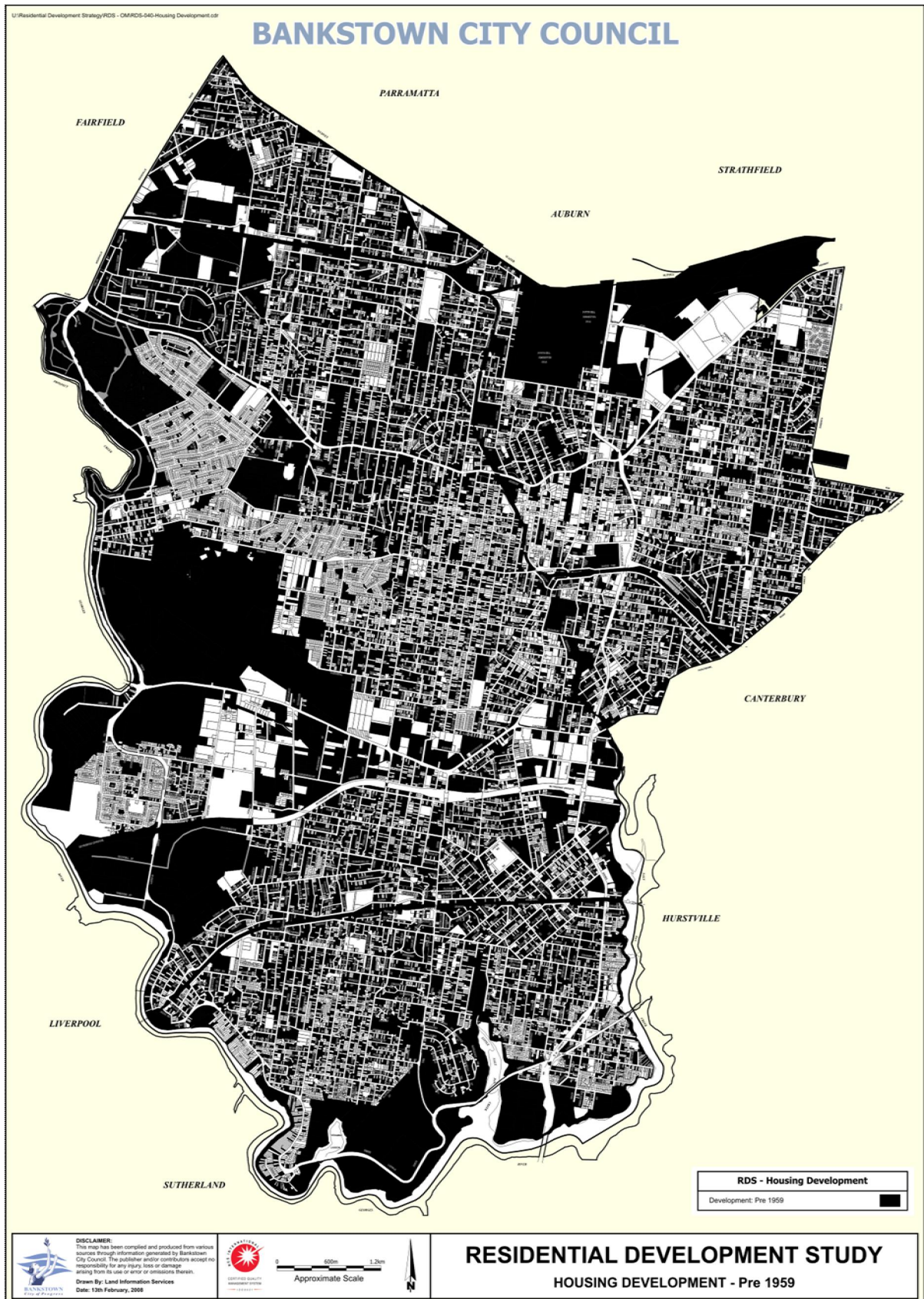
The Bankstown Aerodrome and surrounding defence industries (1940s).



The arrival of European migrants during World War II. From 1946 onwards, the Housing Commission constructed large scale government housing development in Greenacre, Padstow, Panania, Revesby, Villawood and Yagoona.

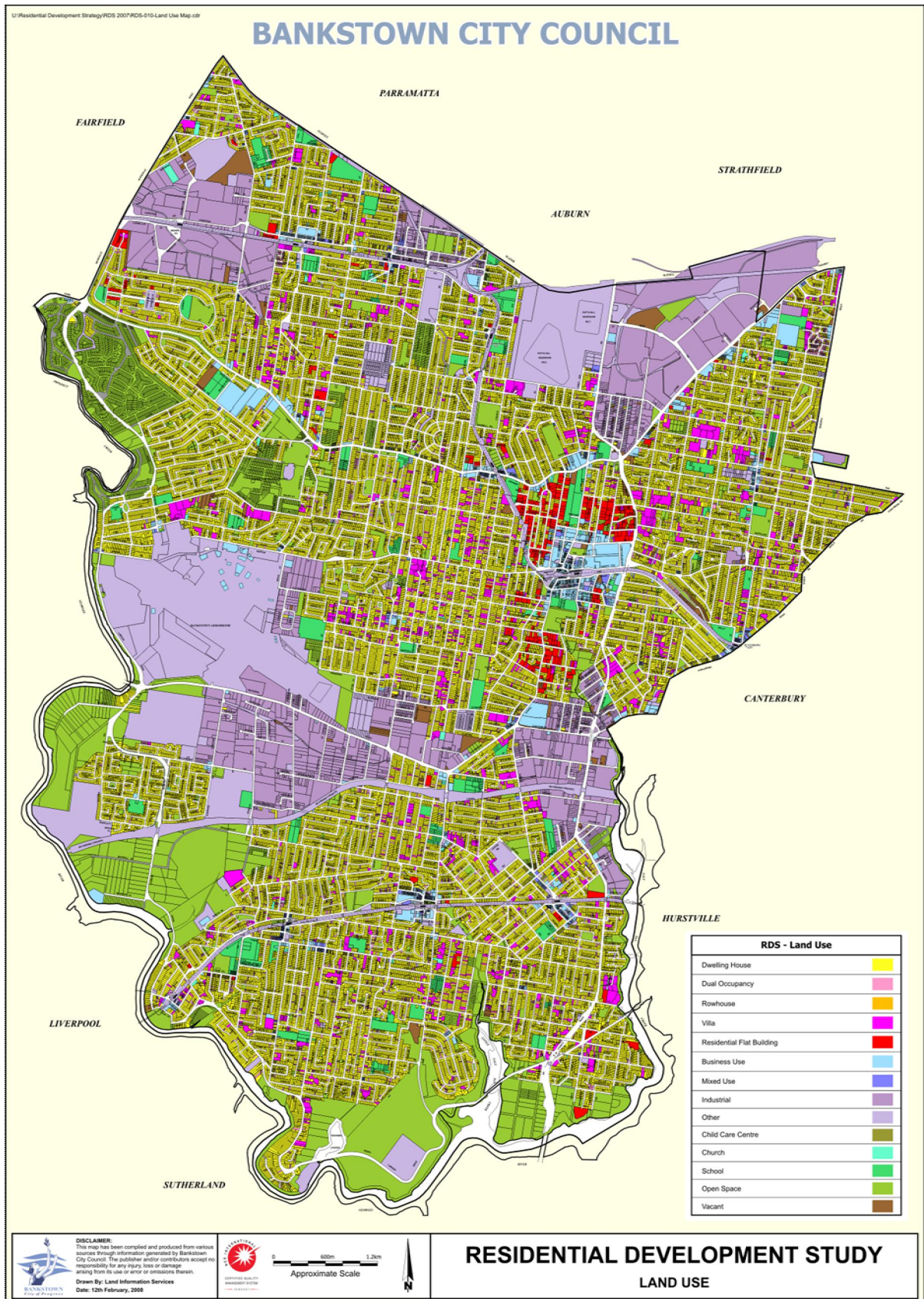


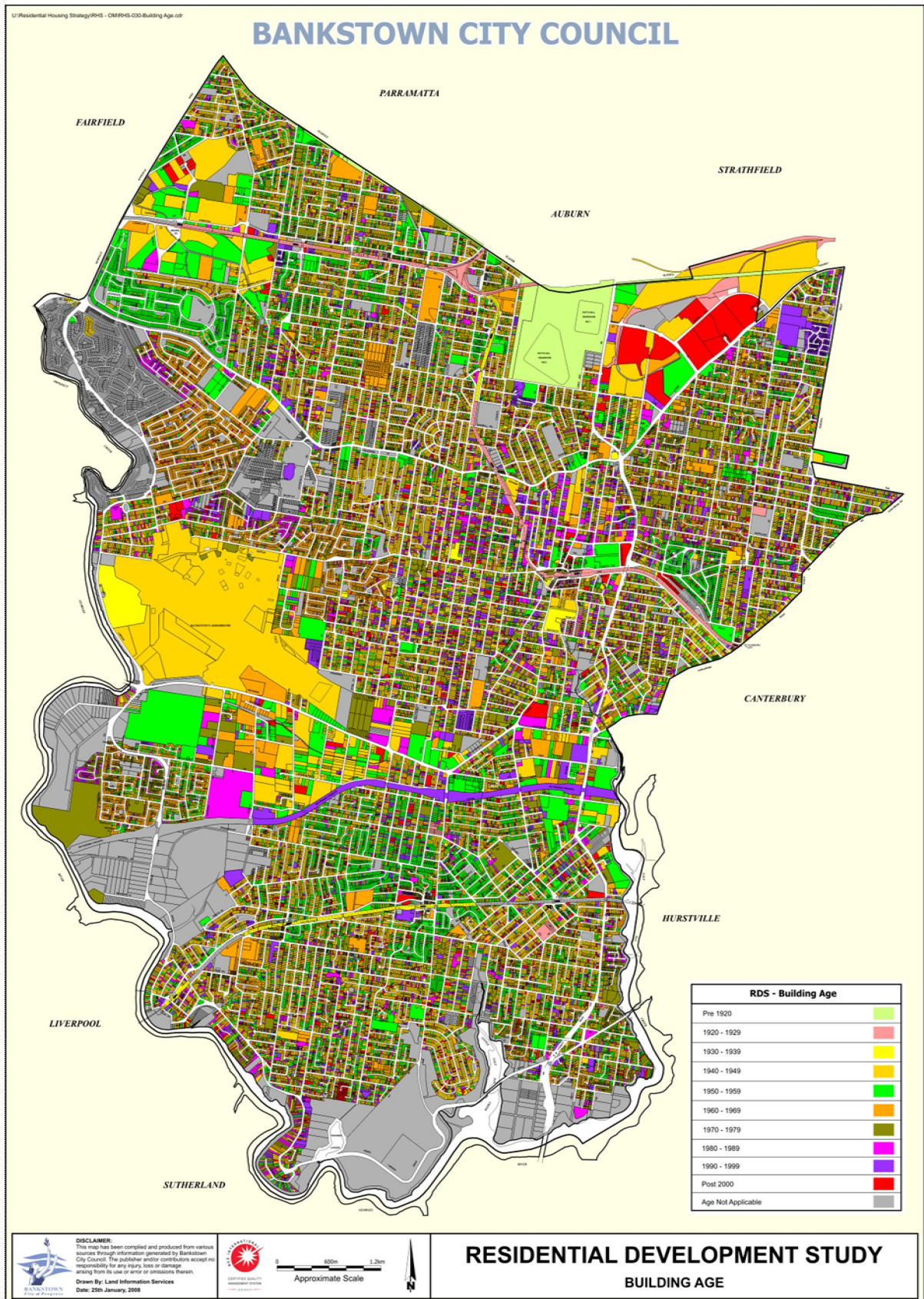
The large industrial areas created by the Cumberland County Council from 1948 to 1954.

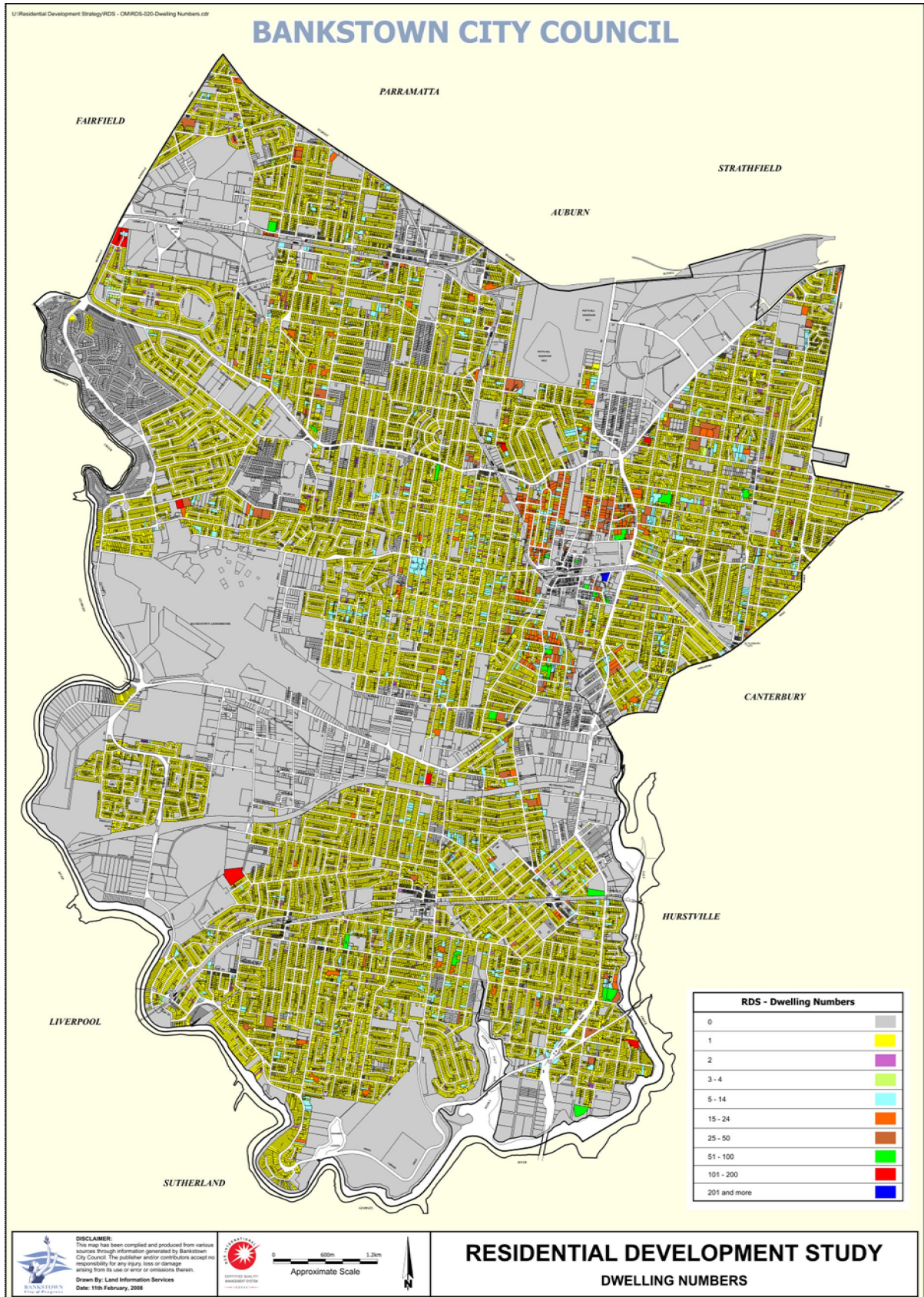


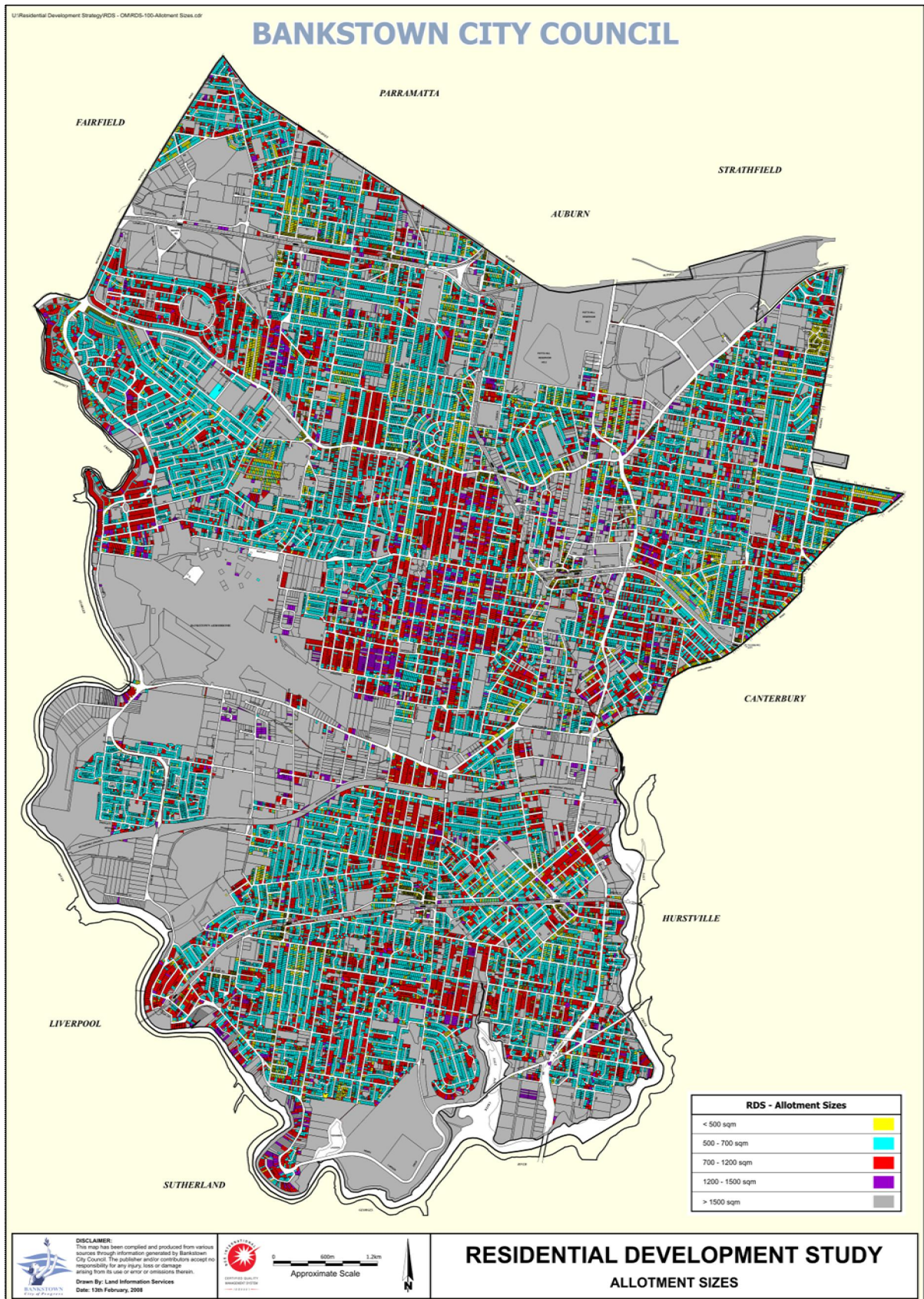












Trends in the City of Bankstown: Jobs Closer to Home

Will the City of Bankstown have jobs to sustain population growth?




The anticipated population growth will lead to an increased labour supply. The State Government, through the State Plan, is about achieving jobs 'closer to home' to sustain population growth and reduce car trips to work.

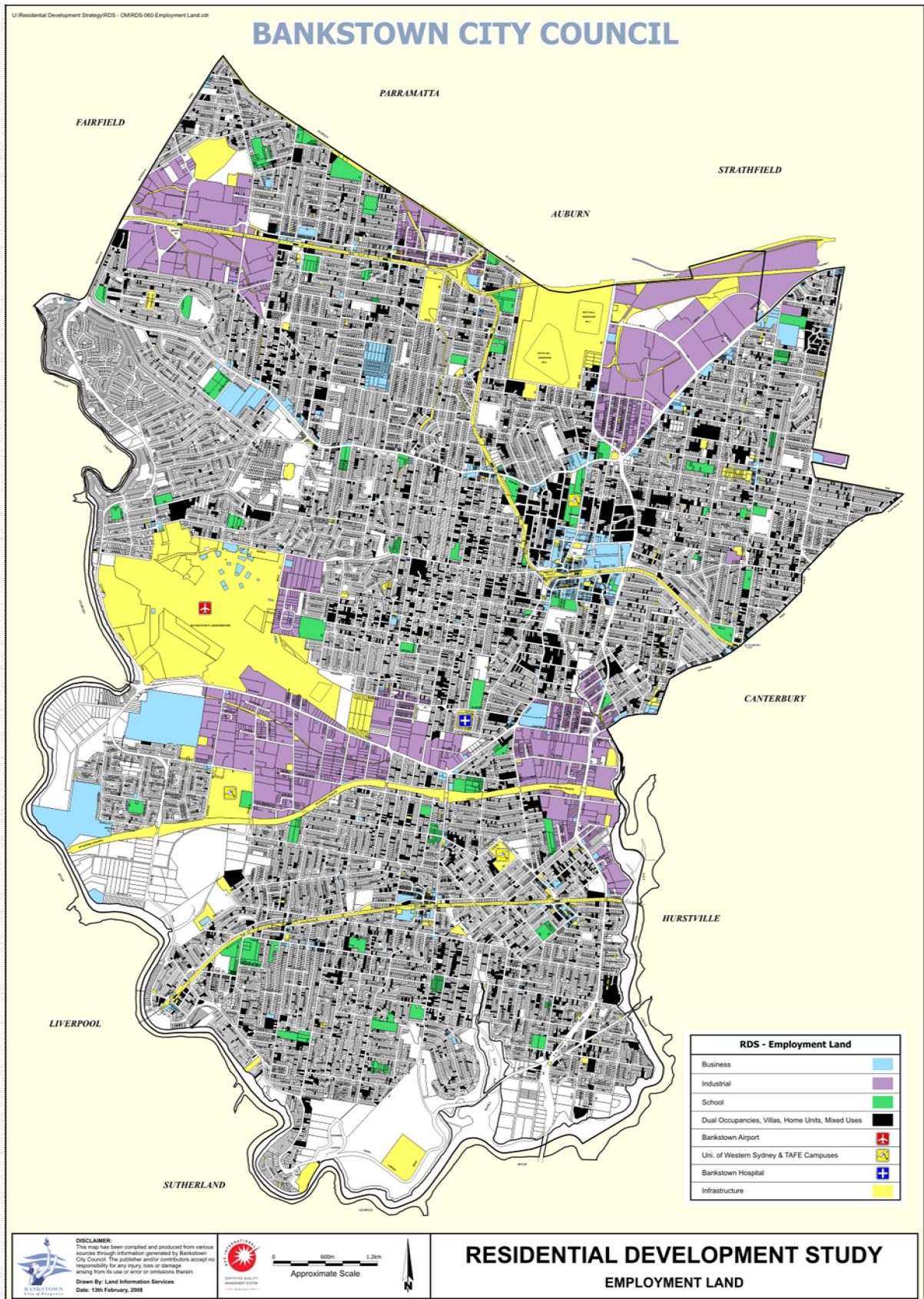
The anticipated population growth will also lead to increased consumer spending. Having jobs and consumer spending 'closer to home' will support local businesses to invest in the City of Bankstown and create more jobs.


The City of Bankstown currently has 986 hectares of employment land comprising the Bankstown CBD, Bankstown Airport, shopping centres, industrial precincts, enterprise corridors, bulky goods precincts, Bankstown–Lidcombe Hospital and educational establishments. The population across all suburbs in the City of Bankstown are within reasonable distance of employment land.


In 2006, the City of Bankstown contained around 70,100 jobs. However, jobs 'closer to home' (also known as employment self–containment) in the City of Bankstown is low at 28.7%. This is a similar rate to Blacktown, Parramatta, Auburn, Fairfield and Holroyd. By comparison, the Inner Sydney City area has the highest rate of self–containment at 60%.

This is partly due to the City of Bankstown offering fewer jobs for residents. The 1996 to 2006 period proved challenging for the City's economy, with total employment declining by 1,254 jobs at the same time as high population growth. The challenges during this period are summarised below:

-  Manufacturing is the largest employer (26%) although these jobs remain vulnerable from new challenges such as increased competition from overseas locations and large greenfield sites to the west of Sydney.
-  Retail is the second largest employer (10.8%). However, some shopping centres are struggling to compete against stand–alone centres which offer air conditioned environments and ample car parking. It is also not sufficient to rely on jobs in the Bankstown CBD to diversify and strengthen the City's economic base.
-  High service sectors such as property and business services, finances, communications and government administration experienced a significant decline when Sydney as a whole grew in these sectors. This is partly due to increased competition from Inner Sydney City, Parramatta and business parks. This trend is leaving the City of Bankstown with a weak commercial office market symbolised by high vacancies and generally poor quality stock.



 There is a below average of knowledge workers living in the City of Bankstown. Knowledge workers are drivers of wealth creation in the new economy such as information technology, engineering, management and public relations consulting, advertising, marketing and graphic design.

 The City of Bankstown's image (such as safety and security concerns) is inhibiting business and employment growth.

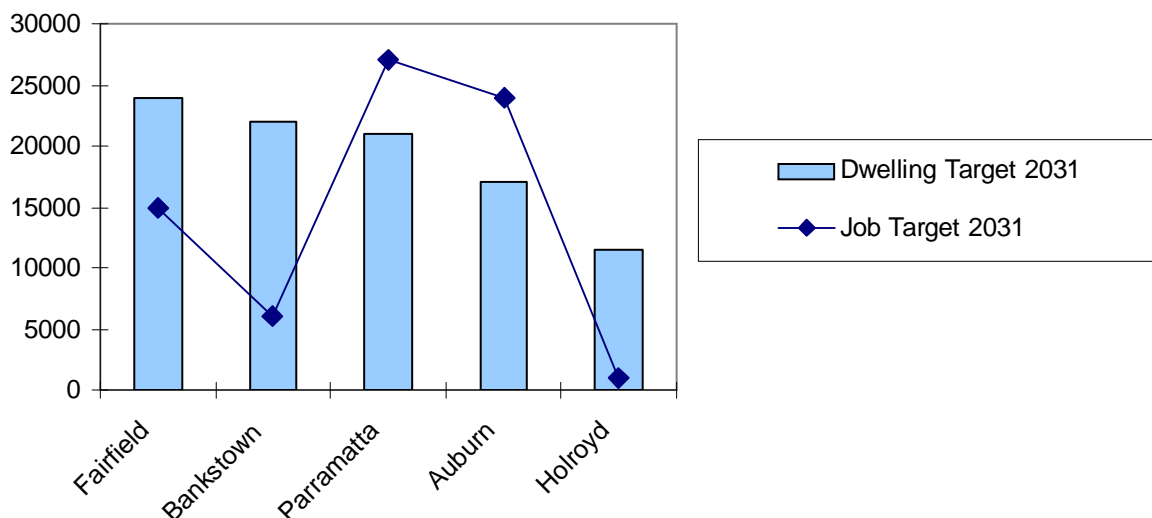
The Metropolitan Strategy recognises the importance for economic development and local employment growth, particularly self-containment, to keep pace with population increases. The Strategy is recommending an employment target of 6,000 new jobs (3,000 jobs in the Bankstown CBD and 3,000 jobs at Bankstown Airport). The Strategy also predicts a decline of 9,500 jobs in the older industrial precincts.

To measure whether the Strategy's employment target is sufficient for the City of Bankstown, Council could apply the benchmark of one new job for every new dwelling. Other councils such as Liverpool Council have applied this benchmark in economic strategies.

This benchmark suggests the employment target is deficient by 16,000 jobs if it is to support the 22,000 new dwellings for the City of Bankstown. This would leave residents to drive outside of the area to find work (at present, 66% of residents drive to work). The employment target should read 22,000 new jobs.

This benchmark also suggests the Metropolitan Strategy is not distributing dwelling targets according to employment patterns and growth. For example the Strategy is proposing to provide more jobs than dwellings for other councils in the West Central Subregion (such as Parramatta and Auburn).

Metropolitan Strategy Dwelling/Job Targets 2006-2031



Council's Employment Lands Development Study recognises it will not be possible to achieve 22,000 new jobs over the next 25 years. It will look for opportunities to support Council's dwelling target such as creating an education hub in the Bankstown CBD and modernising the industrial precincts.

This Study will build on the Policy Paper on "Future Directions for Industrial Land in Bankstown". Council adopted this Policy Paper in November 2002 to respond to mounting pressure to rezone industrial land for home units. The Policy Paper does not support rezoning proposals unless identified as surplus industrial land.





The Employment Lands Development Study will also look at ways to make jobs accessible to residents, to make jobs compatible with local skills, and to provide residents with the opportunity to pursue good incomes, skill enhancement and career development. The expected future growth in employment suggests a need to progressively encourage a shift from cars to walking, cycling and public transport if the City of Bankstown is to achieve amenity and liveability.

However, these opportunities require State Government funding and infrastructure investment. Council's ability to modernise shopping centres and industrial precincts cannot continue on section 94 developer contributions alone, especially as the State Government is looking to review levies for infrastructure requirements driven by general population growth.

Trends in the City of Bankstown: Public Transport & Infrastructure






What state and local infrastructure are needed to sustain population growth?

Major infrastructure strengths in the City of Bankstown servicing the population include:

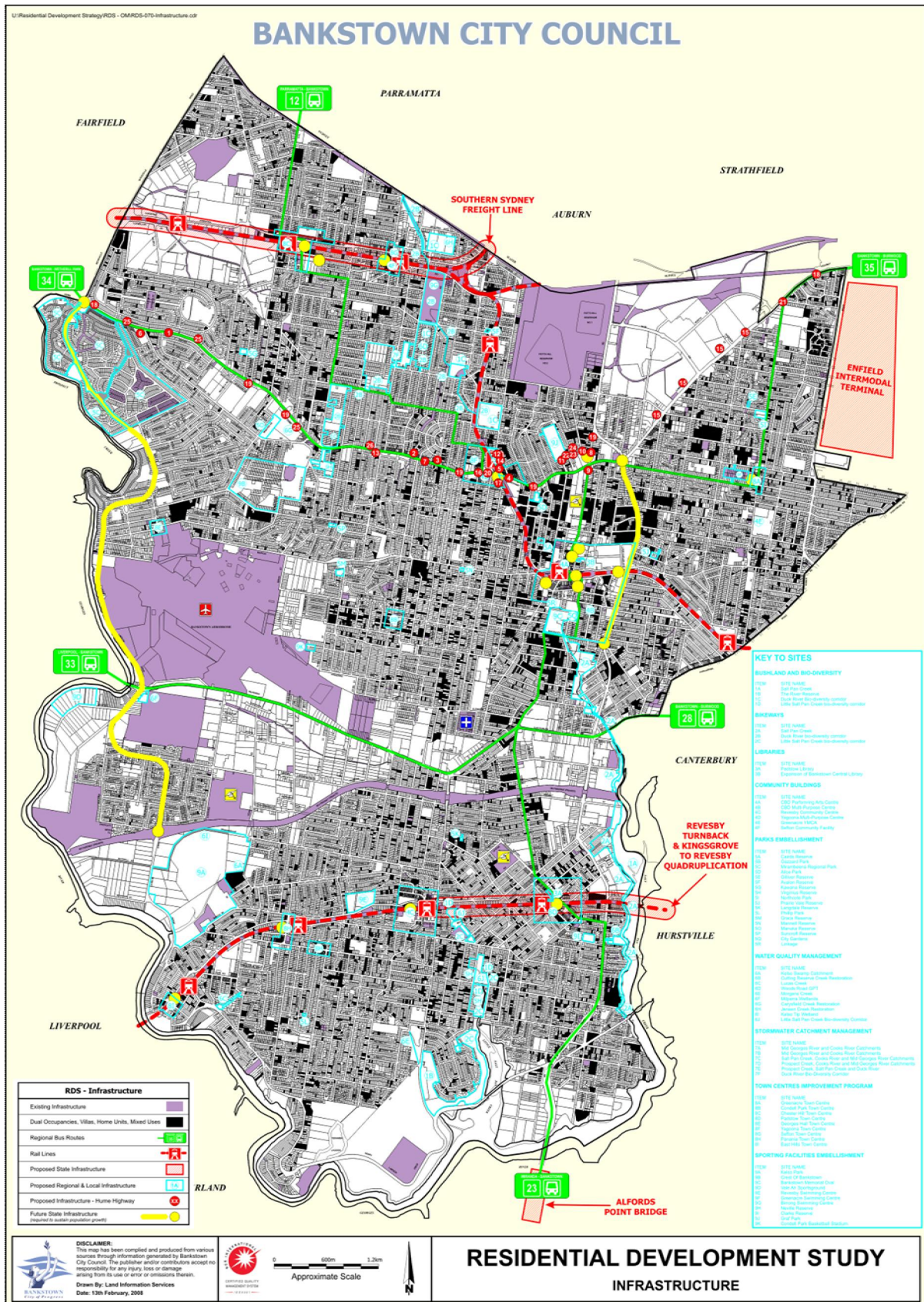
-  The Bankstown and East Hills railway lines and the M5 Motorway.
-  Water and sewerage infrastructure (largely provided during the 1950s and 1960s).
-  TAFE campuses and schools.
-  The Bankstown Court House and Bankstown–Lidcombe Hospital (430 beds).

However, much of the area was built in a period when public infrastructure was poorly provided or only on a limited basis. Consequently, the area has suffered from social and physical infrastructure deficits compared to the inner and northern suburbs of Sydney.

In 2006, the State Government released the State Infrastructure Strategy to link infrastructure works over the next 10 years with the State Budget. State projects that would benefit the City of Bankstown are limited to:

-  The Revesby Turnback and rail quadruplication improvements.
-  Regional bus routes and bus interchange in the Bankstown CBD.
-  Upgrade works at Bankstown TAFE (children's centre, community services upgrade & building demolition), Chullora TAFE (civil construction & carpentry workshop), Padstow TAFE (Horticulture) and Birrong Boys High School.
-  Alfords Point Bridge Duplication project, and new cycleways in Bankstown and Georges Hall.
-  The Southern Sydney Freight Line and the Enfield Intermodal Terminal, although these projects may constrain housing development due to noise and freight traffic impacts.

Many of these projects have become feasible due to joint funding with Council. For example, funding for the \$7 million bus corridor works in the Bankstown CBD is a combination of State Government grants (35%), Council's town centre improvement rate (29%) and Council's section 94 developer contributions (35%).



Another example is the Kingsgrove to Revesby rail quadruplication improvements, which is proposing to use Council land to accommodate the necessary infrastructure.

A broad audit of infrastructure and services in the City of Bankstown indicates the projects identified in the State Infrastructure Strategy do not constitute an effective level of new infrastructure to support 22,000 new dwellings over the next 25 years.

The State Infrastructure Strategy does not recognise that most of the infrastructure will need to occur at a regional and local level to integrate with population and household changes. Council has identified many more essential infrastructure that is needed at an early stage to sustain population growth:



Accessible railway stations at Chester Hill, Yagoona and Panania.



Bus interchanges and commuter car parking at centres with railway stations.



Road network improvements around the Bankstown Airport (such as the duplication of Henry Lawson Drive). This is necessary to support growth in population, freight movements and aviation activities. The State Government estimates these improvements will cost more than \$100 million.



Arterial and regional road improvements to accommodate traffic growth such as the Hume Highway and Stacey Street grade separation, the Stacey Street road widening, and the use of low noise asphalt on road surfaces.



Road access improvements across railway lines such as the new Bankstown CBD underpass and the widening of the Cahors Road overpass in Padstow.



Regional stormwater drainage improvements to meet the 1 in 100 year standard.



Reticulated water system improvements to accommodate high density development.



Electricity transmission improvements to avoid blackouts.






Town centre improvements to upgrade the public domain and physical infrastructure of tired centres and provide the basis for attractive, functioning and viable centres. Council initiated this program in 2002 with improvements to the Chester Hill, Greenacre and Sefton centres. At present design and construction is costing \$1.5 million for a large centre and \$800,000 for a small centre, and Section 94 developer contributions is the main funding source.



Land acquisition and consolidations to create anchor sites in centres.



Provision of community facilities to meet the demands of the growing population.

-  Expansion of local and regional open space, and the provision of recreational facilities as part of this open space.
-  Restructuring of road, cycle and pedestrian networks that connect to centres.
-  Potential adoption of other (non–infrastructure) transport measures such as the preparation of Workplace Travel Plans and incentives that will encourage a shift to public transport and non–car transport modes.

Who will fund the infrastructure that is needed to sustain population growth?

The biggest challenge is to fund the replacement of aging urban infrastructure and to increase capacity in growth areas. This includes expanding open spaces and roads, enhancing centres and supporting employment zones.

At present, the State Government and Council rely mainly on section 94 developer contributions to fund these works. The levies are collected at development application approval stage and usually involve matching contributions by Council for the works to occur.

This process cannot keep pace with population growth. Section 94 contributions on its own cannot fully fund the necessary infrastructure and Council requires the State Government to provide funding assistance.

Council is keen to coordinate its infrastructure strategy with state agencies to fund the long–term renewal of the City of Bankstown, and to keep to these plans. In 2005, Council welcomed the possibility of having a demonstration project in the Yagoona shopping centre to create anchor development sites that connect to an accessible railway station. The State Government has not progressed with this option.

In the interim, the State Government is looking to introduce legislation that will review Council's ability to collect levies for any infrastructure work that is driven by general population growth. These works will include the provision of community centres, libraries, sporting facilities, public car parks and embellishments.

This will place pressure on Council and existing communities to fund the provision and maintenance of essential regional infrastructure.

What types of infrastructure are at a sufficient level to sustain population growth?

Schools

The Department of Education recommends one public primary school per 2,000–2,500 new dwellings and one public high school per 6,000–7,500 new dwellings. Based on a dwelling target of 16,000, the City of Bankstown would require a total 50 schools (38 primary schools and 12 high schools) to service population growth to 2031. At present, there are 73 schools suggesting the City of Bankstown has a sufficient number of schools to service population growth over the next 25 years.

Number of schools	2007 Public	2007 Non-Govt	2007 Total	2031 Target
Primary School	30	17	47	38
High School	13	4	17	12
Combined Primary & High	–	5	5	–
Special School	4	–	4	–
Total	47	26	73	50

The City may continue to see an increase in the number of non-government schools that are partly funded by Federal Government grants. Examples such as the 'Investing in our Schools Program' and the 'Capital Grants Program' allow for the provision and upgrading of non-government schools based on new demographic and enrolment trends.

Child care centres

There are 90 child care centres in the City of Bankstown providing around 2,380 places to children aged 0–6 years (344 of these places are for children aged 0–2 years). This is a significant number compared to neighbouring councils as follows:

Council	Number of child care centres	Number of places
Auburn	15	724
Canterbury	45	2,034
Fairfield	49	2,162
Hurstville	19	814
Liverpool	56	2,599
Parramatta	61	2,625
Strathfield	7	481
Sutherland	67	2,726

In light of these numbers, there is a perception that the City of Bankstown is experiencing a shortage of places for children aged 0–2 years. To determine how many child care places should be provided per population, Liverpool Council calculated that at least 1 place should be provided for every 20 children aged 0–4 years. Based on this calculation, the City of Bankstown would need to provide a total 742 places to meet community needs by 2031. At present, the City of Bankstown exceeds this target.