

Section 7

Possible Study Areas for Discussion

Possible Study Areas

Introduction

Council undertook a broad assessment of centres and corridors to explore possible areas that could accommodate population growth. This assessment looked at the existing urban structure of each study area, and the infrastructure and open space provision desirable to support the proposed growth for each centre. This is based on the Department of Planning's sustainability criteria.

Centre Type	Summary of Hierarchy
Major Centre	The Bankstown CBD will function as the Major Centre for the next 25 years.
Other Centres (Town Centres, Villages, Small Villages and Neighbourhood Centres)	There are 12 village centres, small village centres and neighbourhood centres in the City of Bankstown. Whilst renewal and increased residential densities may occur in these centres over the next 25 years, this will occur at an appropriate scale to protect and enhance the character of these centres.
Specialised Centre	Bankstown Airport–Milperra is designated as a specialised centre to perform vital economic and employment roles of regional significance.
Employment Lands	Employment lands contain industrial development such as factories and warehouses.
Enterprise Corridor	The Hume Highway is designated as an enterprise corridor.



Bankstown Central Business District–strengths and challenges

Character

The Bankstown CBD is a Major Centre and subregional employment centre serving Inner South Western Sydney. Key attributes include the railway station, office and retail businesses, government regional offices, council administration office, two shopping malls, regional civic and community facilities, district courthouse, entertainment and recreational facilities (including the Bankstown Sports Club and RSL Club), and educational establishments (including Bankstown TAFE campus).

Adopted Policies

The Bankstown Housing Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
126	229	170	69	62	170	216	27	136	52

Vision

The future character of the Bankstown CBD is to continue to function as a Major Centre and subregional employment centre in Western Sydney. There is the opportunity to further attract regional head offices and office employment that will service the surrounding specialised centres, business parks, Bankstown–Lidcombe Hospital, and enterprise corridors.

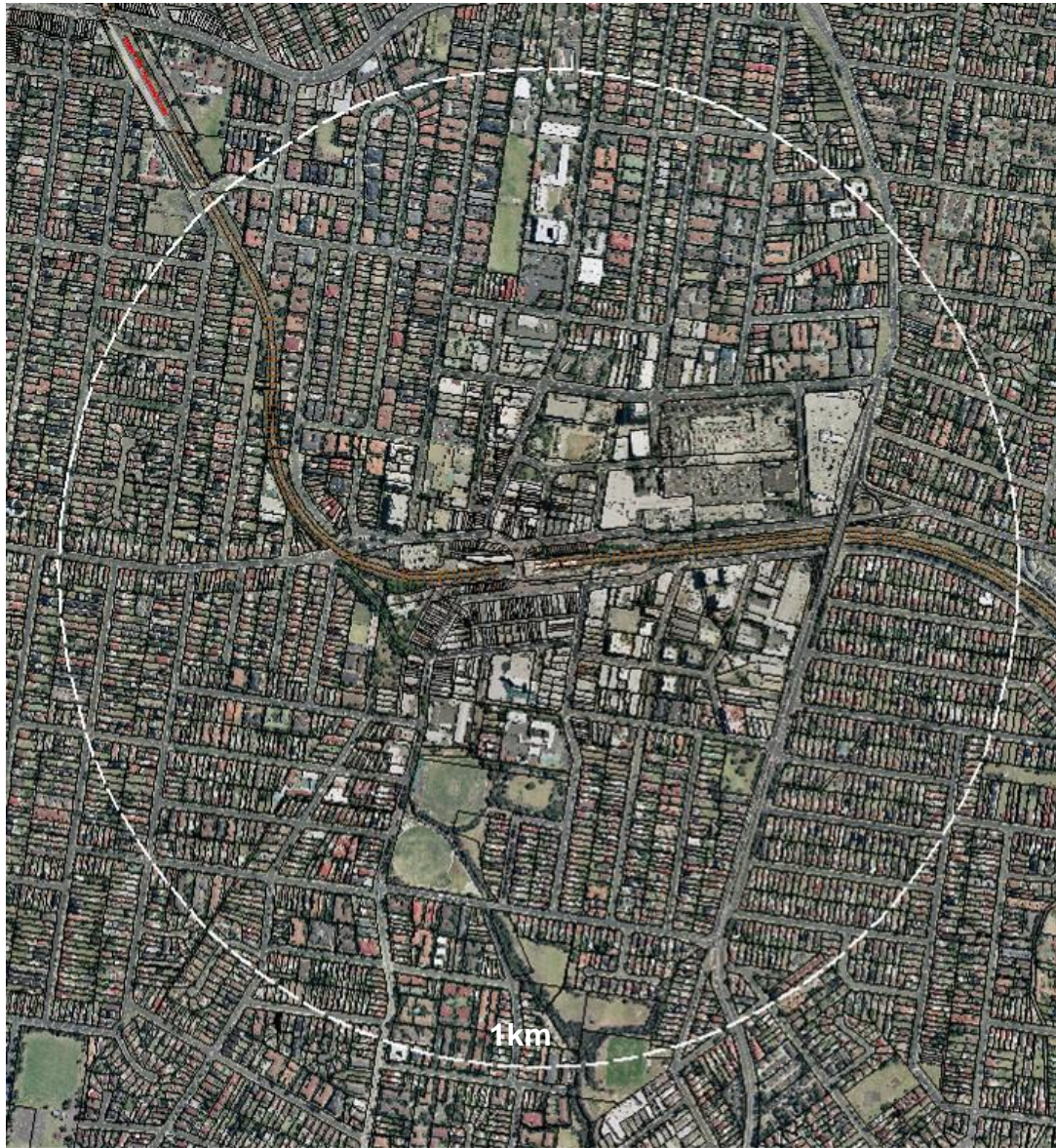
There is also the opportunity to continue to promote residential expansion in and around this Major Centre.

Forecasts Summary for the Bankstown CBD

	2006	2011	2016	2021	2026	2031
Population	16,047	18,162	19,878	21,850	23,152	24,517
Change in pop. (5yrs)	2,367	2,115	1,716	1,972	1,302	1,365
Average annual %	3.2%	2.5%	1.8%	1.9%	1.2%	1.2%
Households	5,822	6,639	7,329	8,113	8,675	9,255
Change in households	966	817	690	784	561	581
Average h/hold size	2.72	2.70	2.68	2.66	2.64	2.62

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Bankstown	Major Centre = 5,691	Major Centre + 4,500	Major Centre + 3,810	Major Centre + 4,585
Centre Radius	1km	1km	1km	1km

Strength–capacity to accommodate population growth

The Bankstown CBD accounts for 7.3% of the total population in the City of Bankstown and has experienced population growth of 26% since 1996. This is significantly above the levels recorded for the City of Bankstown and Western Sydney (5% and 8.5%, respectively).

The Bankstown CBD also has a high working age population (67.5%) compared to the City of Bankstown (63.9%) although many residents have a 'low income' profile as the Bankstown CBD is an entry level destination for new immigrants and arrivals in Sydney.

There is modest evidence of change with an increase in the proportion of people with higher incomes and knowledge worker occupations moving to the Bankstown CBD since 1996.

Key population statistics

	Total population 2001	% of LGA population 2001	% change 1996-2001	% working age (15–64)	% change in working age
Bankstown CBD	12,028	7.3	26.0	67.5	24.4
Bankstown LGA	165,604	100	5.0	63.9	4.5
West Central	1,492,011	n/a	8.5	67.0	8.6
Sydney	3,997,321	n/a	6.8	67.0	7.1
Benchmark centres:					
Blacktown CBD	4,345	1.7	-1.6	64.1	4
Bondi Junction CBD	7,581	12.5	10.8	70.7	15.7
Campbelltown CBD	2,218	1.5	6.5	70.6	-4.1
Castle Hill CBD	1,714	1.2	2.5	68.4	0.2
Chatswood CBD	5,516	9.3	40.1	68.0	48.3
Hornsby CBD	7,024	4.9	27.7	73.2	32.5
Hurstville CBD	11,071	6.4	23.8	69.2	25.7

Source: Bankstown Economic Profile 2006

Strength—economic and employment growth

The Bankstown CBD contains 222,669m² of retail and commercial floor space. The Centro shopping centre has the largest amount of retail floor space at 85,000m² and is anchored by Myer, Kmart, Target, Big W, Woolworths and Franklins. The remaining retail space in the Bankstown CBD consists of a range of specialty and food retailers.

There are 8,689 people employed in the Bankstown CBD accounting for 14.2% of the total employment in the City of Bankstown. The service sector accounts for the vast majority including retail trade, property and business services, and health and community services. There is also a strong presence of educational institutions.

The commercial office market is weak with high vacancies and generally poor quality stock, and the employment base appears to be narrowing around retail activity.

Businesses looking to move into the Bankstown CBD include solicitors, medical and related businesses, clothing and jewellery retailers, and food retailers. The anticipated employment growth will therefore generate the demand for an additional 57,839m² of floor space by 2031.

Critical to achieving employment growth is the need to identify a services niche opportunity for the Bankstown CBD. This may include a stronger tertiary education level presence, or more entertainment, recreation and cultural facilities that provide services and options for employees in the Bankstown CBD and nearby industrial areas.

Strength—CBD Renewal Program

At its meeting held on 27 July 2004, Council accepted funding under the Planning Reform Program to have the Bankstown CBD develop as a key employment and service growth centre, being one of seven regional centres in Western Sydney targeted as part of the Metropolitan Strategy.

At its meeting held on 20 September 2005, Council adopted plans for transport, traffic and public domain improvements including:

- The reconstruction of the existing railway underpass linking North and South Terrace.
- The opening of the Chapel Road (Plaza) Rail Bridge for bus-only access as part of a two way bus priority corridor (between Restwell Street and Centro bus station).
- The consolidation of the North and South bus terminals into one new bus-rail interchange located south of the railway station.

At its meeting held on 27 June 2006, Council resolved to proceed with the CBD Renewal Program. A program of infrastructure improvements which, in the next financial year alone, are expected to involve some \$4.5 million in capital works has supplemented planning work. Where possible, Council has leveraged support from the State Government on infrastructure improvements.

It is considered appropriate that Council reinforce and capitalise upon this confidence in the CBD by contributing not only through planning and development of public spaces, but through a review of its own property assets in the CBD to produce strategic outcomes for both Council and the community.

Council is currently preparing a Bankstown CBD Plan to support long-term redevelopment and identify supporting infrastructure required for a regional centre. The following strategic directions outline the key elements to be progressed:

- Provide sufficient supply of lands for business and employment expansion.
- Accommodate a city centre residential population.
- Develop a strong north–south urban structure for future expansion.
- Develop a cluster of tertiary education facilities.
- Establish a development framework which encourages renewal of central CBD buildings.
- Establish fringe business development areas to support the CBD.
- Develop a regional cultural hub.
- Upfront planning of key development sites.
- Improve regional transport access and facilities.
- Improve metropolitan transport capacity and facilities.
- Better management of traffic growth.
- Enhance pedestrian access and a pedestrian friendly environment.
- Introduce transit–supportive parking policies.
- Promote building and urban design quality.
- Provide an efficient and transparent development framework.

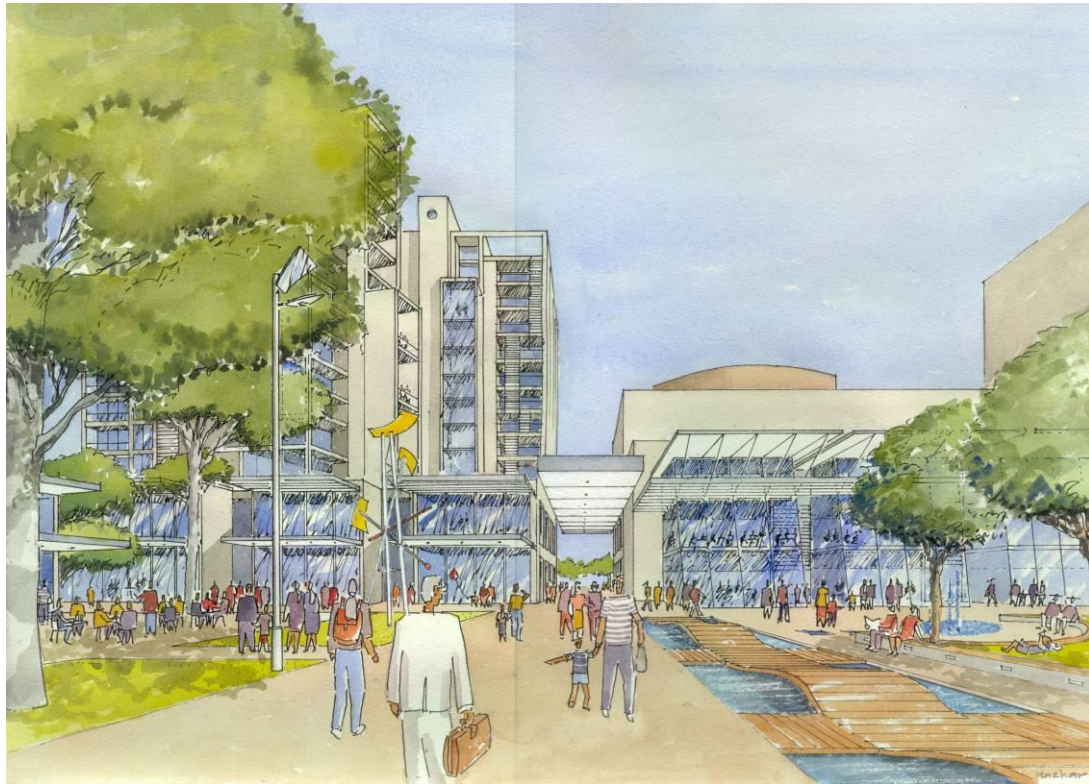
This illustration shows the redevelopment of the Arts & Craft Centre site to house a new Arts Hub for Bankstown



This illustration shows the redevelopment of the former North Terrace Bus Interchange area adjacent to the entrance of the Bankstown Railway Station



This illustration shows a possible generation strategy for the 'Civic Precinct'



This illustration shows the upgrade of the South Terrace Bus Interchange area adjacent to the entrance of the Bankstown Railway Station



Strength—good access to public transport

The Bankstown CBD is located at the hub of the regional roads and corridors that pass through South Western Sydney, and connects two enterprise corridors: the Hume Highway Enterprise Corridor and the Canterbury Road–Milperra Road Enterprise Corridor.

The Bankstown CBD is also located on Stacey Street (a State Road that provides a north–south connection between Parramatta, the M5 Orbital Motorway, and Sutherland).

These State Roads are the routes for the Bankstown–Miranda, Bankstown–Parramatta, Bankstown–Fairfield, Bankstown–Liverpool, and Bankstown–Burwood strategic bus corridors.

Bankstown is also located on the Bankstown rail line, and Council is working with Railcorp/Ministry of Transport on a masterplan for the redevelopment of the railway station precinct. This will include:

- A regional bus/rail interchange and road works to accommodate the numerous strategic bus corridors passing through Bankstown.
- The construction of a new road underpass between North Terrace and South Terrace to promote vehicular circulation.
- The redevelopment of surplus rail lands in the business core area.
- The redevelopment of railway station to address capacity constraints and poor quality existing rail facilities.

Strength—traffic ring road

The ring road around the city centre is a high capacity road system capable of accommodating most of the demand for through and circulating traffic. The use of ring road would avoid unnecessary use of the railway underpass and other parts of the internal road network.

Council commissioned studies to investigate the traffic and parking impact resulting from the proposed redevelopment of the city centre, assuming the potential for 4,200 extra dwellings (most of which would be on the southern side of the railway line) and 75,000m² additional retail and commercial floor space (most of which will be on the northern side of the railway line).

The analysis concluded that future planning for the city centre should allow for an increase in traffic volumes of 20% over the next 15 years. The results found that most of the intersections are expected to perform well, with satisfactory to good levels of service.

Future traffic improvements should support the use of this ring road system as the primary point of access to the city centre. This would mainly involve improvements to the Marion Street/Meredith Street/entry to Marion Street car park intersection to reduce excessive queuing.

Strength–parking policies

Council commissioned studies to look at car parking in light of public transport improvements and better managing public assets. The studies acknowledge the existing multi–level car parks have a significant supply of off–street parking (1,869 spaces). There is also considerable private off–street parking including the Sports Club (over 1,200 spaces) and Centro Shopping Centre (over 3,500 spaces).

The utilisation is high with an occupancy rate of 86.6% at peak. Industry standard utilisation rates of 85% are considered good for efficiency and traffic movement. The studies suggest the existing levels of parking spaces are necessary and should be retained as there is a demonstrated demand. However, the location of car parks should be on the ring road system to minimise congestion in the internal road network.

At the Ordinary Meeting of 24 March 2009, Council resolved to adopt strategic directions and actions to locate the car parks on the ring road system and ensure there is no net loss of parking available in the city centre.

Strength–regional community and cultural assets

The civic centre of the Bankstown CBD is centred on Paul Keating Park, and includes the Council administration office and chambers, Town Hall, Bankstown Library, and the district courthouse. There are opportunities to develop large under–utilised sites in proximity to the civic centre and the railway station with office/retail buildings and mixed–use development as part of the CBD Renewal Program. Other key assets include:

- Cultural assets such as the Bankstown Cricket Ground, Memorial Gardens, and Telstra Museum.
- Entertainment facilities such as clubs (Bankstown Sports Club and RSL Club), cinemas, bowling alley, and restaurants. There is also an Asian precinct developing on the southern side of Bankstown.
- Open space such as Memorial Park and Stevens Reserve on the southern side of Bankstown, and Paul Keating Park on the northern side of Bankstown. However, there is a need to increase the amount of open space on the northern side of Bankstown. The Salt Pan Creek Corridor connects the southern side of Bankstown to the Georges River. There is the need for major regional funding to acquire land and enhance this Corridor as a cycle/pedestrian and biodiversity link to Bankstown.

Challenge—topography

Council's existing concept for the urban form of the city centre is a 'mountain form'. That is, higher building heights in the centre and lower building heights at the edges. However, the city centre is primarily located in a topographical bowl that is tilted to the south. The existing concept for the urban form is in conflict with the topography as the landform at the centre is lower than the edges.

There is a need for Council to review the concept for the urban form to achieve an identifiable skyline image for the city centre, and avoid expanding the city centre in areas where the topography is unsuitable for increased densities.

Challenge—state infrastructure to support population growth

The priority is the construction of the Hume Highway—Stacey Street grade separation to improve regional north—south access between Bankstown and Parramatta, particularly if the State Government wishes Parramatta to act as an effective regional centre in the West Central Region. Other priorities include:

- The redevelopment of the railway station site and the regional bus/rail interchange, and an upgrade of rail commuter parking facilities.
- The assistance of the NSW Government to acquire a site to relocate the University of Western Sydney campus from Milperra to Bankstown with student accommodation.
- The construction of a new road underpass between North Terrace and South Terrace.
- The construction of a regional multi—purpose community centre.
- Land acquisition to provide additional open space on the southern side of Bankstown to address the needs of increased residential population.
- The upgrade of the existing stormwater channel between North and South Terrace. It appears the existing open channel is not adequate to carry the flow in North Terrace, which is a continuation of the overland and culvert flows in The Appian Way.

Most of the priorities in the Bankstown CBD involve state rail and bus/road infrastructure, with funding needed for the railway station redevelopment. The Metropolitan Strategy recognises the State Government will fund state and regional infrastructure improvements.

Yagoona shopping centre–strengths and challenges

Character

The Hume Highway Corridor Strategy nominates the Yagoona shopping centre as the main centre serving the central suburbs of the City of Bankstown and the Hume Highway Enterprise Corridor. The shopping centre contains an IGA Supermarket together with a large group of shops and services (this includes a railway station, senior citizen centre, and schools).

Adopted Policies

The Hume Highway Corridor Strategy and the Yagoona Town Centre Renewal Strategy are the current policies to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
54	98	54	36	35	31	27	25	39	5

Vision

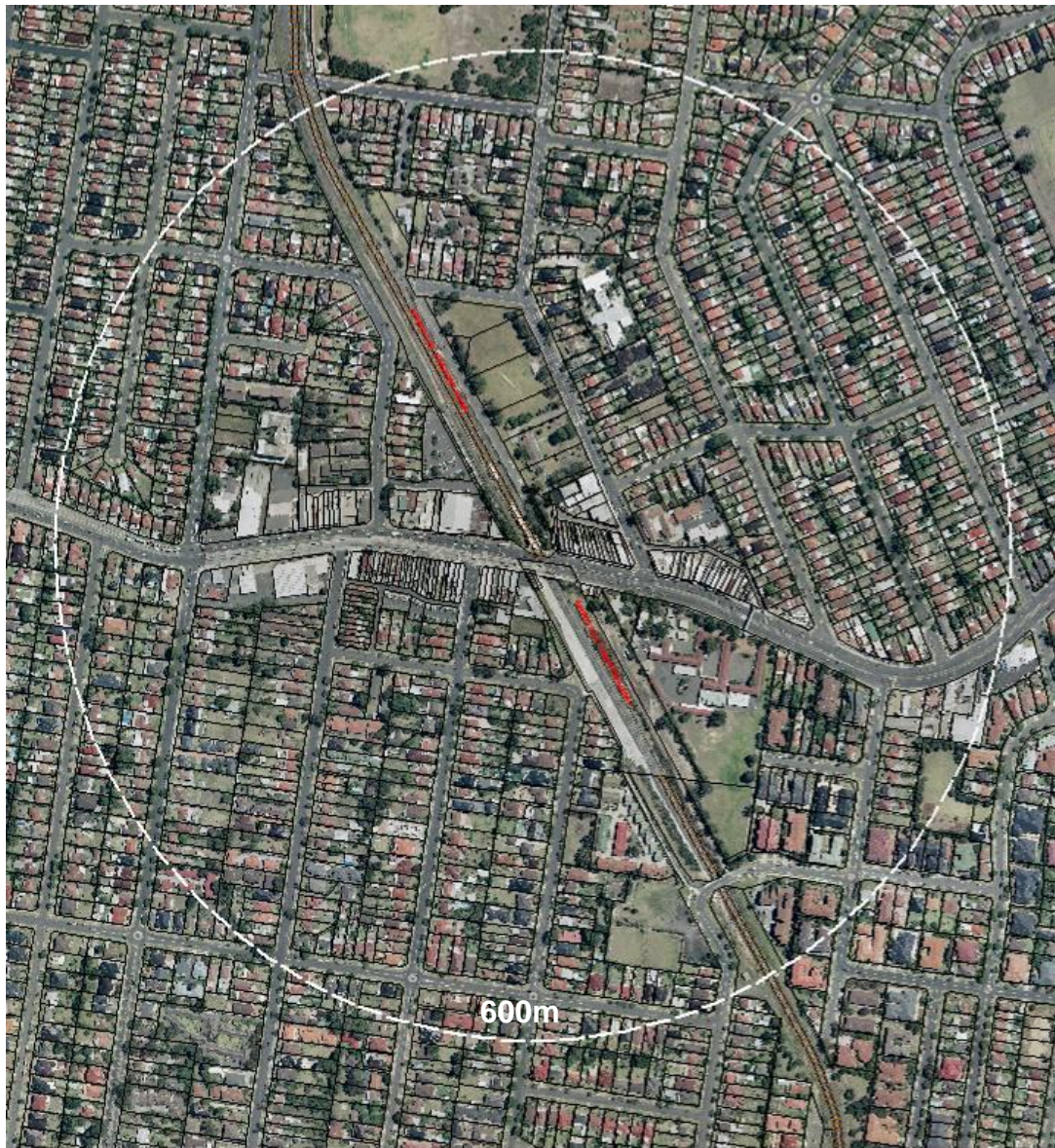
The future character of the shopping centre is to function as a Village Centre for the Hume Highway Enterprise Corridor redevelopment. There is the opportunity for additional retail activities and supporting housing, and the creation of a new retail street and civic space that provides a shopping environment away from the Hume Highway.

Forecasts Summary for the Suburb of Yagoona (which includes the Yagoona shopping centre)

	2006	2011	2016	2021	2026	2031
Population	15,644	15,990	16,696	17,520	18,512	19,494
Change in pop. (5yrs)	313	346	706	824	991	983
Average annual %	0.4%	0.4%	0.9%	1.0%	1.1%	1.0%
Households	5,186	5,362	5,648	6,002	6,421	6,840
Change in households	215	176	286	355	419	419
Average h/hold size	2.97	2.94	2.92	2.88	2.85	2.82

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Yagoona	Small Village = 768	Infill	Village + 1,640	Village + 1,641
Centre Radius	400m	–	600m	600m

Strength—adoption of the Yagoona Town Centre Renewal Strategy

The Hume Highway Corridor Strategy and the Yagoona Town Centre Renewal Strategy are the current policies to guide development.

These detailed strategies are based on an assessment of environmental factors, land development and feasibility, retail assessment, community facilities needs assessment, and community consultation.



In summary, the principles of the urban design structure for the centre are:

- ❑ Create better connections across the highway and a new east–west connection (pedestrian and part road) to the north of the Hume Highway connecting retail and community facilities to the rail station.
- ❑ Create a new central place as the focus for retail activities, with the potential for the development or expansion of a large–scale supermarket anchor.
- ❑ Improve physical environment for retail along the Hume Highway frontages through street–tree and median planting, improvement of pedestrian crossings, slowing traffic to a design speed of 60km/h and encourage highway parking outside peak hours.
- ❑ Improve the identity of Yagoona when viewed from the Highway frontage including treatments for the eastern and western "gateways" and treatment of medians.

- Consolidate community facilities presently spread across the town centre into a community hub, potentially on the site of the present senior centre and community buildings. This site should be rezoned to allow for future mixed-use development in addition to this community hub.
- Improve car parking provision through upgrading the car park to the east of the rail line. At the same time focus on improved pedestrian access into the centre.
- Locate bus stops off the highway, to reinforce access to the proposed retail and community core areas and rail station. Improve drop-off facilities for the rail station and schools through extending Cooper Lane.
- Allow for higher density mixed-use commercial and residential development setback from the highway frontage.
- Restrict the opportunities for dispersal of anchor retail activities such as supermarkets, except for in a consolidated retail core area. In addition, allow the re-use of large retail sites in the central retail area to attract new retail development anchors.
- Upgrade the recreational facilities available in Gazzard Park as a village green, with improved passive visual surveillance and active recreational facilities (such as playground equipment and walking trails).

The first stage of improvements to infrastructure and road/access is estimated to cost \$1.4 million. The second stage of improvements will require Council to dedicate a further \$1.5 million from Council's Urban Village Reserve and Section 94 Plan.

The third stage will involve medium to long term works that require negotiation and funding assistance from state agencies. These works include:

- Further physical improvements to the Hume Highway Corridor, in liaison with the RTA. These should seek RTA improvement of road pavements, management of the highway corridor at a 60km/h design speed, widening of off-peak highway parking lane and improved phasing for pedestrian crossings (particularly at Highland Avenue). The retention and support for the right turn from the Hume into Church Road is also an important component of the plan.
- Liaise with Railcorp for the station to be placed on the rail station access improvement program.

The challenge for the strategy is to fund significant improvements to match the growth of the area, including Yagoona Town Centre improvement works (\$2.9 million), Yagoona community centre (\$2.7 million) and Gazzard Park improvement works (\$500,000).

Strength—good access to public transport

Yagoona is the only shopping centre with a railway station along the Hume Highway Enterprise Corridor (between Ashfield and Liverpool), and will require the construction of an accessible railway station with bus facilities and priority measures to accommodate the strategic bus corridor. The Ministry of Transport is proposing to include the Yagoona shopping centre as part of the Bankstown–Parramatta strategic bus corridor, and the Bankstown–Fairfield strategic bus corridor.

The shopping centre is also located on Cooper Road, which links to a possible housing redevelopment on surplus land at the Potts Hill Reservoir.

Strength—local parks and community facilities in the centre

Community facilities in the Yagoona shopping centre include a senior citizens centre, early childhood centre and pre–school. Council is proposing to consolidate and reconstruct these facilities in Gazzard Park away from the Hume Highway.

There is also a need for the creation of a civic place in the shopping centre (in proximity to the railway station) that will form the focus of the new retail street. This will occur as part of the redevelopment together with the upgrading of Gazzard Park into a Village Green.

Challenge—state infrastructure to support population growth

The priority is the assistance of the State Government to consolidate properties in the business core area to create a redevelopment site that is suitable for a supermarket and mixed–use development. This will provide an anchor tenant, and may serve as a demonstration project for the renewal of other centres on major roads that are identified in the Metropolitan Strategy.

Other priorities include:

- The construction of an accessible railway station and a bus/rail interchange.
- The creation of new retail street on the northern side of the shopping centre that will form a pedestrian link between Church Road and Gazzard Park, and is away from the Hume Highway.
- Road and landscaping improvements in the section of the Hume Highway that passes through Yagoona to improve vehicle and pedestrian safety (including median strips, safety fence, reduction in speed limits).
- The installation of traffic signals at the intersection of the Hume Highway and Church Road to allow right turns to the supermarket.
- A drop–off/pick–up area for rail commuters, additional rail commuter parking spaces to support the Bankstown CBD, and additional on–street parking spaces along the Hume Highway for highway shoppers.

- Land acquisition to connect Cooper Lane with the State Rail car park to create rear lane access.
- Orientating the Yagoona Primary School away from the Hume Highway.
- The redevelopment of the Yagoona Housing Estate (Department of Housing).

Most of the priorities in the Yagoona shopping centre involve state rail and road infrastructure. The Metropolitan Strategy recognises the State Government will fund state and regional infrastructure improvements. This also requires RTA and Railcorp commitment to road/rail upgrades.

This could serve as a demonstration project for State innovation.

Challenge—market interest and lot consolidations

Yagoona faces a number of challenges. The centre has declined as it has not competed with rival centres at Bass Hill, Chester Hill and Chullora (and Bankstown CBD) to attract local expenditure. There is a need to re-establish Yagoona as a place for weekly shopping and services.

In regard to the feasibility of development, Yagoona is marginal at present for higher density residential. Development feasibility assessments show that the attraction of this investment will be less through increasing development potential of sites and instead needs to focus on centre improvements in the first instance.

A further challenge to attracting market investment to the shopping centre is the fragmented property ownership and inability for developers to acquire sites at realistic prices.

Priorities are the consolidation of properties in the business core area to create redevelopment sites that are suitable for a supermarket and mixed-use development, and infrastructure improvements to change the poor market perception of Yagoona as a desirable residential location.

Revesby shopping centre–strengths and challenges

Character

The Revesby shopping centre is a Small Village Centre serving the southern suburbs of the City of Bankstown. The shopping centre contains a Woolworths Supermarket and Franklins Supermarket together with a large group of shops and services (this includes a railway station, banks, police station, YMCA centre and the Revesby Workers Club).

Adopted Policies

The Bankstown Housing Strategy and the Revesby Urban Village Masterplan are the current policies to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
35	21	20	16	20	66	22	22	11	19

Vision

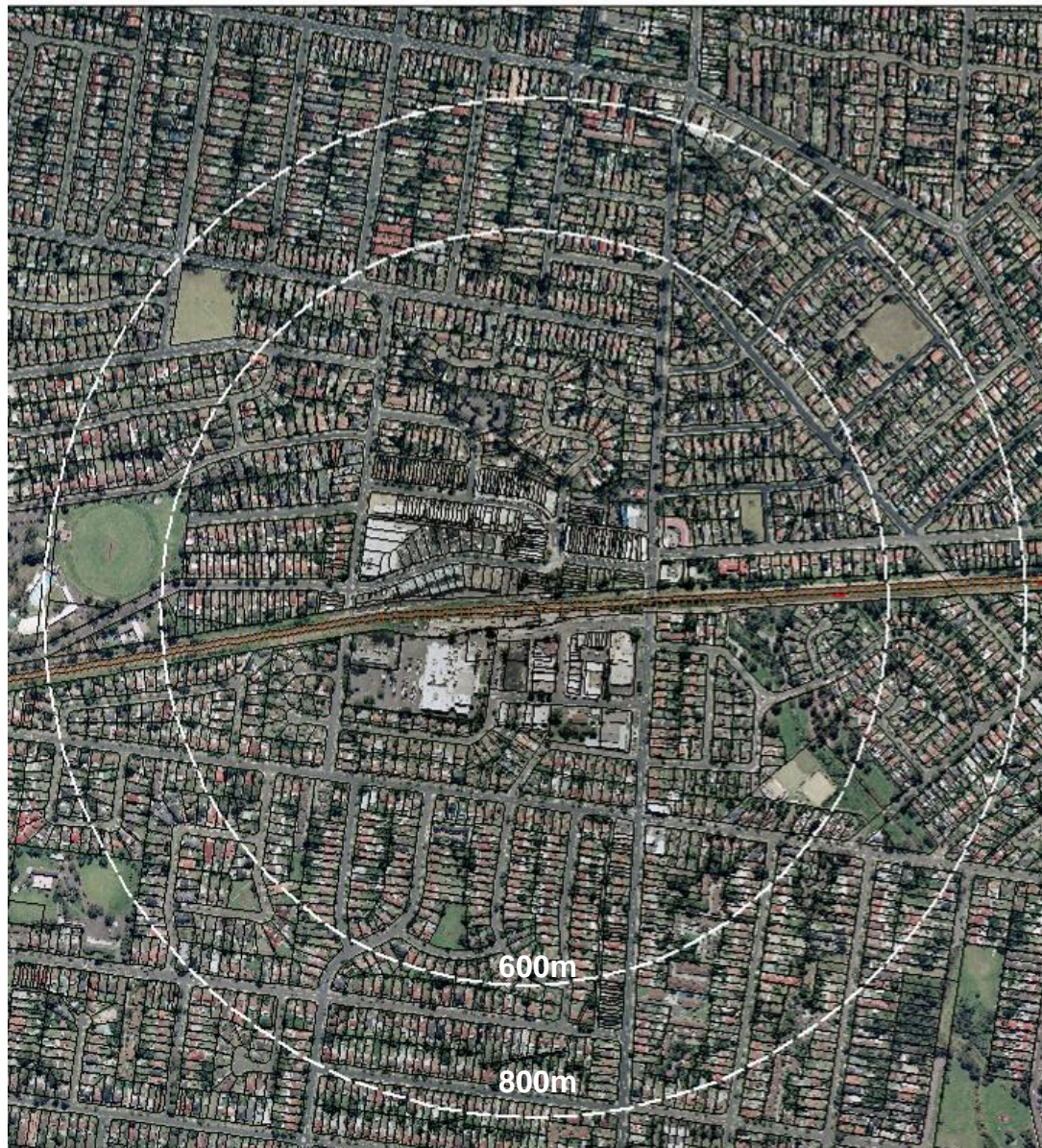
The future character of the shopping centre is to function as a Village Centre for the southern suburbs of the City of Bankstown. There is the opportunity for additional retail activities and supporting housing.

Forecasts Summary for the Suburbs of Revesby–Revesby Heights (which includes the Revesby shopping centre)

	2006	2011	2016	2021	2026	2031
Population	13,709	14,228	14,632	14,990	15,304	15,634
Change in pop. (5yrs)	348	519	405	358	314	330
Average annual %	0.5%	0.7%	0.6%	0.5%	0.4%	0.4%
Households	5,007	5,227	5,425	5,622	5,819	6,017
Change in households	196	220	197	197	197	197
Average h/hold size	2.69	2.68	2.66	2.63	2.59	2.56

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Revesby	Small Village = 1,697	Small Village + 250	Village + 790	Town Centre + 2,336
Centre Radius	400m	400m	600m	800m

Strength—good access to public transport

The Revesby shopping centre is located on the East Hills railway line. Railcorp is proposing to construct a turn back facility at Revesby and quadruplication, and this will require the construction of a new railway station.

The shopping centre is also located on The River Road (a Regional Road that provides a north–south connection between Bankstown, the M5 Orbital Motorway, and the southern suburbs of the Bankstown municipality). Access into the shopping centre for vehicles and buses off The River Road requires an upgrade at intersections. There is a need to upgrade bus facilities to allow for bus priority for the proposed Connex bus route access to the northern side of the shopping centre.

However, the Ministry of Transport is proposing to exclude Revesby as part of the Bankstown–Miranda strategic bus corridor.

Strength—economic and employment opportunities

The Revesby shopping centre has evolved over the last two to three years from a neighbourhood centre to play a vital district centre role in the southern region of the City of Bankstown.

The shopping centre contains 27,750m² of retail and commercial floor space, and it is forecast that the trade area population will increase by 0.8% and household income expenditure will increase from \$60.6 million to \$83.9 million (or 1.6% per annum) by 2026.

The additional floor space capacity of the shopping centre is therefore estimated at 8,800m² including 3,000m² in supermarket/specialty food and 2,500m² in cafes and restaurants.

There is also the capacity to accommodate a second major supermarket within the next 10 years. A second supermarket on the southern side of the railway line has the potential to revitalise economic activity on the southern part of the shopping centre together with the proposed redevelopment of the Revesby Workers Club.

Strength—local parks and community facilities in the centre

The community facilities in the shopping centre include the YMCA centre, and Council is proposing to construct a multi–purpose community centre.

Abel Reserve is the major park in the shopping centre, and there is the option to create a civic place at both sides of the railway station entrances.

Challenge—state infrastructure to support population growth

The priority is the construction of a pedestrian crossing to connect the northern and southern sides of Revesby. The railway line currently isolates the two sides, and people cannot walk across the existing overbridge (which is being reconstructed).

Other priorities include:

- ❑ The construction of an accessible railway station and a rail/bus interchange.
- ❑ Improvements to the intersection and traffic signals at The River Road/Marco Avenue/Sphinx Avenue as this congested intersection causes accidents.
- ❑ The need for additional rail commuter parking spaces in the business core area, potentially through a multi-storey car park to accommodate the proposed express service stop.
- ❑ The redevelopment of properties (Department of Housing) in the vicinity of the shopping centre.

Most of the priorities in Revesby involve state rail and road infrastructure. The Metropolitan Strategy recognises the State Government will fund state and regional infrastructure improvements.

Challenge—lot consolidations

A challenge to population growth is the fragmented ownership and dispersal of properties to achieve the consolidation of properties in the business core area and create redevelopment sites that are suitable for mixed-use development.

Many properties are 1950s two storey buildings with relatively poor street access to the upper levels.

Chester Hill shopping centre–strengths and challenges

Character

The Chester Hill shopping centre is a Small Village Centre serving the northern suburbs of the City of Bankstown. The shopping centre contains a Woolworths supermarket together with a large group of shops and services (this includes a railway station, post office, banks, RSL Club, multi–purpose community centre, library, and schools).

Adopted Policies

The Bankstown Housing Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
77	9	12	2	25	2	3	2	6	10

Vision

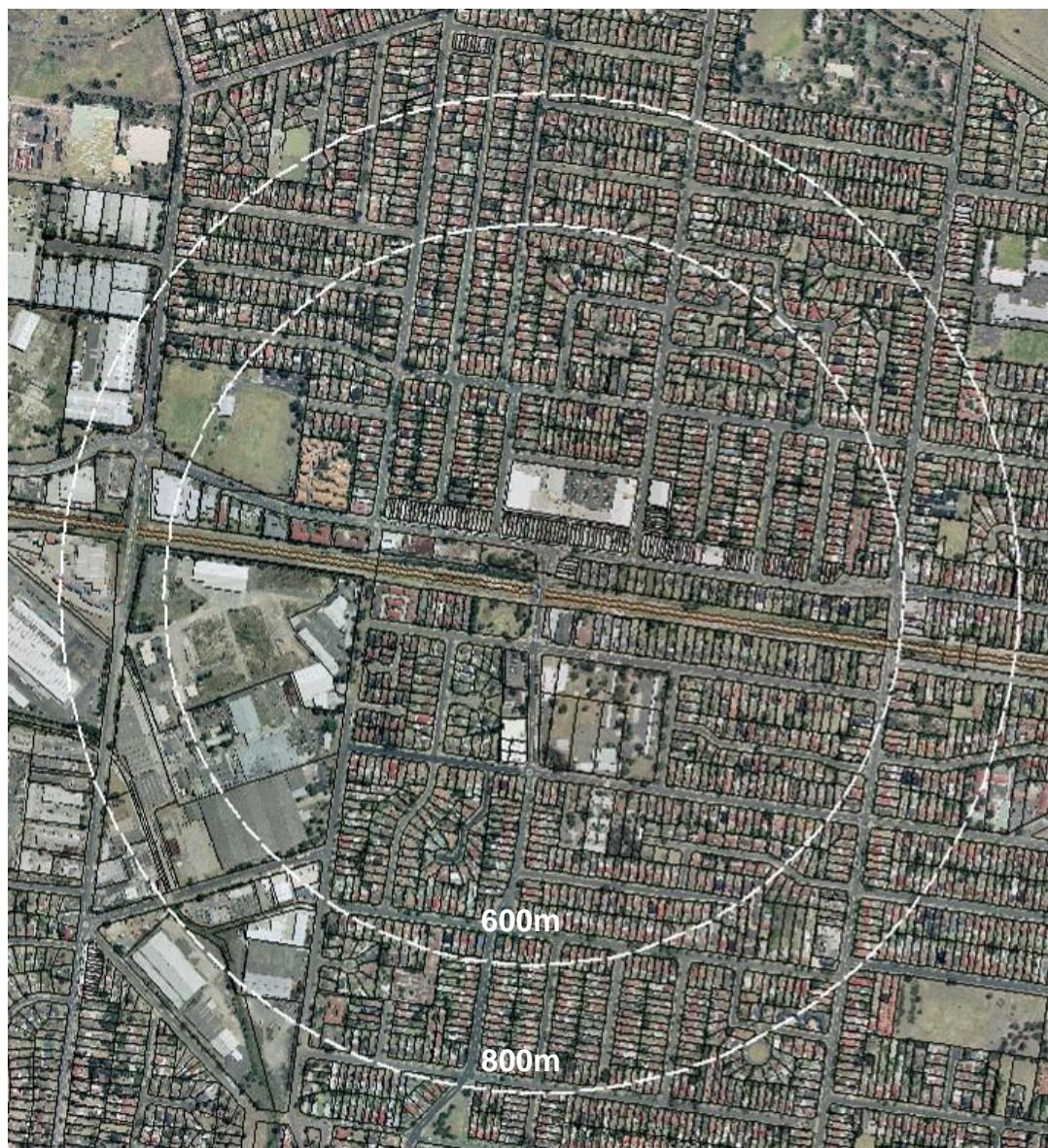
The future character of the shopping centre is to function as a Village Centre for the northern suburbs of the City of Bankstown. There is the opportunity for additional retail activities and supporting housing, and the areas linking Chester Hill and Sefton.

Forecasts Summary for the Suburb of Chester Hill (which includes the Chester Hill shopping centre)

	2006	2011	2016	2021	2026	2031
Population	11,017	11,325	11,623	11,862	12,047	12,230
Change in pop. (5yrs)	525	309	298	238	185	183
Average annual %	1.0%	0.6%	0.5%	0.4%	0.3%	0.3%
Households	3,789	3,925	4,074	4,222	4,370	4,518
Change in households	87	136	148	148	148	148
Average h/hold size	2.86	2.84	2.81	2.77	2.72	2.67

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Chester Hill	Small Village = 1,632	Small Village + 300	Village + 730	Town Centre + 2,368
Centre Radius	400m	400m	600m	800m

Strength—good access to public transport

The Chester Hill shopping centre is located on the Bankstown railway line. There is a need for improved bus/rail facilities at the shopping centre to accommodate the strategic bus corridor, including a lift at the railway station to allow for improved access.

Consideration should also be given to constructing improved rail commuter parking at the shopping centre, and the rail schedule should increase the number of frequent services to Chester Hill, Sefton and Birrong.

However, the Commonwealth Government is proposing to construct the Southern Sydney Freight Line along the Bankstown railway line. The future capacity of particular sites in Chester Hill to accommodate additional housing may be subject to noise/amenity implications and land resumptions resulting from the Southern Sydney Freight Line.

The shopping centre is also located on Hector Street and Chester Hill Road (Regional Roads that provide north–south connections between the Hume Highway, the northern suburbs of the Bankstown municipality, and Auburn). The Ministry of Transport is proposing to include the shopping centre as part of the Bankstown–Parramatta strategic bus corridor.

Strength—economic and employment opportunities

The Chester Hill shopping centre contains 25,000m² of retail and commercial floor space. It is forecast that the trade area population will increase by 0.8% and household income expenditure will increase from \$57.8 million to \$79.5 million (or 1.5% per annum) by 2026.

The additional floor space capacity of the centre is therefore estimated at 8,700m² including 2,600m² in supermarket/specialty food and 2,800m² in cafes and restaurants.

The absence of other higher order retail offers such as furniture, housewares and appliances limits the shopping centre's potential to increase its market share in the trade area.

Strength—local parks and community facilities in the centre

Community facilities in the shopping centre include the multi–purpose community centre and library. Nugent Park is the major park in the shopping centre, and there is a need for land acquisition to create a civic place in the northern side of the shopping centre.

Challenge—state infrastructure to support population growth

Priorities for the shopping centre include:

- The construction of an accessible railway station and the bus/rail interchange at Chester Hill.
- The need for additional rail commuter parking spaces, possibly a State Government multi-storey car park.
- The redevelopment of properties (Department of Housing) along the railway corridor.

Most of the priorities in Chester Hill involve state rail and road infrastructure. The Metropolitan Strategy recognises the State Government will fund state and regional infrastructure improvements.

It is also important to expand the Duck River Corridor to the north. This will require land acquisition for open space on the southern side of the Sydney Water Pipeline and improved access across the Bankstown railway line.

Challenge—lot consolidations

A challenge to population growth is the fragmented ownership and dispersal of properties to achieve the consolidation of properties in the business core area and create redevelopment sites that are suitable for mixed-use development.

Many properties are 1950s two storey buildings with relatively poor street access to the upper levels.

Padstow shopping centre–strengths and challenges

Character

The Padstow shopping centre is a Small Village Centre along the East Hills railway line. It contains a Woolworths Supermarket together with shops and services (including an accessible railway station, RTA Motor Registry, post office, banks, and library).

Adopted Policies

The Bankstown Housing Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
65	18	19	16	3	67	12	30	34	10

Vision

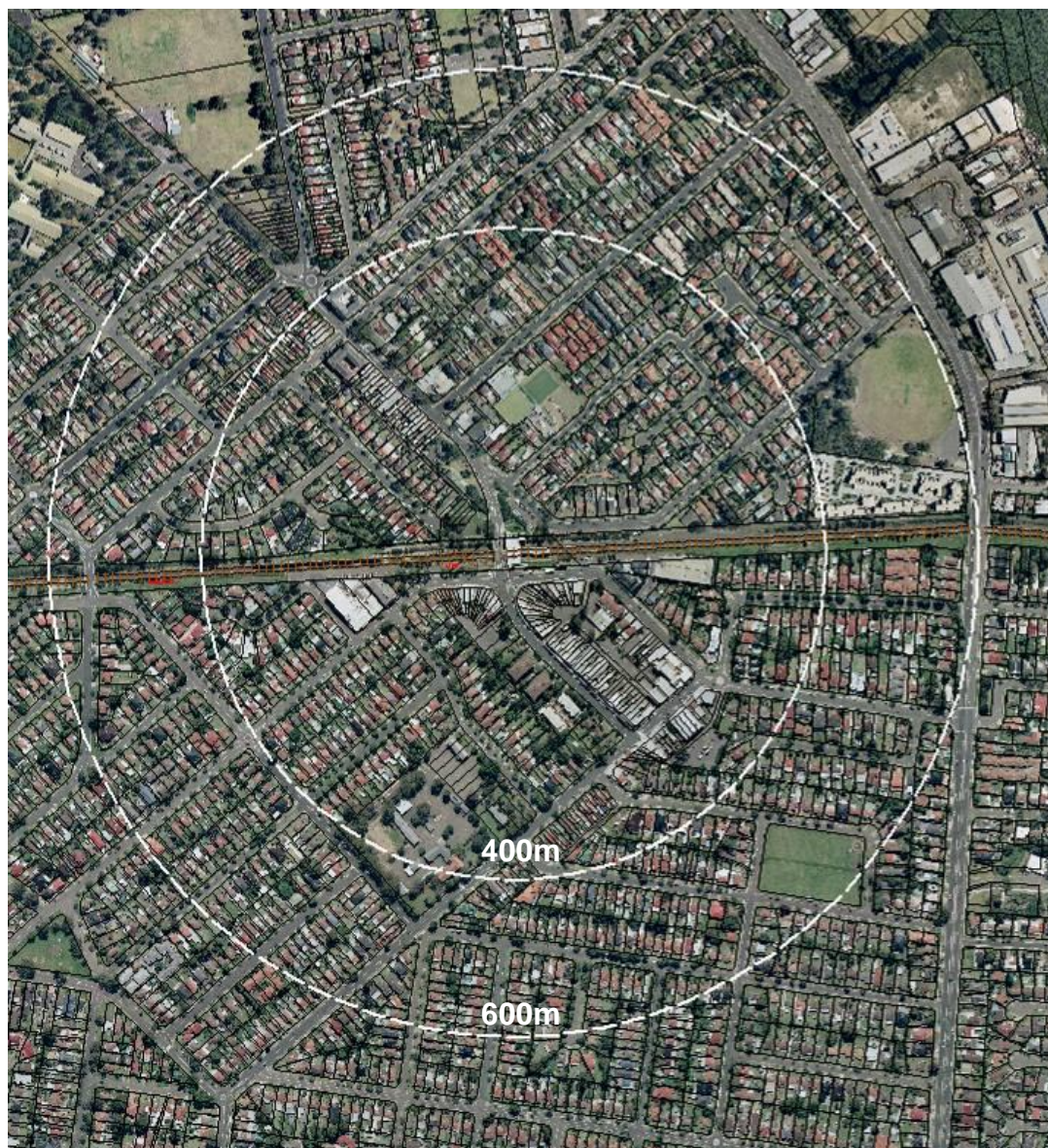
The future character of the shopping centre is to function as a Village Centre as part of the East Hills railway line. There is the opportunity for additional retail activities and supporting housing. Padstow and Revesby will play important roles for rail commuters.

Forecasts Summary for the Suburbs of Padstow–Padstow Heights (which includes the Padstow shopping centre)

	2006	2011	2016	2021	2026	2031
Population	16,040	16,590	17,166	17,704	18,210	18,707
Change in pop. (5yrs)	213	550	575	539	506	497
Average annual %	0.3%	0.7%	0.7%	0.6%	0.6%	0.5%
Households	5,793	6,051	6,319	6,587	6,856	7,124
Change in households	142	258	268	268	268	268
Average h/hold size	2.73	2.70	2.68	2.65	2.62	2.59

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Padstow	Small Village = 1,253	Small Village + 475	Village + 940	Village + 2,639
Centre Radius	400m	400m	600m	600m

Strength—good access to rail transport

The Padstow shopping centre is located on the East Hills railway line, and there is a need for a bus/rail interchange for local bus services and additional rail commuter parking spaces.

Railcorp is proposing to construct a turn back facility at Revesby, and this will require the construction of a rail/bus interchange to accommodate the strategic bus corridor. It is likely rail commuters from Menai will divert from Padstow to Revesby.

The shopping centre is also located next to Davies Road (a State Road that provides a north–south connection between Bankstown, the M5 Orbital Motorway, and Sutherland). The Ministry of Transport is proposing to include the shopping centre as part of the Bankstown–Miranda strategic bus corridor.

Challenge—future role as a centre

The shopping centre contains 20,490m² of retail and commercial floor space and it is forecast that the trade area population will increase by 1.1% and household income expenditure will increase from \$35.8 million to \$51.4 million (or 1.7% per annum) by 2026.

The additional floor space capacity of the shopping centre is therefore estimated at 8,700m² including 2,600m² in supermarket/specialty food and 5,600m² in specialty food, cafes and restaurants, and household goods.

However, the development of Revesby as a transport hub will relegate Padstow to play only a neighbourhood scale role that supports the larger Revesby shopping centre to the west.

Rail commuters from Menai mainly use the public car park in Padstow and there is a need for additional public parking spaces for shoppers. It is not known whether Padstow will continue to attract commuters and function as a transit orientated centre.

Challenge—lot consolidations

A challenge to population growth is the fragmented ownership and dispersal of properties in the business core area to create redevelopment sites that are suitable for mixed–use development. Many properties are 1950s two storey buildings with relatively poor street access to the upper levels.

Greenacre shopping centre—strengths and challenges

Character

The Greenacre shopping centre is a Neighbourhood Centre located on Waterloo Road and contains an IGA supermarket, senior citizens centre, library, and schools.

Adopted Policies

The Bankstown Housing Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
18	0	1	0	2	3	1	1	0	2

Vision

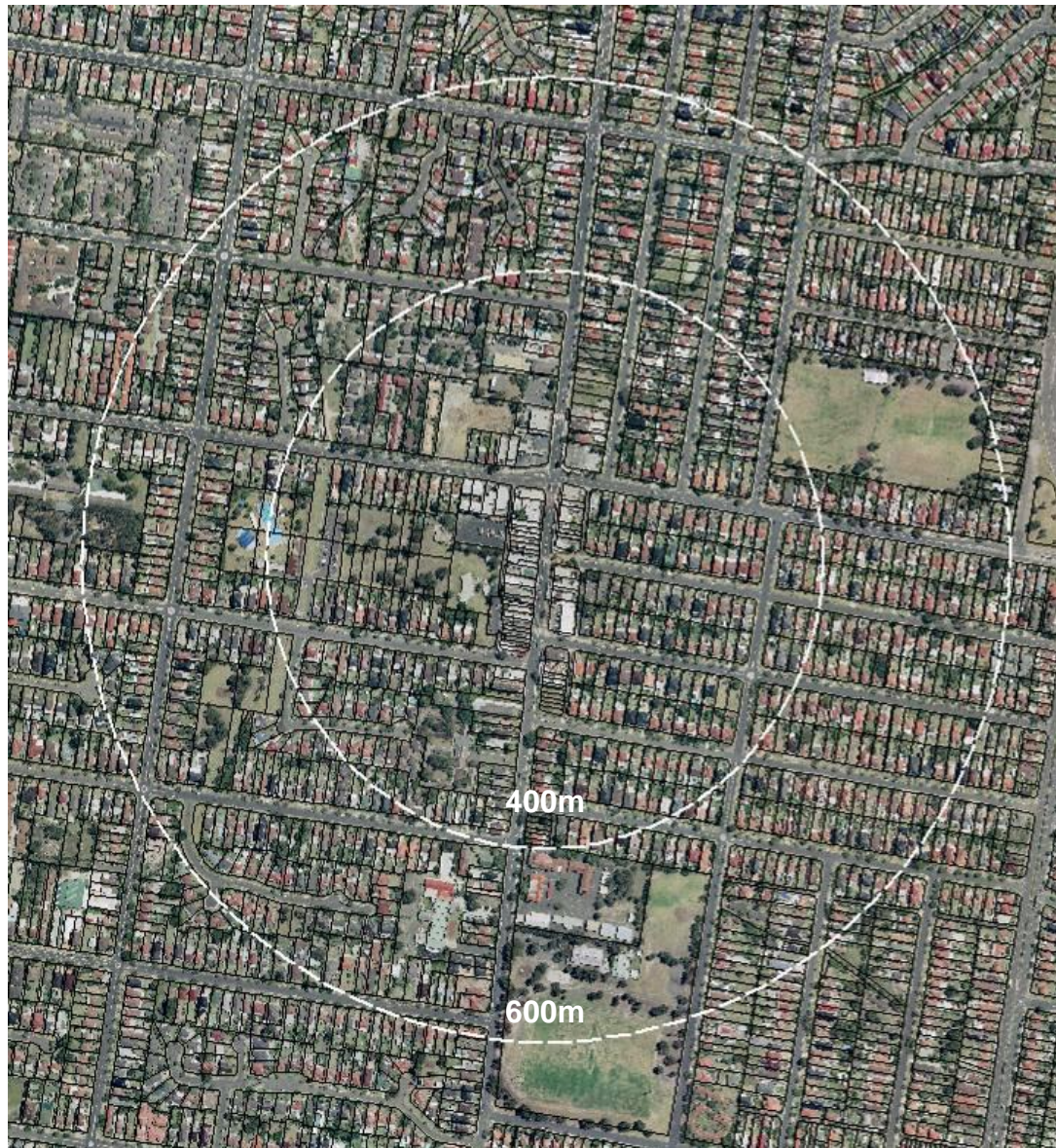
The future character of the shopping centre is to function as a Small Village Centre. There is the opportunity for additional retail activities and supporting housing.

Forecasts Summary for the Suburbs of Greenacre—Mount Lewis—Chullora (which includes the Greenacre shopping centre)

	2006	2011	2016	2021	2026	2031
Population	22,577	22,838	23,047	23,265	23,967	25,132
Change in pop. (5yrs)	488	261	209	218	702	1,165
Average annual %	0.4%	0.2%	0.2%	0.2%	0.6%	1.0%
Households	6,921	7,079	7,227	7,375	7,651	8,055
Change in households	41	158	148	148	276	404
Average h/hold size	3.21	3.18	3.14	3.11	3.09	3.08

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Greenacre	Neighbourhood = 935	Small Village + 300	Small Village + 210	Village + 625
Centre Radius	150m	400m	400m	600m

Strength—economic and employment opportunities

The main street of the shopping centre is Waterloo Road and the retail base reflects the ethnic character of the area. The shopping centre contains 11,500m² with a significant representation of cafes, restaurants, and specialty food.

It is forecast that the trade area population will increase by 1% and household income expenditure will increase from \$24.3 million to \$35.1 million (or 1.7% per annum) by 2026.

The additional floor space capacity of the centre is therefore estimated at 4,200m² including 1,100m² in supermarket/specialty food and 1,800m² in cafes and restaurants.

There is also capacity to accommodate a supermarket with a floor space up to 2,000m² and the impact is unlikely to be significant on the nearby Chullora Marketplace in terms of productivity.

Challenge—poor access to public transport

The shopping centre is not located on a railway line. The Ministry of Transport is proposing to include the shopping centre as part of the Bankstown—Burwood strategic bus corridor.

Challenge—local parks and community facilities in the centre

Community facilities in the shopping centre include the senior citizens centre and library. Council is proposing to consolidate these facilities into a multi-purpose community centre.

However, the parks surrounding the shopping centre are located behind back fences and have safety and use issues. There is the potential for the reconfiguration of these lands, and there is a need for land acquisition to create linkages between the retail street, community facilities and parks in Greenacre.

Challenge—lot consolidations

A constraint to population growth is the fragmented ownership and dispersal of properties in the business core area to create redevelopment sites that are suitable for mixed-use development. Many properties are 1950s two storey buildings with relatively poor street access to the upper levels.

Panania shopping centre—strengths and challenges

Character

The Panania shopping centre is a Neighbourhood Centre along the East Hills railway line. The shopping centre contains a Franklins supermarket together with shops and services (including a railway station, post office, banks, library and senior citizens centre).

Adopted Policies

The Bankstown Housing Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
33	24	14	7	12	6	10	20	7	11

Vision

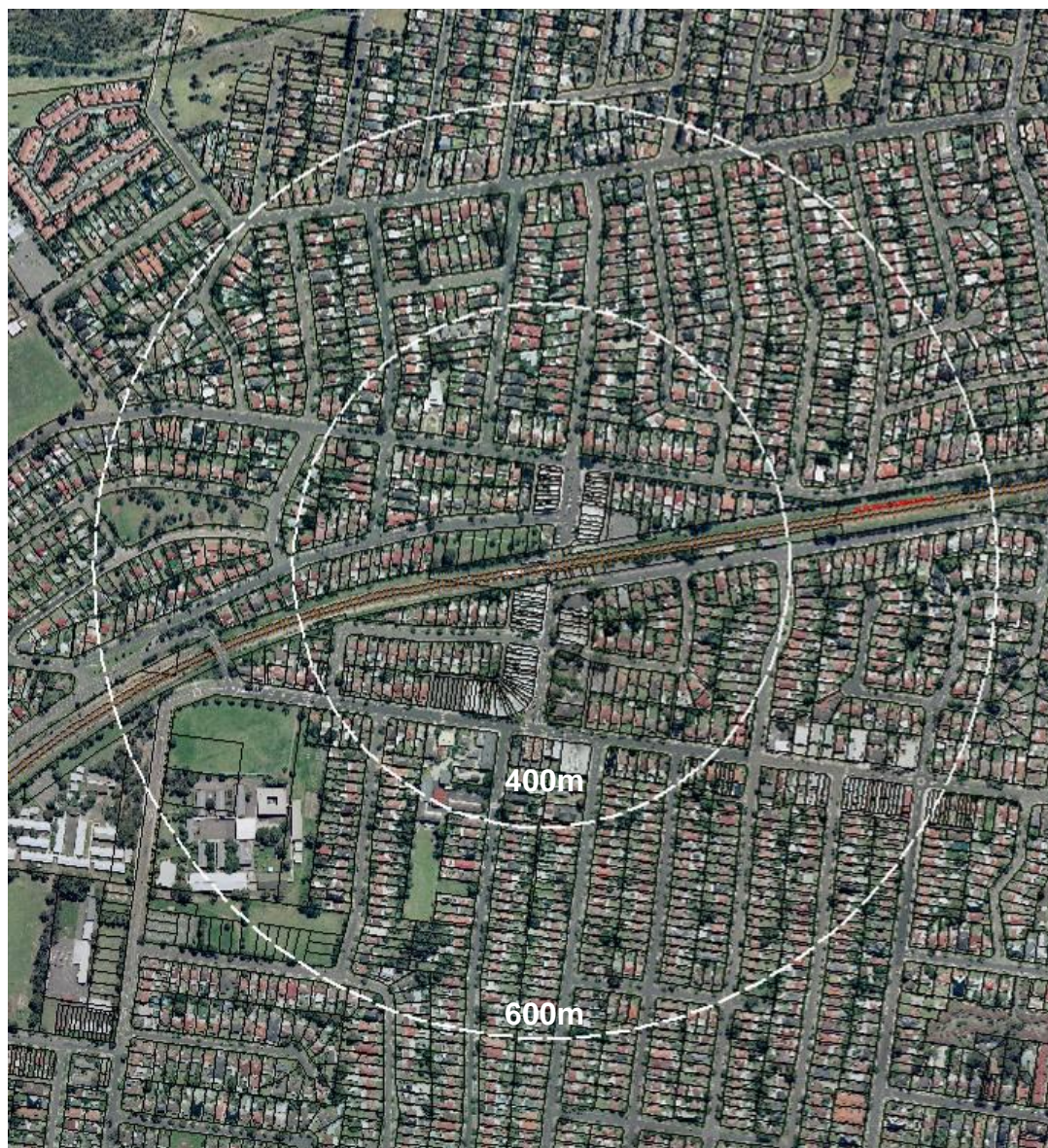
The future character of the shopping centre is to function as a Small Village Centre as part of the East Hills railway line. There is the opportunity for additional retail activities and supporting housing.

Forecasts Summary for the Suburbs of Panania—East Hills (which includes the Panania shopping centre)

	2006	2011	2016	2021	2026	2031
Population	14,239	14,740	15,185	15,546	15,856	16,148
Change in pop. (5yrs)	-75	500	446	361	310	292
Average annual %	-0.1%	0.7%	0.6%	0.5%	0.4%	0.4%
Households	5,266	5,443	5,614	5,785	5,956	6,128
Change in households	11	176	171	171	171	171
Average h/hold size	2.70	2.71	2.70	2.68	2.66	2.63

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Panania	Neighbourhood = 836	Small Village + 250	Small Village + 440	Village + 557
Centre Radius	150m	400m	400m	600m

Challenge—poor access to public transport

The Panania shopping centre is located on the East Hills railway line, however there is a need for the construction of an accessible railway station, a bus/rail interchange for local bus services, a rail commuter drop off–pick up area, and additional rail commuter parking spaces.

The Ministry of Transport is not proposing to include Panania as part of the Bankstown–Miranda strategic bus corridor.

Most of the priorities in Panania involve state rail infrastructure, and the Metropolitan Strategy recognises the State Government will fund state and regional infrastructure improvements.

Challenge—limited economic and employment opportunities

Panania is one of the smallest centres in the City of Bankstown and contains 16,770m² of retail and commercial floor space. It is forecast that the trade area population will increase by 0.6% and household income expenditure will increase from \$36.7 million to \$48 million (or 1.3% per annum) by 2026.

The additional floor space capacity of the centre is therefore estimated at 4,900m² including 1,000m² in supermarket/specialty food, 1,800m² in cafes and restaurants, and 1,000m² in household goods.

While the shopping centre does not have capacity for significant growth in its retail base, it would be necessary to refurbish the existing retail and commercial floor space.

Challenge—lot consolidations

A challenge to population growth is the fragmented ownership and dispersal of properties in the business core area to create redevelopment sites that are suitable for mixed–use development.

Many properties are 1950s two storey buildings with relatively poor street access to the upper levels.

Bass Hill shopping centre–strengths and challenges

Character

Bass Hill Plaza is a full scale indoor shopping mall that forms part of the Hume Highway Enterprise Corridor (anchors include a Woolworths Supermarket, Franklins Supermarket, and Target department store). The northern side of the highway comprises a hospitality precinct with the Rydges Hotel and motels.

Adopted Policies

The Hume Highway Corridor Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
0	2	1	1	0	3	1	5	0	1

Vision

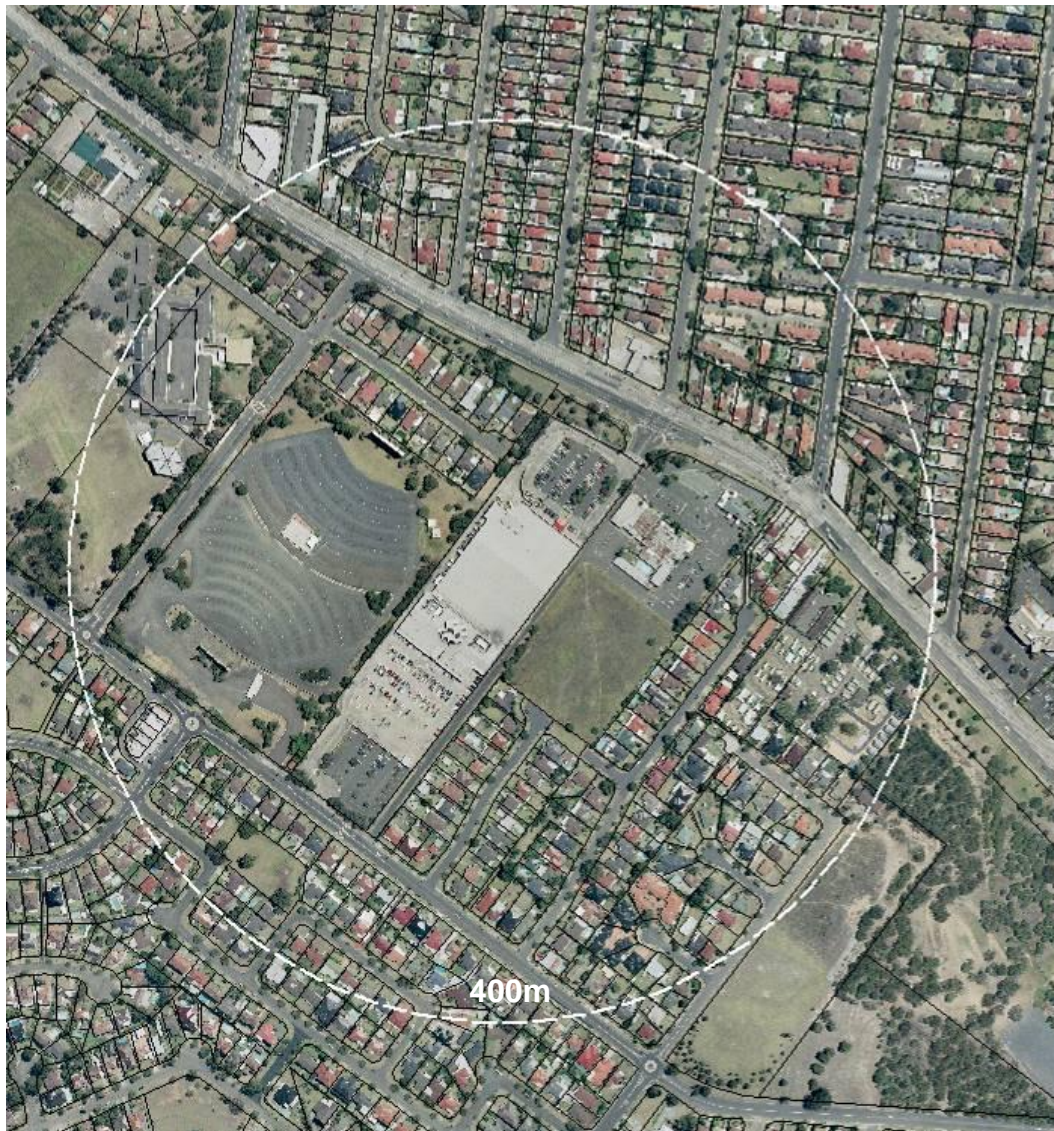
The future character of the shopping centre is to function as a Small Village Centre along the Hume Highway Enterprise Corridor. There is the opportunity for additional retail activities and supporting housing on large under-utilised sites adjoining Bass Hill Plaza. These include the Bass Hill Drive-In Theatre site, Bass Hill Tourist Caravan Park site and the Twin Willows Hotel site. The Hume Highway Corridor Strategy also proposes to extend the Remembrance Driveway landscape corridor through Bass Hill.

Forecasts Summary for the Suburbs of Bass Hill–Lansdowne (which includes the Bass Hill shopping centre)

	2006	2011	2016	2021	2026	2031
Population	7,943	8,164	8,575	9,046	9,573	10,103
Change in pop. (5yrs)	214	222	410	471	527	529
Average annual %	0.5%	0.6%	1.0%	1.1%	1.1%	1.1%
Households	2,652	2,775	2,949	3,134	3,347	3,561
Change in households	29	122	175	184	214	214
Average h/hold size	2.91	2.86	2.83	2.82	2.79	2.77

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Bass Hill	Stand Alone = 189	Neighbourhood + 600	Small Village + 640	Small Village + 1,458
Centre Radius	–	150m	400m	400m

Strength—good access to bus transport

The Bass Hill shopping centre forms part of the Hume Highway Enterprise Corridor (this is a State Road). The Ministry of Transport is proposing to include Bass Hill as part of the Bankstown—Fairfield strategic bus corridor.

Challenge—state infrastructure to support population growth

The priority is the construction of the strategic bus corridor. Other priorities include:

- Road improvements to the Hume Highway to improve vehicle and pedestrian safety.
- The construction of the Bay—to—Liverpool regional cycle way as it passes through Bass Hill
- Land acquisitions to create a service lane that separates traffic to the shopping centre from the Hume Highway.

Most of the priorities in shopping centre involve state road infrastructure. The Metropolitan Strategy recognises that the NSW Government will fund State infrastructure improvements.

Challenge—local parks and community facilities in the centre

Carysfield Park and the Dunc Gray Velodrome are the major parks in proximity to the shopping centre. There are no community facilities in the shopping centre.

Challenge—future role as a centre

The Centres Hierarchy does not seem to fit out-of-centre stand alone shopping malls and to call Bass Hill a 'Small Village' may be misleading.

East Hills shopping centre–strengths and challenges

Character

East Hills is a Neighbourhood Centre along the East Hills railway line, and contains a small group of shops and a hotel. There is no supermarket or other services such as banks or post office.

Adopted Policies

The Bankstown Housing Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
13	34	3	16	1	5	3	9	4	10

Vision

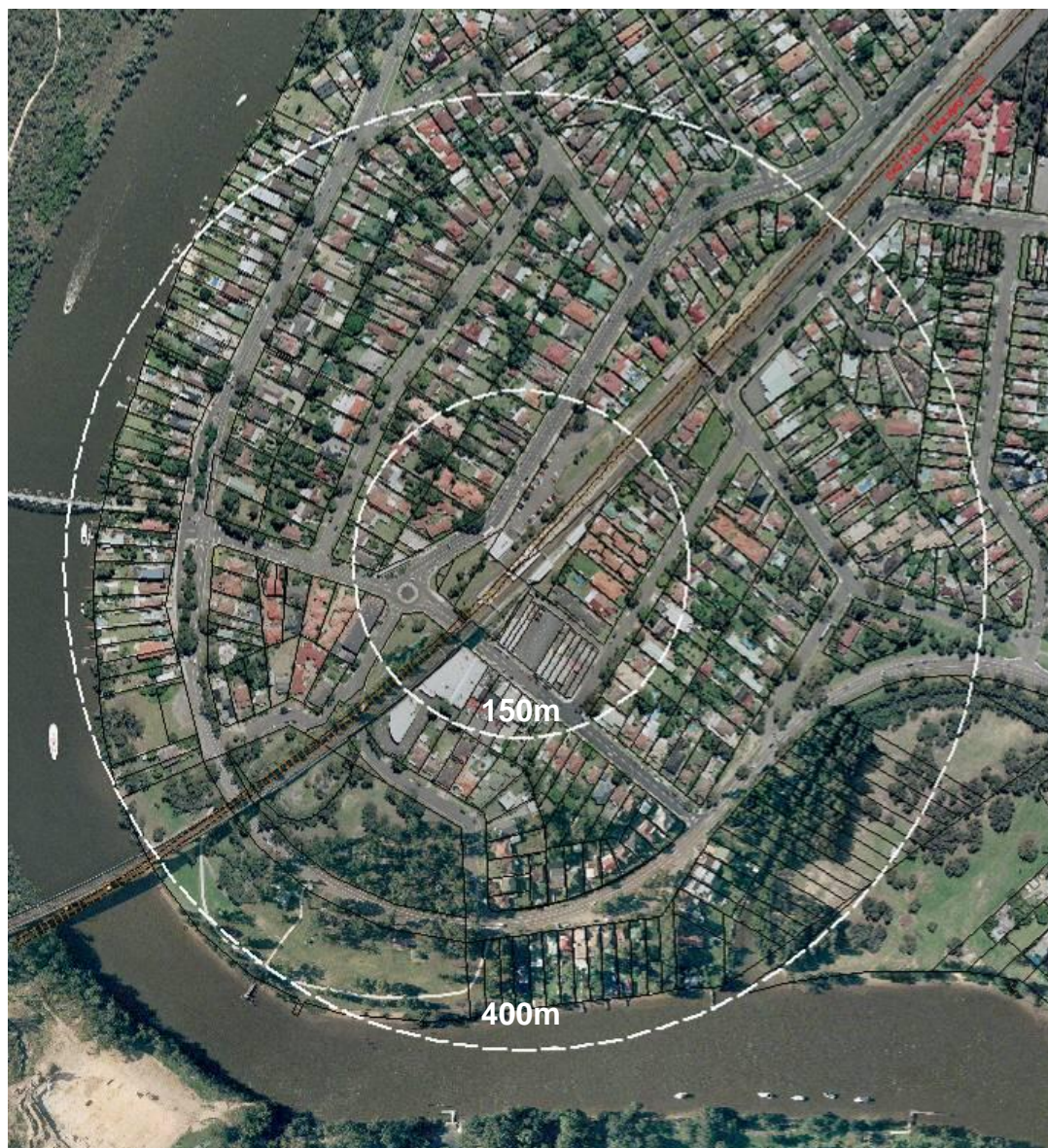
The future character of East Hills is to continue to function as a Neighbourhood Centre due to limited opportunities for additional retail activities and supporting housing.

Forecasts Summary for the Suburbs of Panania–East Hills (which includes the East Hills shopping centre)

	2006	2011	2016	2021	2026	2031
Population	14,239	14,740	15,185	15,546	15,856	16,148
Change in pop. (5yrs)	-75	500	446	361	310	292
Average annual %	-0.1%	0.7%	0.6%	0.5%	0.4%	0.4%
Households	5,266	5,443	5,614	5,785	5,956	6,128
Change in households	11	176	171	171	171	171
Average h/hold size	2.70	2.71	2.70	2.68	2.66	2.63

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
East Hills	Neighbourhood = 554	Neighbourhood + 300	Neighbourhood + 40	Small Village + 1,028
Centre Radius	150m	150m	150m	400m

Challenge—poor access to public transport

East Hills is located on the East Hills railway line. There is a need for an accessible railway station, a rail commuter drop off–pick up area, and additional rail commuter parking spaces.

The Ministry of Transport is not proposing to include East Hills as part of any strategic bus corridor, and East Hills is not located on a major road.

Other priorities include the construction of an accessible railway station, a bus/rail interchange for local bus services, a rail commuter drop off–pick up area, and additional rail commuter parking spaces.

Challenge—lot consolidations

A challenge to population growth is the consolidation of properties in the business core area to create redevelopment sites that are suitable for mixed–use development.

Challenge—local parks and community facilities in the centre

There are no community facilities or local parks in the shopping centre. The proximity to the Georges River also poses a flood risk to properties.

Sefton shopping centre–strengths and challenges

Character

Sefton is a Neighbourhood Centre along the Bankstown railway line, and contains a small group of shops. There are no supermarkets or other services such as banks.

Adopted Policies

The Bankstown Housing Strategy and the Sefton Urban Village Masterplan are the current policies to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
17	9	3	10	17	2	10	11	1	3

Vision

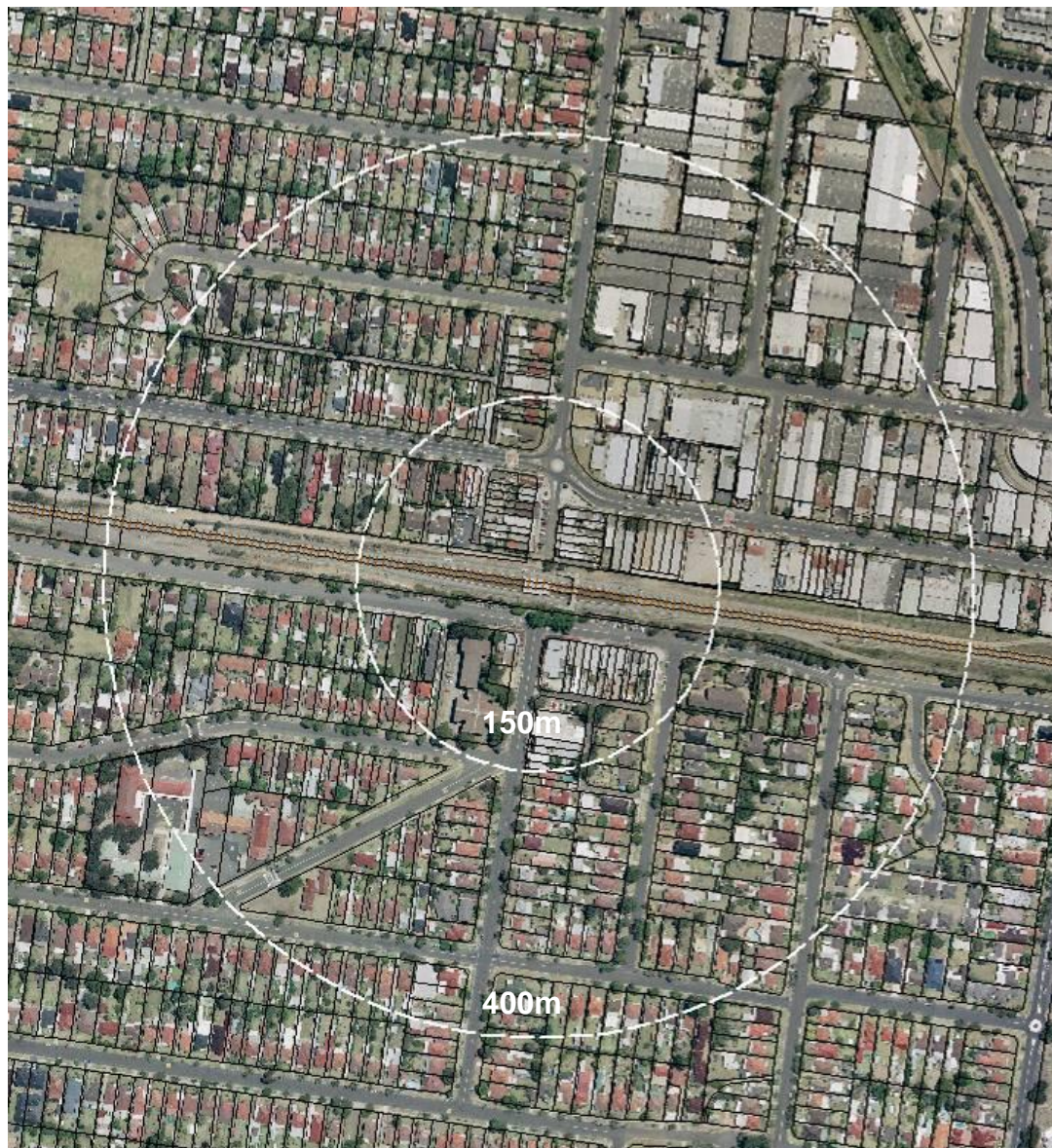
The future character of Sefton is to function as a Small Village Centre, although there are limited opportunities for additional retail activities and supporting housing.

Forecasts Summary for the Suburb of Sefton (which includes the Sefton shopping centre)

	2006	2011	2016	2021	2026	2031
Population	5,052	5,260	5,423	5,734	6,008	6,121
Change in pop. (5yrs)	143	209	162	312	274	112
Average annual %	0.6%	0.8%	0.6%	1.1%	0.9%	0.4%
Households	1,711	1,792	1,865	1,987	2,109	2,183
Change in households	29	81	73	122	122	73
Average h/hold size	2.95	2.94	2.91	2.89	2.85	2.80

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Sefton	Neighbourhood = 698	Infill	Small Village + 160	Small Village + 151
Centre Radius	150m	–	400m	400m

Challenge—poor access to public transport and lack of amenity

Sefton is located on the Bankstown railway line. There is a need for an accessible railway station and rail commuter drop off—pick up area, and the rail schedule should increase the number of frequent services to Sefton.

The Ministry of Transport is not proposing to include Sefton as part of any strategic bus corridor.

In addition, the Commonwealth Government is proposing to construct the Southern Sydney Freight Line along the Bankstown railway line. The future capacity of Sefton to accommodate additional housing may be subject to noise/amenity implications and land resumptions resulting from the Southern Sydney Freight Line.

Challenge—lot consolidations

A challenge to population growth is the consolidation of properties in the business core area to create redevelopment sites that are suitable for mixed—use development.

Challenge—lack of community hub

There is the possibility to create a community hub at the Birrong Swim Centre that consolidates the under utilised community facilities in the area.

Birrong shopping centre–strengths and challenges

Character

Birrong is an infill neighbourhood area along the Bankstown railway line, and contains a small group of shops.

Adopted Policies

The Bankstown Housing Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
29	38	0	10	3	1	2	3	2	2

Vision

The future character of Birrong is to continue to function as a Neighbourhood Centre due to limited opportunities for additional retail activities and supporting housing.

Forecasts Summary for the Suburbs of Birrong–Regents Park–Potts Hill (which includes the Birrong shopping centre)

	2006	2011	2016	2021	2026	2031
Population	3,265	3,304	3,273	3,653	3,974	4,567
Change in pop. (5yrs)	186	38	-31	380	320	594
Average annual %	1.2%	0.2%	-0.2%	2.2%	1.7%	2.8%
Households	1,078	1,092	1,102	1,238	1,365	1,580
Change in households	35	15	10	137	127	215
Average h/hold size	3.03	3.02	2.97	2.95	2.91	2.89

Source: ID Consulting Population & Household Forecasts 2008

Comparison of dwelling targets proposed by Council and the Department of Planning



Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Birrong	Infill = 639	Infill	Neighbourhood + 10	Neighbourhood + 14
Centre Radius	–	–	150m	150m

Challenge—poor access to public transport

Birrong is located on the Bankstown railway line and the rail schedule should increase the number of frequent services to Birrong. The Ministry of Transport is not proposing to include Birrong as part of any strategic bus corridor.

Challenge—local parks and community facilities in the centre

There are no community facilities or local parks in the shopping centre.

Strengths—link to Potts Hill Reservoir

There is the possibility the Birrong shopping centre could link to the proposed rezoning of surplus land at the Potts Hill Reservoir. This would provide access to recreational facilities such as a proposed park and cycle ways.

Rookwood Road Precinct–strengths and challenges

Character

The Rookwood Road Precinct is an infill neighbourhood area along the Hume Highway Enterprise Corridor and contains a mix of bulky goods retailers, hotel and shops.

Adopted Policies

The Hume Highway Corridor Strategy is the current policy to guide development.

Vision

The future character of the Rookwood Road Precinct is to function as a gateway to the Bankstown CBD.

Forecasts Summary for the Suburb of Bankstown (which includes the Rookwood Road Precinct)

	2006	2011	2016	2021	2026	2031
Population	12,399	13,116	13,477	13,898	14,290	14,715
Change in pop. (5yrs)	440	716	361	421	393	425
Average annual %	0.7%	1.1%	0.5%	0.6%	0.6%	0.6%
Households	3,843	4,141	4,340	4,558	4,776	4,995
Change in households	228	298	199	218	218	218
Average h/hold size	3.18	3.13	3.07	3.01	2.96	2.91

Comparison of dwelling targets proposed by Council and the Department of Planning

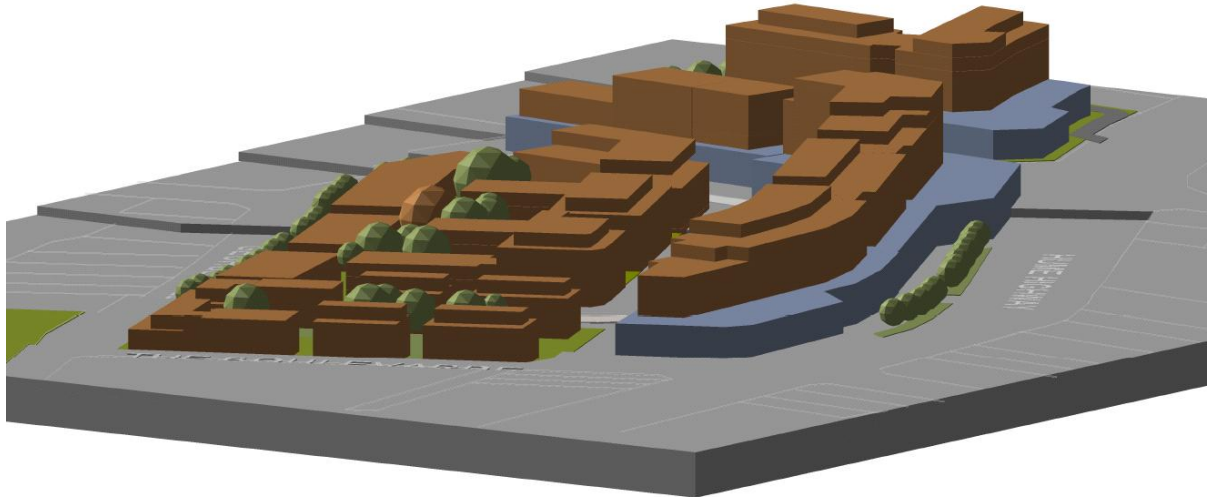


Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Rookwood Precinct	Infill = 339	Infill	Neighbourhood + 300	Neighbourhood + 351
Centre Radius	–	–	150m	150m

Strengths—adoption of the Hume Highway Corridor Strategy

The Hume Highway Corridor Strategy looks to:

- Create a new enterprise zone at the Rookwood Road Precinct that will attract business/employment investment and supporting housing.
- Attract infrastructure investment to support the revitalisation.



Strengths—good access to public transport

The Ministry of Transport is proposing to include the Rookwood Road Precinct as part of the Bankstown–Parramatta strategic bus corridor, and the Bankstown–Fairfield strategic bus corridor.

Strength—access to open space

The Rookwood Road Precinct has access to Graf Park.

Challenge—state infrastructure to support population growth

The priority is the assistance of the State Government is the installation of traffic signals at the intersection of Rookwood Road and George Street to improve vehicle and pedestrian safety. The traffic improvements also require the installation of roundabouts in George Street.

Most of the priorities in the centre involve state road infrastructure. The Metropolitan Strategy recognises the State Government will fund state and regional infrastructure improvements.

Punchbowl shopping centre–strengths and challenges

Character

Punchbowl is an infill neighbourhood area along the Bankstown railway line. The northern side of the shopping centre (within the Bankstown LGA) contains a small group of shops.

Adopted Policies

The Bankstown Housing Strategy is the current policy to guide development.

Past Development Activity (net dwelling growth)

98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
20	20	1	0	11	9	31	3	5	7

Vision

The future character of the shopping centre is to function as a Small Village Centre as part of the Bankstown railway line. There is the opportunity for additional retail activities and supporting housing.

Forecasts Summary for the Suburb of Punchbowl (which includes the Punchbowl shopping centre)

	2006	2011	2016	2021	2026	2031
Population	7,148	7,256	7,372	7,503	7,650	7,802
Change in pop. (5yrs)	144	108	116	131	146	152
Average annual %	0.4%	0.3%	0.3%	0.4%	0.4%	0.4%
Households	2,040	2,109	2,183	2,257	2,331	2,405
Change in households	60	69	74	74	74	74
Average h/hold size	3.50	3.44	3.38	3.32	3.28	3.24

Strengths and challenges

The challenge is the Punchbowl shopping centre is located in two council areas and is divided by the railway line.

Comparison of dwelling targets proposed by Council and the Department of Planning



Dwelling Target

Centre	Dwellings 2004	Housing Strategy 1997	Option– Council’s 2031 Vision	Option– Metropolitan Strategy
Punchbowl	Infill = 639	Infill	Small Village + 230	Village + 232
Centre Radius	–	–	400m	600m

Bankstown Airport–Milperra Specialised Centre–strengths and challenges

Character

The Bankstown Airport–Milperra Specialised Centre forms part of the Canterbury Road–Milperra Road Enterprise Corridor.

This specialised centre consists of Bankstown Airport, large international companies at the Milperra Industrial Precinct, the University of Western Sydney campus, and Bankstown–Lidcombe Hospital. There are no residential areas in this Centre.

Adopted Policies

The Bankstown Airport Masterplan and the Policy Paper on "Future Directions for Industrial Land in Bankstown" are the current policies to guide development.

Vision

The future character of the Bankstown Airport–Milperra Specialised Centre is to develop as a business park for the redevelopment of higher employment land uses with limited retail activities.

There is also a proposal to develop the University of Western Sydney campus and to relocate part of the campus to Bankstown.

A State Strategy will support the upgrading of key arterial road linkages to this Specialised Centre, particularly Henry Lawson Drive and the M5 Orbital Motorway.

Strength–good access to air and road transport

The Bankstown Airport–Milperra Specialised Centre forms part of the Canterbury Road–Milperra Road Enterprise Corridor (State Roads that provide east–west connections between the Sydney City, M5 Orbital Motorway, and Liverpool).

The Centre is also located on Henry Lawson Drive (a State Road that provides a north–south connection between Bankstown Airport and the Hume Highway Enterprise Corridor). The upgrade of the road network is essential for redevelopment.

However, the Bankstown Airport–Milperra Specialised Centre is not located on a railway line.

This will need ongoing reviews to bus corridors to address access and the Ministry of Transport is proposing to include the Bankstown Airport–Milperra Specialised Centre as part of the Bankstown–Liverpool strategic bus corridor. However, there is poor service access to–from the Revesby railway station and the Bankstown CBD.

There is also the need for private development to provide additional off-street parking spaces for workers.

Challenge–state infrastructure to support economic and employment opportunities

The priority is the assistance of the State Government to acquire a site to relocate part of the University of Western Sydney campus from Milperra to Bankstown with additional student accommodation.

Other priorities include:

- The protection of large sites from strata subdivision.
- The redevelopment of large under-utilised sites in the Milperra Industrial Precinct.
- The upgrade of Henry Lawson Drive (particularly access to the M5 Motorway) to accommodate business growth and traffic movements at Bankstown Airport.
- Road improvements on Milperra Road and Canterbury Road to reduce traffic congestion at the intersection with Henry Lawson Drive.
- The possible provision of a neighbourhood centre to cater for workers and visitors in Milperra.
- Flood related drainage works.

Most of the priorities in the Bankstown Airport–Milperra Specialised Centre involve state road infrastructure. The Metropolitan Strategy recognises the State Government will continue to fund state and regional infrastructure improvements.

Challenge–local parks and community facilities in the centre

There are no community facilities or local parks in the core area of the Specialised Centre to cater for workers and visitors.

Hume Highway Enterprise Corridor—strengths and challenges

Character

The Hume Highway Enterprise Corridor is:

- A national highway linking Sydney with Canberra and Melbourne.
- A front door to the City of Bankstown, with over 62,000 motorists travelling through the municipality (via the Hume Highway) every day.
- A major investment and employment zone for the City of Bankstown, with leading organisations in retail, business services, manufacturing, transport, and research (including Fairfax, News Limited, Australia Post, Western Foods, Coles, Woolworths, and Rydges).

In addition, there are many national, state, and regional significant features located along the Hume Highway Enterprise Corridor as it passes through the City of Bankstown. These include the Remembrance Driveway landscape corridor, the Dunc Grey Velodrome and Olympic cycling venue, the "Meccano Set" intersection, and the historic Water Tower at the Stacey Street intersection.

Adopted Policies

The Hume Highway Corridor Strategy is the current policy to guide development.

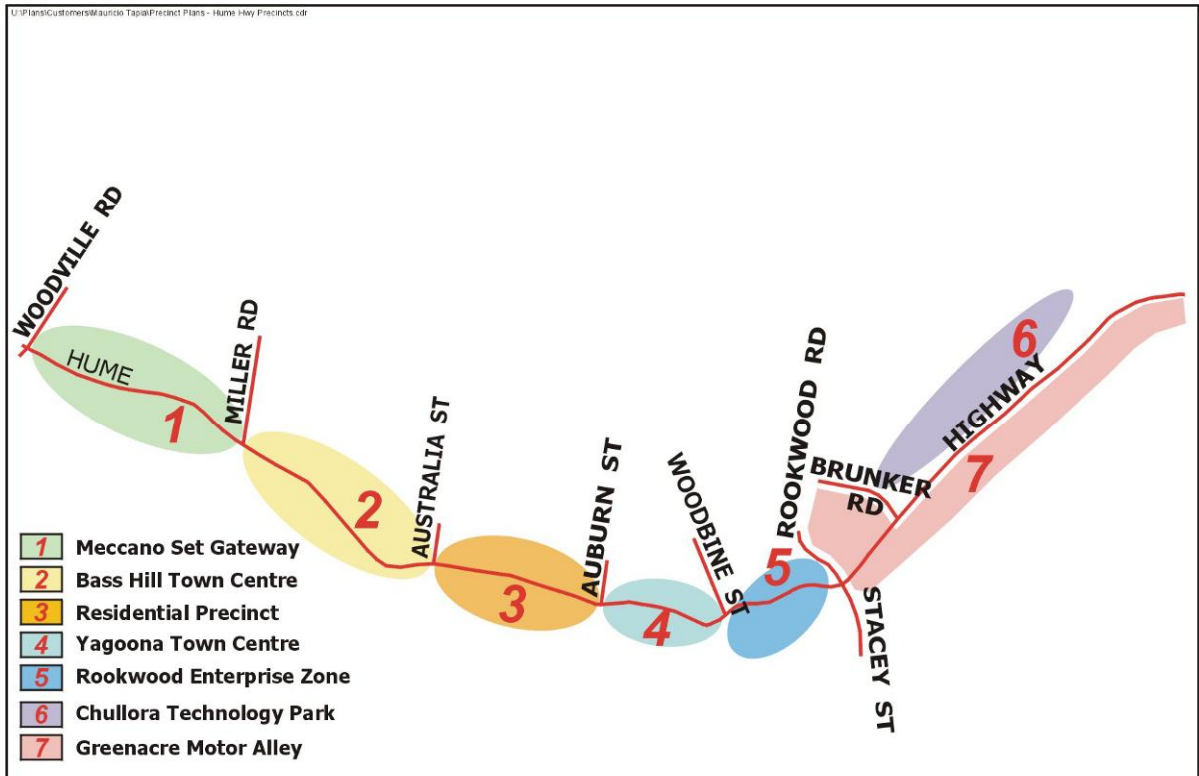
Vision

The future character of the Hume Highway Enterprise Corridor is to:

- Create a new enterprise zone that will attract business and employment investment.
- Set up a framework to actively promote investment and business relocation to Bankstown.
- Renew the Yagoona Town Centre with additional retail activities and supporting housing.
- Promote the use of the Corridor as a spine for improved regional public transport.
- Improve safety and amenity for residents and users.
- Revitalise the image and environment of the Corridor.
- Attract infrastructure investment to support the revitalisation.



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PRECINCT MAP FOR HUME HIGHWAY CORRIDOR

DATE: 15/05/2004
 SCALE: Not to Scale

DISCLAIMER:
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Strength—good access to road and public transport

The Hume Highway is a national highway linking Sydney with Canberra and Melbourne.

The Hume Highway is also a State Road that provides an east–west connection between the Sydney City and Liverpool, and intersects with other major roads including:

- Rookwood Road and Stacey Street (the regional north–south connection between Parramatta, the M5 Orbital Motorway, and Sutherland).
- Henry Lawson Drive (a local north–south connection between Bankstown Airport and the Hume Highway Enterprise Corridor).

The Ministry of Transport is proposing to include the Hume Highway Enterprise Corridor as part of the Bankstown–Parramatta strategic bus corridor, the Bankstown–Fairfield strategic bus corridor, and the Bankstown–Burwood strategic bus corridor.

The Hume Highway Enterprise Corridor also intersects with the Bankstown railway line.

There is a need for an accessible railway station at the Yagoona Town Centre with a bus/rail interchange to accommodate the strategic bus corridor, a drop–off/pick–up area for rail commuters, and additional rail commuter parking spaces.

Strength—capacity to support population growth

The Hume Highway Enterprise Corridor will focus mainly on mixed–use development and residential flat buildings in the shopping centres, large under–utilised sites in the Rookwood Precinct and Greenacre Precinct, and the Yagoona Housing Estate (Department of Housing).

Strength—Remembrance Driveway landscape corridor

The Remembrance Driveway landscape corridor links numerous major open spaces in the Hume Highway Enterprise Corridor including Lansdowne Reserve, Carysfield Park, Gazzard Park, and Apex Park.

Challenge—state infrastructure to support population growth

The priority is the construction of the Stacey Street underpass to improve regional north–south access between Bankstown and Parramatta, particularly if the State Government wishes Parramatta to act as an effective regional centre in the West Central Region.

Other priorities include:

- ❑ The redevelopment of an accessible railway station at the Yagoona shopping centre with a bus/rail interchange.
- ❑ The creation of a new retail street on the northern side of the shopping centre that will form a pedestrian link between Church Road and Gazzard Park, and is located away from the Hume Highway.
- ❑ The consolidation of properties in the Yagoona shopping centre plus the consolidation of other large under-utilised sites to create redevelopment sites that are suitable for enterprise and mixed-use development.
- ❑ The redevelopment of the Villawood Housing Estate, Yagoona Housing Estate, and Chullora Housing Estate (Department of Housing).
- ❑ The construction of footpaths and cycle ways, and the extension of the Remembrance Driveway landscape corridor.
- ❑ Traffic improvements to reduce vehicle speeds in areas that propose to concentrate more residential and retail developments to improve amenity/safety, reduce the length of deceleration lanes where required, to retain the same capacity on the highway, and to improve the efficiency of vehicle flow and remove blockages. Traffic improvements include:

Precinct	Traffic improvements
Precinct One– Meccano Set Gateway	Construct grade separation to reduce the number of accidents at the Meccano Set Gateway intersection.
	Construct 2 metre wide refuge islands to allow people to cross the highway between bus stops.
	Install traffic signals at the intersection of the Hume Highway and Johnston Road.
Precinct Two– Bass Hill Village	Reduce the traffic speed to 60km/h or less between Miller Road and the Yagoona Town Centre (note: a reduction in speed increases capacity).
	Provide an additional lane where S-lanes occur such as Rose Street.
Precinct Three– Residential Precinct	Lengthen the right-hand turn lane from the Hume Highway into Edgar Street.
Precinct Four– Yagoona Town Centre	Reduce the traffic speed to 60km/h or less in the Yagoona Town Centre.
	Allow on-street parking in front of shops between 10am–3pm and overnight in the Yagoona Town Centre.

	Possible road widening between Caldwell Parade and Woodbine Street to prevent vehicles from careering into properties.
	Install traffic signals at the intersection of the Hume Highway and Brancourt Avenue.
	Install traffic signals at the intersection of the Hume Highway and Church Road.
	Construct bus/rail interchange and pedestrian overpass at the railway station in the Yagoona Town Centre, a drop-off/pick-up area for rail commuters, and additional rail commuter parking spaces.
Precinct Five–Rookwood Enterprise Zone	Improve safety at three intersections (Hume/Meredith/The Boulevard; Hume/Chapel/Rookwood; and George/Rookwood).
	Install traffic signals at the intersection of the George Street and Rookwood Road.
	Construct grade separation at the intersection of the Hume Highway and Stacey Street (at minimum a southbound underpass from the Rookwood Road deviation). This will improve traffic flow and capacity, and prevent thoroughfare traffic using nearby residential streets (George/Powell) to avoid this intersection.
	Upgrade Stacey Street from the Hume Highway to Macauley Avenue.
Precinct Six and Seven–Chullora Technology Park and Greenacre Motor Alley	Introduce measures to make southbound trucks exiting Brunner Road to continue on Boronia Road (state road) as opposed to Rawson Road (local road).
	Enclose the gap in the median strip opposite Como Road.

Most of the priorities in the Hume Highway Enterprise Corridor involve state rail and road infrastructure. The Metropolitan Strategy recognises the State Government will fund state and regional infrastructure improvements.

Canterbury Road–Milperra Road Enterprise Corridor–strengths and challenges

Character

The Canterbury Road–Milperra Road Enterprise Corridor forms part of the Canterbury Road Corridor that passes through the Bankstown and Canterbury municipalities.

The Enterprise Corridor comprises the Bankstown Airport, large international companies at the Milperra Industrial Precinct, the University of Western Sydney campus, the Bankstown–Lidcombe Hospital, bulky goods retail complexes, and the Bankstown–Padstow industrial precinct.

Adopted Policies

The Policy Paper on "Future Directions for Industrial Land in Bankstown" is the current policy to guide development.

Vision

The future character of the Canterbury Road–Milperra Road Enterprise Corridor is to continue to attract hi–tech and employment industries to the Bankstown Airport–Milperra Specialised Centre, and to form hubs at the Bankstown–Lidcombe Hospital and bulky goods retail complexes.

Strength–good access to road transport

The Canterbury Road–Milperra Road Enterprise Corridor is a State Road that provides an east–west connection between the Sydney City, M5 Orbital Motorway, and Liverpool.

The Corridor also intersects with Stacey Street (the regional north–south connection between Parramatta, the M5 Orbital Motorway, and Sutherland); and Henry Lawson Drive (a local north–south connection between Bankstown Airport and the Hume Highway Enterprise Corridor).

Although the Canterbury Road–Milperra Road Enterprise Corridor is not located on a railway line, the Ministry of Transport is proposing to include the Enterprise Corridor as part of the Bankstown–Liverpool strategic bus corridor.

Challenge–state infrastructure to support economic and employment opportunities

The priority is the assistance of the State Government to acquire a site to relocate part of the University of Western Sydney campus from Milperra to Bankstown with additional student accommodation.

Other priorities include:

- The redevelopment of large under-utilised sites in the Milperra Industrial Precinct.
- The upgrade of Henry Lawson Drive to accommodate business growth at Bankstown Airport.
- Road improvements on Milperra Road and Canterbury Road to reduce traffic congestion at the intersections with Henry Lawson Drive, Stacey Street, and the M5 Orbital Motorway.
- The possible provision of a neighbourhood centre to cater for workers and visitors.

Most of the priorities in the Canterbury Road–Milperra Road Enterprise Corridor involve road infrastructure. The Metropolitan Strategy recognises the State Government will fund state and regional infrastructure improvements.

Challenge–local parks and community facilities

There are no community facilities or local parks along the Enterprise Corridor.

There is a need for north–south regional open space connections between the Bankstown CBD along Salt Pan Creek to the Georges River (cycle way), and for the Duck River Corridor connecting the Velodrome/Sefton/Yagoona to Auburn/Parramatta.

There is also a need for regional open space along the Georges River from Milperra to Lansdowne to allow public access, improved Bankstown/Milperra road connections to the M5 Orbital Motorway, and the upgrading of Henry Lawson Drive from Georges Hall to Milperra/M5 Orbital Motorway.