



# North Central Local Area Plan





October 2014

**North Central Local Area Plan  
Public Exhibition Draft**

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# A Vision for the Future



This Local Area Plan sets out the vision for the North Central Local Area to strengthen its role as an important economic and transport connection to the Hume Highway Enterprise Corridor and the West Central Industrial Belt. It balances the demands for future growth with the need to protect and enhance environmental values, and it ensures adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

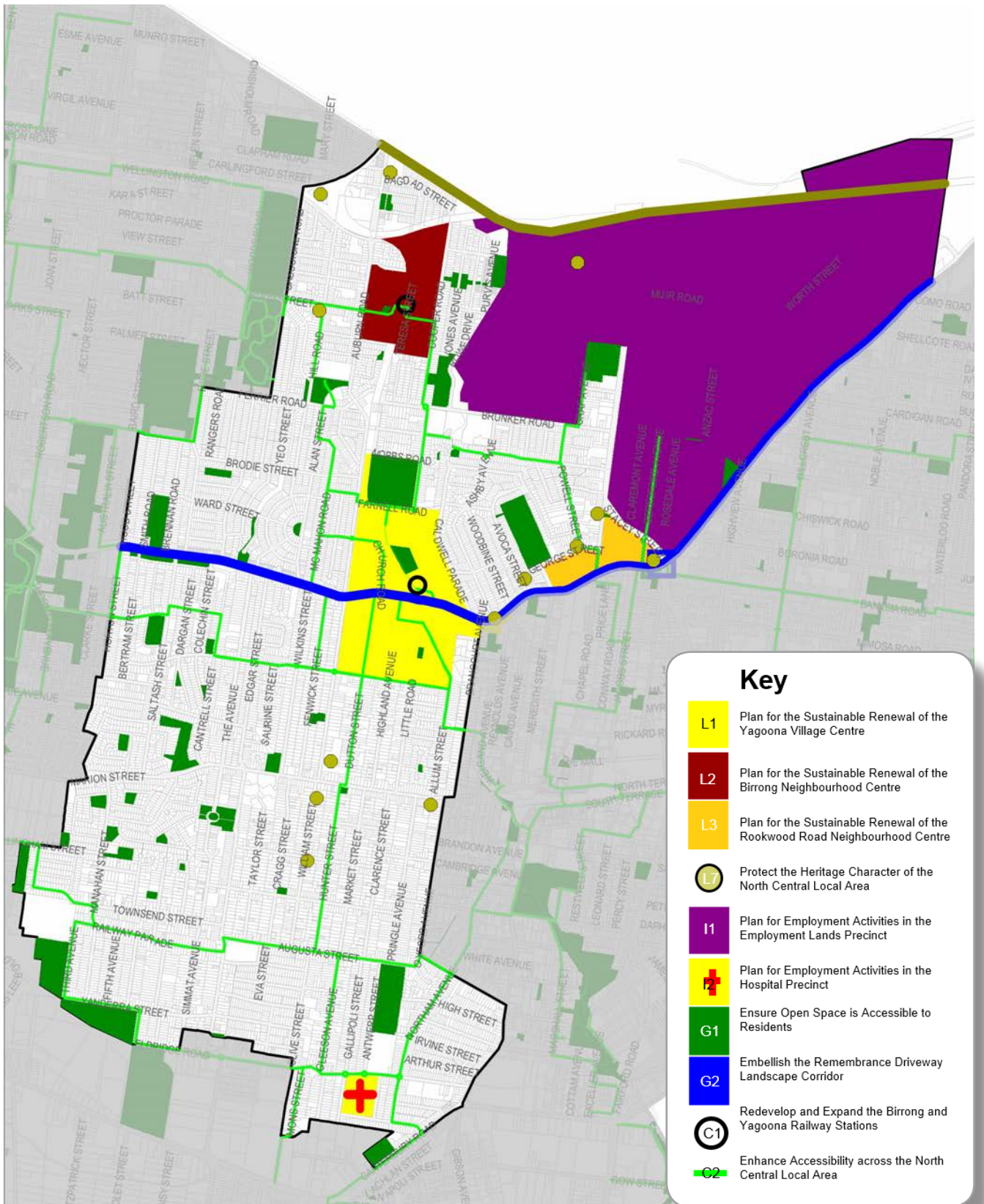
This Local Area Plan will inform changes to the statutory planning framework and infrastructure priorities, and by 2031, we will see a North Central Local Area that boasts ten distinctive precincts to support a diverse and healthy community:

- The Yagoona Village Centre will continue to function as the largest shopping precinct servicing the North Central Local Area. The north side of the precinct will provide a new central place as the focus for retail and community activities set within a safe and high quality environment. The built form will offer a wide range of medium and high density living within easy walking distance of an accessible railway station.
- The Birrong Neighbourhood Centre will continue to function as a local shopping precinct servicing the day-to-day needs of residents. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station, schools and neighbourhood parks.
- The Rookwood Road Neighbourhood Centre will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor and the Remembrance Driveway landscape corridor. The built form will reinforce this major gateway to the Bankstown CBD. Medium and high density housing will support this employment precinct and act as a transition to the surrounding low density neighbourhood area.



- The Condell Park Neighbourhood Centre will continue to function as a small shopping precinct servicing the day-to-day needs of residents, a relaxing place where residents can catch up and have a chat over coffee. The built form will maintain the low density neighbourhood character.
- The Regents Park Precinct will support the residential growth of the Regents Park Small Village Centre, namely along Auburn Road and around Magney Reserve. The built form will offer medium and high density living in keeping with the amenity and infrastructure capacity of this precinct.
- The Neighbourhood Precinct will maintain the low density neighbourhood character, serviced by a good supply of neighbourhood parks, sporting fields and corner shops. This precinct will offer a wide range of recreation and leisure opportunities for residents and visitors. This precinct will also make a positive contribution to protecting the heritage and biodiversity values of the living spaces and corridors.
- The Employment Lands Precinct will continue to support the West Central Industrial Belt stretching from Chullora to Smithfield. This precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form is primarily contemporary industrial development set on large lots within a safe and high quality environment.
- The Hume Highway Enterprise Corridor is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North Central Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor and incorporating public art. The built form will supplement the landscape corridor, with multi-storey enterprise and industrial activities at the Rookwood Road Neighbourhood Centre and Chullora Technology Park.
- The Canterbury Road Corridor is a major transport corridor that will continue to function as a significant economic asset for the City of Bankstown. The built form will create a 'sense of place' by having mixed use nodes at important intersections. The remaining stretches will continue to promote industrial, bulky goods retailing and other highway related uses.
- The Hospital Precinct will continue to function as the major hospital for south-west Sydney and a significant economic asset for the City of Bankstown. Improved links to the Canterbury Road Corridor will support the employment function of the Hospital Precinct.

Top Ten Priority Actions





Chapter One

# Growth...Change...Future



## 1.1 Introduction

The North Central Local Area is strategically located within major economic and transport corridors that service the City of Bankstown and the wider West Central Subregion.

The State Government and Bankstown City Council identify the North Central Local Area as a preferred location for residential and employment growth due to its proximity to jobs, shops, public transport and community facilities. By 2031, the North Central Local Area is expected to grow by 5,700 residents and 3,885 dwellings.

Accommodating this growth will have its challenges as it will necessitate change to the urban environment whilst providing for more housing choice. Council is responding to this challenge by undertaking comprehensive strategic planning to ensure the movement network, job opportunities, open space provision and community facilities support the growth areas.

In addition, Council is analysing the existing urban context and environmental impacts including housing types, items of heritage significance, biodiversity, stormwater management and railway noise to ensure the growth areas are compatible with the local character in an environmentally responsive manner.

Council's long term aim is to see the North Central Local Area continue to prosper as part of the economic and transport corridors that connect the City of Bankstown with the West Central Subregion's Global Economic Corridor. It is also Council's aim to see the North Central Local Area transform into a model of sustainable renewal. This Local Area Plan highlights the priority actions to achieve the desired outcomes. It complements Council's other Local Area Plans and underpins Council's forthcoming amendments to the statutory planning framework and infrastructure priorities.



## 1.2 About the Local Area Plan

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

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

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

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

As part of the plan making process, Council consults with the community, business and other interested people and groups. Council also researches current policies, targets and best practice at the local, state and national levels, and may undertake supplementary studies to further identify issues and possible solutions.

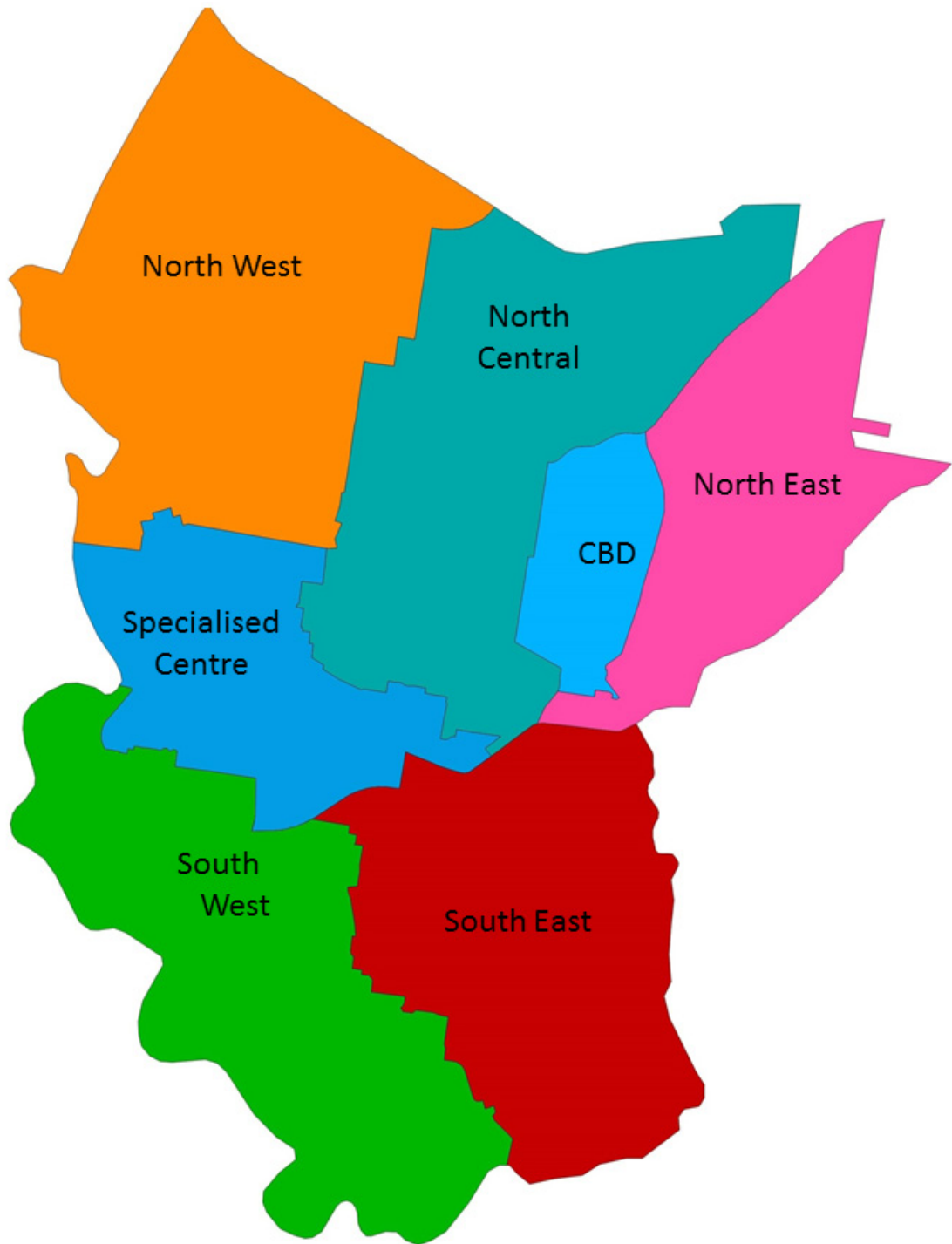
This Local Area Plan recognises there are many other initiatives that may make a place more sustainable. Council will deliver numerous other actions such as service delivery, community support and advocacy through the Bankstown Community Plan.

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

- Metropolitan Plan for Sydney 2036 (Department of Planning & Environment 2010)
- Residential Development Study (BCC 2009)
- Employment Lands Development Study (BCC 2009)
- North Central Local Area–Issues Paper (BCC 2013)
- Bankstown Heritage North East and North Central Heritage Review (Paul Davies Pty Ltd 2013)
- Hume Highway Corridor Strategy (BCC 2004)
- Yagoona Town Centre Renewal Strategy (BCC 2007)
- Auburn Road Precinct Urban Design Study (Architectus 2014)
- Auburn Road Traffic Study (Arup 2014)



FIGURE 1 Local Areas



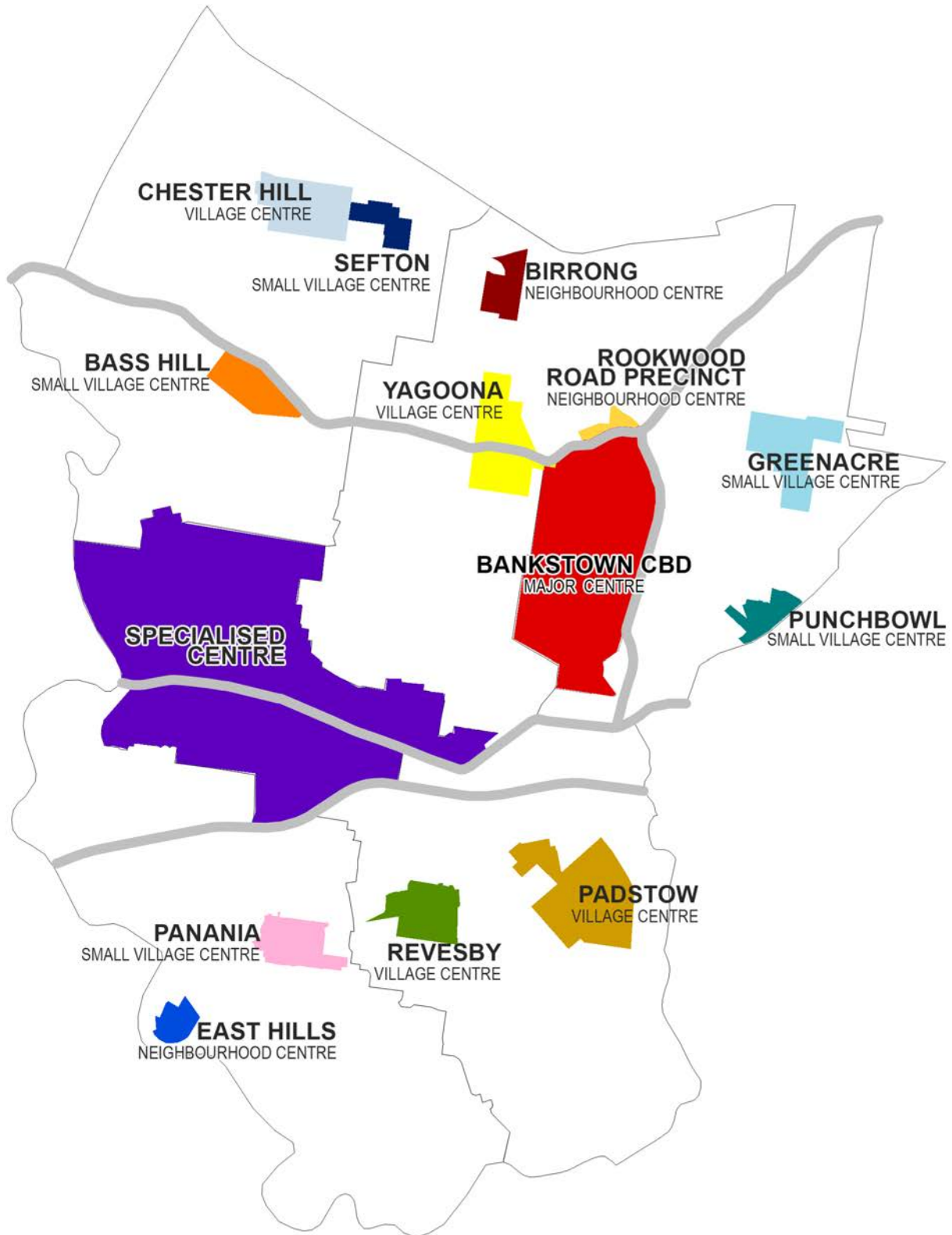
### 1.3 Centres Hierarchy

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

The North Central Local Area Plan will implement the centres hierarchy set out in Council's Residential Development Study and reinforced in the North Central Issues Paper. The centres, in order of their size and role in the hierarchy, are:

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

FIGURE 2 Centres Hierarchy





Centres	Hierarchy	Local Area Plan
<b>Bankstown CBD</b>	Major Centre	Bankstown CBD
<b>Chester Hill</b>	Village Centre	North West
<b>Padstow</b>	Village Centre	South East
<b>Revesby</b>	Village Centre	South East
<b>Yagoona</b>	Village Centre	North Central
<b>Greenacre</b>	Small Village Centre	North East
<b>Panania</b>	Small Village Centre	South West
<b>Punchbowl</b>	Small Village Centre	North East
<b>Sefton</b>	Small Village Centre	North West

## 1.4 The Locality

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

The local area is predominantly characterised by low density residential dwellings. It also contains a village centre at Yagoona, and neighbourhood centres at Rookwood Road, Birrong and Condell Park.

The Chullora Technology Park and the Potts Hill Business Park provide the majority of employment land in the local area, outside of the centres. This precinct forms part of the wider West Central Industrial Belt and provides around 246 hectares of employment land. This precinct plays an important role in servicing Sydney's manufacturing, construction, wholesale and logistics industries.

The Hume Highway Enterprise Corridor and the Canterbury Road Corridor run through the local area. The Hume Highway and Canterbury Road are major east–west road links and a key component of the road and freight infrastructure, providing road access to the Sydney airport / port and Western Sydney. Sections of the Hume Highway and

Canterbury Road support a range of economic activities consistent with the enterprise corridor concept for arterial roads with high traffic volumes.

The Bankstown–Lidcombe Hospital is the major hospital for south–west Sydney and is an important strategic employment site. It is located to the south of the local area on Eldridge Road.

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

TABLE I

Precincts in the Local Area

<i>Precincts</i>	<i>Key characteristics</i>
<p><b>Yagoona Village Centre</b></p>	<p>The Yagoona Village Centre is generally bound by Farnell Road to the north, Caldwell Parade to the east, Glassop Street to the south and Auburn Road/ William Street to the west.</p> <p>The Hume Highway splits the village centre. There is a poor environment (air quality, noise and visual amenity) due to traffic. The pedestrian network is also generally poor due to this split, with a pedestrian overpass located on the eastern edge of the retail core next to the Yagoona Public School.</p> <p>The area north of the Hume Highway is characterised by the railway station, and retail and community facilities. The railway station is the focal point and main gateway to the village centre, however it is not accessible for people with mobility constraints. The retail core comprises a supermarket and traditional shop top housing.</p> <p>The community facilities are adjacent to the village green (Gazzard Park). The community facilities are ageing and do not have a good interface with Gazzard Park. Council recently invested in the embellishment of Gazzard Park with new playground equipment and cycle ways.</p> <p>The area south of the Hume Highway is characterised by mostly traditional shop top housing dating from the 1940s. Significant retail expenditure within the centre is lost to nearby centres such as the Bankstown CBD due to a lack of a larger supermarket.</p> <p>At present, the village centre lacks a sense of identity and there is no central place or gathering space for the public. In 2007, Council adopted the Yagoona Town Centre Renewal Strategy. The strategy contains actions which Council is currently implementing to create a new central place as the focus for retail and community activities next to the railway station, including the development or expansion of a large scale supermarket anchor. The actions also provide opportunities for population growth and the upgrade of infrastructure and facilities.</p> <p>The character and subdivision pattern of the residential transitional areas is primarily houses in a generous landscaped setting (with lots around 60 metres long). There are pockets of dual occupancies, villas and seniors housing.</p>

TABLE I cont...	Precincts in the Local Area
<i>Precincts</i>	<i>Key characteristics</i>
<p><b>Birrong Neighbourhood Centre</b></p>	<p>The Birrong Neighbourhood Centre is located between the railway station and the Auburn Road shops.</p> <p>The railway station is the focal point and main gateway to the neighbourhood centre, however it is not accessible for people with mobility constraints. The group of shops next to the railway station is underutilised.</p> <p>The character and subdivision pattern of the residential transitional areas is primarily houses on large lots, with some medium density housing and schools. The redevelopment of 40 hectares of surplus land at the Potts Hill Reservoirs site will add 450 dwellings and new neighbourhood parks to support the centre.</p>
<p><b>Rookwood Road Neighbourhood Centre</b></p>	<p>The Rookwood Road Neighbourhood Centre forms part of the Hume Highway Enterprise Corridor and the Remembrance Driveway landscape corridor. It is generally bound by the Hume Highway to the south, George Street to the north, Price Lane to the east and The Boulevard to the west.</p> <p>The neighbourhood centre comprises a mix of bulky goods retailing, hotel and shops. The neighbourhood centre is in proximity to a regional bus route, Graf Park, schools and the historic Water Tower. There is a poor environment (air quality, noise and visual amenity) on the Hume Highway due to traffic.</p> <p>In 2004, Council adopted the Hume Highway Corridor Strategy. The strategy identifies the neighbourhood centre as a major employment precinct with some supporting housing. The built form reinforces the link to the Bankstown CBD via Rookwood Road.</p>
<p><b>Condell Park Neighbourhood Centre</b></p>	<p>The Condell Park Neighbourhood Centre is a traditional 2 storey shopping strip along Simmat Avenue. The centre comprises a supermarket and a good range of shops and services.</p> <p>The surrounding residential streets are generally tree lined in a permeable street layout and the low density dwellings have a regular setback to the street.</p>
<p><b>Regents Park Precinct</b></p>	<p>The Regents Park Precinct is generally bound by the Sydney Water pipeline to the north and the Southern Sydney Freight Line to the south. The pipeline prevents the integration of this precinct with the Regents Park Small Village Centre to the north (located in the Auburn LGA). The small village centre comprises a railway station and a good range of shops and services.</p> <p>The precinct comprises a mix of industrial land, older style houses and a vacant site at Nos. 30–46 Auburn Road. Access to the precinct is limited to two roads (Auburn Road and Cooper Road). A traffic assessment finds there are major</p>

TABLE 1 cont...

## Precincts in the Local Area

Precincts	Key characteristics
	<p>constraints with the existing road network, with unsatisfactory levels of service and excessive queuing at major intersections. The precinct is also subject to noise exposure from the freight line.</p>
<p><b>Neighbourhood Precinct</b></p>	<p>The majority of housing development across the Neighbourhood Precinct occurred during the 1930s–1960s. The majority of residential lot sizes are between 500m<sup>2</sup> and 700m<sup>2</sup>.</p> <p>The most recent development is in the form of housing estates, seniors housing, dual occupancies and villas dispersed across the Neighbourhood Precinct. Today, the majority of the precinct continues to be characterised as low density housing of 1 dwelling per lot.</p> <p>Dispersed throughout the Neighbourhood Precinct are some non-residential land uses including schools and small groups of 2 storey shop top housing that serve the day-to-day needs of residents.</p> <p>Also dispersed throughout the Neighbourhood Precinct are sporting fields and local open spaces. A unique element is the cluster of stables in Condell Park adjacent to the Bankstown Paceway. The Bankstown Paceway is located in the neighbouring Specialist Centre Local Area.</p>
<p><b>Employment Lands Precinct</b></p>	<p>The Employment Lands Precinct forms part of a larger stretch of employment land (known as the West Central Industrial Belt), which extends from Chullora to Smithfield. The precinct comprises the Chullora Technology Park, Potts Hill Business Park and Chullora Industrial Precinct.</p> <p>The Chullora Technology Park contains around 234 hectares and accommodates 12% of the total employment across the City of Bankstown. The technology park is currently the hub for printing, manufacturing, transport, retail/wholesale trade, education and training.</p> <p>The Potts Hill Business Park is around 12 hectares and employs around 800 people. It is located adjacent to the Potts Hill reservoirs site, which is a key asset in Sydney's water supply system.</p> <p>The Chullora Technology Park and the Potts Hill Business Park contain successful development areas, driven by the availability of large lots in generous landscaped settings. There is good access to the Enfield Intermodal Terminal and major freight routes (Hume Highway and Rookwood Road).</p> <p>The Chullora Industrial Precinct is characterised by electric and engineering companies, warehouses and smash repair workshops on small lots. The lack of good public transport and car parking is a challenge for the Chullora Industrial Precinct.</p>



TABLE I cont...	Precincts in the Local Area
<i>Precincts</i>	<i>Key characteristics</i>
<p><b>Hume Highway Enterprise Corridor</b></p>	<p>The Hume Highway Corridor is a national and historical landmark. Commissioned by Governor Macquarie in 1813, the corridor today functions as a national highway linking Sydney with Canberra and Melbourne. It is also the front door to the City of Bankstown with over 62,000 motorists travelling through this section of the highway every day. The enterprise corridor is a major investment and employment zone for the City of Bankstown.</p> <p>The section of the corridor known as the 'Residential Precinct' forms the western gateway to the North Central Local Area and extends from Australia Street to Auburn Road. This section is characterised by the Remembrance Driveway landscape corridor and low density housing.</p> <p>The section of the corridor through Yagoona extends from Auburn Road to Woodbine Street. The highway splits the Yagoona Village Centre, which is the major shopping centre serving the North Central Local Area. There is a poor environment (air quality, noise and visual amenity) due to traffic.</p> <p>The section of the corridor through Bankstown extends from Woodbine Street to Stacey Street. The Rookwood Road Neighbourhood Centre is located on the north side of the highway to take advantage of the prominent location and large lots. The Remembrance Driveway landscape corridor continues through this section of the highway.</p>
<p><b>Canterbury Road Corridor</b></p>	<p>The Canterbury Road Corridor is a major transport corridor that connects the City of Bankstown to the airport / port and Western Sydney. The corridor comprises industries and bulky goods retail activities.</p> <p>Key assets include the proximity to the M5 Motorway and Bankstown CBD. The poor image and amenity (air quality and noise) of the Canterbury Road Corridor is a key challenge for this precinct. Canterbury Road is subject to possible future road widenings.</p>
<p><b>Hospital Precinct</b></p>	<p>The Bankstown–Lidcombe Hospital is located on Eldridge Road in Bankstown. It is the major hospital for south–west Sydney and is an important strategic employment site in the City of Bankstown.</p> <p>A key constraint for the hospital is the lack of integration with the surrounding area.</p>

FIGURE 3 Precincts in the North Central Local Area

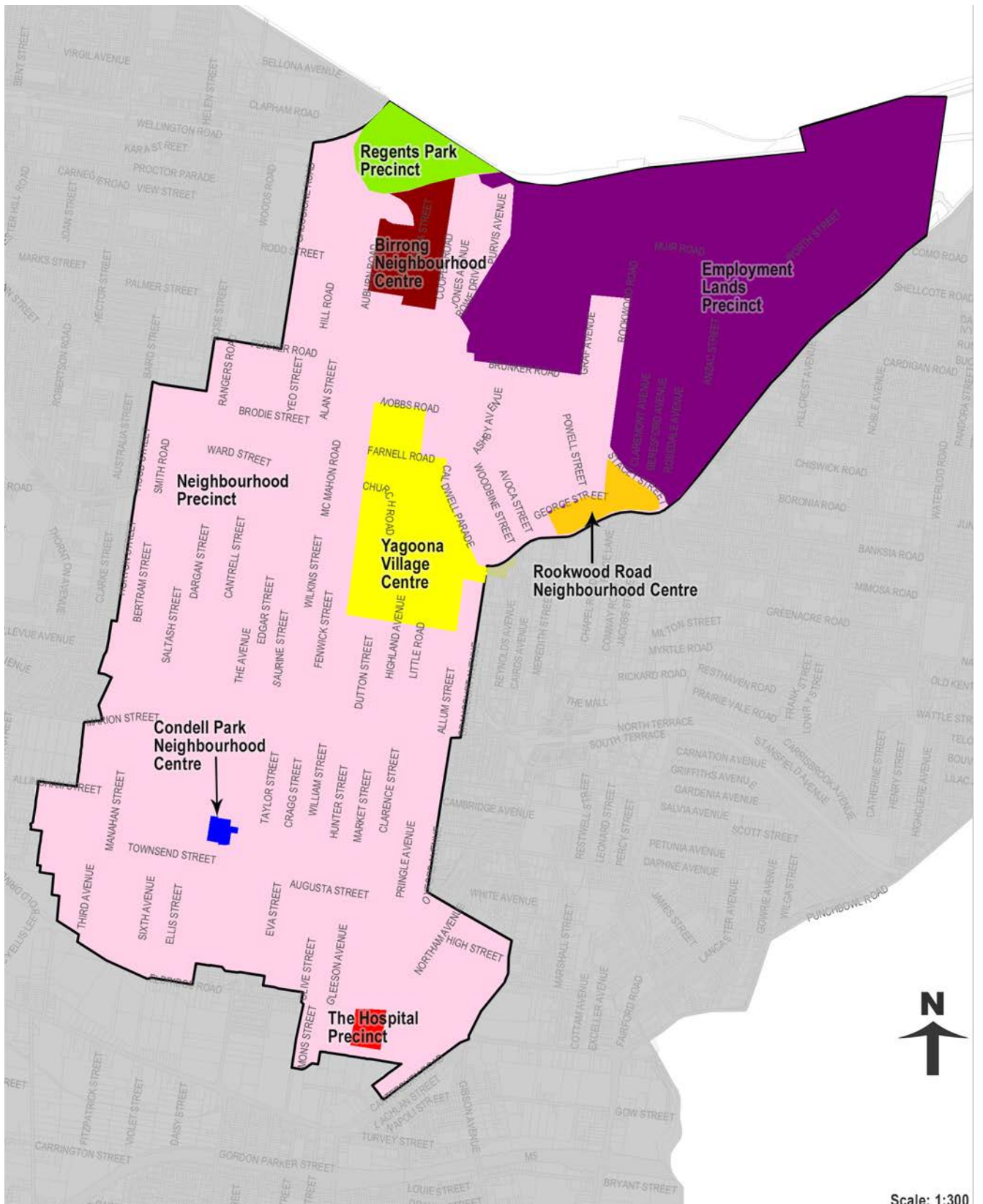
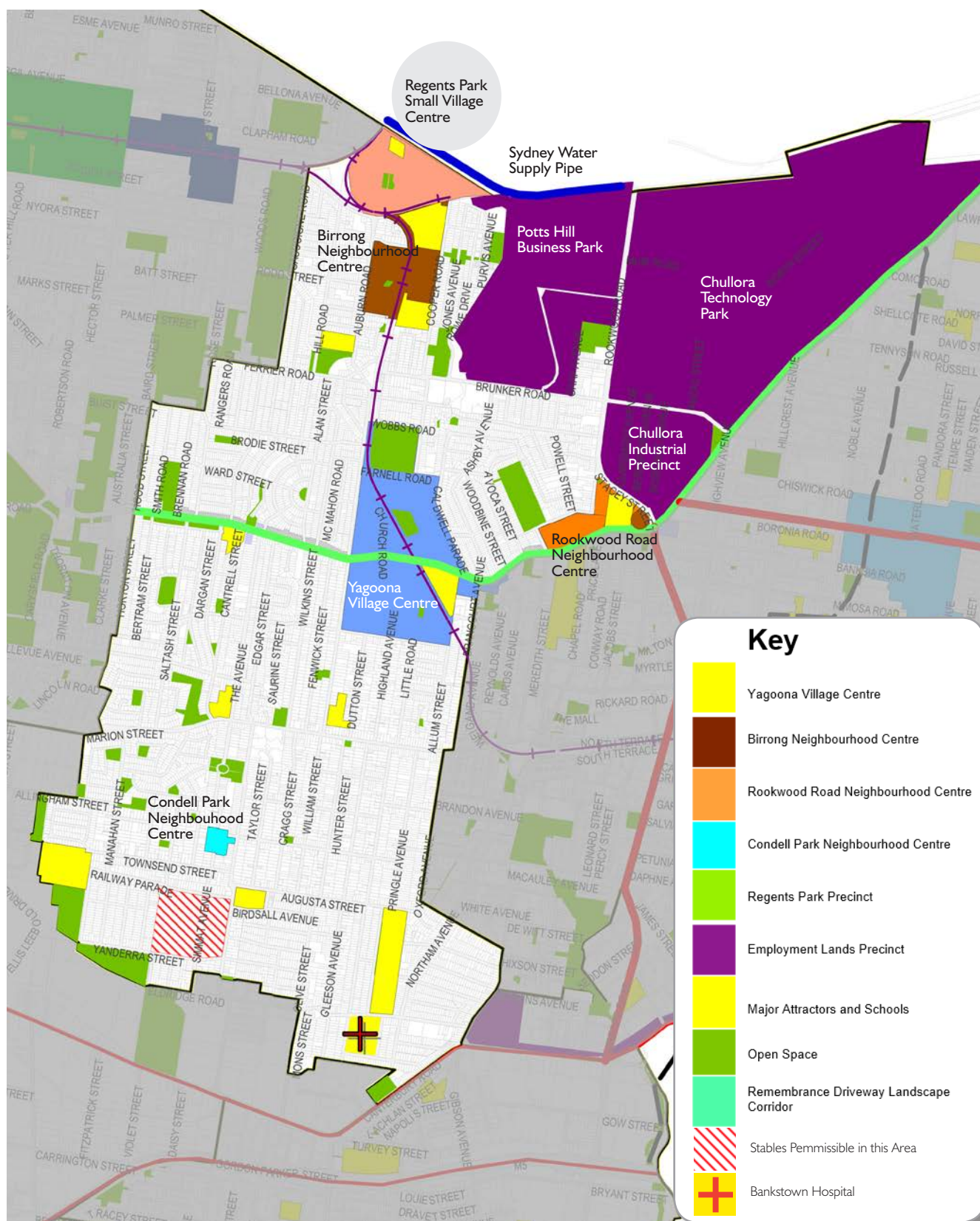


FIGURE 4 Key Characteristics of the North Central Local Area



### Key

- Yagoona Village Centre
- Birrong Neighbourhood Centre
- Rookwood Road Neighbourhood Centre
- Condell Park Neighbourhood Centre
- Regents Park Precinct
- Employment Lands Precinct
- Major Attractors and Schools
- Open Space
- Remembrance Driveway Landscape Corridor
- Stables Permissible in this Area
- + Bankstown Hospital



## 1.5 Historical Context

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

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

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

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

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

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

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

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

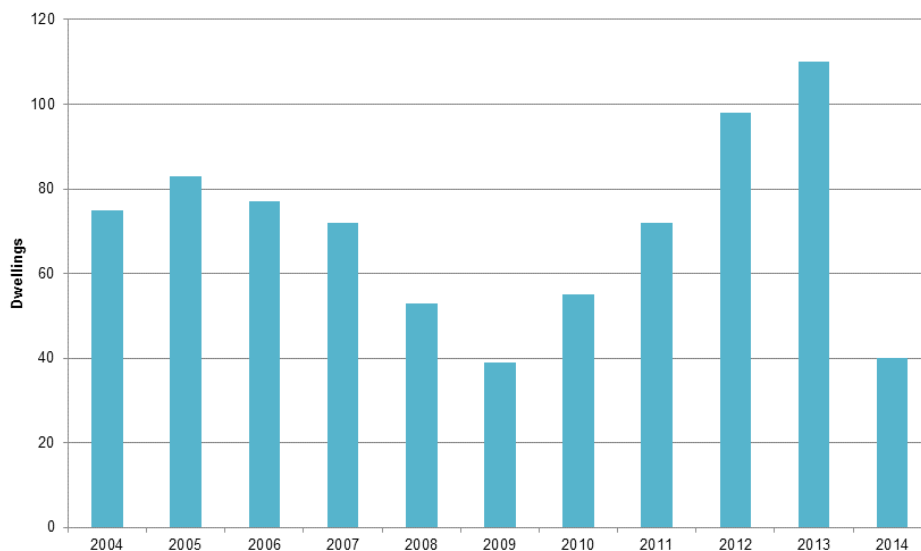
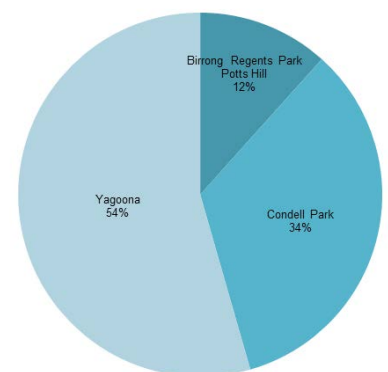


FIGURE 6 Current Population





## 1.6 Population and Demographic Changes

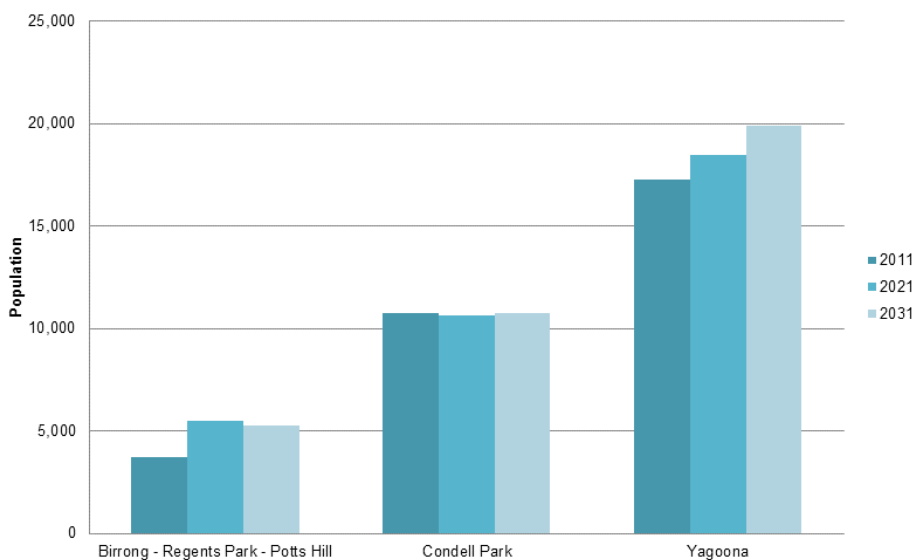
The North Central Local Area currently accommodates 44,900 residents with most living in Bankstown, Yagoona and Condell Park (refer to Figure 6). The population is primarily young and middle aged, and families with children represent 70% of households. This reflects the population age profile and the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

The population of the local area is expected to grow at a moderate rate reaching around 50,610 residents by 2031 (refer to Figure 7). As with the remainder of Sydney, the proportion of residents aged over 60 years will increase and this trend is likely to result in a demand for smaller household sizes, as well as an increased demand in services for this age group.

The local area will require more dwellings, jobs and infrastructure to meet the needs of this growing population, with consideration given to the socio-economic status as this can influence people's mode of travel and the types of community facilities required to meet their needs.

The economic analysis indicates the strong demand for houses, medium density housing and seniors housing will remain. Home units in and around the centres will increase as a proportion of new dwellings entering the market.

FIGURE 7 Population Changes by Suburb



## 1.7 Metropolitan Planning Context

The Metropolitan Plan is the long term strategic plan for the growth of Sydney to 2036. In the next 25 years, Sydney is expected to grow by 1.7 million people, who will live in 770,000 new homes and work at 760,000 new jobs.

The Plan divides metropolitan Sydney into 10 subregions. The City of Bankstown is in the West Central Subregion, which also includes the Auburn, Fairfield,

Holroyd and Parramatta Local Government Areas (refer to Figure 8). The West Central Subregion is required to accommodate some 96,000 new homes and 98,000 new jobs. Table 2 outlines the directions and dwelling target for the City of Bankstown.

At present, the Department of Planning & Environment is preparing a new Metropolitan Strategy, which is proposing to review the population, housing and employment targets for

subregions. It aligns land use planning with the State Government's Long Term Transport Master Plan and Infrastructure Strategy to deliver new jobs and housing at the same time as infrastructure such as transport, schools and health services.

**TABLE 2**

**NSW Government Planning Policy**

<i>Policy Areas</i>	<i>Targets and Policy Settings</i>
<p><b>Growing and renewing centres</b> (Metropolitan Plan for Sydney 2036)</p>	<ul style="list-style-type: none"> <li>• Locate at least 80% of all new homes within the walking catchments of centres with good public transport.</li> <li>• Focus activity in accessible centres.</li> <li>• Support clustering of businesses and knowledge-based activities in Major Centres and Specialised Centres.</li> </ul>
<p><b>Housing</b> (Draft West Central Subregional Strategy)</p>	<ul style="list-style-type: none"> <li>• Plan for increased housing capacity targets in existing areas.</li> <li>• Councils to plan for sufficient zoned land to accommodate dwelling targets through Principal LEPs. Dwelling targets for local government areas to 2031 are Parramatta (21,000); Bankstown (22,000); Fairfield (24,000); Auburn (17,000); and, Holroyd (11,500).</li> </ul>



FIGURE 8 West Central Subregion



## 1.8 Community Issues

The Bankstown Community Plan and the North Central Local Area–Issues Paper identify community aspirations and issues on the function and growth of the local area. The consultation involved residents, businesses and

community service providers, and included workshops and drop-in sessions.

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

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

**TABLE 3**

**Summary of Community Aspirations for the North Central Local Area**

<i>Discussion points</i>	<i>Community aspirations</i>
<b>Village feel</b>	<p>Promote a 'village feel' in centres by incorporating the following elements in the future planning of local areas:</p> <ul style="list-style-type: none"> <li>• Social inclusiveness and opportunities for community interaction through regular community events, community gardens and local markets.</li> <li>• Activity on local streets and activated laneways with family friendly night life and alfresco dining.</li> <li>• Attractive, green spaces with natural shade and landscaping within footpath areas.</li> <li>• A safe and pedestrian friendly environment with improved lighting and cleanliness.</li> </ul>
<b>Improve the visual, social and community amenity</b>	<ul style="list-style-type: none"> <li>• Ensure centres are clean and attractive.</li> <li>• Consider litter education and street cleaning programs.</li> <li>• Revitalise the Yagoona shopping centre by enhancing laneways and encouraging a mix of retail and higher uses.</li> <li>• Create a central place in the Yagoona shopping centre with a variety of cafes.</li> <li>• Provide more greenspace and high quality development.</li> <li>• Provide sealed/paved pathways to link open spaces.</li> <li>• Expand the functions of community facilities to cater to all age groups.</li> <li>• There is concern about noise levels in community facilities.</li> <li>• Provide more street furniture in Birrong.</li> <li>• Enhance the image of the Remembrance Driveway landscape corridor.</li> <li>• Support community health by providing access to fresh food and community gardens.</li> <li>• Provide appropriate infrastructure to support density.</li> </ul>





**TABLE 3 cont...**

**Summary of Community Aspirations for the North Central Local Area**

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





Chapter Two

# Local Area Actions



## 2.1 Liveable

The North Central Local Area is and will continue to be a place of population growth in high quality liveable neighbourhoods. Most residents live in older style houses, as well as a mix of dual occupancies, villas, home units and seniors housing near the centres.

Based on demographic trends, the North Central Local Area is expected to grow by 5,700 residents and 3,885 dwellings.

The Liveable Actions aim to continue to have a local area that is well planned by concentrating around 60% of the 3,885 dwellings within the walking catchments of the village and neighbourhood centres. Locating a greater proportion of residents closer to public transport and services will make the local area a more liveable and attractive place as it achieves the following sustainability principles derived from Government and Local Council policies:

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

Supporting this growth will be housing choice and a range of community infrastructure such as civic spaces and community facilities. As a 'City Maker', Council will continue to take an active role in delivering quality community infrastructure that meets the needs of a diverse and growing population.



## Plan for the Sustainable Renewal of the Yagoona Village Centre

Based on demographic trends, the Yagoona Village Centre will accommodate the greatest growth in the North Central Local Area to 2031.

Council’s research looked at existing and future capacity to identify areas within the walking catchment of the Yagoona Village Centre that can best cope with intensification and population growth as shown in Table 4.

The research looked at urban design principles to provide a unique and attractive setting for new retail and commercial activities, housing, and spaces for social interaction. The key principles include:

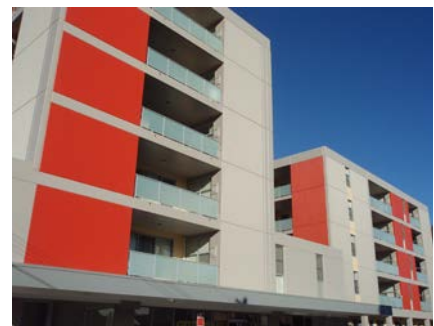
- Create a new east–west pedestrian connection (north of the highway) to connect the retail and community activities to the accessible railway station.
- Create a new central place as the focus for retail activities next to the railway station, with the development or expansion of a large scale supermarket anchor.
- Consolidate the community facilities into a community hub next to the village green (Gazzard Park).

- Allow opportunities for medium and high density living within easy walking distance of the railway station.
- Green the Hume Highway to improve amenity and create a new gateway image.

The research also looked at land uses, building age, physical and amenity constraints, historic construction rates, market feasibility, and proximity to public transport and infrastructure.

The research found the extent and capacity of the centre will need to include the mixed use zone and residential transitional area to accommodate the dwelling target. The age and quality of the housing stock in the residential transitional area together with the close proximity to the retail core, community facilities and public transport offers the opportunity for higher density revitalisation. This is consistent with the Yagoona Town Centre Renewal Strategy adopted by Council in 2007.

In addition, the research looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character and market trends. For the mixed use zone, the research assumed shop top housing with basement car parking when calculating the floor space provision. Table 5 provides a breakdown of the planning control changes that would best achieve the dwelling target for the village centre.





### Improvements and infrastructure to support the renewal of the Yagoona Village Centre

The following community infrastructure works and public improvements are identified to support residential and employment growth in the Yagoona Village Centre:

- Advocate for an accessible railway station to provide direct and safe access for commuters, pedestrians, cyclists and people with disabilities. By 2031, there will be 19,900 residents within the suburb catchment of the railway station. The Metropolitan Plan recognises there must be adequate transport capacity to sustain this growth, particularly if the target is to increase the share of work journeys by public transport to 28%.
- Advocate for better connections to the rail/bus interchange.
- Advocate for more frequent rail and bus services in the North Central Local Area to allow for the long term growth in commuter movements.
- Provide a new high quality multi-purpose community facility adjacent to Gazzard Park that serves the long term needs of the community. The new community facility will consolidate the existing senior citizens hall and early childhood centre.
- Upgrade Gazzard Park to create a civic reception / outdoor performance space that integrates with the community facility. This builds on recent embellishment works in Gazzard Park.
- Continue the ongoing implementation of the Town Centre Improvement Program, which aims to make the village centre a more attractive place to visit and invest. The program focuses on improving public domain and main streets through footpath widening, new street trees, better street lighting, new street furniture, murals and public art. To date, Council has completed streetscape works north of the Hume Highway.
- Advocate for improved access and safety for pedestrians and cyclists entering the shopping centre from the southern side. Works would include widening the laneway along the railway corridor with improved lighting.
- The Yagoona Village Centre provides the most parking in the local area, with restricted on-street spaces, 133 off-street spaces in three Council car parks and 121 commuter spaces along the railway corridor. As most spaces are time restricted, usage of the parking supply is mostly by visitors (shoppers and businesses) rather than commuters.

The analysis shows the existing supply can accommodate parking demand from the growth in the village centre however there may be significant circulation around the centre as users attempt to find a car park at peak times. The preferred approach is to allow gradual increases in capacity at convenient locations around the centre. This allows different management strategies to be applied for each car park, and the construction of a multi-storey car park (based on developer contributions) at the Church Lane car park to service the north side of the highway where the bulk of the parking demand will be generated.

#### L1 IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Amend Planning Agreements Policy
- Amend Plan of Management
- Urban Renewal Program: The first stage is to prepare a masterplan for the Yagoona Railway Station Precinct.
- Town Centre Improvement Program
- Bike & Pedestrian Program
- Parking Program

<b>TABLE 4 Potential land capacity in the Yagoona Village Centre</b>	
<b>Existing dwellings</b>	768
<b>Current planning controls</b>	<p>The mixed use zone (between Auburn Road and Caldwell Parade) permits shop top housing and home units. The floor space ratio ranges from 1:1–2:1 and the height limit is 6–8 storeys (no loft).</p> <p>The mixed use zone (between Brancourt Avenue and Avon Street) permits shop top housing and home units. The floor space ratio is 1:1 and the height limit is 4 storeys (no loft).</p> <p>The high density residential zone permits houses, multi dwelling housing and home units. The floor space ratio is 1:1–2:1 and the height limit is 4–8 storeys (no loft).</p> <p>The low density residential zone in the transitional areas permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft.</p>
<b>Research findings</b>	<p>The research findings indicate the Bankstown CBD and Yagoona trade areas currently overlap. There is the potential for Yagoona to have a large scale supermarket anchor which will enable Yagoona to function as a true centre and support future growth.</p> <p>The research findings also reinforce the current structure plan for the Yagoona Village Centre (refer to Figure 9) based on the Yagoona Town Centre Renewal Strategy. The capacity of the village centre is good subject to increased density changes in the residential transitional area surrounding the centre.</p> <p>There is the potential for higher densities on the north side of the Hume Highway to support the new retail and community facilities. The higher densities should occur perpendicular to the Hume Highway to minimise exposure to heavy traffic and noise, namely along Church Road, Cooper Road and in the transitional area surrounding Gazzard Park. The built form transition extends to O'Neill Park for increased activation and natural surveillance.</p> <p>Much of the housing stock on the south side of the Hume Highway is reaching the end of its life cycle and there is the potential to increase densities to match the north side. The higher densities should occur primarily along Highland Avenue, with medium density living in the transitional area adjacent to the railway line and Melanie Street, which connects Yagoona to the Bankstown CBD.</p> <p>There is also the potential to increase the capacity in the mixed use zone (between Brancourt Avenue and Avon Street) to match the current storey limit. This is subject to maintaining a generous setback from the highway (to ensure good amenity for new residents and to protect the curtilage of the heritage item at No. 401 Hume Highway).</p>

TABLE 5

## Distribution of dwelling target in the Yagoona Village Centre

<p><b>Desired housing character</b></p>	<p>The Yagoona Village Centre will continue to function as the largest shopping precinct servicing the North Central Local Area. The north side of the precinct will provide a new central place as the focus for retail and community activities set within a safe and high quality environment.</p> <p>The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station. The medium density living will also be in areas that form a transition to neighbouring low density residential areas.</p>
<p><b>Dwelling target to 2031 based on planning control changes</b></p>	<p>1,641</p>
<p><b>Suggested planning control changes (refer to Figure 10)</b></p>	<p>For the High Density Mixed Use Zone (between Auburn Road and Caldwell Parade):</p> <ul style="list-style-type: none"> <li>• Focus on high density shop top housing to achieve the dwelling target.</li> <li>• Increase the building envelope from 2:1 to 2.5:1 FSR.</li> <li>• Apply a minimum lot width of 18 metres to achieve the higher floor space provision. This aims to encourage high quality development with the most efficient parking layout possible. Otherwise a 2:1 FSR will apply.</li> <li>• Maintain the current height limits due to urban design and Bankstown Airport airspace restrictions.</li> </ul> <p>For the Medium Density Mixed Use Zone (between Brancourt Avenue and Avon Street), increase the building envelope from 1:1 to 1.5:1 FSR to match the 4 storey limit provided:</p> <ul style="list-style-type: none"> <li>• Nos. 399–403 Hume Highway and No. 81 Brancourt Avenue consolidate into a single site. Otherwise a 1:1 FSR will apply.</li> <li>• Dwellings achieve a minimum 10 metre setback from the highway.</li> </ul> <p>For the High Density Residential Zone:</p> <ul style="list-style-type: none"> <li>• Focus on home units and townhouses to achieve the dwelling target. This zone does not include low density options such as dual occupancies and villas.</li> <li>• Increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 4 storeys along Cooper Road and Highland Avenue.</li> <li>• For areas that currently permit 6 storeys, apply a 1.5:1 FSR consistently across these areas to match the storey limit.</li> </ul>



TABLE 5 cont...	Distribution of dwelling target in the Yagoona Village Centre
<b>Suggested planning control changes (refer to Figure 10) cont...</b>	<p>Introduce a Medium Density Residential Zone to transitional areas, with a focus on terrace and town houses (0.75:1 FSR and 3 storeys). This zone does not include low density options such as dual occupancies and villas.</p> <p>Remove the special use zone at No. 31 Cooper Lane as Council acquired this property for the purposes of a road.</p>

FIGURE 9 Yagoona Structure Plan

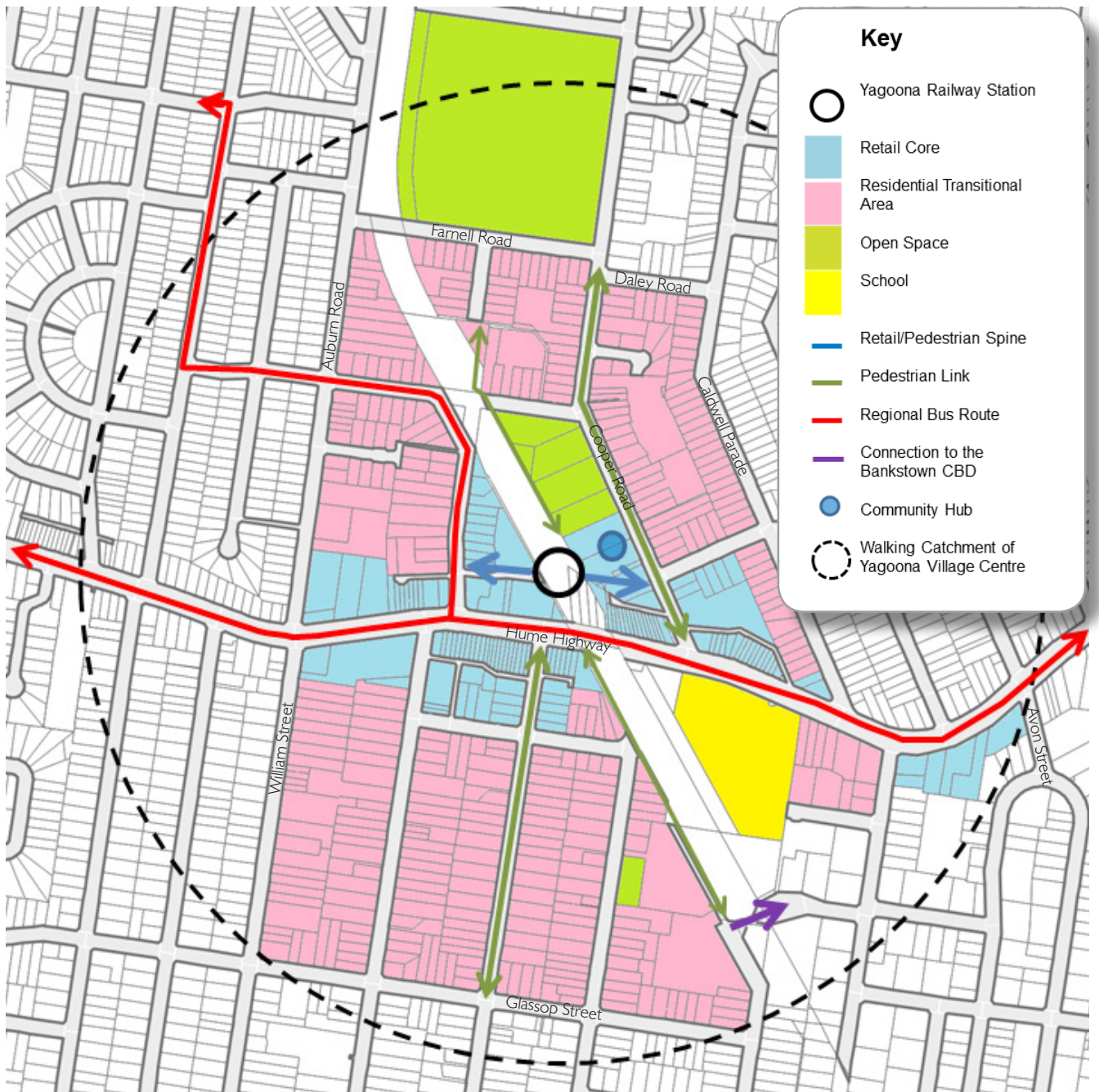
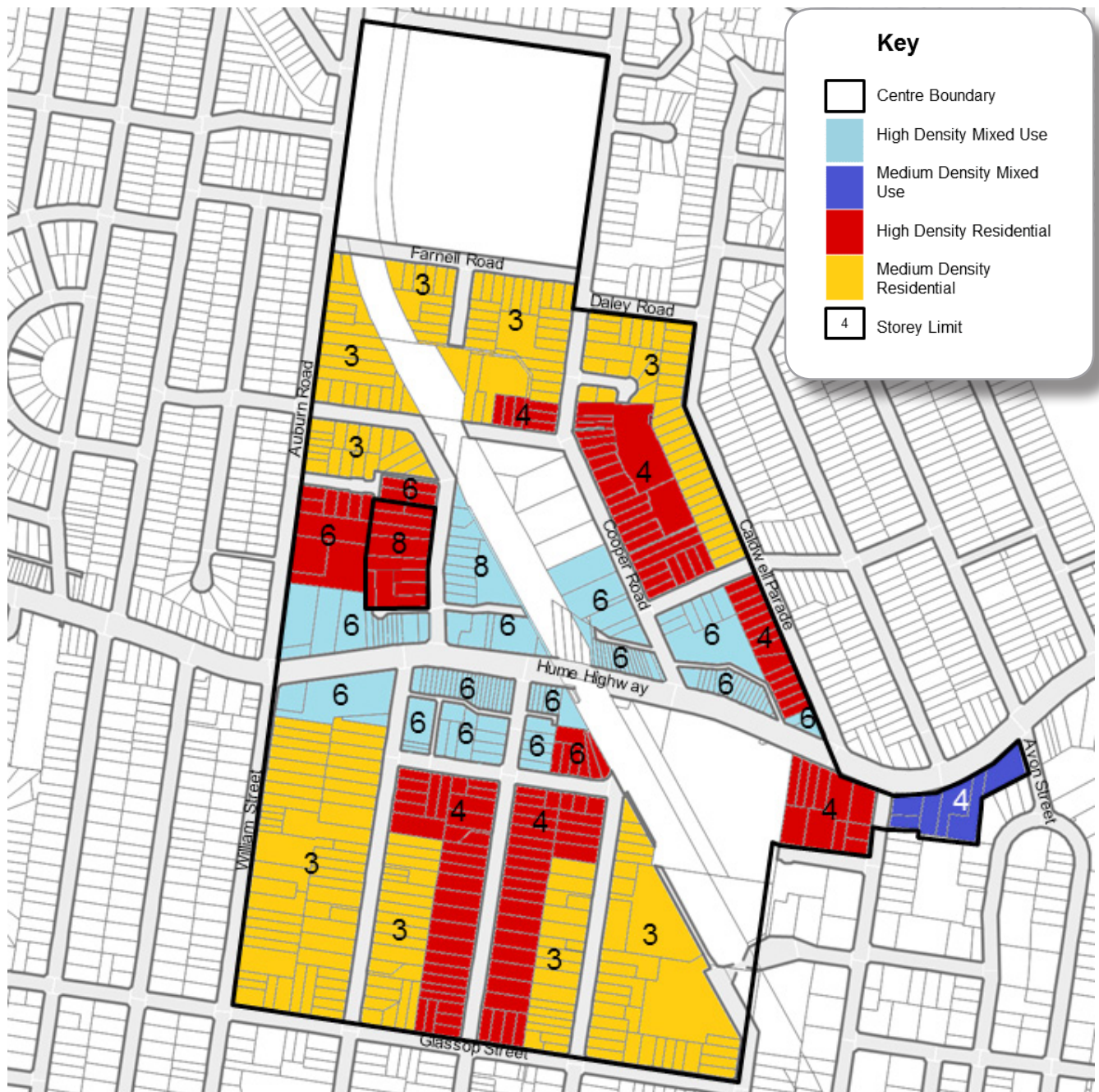




FIGURE 10 Indicative density and height distribution to achieve the dwelling target







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



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

L2

### Plan for the Sustainable Renewal of the Birrong Neighbourhood Centre

The need for an accessible railway station is a key issue raised by the community. The research found the extent and capacity of the Birrong Neighbourhood Centre will need to increase to provide an appropriate population catchment for an accessible station. The catchment would extend to the new Potts Hill residential development.

The development of the accessible station will help to reinforce the railway station as the focal point and main gateway to the neighbourhood centre. There is the long term opportunity to embellish surrounding urban spaces to create a 'sense of place'.

Council's research looked at existing and future land capacity to identify areas within the walking catchment of the Birrong Neighbourhood Centre that can best cope with intensification and population growth as shown in Table 6. The research looked at land uses, building age, physical and amenity constraints, historic construction rates, market trends, infrastructure capacity and proximity to public transport.

In addition, the research looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character. Table 7 provides a breakdown of the planning control changes that would best achieve the dwelling target for the neighbourhood centre.

L2

### IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Urban Renewal Program
- Town Centre Improvement Program





TABLE 6

## Potential land capacity in the Birrong Neighbourhood Centre

<b>Existing dwellings</b>	639
<b>Current planning controls</b>	<p>The mixed use zone permits shop top housing and home units. The floor space ratio ranges from 1:1–1.5:1 and the height limit is 2 storeys plus loft.</p> <p>The low density residential zone in the transitional areas permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft.</p>
<b>Research findings</b>	<p>The research findings indicate Birrong is in direct retail competition with Regents Park and Yagoona, and this proximity limits any future retail growth in the centre.</p> <p>A key issue raised by the community is the need for an accessible station. The structure plan (refer to Figure 11) proposes to increase the extent and capacity of the neighbourhood centre to connect with the new Potts Hill residential development. This expanded precinct will provide an appropriate population catchment to support an accessible station and allow for the long term growth in commuter movements. An increase in development opportunities would also support the existing retail activities, and take advantage of the proximity to schools and the new parks in the Potts Hill residential development.</p>



**TABLE 7**

**Distribution of dwelling target in the Birrong Neighbourhood Centre**

<p><b>Desired housing character</b></p>	<p>To have high density living within easy walking distance of the accessible railway station, and medium density living in areas that form a transition to the Auburn Road shops and the Potts Hill residential development.</p>
<p><b>Dwelling target to 2031 based on planning control changes</b></p>	<p>315</p>
<p><b>Suggested planning control changes (refer to Figure 12)</b></p>	<p>For the High Density Mixed Use Zone (Hudson Parade):</p> <ul style="list-style-type: none"> <li>• Focus on high density shop top housing to achieve the dwelling target.</li> <li>• Increase the building envelope from 1.5:1 FSR / 2 storeys to 2.5:1 FSR / 6 storeys.</li> <li>• Apply a minimum 18 metre lot width to achieve the higher floor space provision. This aims to encourage high quality development with the most efficient parking layout possible. Otherwise a 2:1 FSR will apply.</li> </ul> <p>For the Medium Density Mixed Use Zone (Auburn Road):</p> <ul style="list-style-type: none"> <li>• Increase the height from 2 storeys to 4 storeys to match the 1.5:1 FSR.</li> </ul> <p>For the High Density Residential Zone:</p> <ul style="list-style-type: none"> <li>• Focus on home units and townhouses to achieve the dwelling target. This zone does not include low density options such as dual occupancies and villas.</li> <li>• Increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 4 storeys along Avalon Street, Rodd Street, Wentworth Street and Holland Street.</li> </ul> <p>Introduce a Medium Density Residential Zone to transitional areas, with a focus on terrace and town houses (0.75:1 FSR and 3 storeys). This zone does not include low density options such as dual occupancies and villas.</p>

FIGURE 11 | Birrong Structure Plan

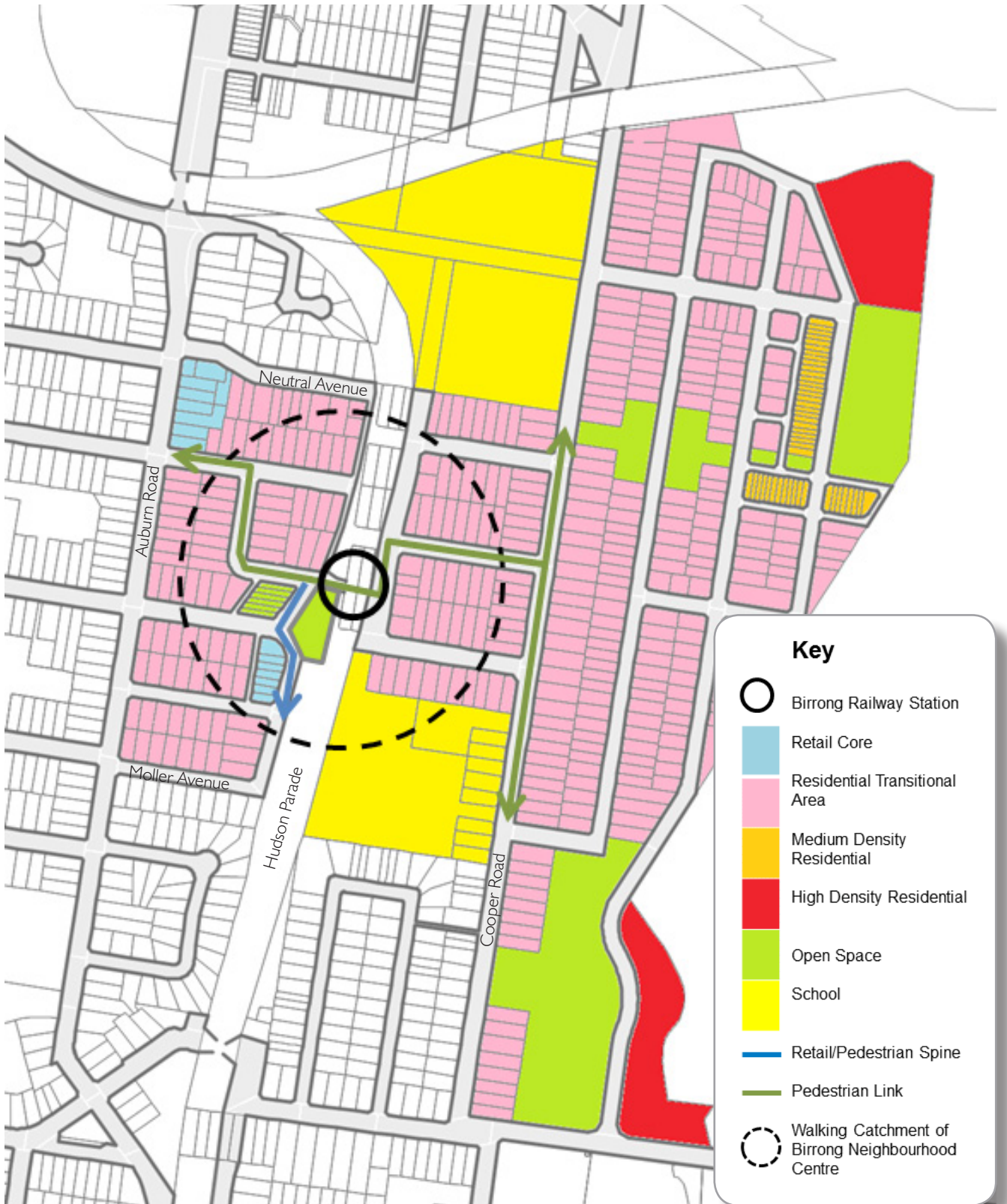
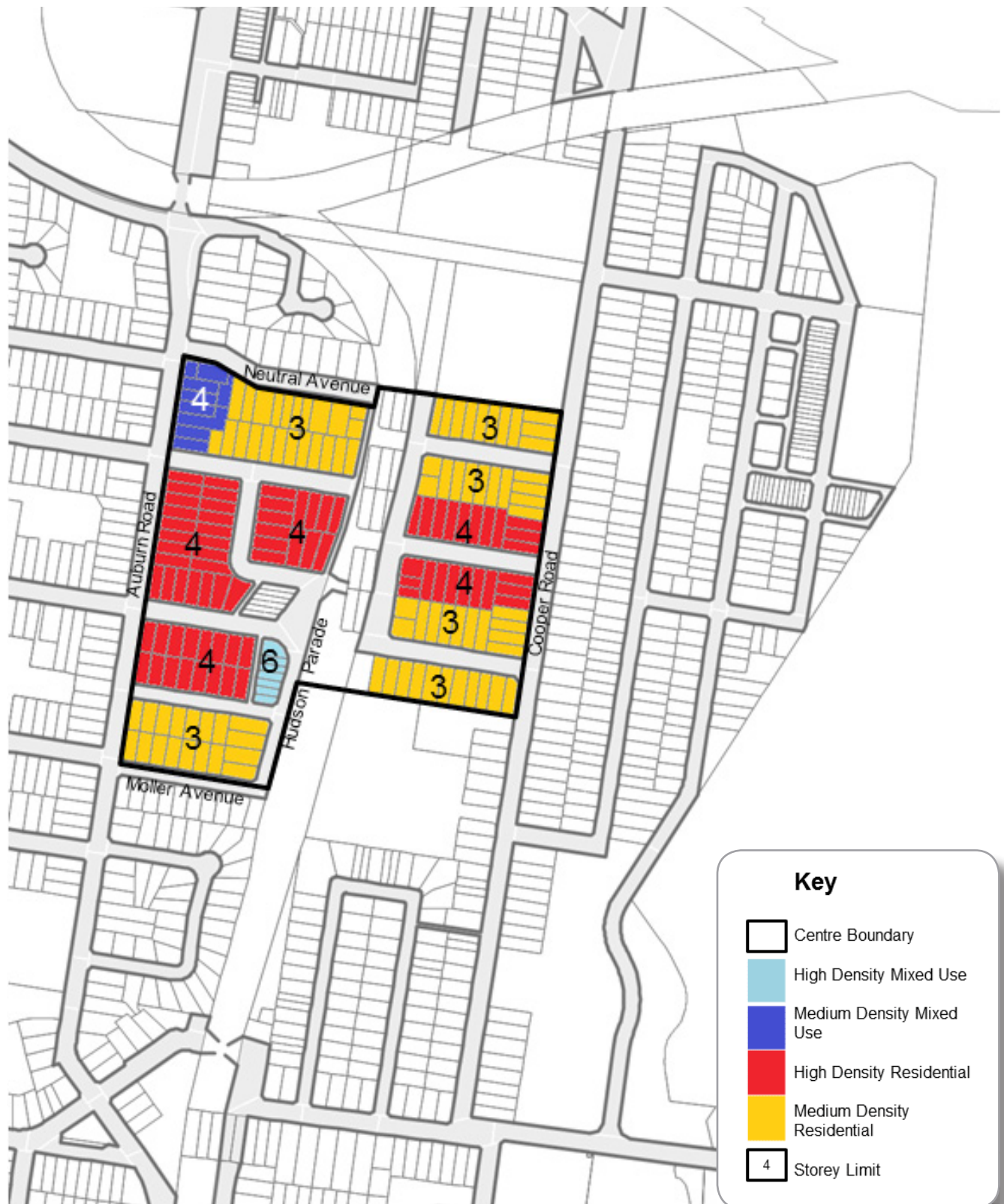




FIGURE 12 Indicative density and height distribution to achieve the dwelling target





### L3 Plan for the Sustainable Renewal of the Rookwood Road Neighbourhood Centre

The review findings reinforce the current structure plan for the Rookwood Road Neighbourhood Centre (refer to Figure 13) based on the Hume Highway Corridor Strategy.

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

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

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

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

The built form reinforces the Remembrance Driveway landscape corridor, and the link to the Bankstown CBD via Rookwood Road. The review looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character. Table 8 provides a breakdown of the planning control changes that would best achieve the dwelling target for the neighbourhood centre.

### L3 IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Roads Program



**TABLE 8**                      **Distribution of dwelling target in the Rookwood Road Neighbourhood Centre**

<p><b>Desired housing character</b></p>	<p>To have high density living that supports the neighbourhood centre provided it is located away from the Hume Highway and Rookwood Road Deviation (to ensure good amenity for new residents), and acts as a transition to the low density neighbourhood area.</p>
<p><b>Dwelling target to 2031 based on planning control changes</b></p>	<p>294</p>
<p><b>Suggested planning control changes (refer to Figure 14)</b></p>	<p>For the High Density Business Enterprise Zone:</p> <ul style="list-style-type: none"> <li>• Increase the building envelope from 2:1 to 2.5:1 FSR to match the 7 storey limit at Nos. 324–326 Hume Highway provided the two properties consolidate into a single site. Otherwise a 2:1 FSR will apply.</li> <li>• Maintain the minimum 20 metre setback for dwellings from the highway. Amend the minimum setback for dwellings from Rookwood Road to 6 metres, and do not apply a minimum setback to Davis Lane.</li> <li>• Maintain the current height limits due to urban design and Bankstown Airport airspace restrictions.</li> </ul> <p>For the Mixed Use Zone and High Density Residential Zone, maintain the current planning controls.</p>

FIGURE 13 Rookwood Road Structure Plan

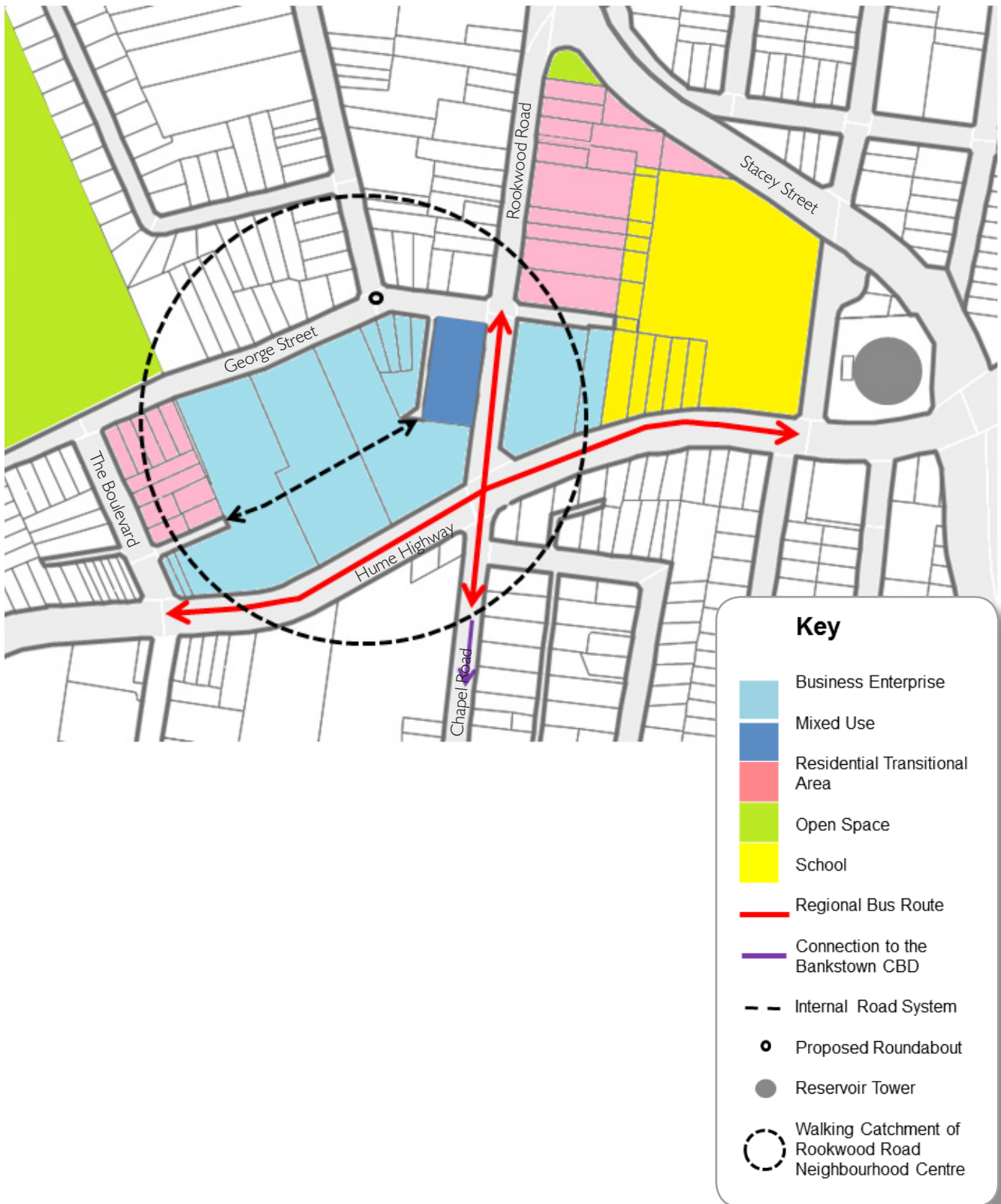
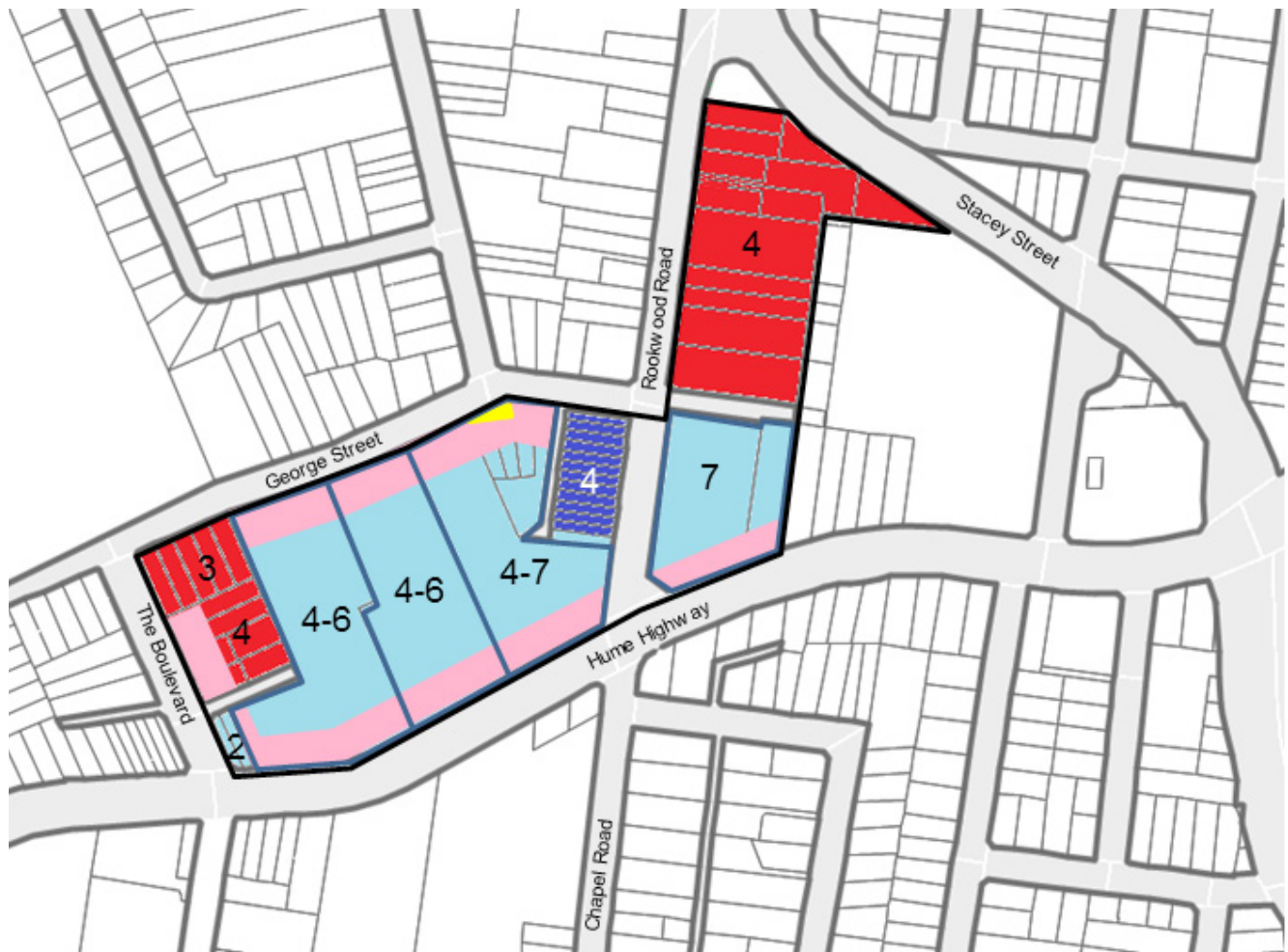




FIGURE 14 Indicative density and height distribution to achieve the dwelling target



**Key**

-  Centre Boundary
-  Business Enterprise
-  Medium Density Mixed Use
-  High Density Residential
-  Road widening for the proposed roundabout
-  4 Storey Limit
-  Lot Consolidation Requirement
-  Two Storey Buffer





L4

### Maintain the Neighbourhood Character of the Condell Park Neighbourhood Centre

Council's research proposes to maintain the low density character of the Condell Park Neighbourhood Centre. The current character provides the centre with a small scale village atmosphere that is compatible with the surrounding low density neighbourhood area. It is therefore proposed to maintain the current mixed use zone. There is the opportunity to create a well balanced built form by permitting a 2:1 FSR across the centre and a 4 storey limit.



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

L4

### IMPLEMENTATION

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

**L5****Plan for Additional Dwelling Growth in the Regents Park Precinct**

Council’s research looked at existing and future land capacity to identify areas within the walking catchment of the Regents Park Precinct that can best cope with intensification and population growth as shown in Table 9. The research looked at land uses, building age, physical and amenity constraints, historic construction rates, market trends, road network, infrastructure capacity, and proximity to public transport.

The research found the extent and capacity of the Regents Park Precinct is limited due to the existing road capacity and industrial lands. There is an opportunity to encourage quality development that has high quality streets, open space and adequate setbacks from areas of environmental constraint. Increased densities (3–6 storeys) are best placed along Auburn Road and Magney Reserve. This building envelope is consistent with other centres in the City of Bankstown.

New development along Auburn Road will also need to adapt to the existing industrial zone in Gunya Street. The State Government identifies the Regents Park Industrial Precinct as having strategic importance for the subregion to 2031. The prevailing land uses are light manufacturing, transport and logistics. The precinct is economically viable

supported by new investment going into the precinct. The ongoing renewal should retain the current industrial zone to accommodate future potential employment generating activities.

The research looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character. Table 10 provides a breakdown of the planning control changes that would best achieve the dwelling target for the precinct.

In future, the key infrastructure opportunity to relieve traffic congestion in this precinct is the widening of the railway overpass between Amy Street and Park Road (located in the Auburn LGA). At present, there are no commitments for this improvement to occur. Should the State Government or interested developers provide funding to widen the railway overpass, Council may review the extent of the increased densities in the precinct and explore opportunities to locate medium and high density living (3–6 storeys) in the area east of Auburn Road.

**L5****IMPLEMENTATION**

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

TABLE 9

## Potential land capacity in the Birrong Neighbourhood Centre

<b>Existing dwellings</b>	127
<b>Current planning controls</b>	<p>The light industrial zone permits light industries, warehouses and smash repair workshops. The floor space ratio is 1:1.</p> <p>The high density residential zone permits houses, multi dwelling housing and home units. The floor space ratio is 0.6:1 and the height limit is 2–3 storeys plus loft.</p> <p>The low density residential zone in the transitional areas permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft.</p>
<b>Research findings</b>	<p>Auburn Road is classified as a regional road. It crosses through the precinct on two road bridges over the railway line and the Sydney Water pipeline. These are significant pinch points for both local and regional traffic.</p> <p>The research findings indicate the road system is vital to the functioning and future development of the precinct and surrounding area. The road system is heavily used and is highly sensitive to traffic increases.</p> <p>A further issue is although the precinct is well located in proximity to services, the overall liveability of public places and streets is not high. The overall impression of the area is of a poorly cared for industrial area and a place that is more for trucks and cars than for people.</p> <p>In terms of opportunities, Auburn Road is the main corridor into and out of the precinct (refer to Figure 15). It therefore has a large bearing on the arrival experience and day to day commuting for local residents. Magney Reserve is also well located to serve as a neighbourhood park and provide a focal point for the precinct.</p> <p>Increased densities (3–6 storeys) are best placed along Auburn Road and Magney Reserve. This building envelope is consistent with other centres in the City of Bankstown. The increased densities would also aim to transform the precinct to an urban area with a focus on street forming buildings, high quality and usable open spaces and streets designed as public spaces.</p> <p>The extent of the increased densities must consider the existing road capacity to accommodate additional growth and traffic movements. The key infrastructure improvement to relieve traffic congestion in this precinct is the widening of the railway overpass between Amy Street and Park Road (located in the Auburn LGA). At present, there are no commitments for this improvement to occur.</p> <p>Should the State Government or interested developers provide funding to widen the railway overpass, Council may review the extent of the increased densities in the precinct and explore opportunities to locate medium and high density living (3–6 storeys) in the area east of Auburn Road.</p>



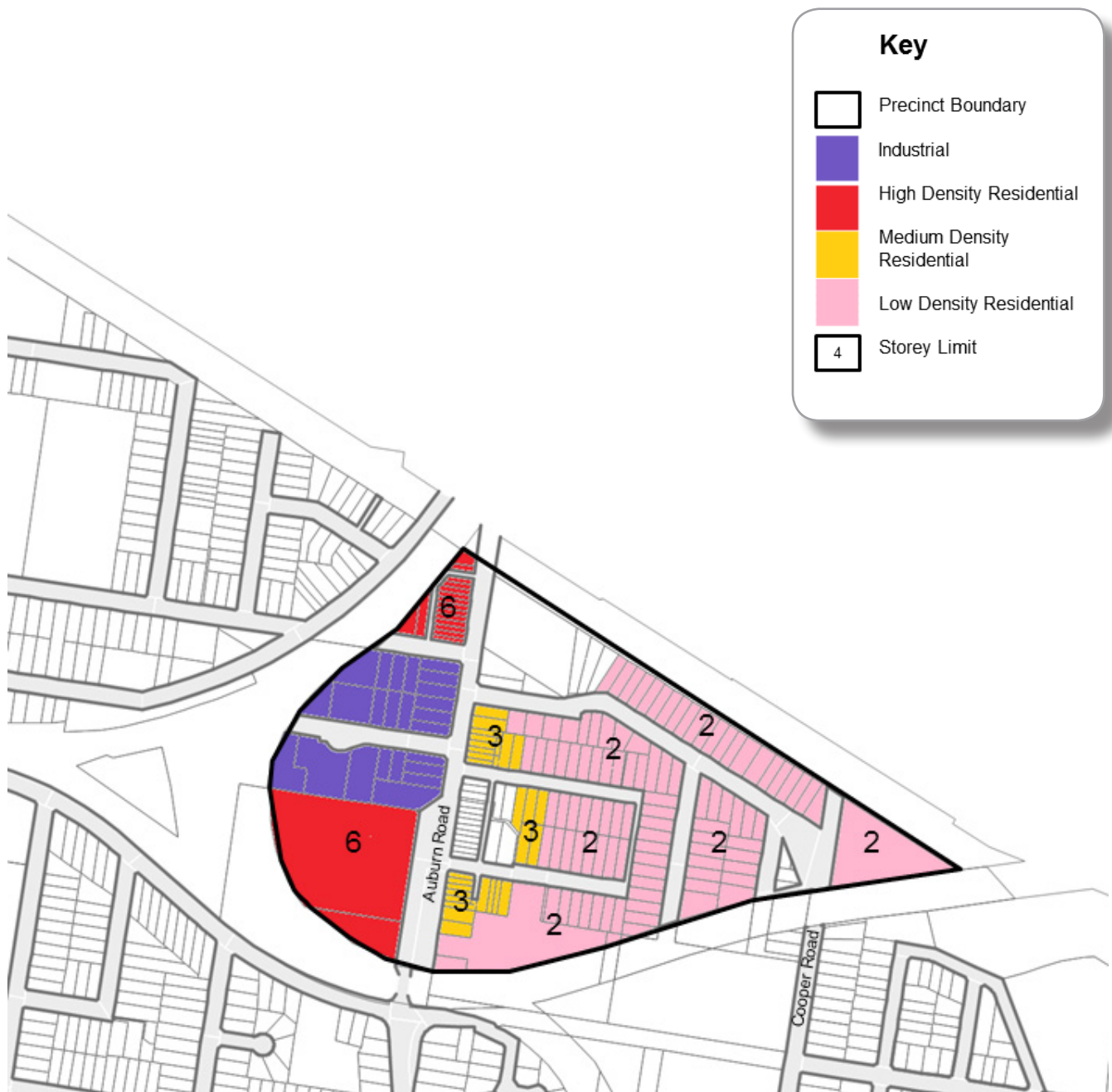
<b>TABLE 10</b> <span style="float: right;"><b>Distribution of dwelling target in the Regents Park Precinct</b></span>	
<b>Desired housing character</b>	To have medium and high density living within easy walking distance of the railway station, in keeping with the amenity and infrastructure capacity of this precinct.
<b>Dwelling target to 2031 based on planning control changes</b>	250
<b>Suggested planning control changes (refer to Figure 16)</b>	<p>For the High Density Residential Zone:</p> <ul style="list-style-type: none"> <li>• Focus on high density housing to achieve the dwelling target. This zone does not include low density options such as dual occupancies and villas.</li> <li>• Increase the building envelope from 0.6:1 FSR / 3 storeys to 1.2:1 FSR / 6 storeys.</li> <li>• Provide appropriate setbacks to protect the amenity of residents from rail and road noise.</li> <li>• For the redevelopment site at Nos. 30–46 Auburn Road, incorporate opportunities for increased permeability with new streets and increased amenity with new open space.</li> </ul> <p>Introduce a Medium Density Residential Zone around Magney Reserve, with a focus on terrace and town houses (0.75:1 FSR and 3 storeys). This zone does not include low density options such as dual occupancies and villas.</p> <p>For the Low Density Residential Zone and Light Industrial Zone, maintain the current planning controls.</p>

FIGURE 15 Regents Park Structure Plan





FIGURE 16 Indicative density and height distribution to achieve the dwelling target





L6

### Plan for Additional Dwelling Growth in the Neighbourhood Precinct and Corridors

Based on demographic trends, the Neighbourhood Precinct will accommodate some dwelling growth in the North Central Local Area to 2031, mostly in the form of dual occupancies, villas and seniors housing dispersed throughout the precinct. To a lesser extent, the sections of the Hume Highway Enterprise Corridor and the Canterbury Road Corridor that runs through the local area will also accommodate some dwelling growth, namely the neighbourhood shops located along these major roads.

The research found the current planning controls are adequate to accommodate the dwelling target (as shown in Table 11) subject to:

- Some planning control changes to certain neighbourhood shops as shown in Table 12.

- A review of the design of dual occupancies and villas to ensure these housing types continue to achieve high quality residential development that is compatible with the prevailing suburban character and amenity of the Neighbourhood Precinct. The prevailing suburban character of the Neighbourhood Precinct includes the subdivision pattern, the front building setback, off-street parking behind the front building line and the landscaping of front yards with canopy trees and deep soil plantings. The review will look at the lot size, building envelope, building design and landscaped area requirements for dual occupancies and villas to ensure these housing types are in keeping with the desired housing character for the precinct.
- The implementation of the relevant floodplain risk management plan that applies to the North Central Local Area.

L6

### IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP



**TABLE 11**

**Potential land capacity in the Neighbourhood Precinct and Corridors**

<b>Existing dwellings</b>	11,710
<b>Current planning controls</b>	<p>The low density residential zone permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft.</p> <p>The mixed use zone permits shop top housing and home units. The floor space ratio ranges from 0.5:1–1.5:1 and the height limit is 2 storeys plus loft.</p>
<b>Research findings</b>	<p>The capacity of this precinct has potential to accommodate growth as much of the housing stock is reaching the end of its life cycle, having been built during the 1940s–1960s. There is the potential for low density housing (such as houses, dual occupancies, villas and seniors housing) in a dispersed pattern across the suburbs.</p> <p>The precinct also contains a range of neighbourhood shops which serve the day to day needs of residents with some shops providing shop top housing. A review of the neighbourhood shops found the most active neighbourhood shops typically have the following attributes:</p> <ul style="list-style-type: none"> <li>• Rear lane access</li> <li>• Secondary frontages</li> <li>• Located in proximity to open space, transport hubs, schools or other community facilities.</li> </ul> <p>Council reviewed the neighbourhood shops based on the above criteria (together with the surrounding context) to decide if there is potential for additional density. The analysis resulted in the following policy for neighbourhood shops:</p> <ul style="list-style-type: none"> <li>• <b>Renewal:</b> Sites which met all of the criteria and contain large lots are suitable for additional density and height in the form of shop top housing and transitional medium density housing.</li> <li>• <b>Increased building heights:</b> For sites which have rear lane access and/or secondary frontages (but are surrounded by low density development), allow an increase in height from 2 storeys (plus loft) to 3 storeys to better match the 1.5:1 FSR.</li> <li>• <b>Maintain the current planning controls</b> for small sites which do not have access to rear lanes or secondary frontages and are in close proximity to adjacent residential properties.</li> </ul>

**TABLE 12**      **Distribution of dwelling target in the Neighbourhood Precinct and Corridors**

<b>Desired housing character</b>	To retain the low density detached character whilst allowing some medium density mixed use development at certain neighbourhood shops.
<b>Dwelling target to 2031 based on planning control changes</b>	1,385
<b>Suggested planning control changes</b>	<p>For the Low Density Residential Zone, maintain the current planning controls.</p> <p>For the Medium Density Mixed Use Zone:</p> <ul style="list-style-type: none"> <li>• Focus on medium density housing to achieve the dwelling target.</li> <li>• Delete the split floor space provision (based on the mix of land uses within a development) and apply a maximum floor space provision.</li> <li>• Increase the building height from 2 storeys (plus loft) to 3 storeys to match the 1.5:1 FSR at the following neighbourhood shops: <ul style="list-style-type: none"> <li>• Nos. 91–97 Avoca Street in Yagoona</li> <li>• Nos. 674–686 Hume Highway in Yagoona.</li> </ul> </li> </ul>

L7

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

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

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

- Water Tower at No. 300 Hume Highway in Bankstown
- Allder's Farmhouse in Birrong
- Corner store at No. 65 William Street in Condell Park
- Potts Hill Reservoirs Nos. 1 and 2
- Regents Park Public School
- Sefton Junction Substation
- Former Brancourt's Garage and Motor Showroom in Yagoona
- House at No. 76 Powell Street in Yagoona
- Carinya House at No. 50 Rookwood Road in Yagoona
- Sydney Water Supply Pipeline.

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

The heritage review, undertaken to ensure that growth responds to the local character of the area, identifies the following properties as having local significance (refer to Figure 17):

- The house at No. 115 William Street in Condell Park is historically significant as it demonstrates the historic themes of settlement, accommodation (housing) and early 20th century subdivision patterns. The house is a weatherboard interwar period house with unusual detailing and is a rare example of the early development of the Condell Park Estate subdivision in 1918.
- The house at No. 7 Avoca Street in Yagoona is historically significant as it is a War Services Commission Home constructed in 1921. The house retains stylistic traits of a modest yet distinctive house, which illustrates the Commission house designs of the 1920s. The house is a rare example of one of a small number of Commission houses in the City of Bankstown.





- The houses at Nos. 110, 112, 116 and 118 Marion Street and No. 2A Pringle Avenue in Bankstown are a locally rare group of contiguous Federation Queen Anne and Inter-War California Bungalow style houses. The house at No. 110 Marion Street is an Inter-War Californian Bungalow and the houses at Nos. 112, 116 and 118 Marion Street and No. 2A Pringle Avenue are Federation Queen Anne style houses. The heritage significance of these properties is enhanced as a group.

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

Preserving heritage significance can be achieved in many different ways. These include listing properties on our heritage item list or preserving important commercial facades through to incorporation of the story of the

building or place into the design of buildings and places. Council will work with property owners to identify the best way to preserve the heritage significance of these sites.

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

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

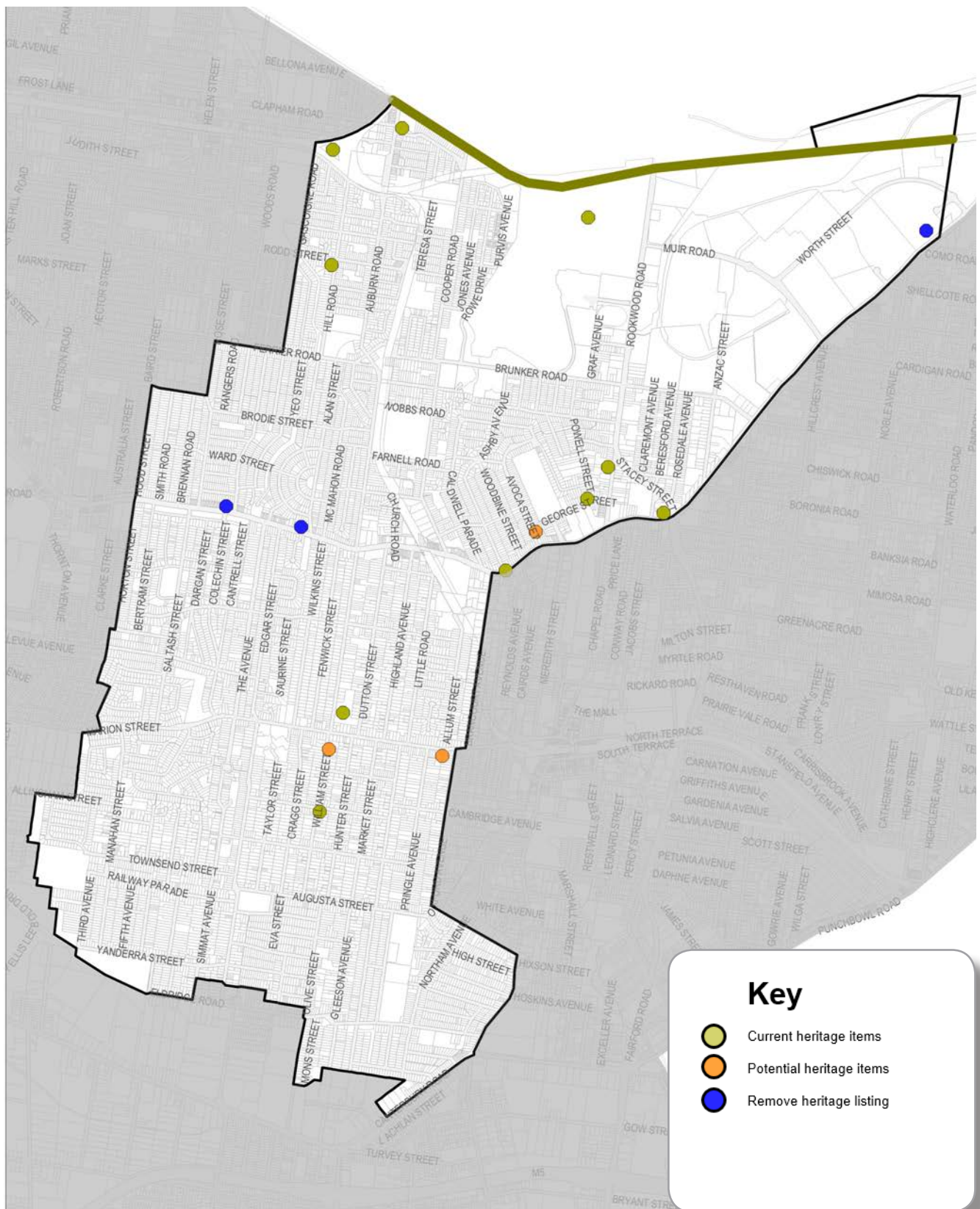
The review indicates these properties no longer contain any substantial archaeological and documentary evidence to support the current heritage listings.

L7

**IMPLEMENTATION**

- **Amend Bankstown DCP**

FIGURE 17 Current and potential heritage items in the North Central Local Area





L8

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

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

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

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

- A review of setbacks to correspond with the diverse character of the streets.
- A review of active street frontages, external appearances and signs to improve the quality and image of development in the centres.

- The insertion of development controls relating to medium density housing (such as terrace houses and town houses) in the residential transitional areas.
- A review of the off-street parking requirements to reduce car dependence in proximity to public transport and enable viable development.

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

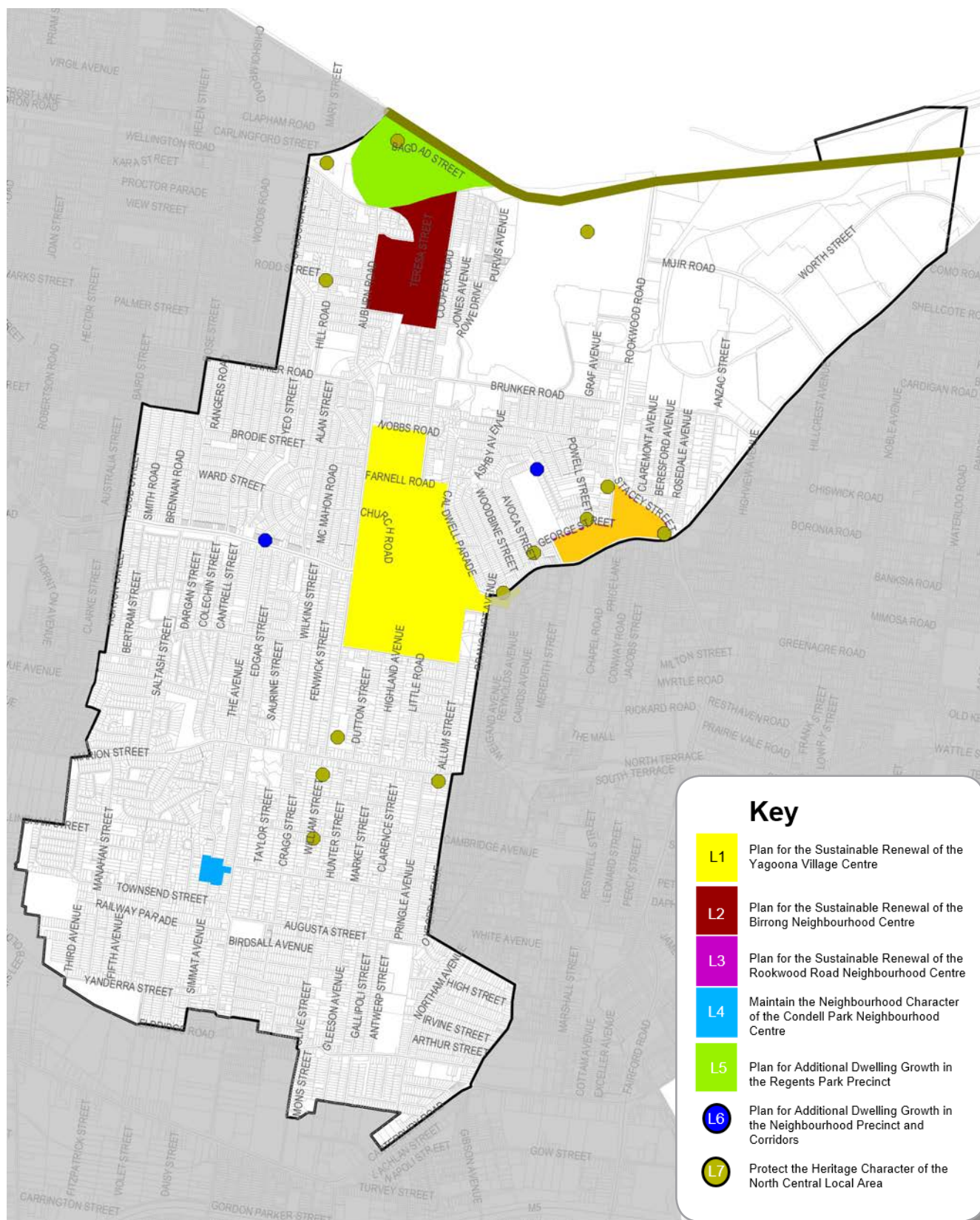
L8

### IMPLEMENTATION

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



FIGURE 18 Liveable Action Plan





## 2.2 Invest

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

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

Locating jobs closer to home will make the local economy stronger and more diverse as it will achieve the following sustainability principles derived from State Government and Local Council policies:

- A local area that strengthens the customer base for local businesses.
- A local area that makes more efficient use of infrastructure.
- A local area that supports sustainable transport by giving workers, residents and customers the option of taking public transport, walking and cycling.
- A local area that promotes healthier communities by reducing travel times, and enabling residents to spend more time at home or enjoying leisure activities.
- A local area that can adapt to workforce and demographic changes, particularly as an ageing population will develop different employment and consumption patterns.
- A local area where new dwellings supplement the employment functions of the centres and industrial precincts.

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



## Plan for Employment Activities in the Employment Lands Precinct

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

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

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

- Maintain the current employment zones, large lot subdivision pattern and landscaping requirements to accommodate future potential employment generating activities.



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

- Maintain the current industrial zone of the Chullora Industrial Precinct. Although some building stock is ageing, this precinct is viable to accommodate future potential employment generating activities, particularly low cost and start up opportunities for businesses.
- There is the opportunity to create a centralised parking facility in the Chullora Industrial Precinct as an alternative to businesses providing on-site parking spaces. This approach may assist businesses outgrowing their sites, and achieve better urban design outcomes by avoiding the interruption of street frontages with numerous fragmented parking lots or garage entrances. Council would seek to construct a multi-storey car park (based on developer contributions) at the Beresford Avenue car park.

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

## 11

**IMPLEMENTATION**

- **Industrial Area Improvement Program**
- **Amend the Planning Agreements Policy**

## 12

**Plan for Employment Activities in the Hospital Precinct**

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

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

- Council will work with Health Infrastructure to develop a masterplan for the future redevelopment and expansion of the hospital. The masterplan will seek opportunities to better integrate the hospital with the surrounding area, including the need for improved links to the Canterbury Road Corridor.

- As part of this integration, Council's Employment Lands Study recommends the creation of a mixed use/medical precinct at the nearby Chapel Road shops to support the Hospital Precinct. The Chapel Road shops include Nos. 6–14 Chapel Road, Nos. 199–219 Canterbury Road and Nos. 10–20 Eldridge Road in Bankstown. In 2007, Council approved a 4 storey day surgery centre at Nos. 14–20 Eldridge Road.

There is the opportunity to apply a mixed use zone which permits hospitals, medical centres, offices, health consulting rooms and shop top housing (refer to Figure 19). The building envelope may increase from 1:1 FSR / 2 storeys to 1.5:1 FSR / 4 storeys together with a minimum 18 metre lot width to achieve the higher floor space provision. This aims to encourage high quality development with the most efficient parking layout possible. Otherwise a 1:1 FSR will apply.

- Another feature of the Chapel Road shops is the special use zone for rear lane access. Council has consistently applied this policy since the 1950s and it is proposed to retain the special use zone requirement for development to provide an 8 metre wide rear lane if the mixed use/medical precinct is to function in an efficient way. However, it is proposed to remove the special use zone for a public car park on Calidore Lane (behind the shops). The construction of a new car park is no longer an infrastructure priority as the location of the Chapel Road shops is designed for passing trade, and there is sufficient on-street parking on Canterbury and Chapel Roads.



## 12 IMPLEMENTATION

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



### 13 Strengthen the Image and Amenity of Neighbourhood Shops

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

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

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

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

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

### 13 IMPLEMENTATION

- Town Centre Improvement Program



FIGURE 19 Chapel Road Shops

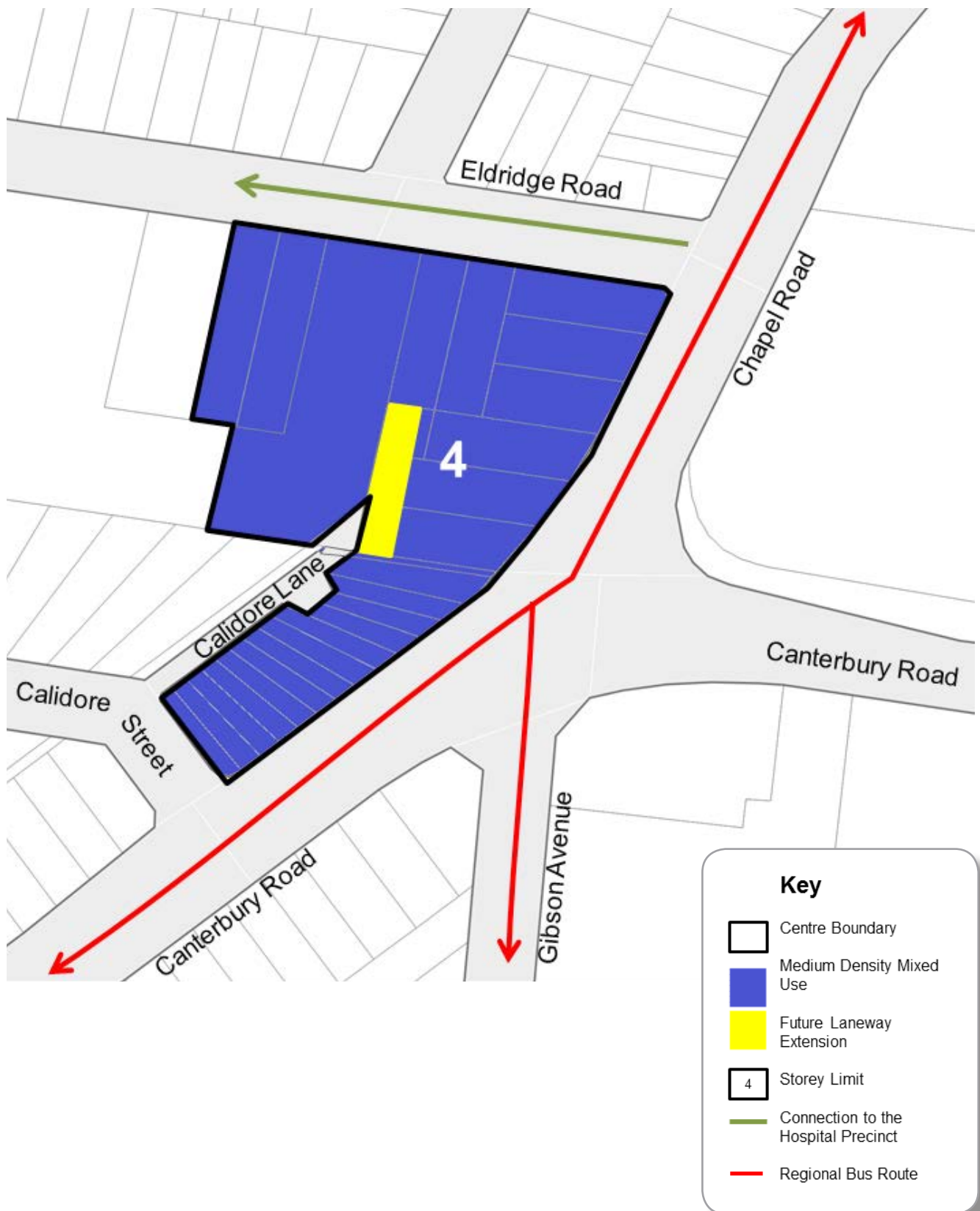
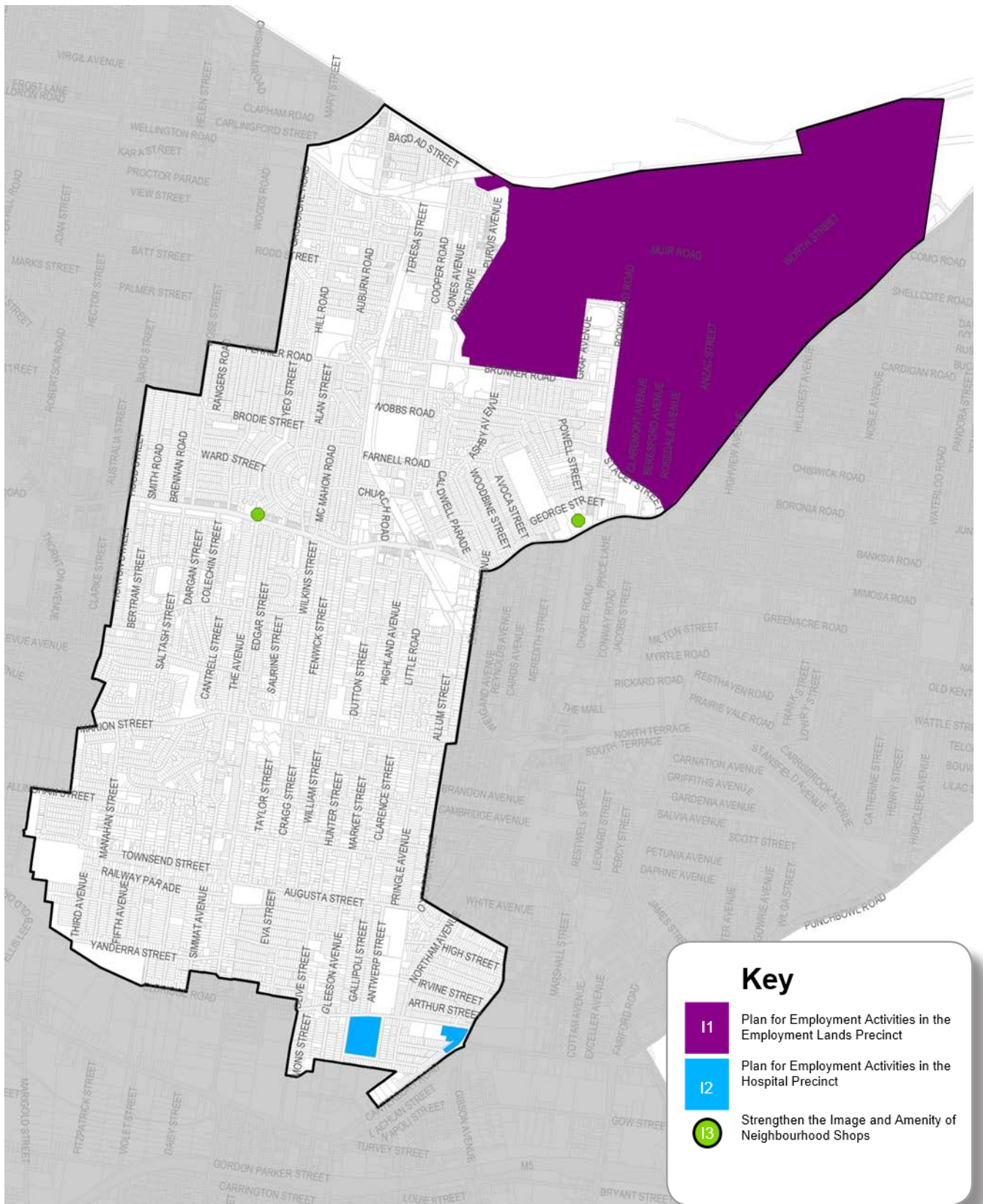


FIGURE 20 Invest Action Plan



## 2.3 Green

Open spaces such as neighbourhood parks, sporting fields and bushland provide important public places for people to exercise, relax, socialise and experience nature. The North Central Local Area contains a well established open space network which includes Deverall Park and Jim Ring Reserve, and district sporting facilities at O'Neill Park and Bankstown City Sports Complex. There are 27 open spaces comprising 52 hectares.

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

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

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

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



<b>State</b>	A facility capable of hosting state or national events, such as the Dunc Gray Velodrome in Bass Hill.
<b>Regional/ Citywide</b>	A facility of significant proportion, uniqueness or standard servicing a citywide and regional need, such as Deverall Park in Condell Park.
<b>District</b>	A facility that stages citywide competitions for sports such as football and cricket. Most of these sportsgrounds have secondary functions such as a passive park, such as Graf Park in Yagoona.
<b>Neighbourhood</b>	These spaces may have some qualities of a district park but usually only support passive recreation for a local catchment within 400 metres, such as Pullen Reserve in Yagoona.
<b>Local</b>	These small spaces service the passive recreation needs of residents and contribute to the natural amenity of local areas. They are typically parcels of land less than 0.2 hectares surplus from subdivisions, road reserves or infrastructure easements. An example is Henty Park in Yagoona.





G1

### Ensure Open Space is Accessible to Residents

The open space analysis indicates a majority of dwellings in the North Central Local Area are within an acceptable walking distance (around 400 metres) of the current supply and distribution of open space. Limited gaps in supply can be found outside the Yagoona Village Centre and Condell Park Neighbourhood Centre.

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

- Rezone areas that are informally used as open space. Amendments to Bankstown LEP should rezone these areas to an open space zone to recognise their contribution as green spaces in the urban area. The areas include:
  - No. 30 Mitchell Street in Condell Park
  - No. 374 Marion Street in Condell Park
  - Nos. 54 and 61 Jones Avenue in Potts Hill
  - No. 52 Rowe Drive in Potts Hill
  - Nos. 17 and 20 Purvis Avenue in Potts Hill
  - No. 24 Ferrier Road in Birrong and No. 151 The Avenue in Condell Park (subject to road closures).

- Enhance Potts Park as an attractive open space and meeting place with appropriate facilities.
- Define walking and cycling routes that pass through open spaces and incorporate these routes into the broader walking and cycling network. Improve pedestrian and cycle links to major parks (such as Deverall Park, Bankstown City Sports Complex, Jim Ring Reserve and Maluga Reserve) and other key destinations (such as child care centres, community facilities and public transport).
- Improve access to open space by addressing physical barriers.
- Improve access to underutilised sporting fields at some schools. Council can investigate access arrangements with the schools to enable the use of this land by residents.

Open spaces must also function to support the desired uses through appropriate facilities, size, shape and location. Council needs to occasionally buy and sell land to ensure that all areas of open spaces are well used and of appropriate size. Because of the high value of open spaces in the City of Bankstown, Council cannot afford to have unused open spaces. Selling a small, underused pocket park and using the funds to increase the size of a larger, more popular park is one scenario.

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

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

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

Divestment of open space would only be considered where:

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

- Residents have access to another quality open space within 400 metres.

Based on this set of criteria, the proposals for the North Central Local Area are:

- Investigate options for land acquisition to provide neighbourhood parks in the following areas identified as being deficient of open space:
  - The area bound by Augusta Street, Edgar Street, Yanderra Street and Gleeson Avenue in Condell Park.
  - The area bound by the Hume Highway, Edgar Street, Glassop Street and William Street in Yagoona.
- Investigate divestment of Eldridge Reserve as the open space is in a poor location and has limited recreational, social or environmental value due to its location. The analysis indicates the need for open space in the neighbourhood and it is proposed to investigate options to provide a new neighbourhood park away from Eldridge Road, which offers good amenity to users (similar to O'Brien Park in Lancelot Street).

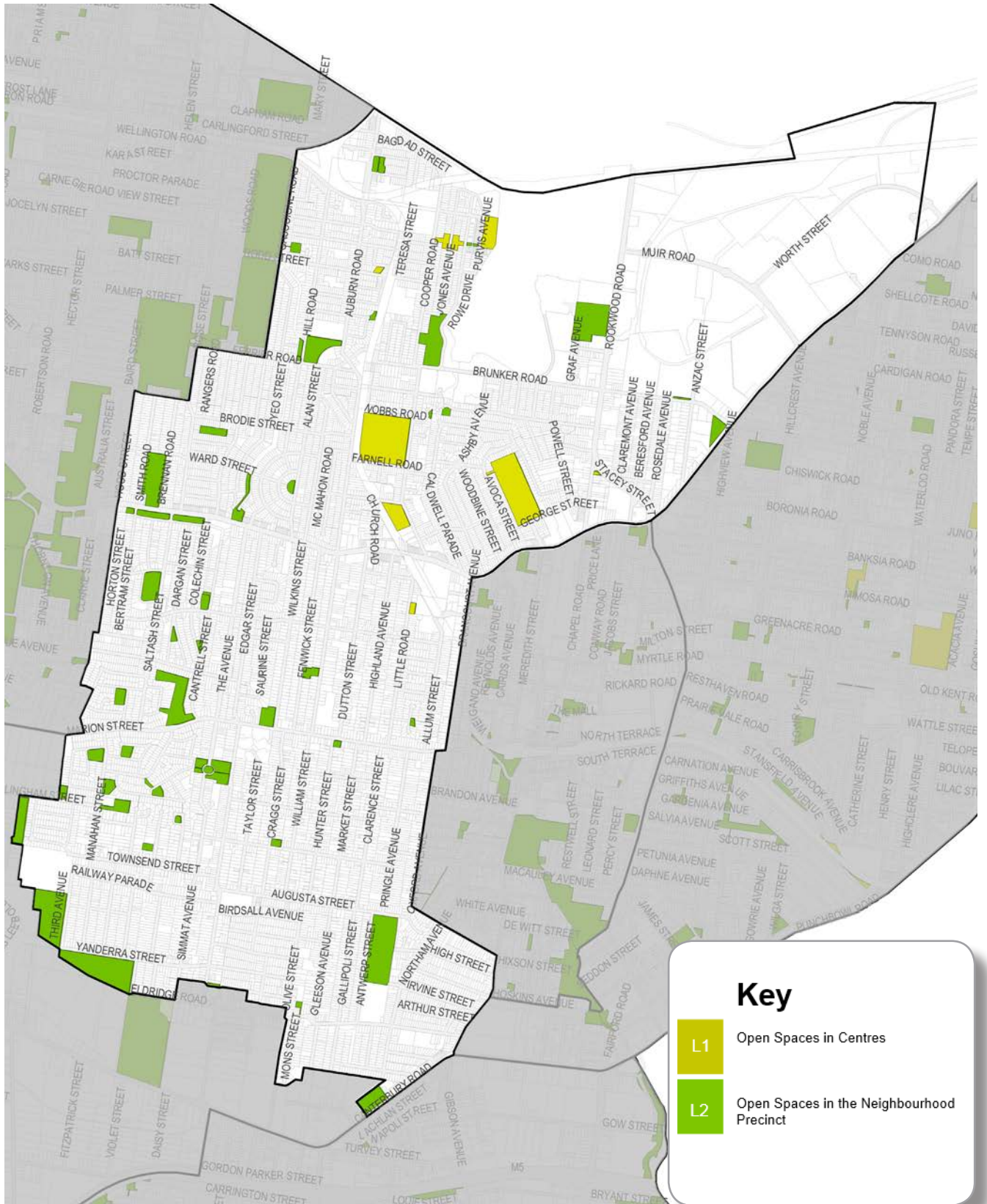
- Investigate the partial divestment of land in Martha Street, Yagoona, currently leased to NSW Scouts Association.
- Investigate divestment of Wren Reserve and Gascoigne Reserve and utilise funds for purchase and embellishment of new and existing open space supply.

## G1 IMPLEMENTATION

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



FIGURE 21 | Open Space



**G2****Embellish the Remembrance Driveway Landscape Corridor**

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

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

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

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

**G2****IMPLEMENTATION**

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







G3

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

The high value biodiversity land in the North Central Local Area incorporates remnant native vegetation and threatened communities of flora and fauna such as (refer to Figure 21):

- Parks covered by Council's Community Land Generic Plan of Management 2014 and specific Bushland Plans of Management.
- Ecologically sensitive sites identified in the Bankstown Development Control Plan 2005.
- Certain remnant native vegetation on private land.

The open space analysis also identifies biodiversity corridors, which are linear landscape features that connect two or more larger patches of habitat for native plants and animals and assist in allowing movement and gene flow among native flora and fauna. These biodiversity corridors include the Sydney Water pipeline, Chullora Railway Yards and the Cooks River.

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

G3

### IMPLEMENTATION

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

G4

### Lead the Way with Environmentally Sustainable Design

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

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

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

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

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

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

G4

### IMPLEMENTATION

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



G5

### Maximise Useability of Operational Land

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

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

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

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

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

#### Divest

- No. 1A Gallipoli Street in Condell Park

Divest subject to the creation of an easement:

- No. 58A Brancourt Avenue in Bankstown
- No. 2A Calidore in Bankstown
- No. 24A Chapel Road in Bankstown
- No. 5A Herbert Street in Bankstown
- No. 18A Irvine Street in Bankstown
- No. 2A Waruda Street in Bankstown
- No. 4A Magney Avenue in Regents Park
- No. 29A Angus Crescent in Yagoona
- No. 42A Caldwell Parade in Yagoona
- No. 160A Cooper Road in Yagoona
- No. 283A Cooper Road in Yagoona
- No. 24A George Street in Yagoona
- No. 24B George Street in Yagoona
- No. 640A Hume Highway in Yagoona
- No. 2A Ritchie Road in Yagoona
- No. 1A Talbot Road in Yagoona
- No. 84B Wenke Crescent in Yagoona
- No. 22A Yeo Street in Yagoona

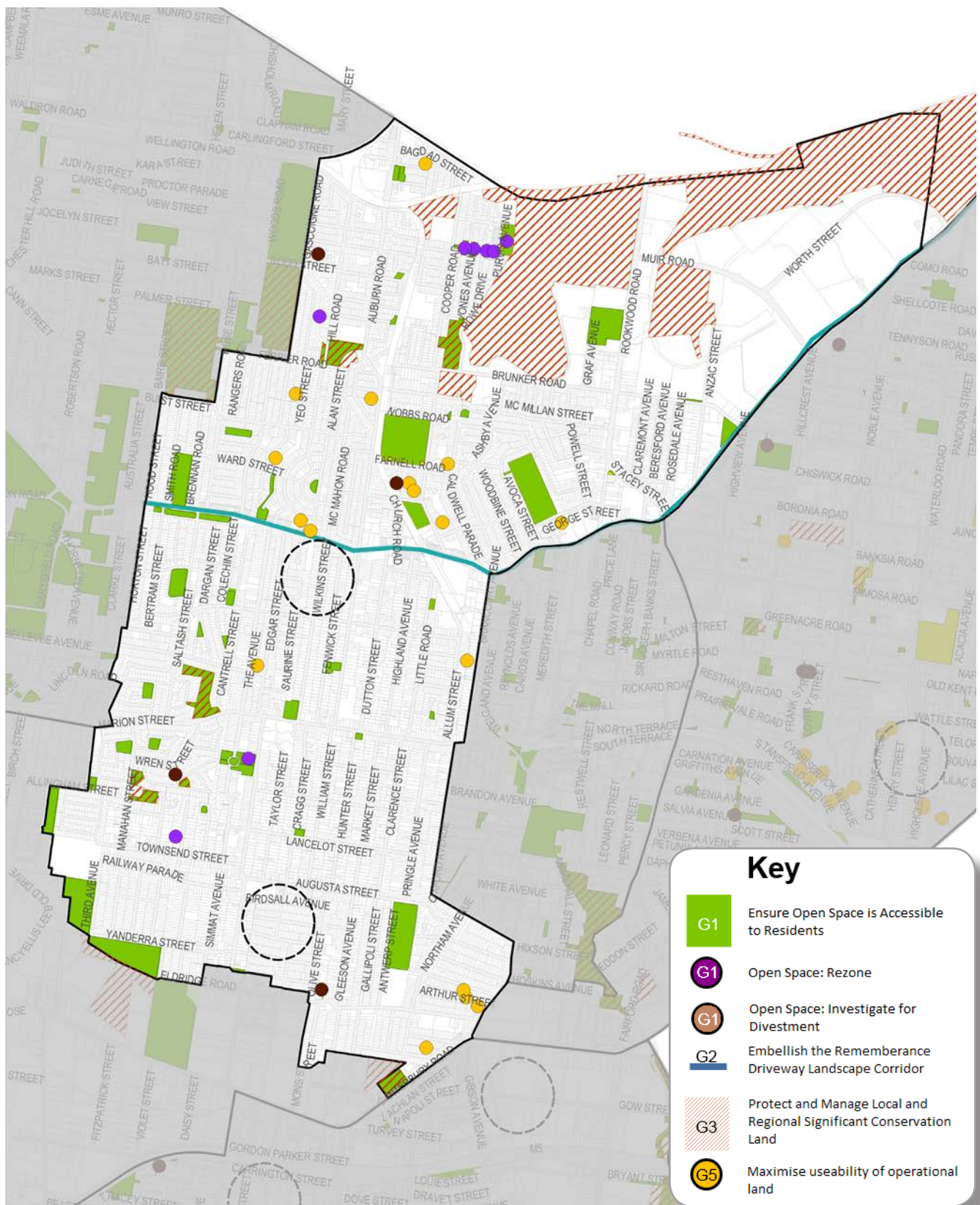
G5

### IMPLEMENTATION

- **Property Divestment Program**



FIGURE 22 Green Action Plan





## 2.4 Connected

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

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

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

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

- A local area that manages the various, and sometimes competing, functions within the street environment.
- A local area that encourages public transport use, particularly for commute trips, to keep Sydney compact and moving.
- A local area that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling. This seeks to motivate the local community, especially those who use private vehicles, to undertake short, comfortable and safe trips on foot or by bike and to establish a culture of non-motorised mobility.
- A local area with a transport system that meets the basic transport related needs of all people including women and children, the socially disadvantaged and people with mobility constraints.
- A local area that makes more efficient use of infrastructure.
- A local area with successful local economies by having a modern, responsive and efficient transport system that is capable of supporting the competitiveness of our businesses and provide good access to local, national and international markets.

- A local area that provides sustainable transport options to minimise vulnerability to increasing fuel costs.
- A local area that connects people to key destinations via a finer grid of safe, cohesive and attractive routes.
- A local area that slows the growth of greenhouse gas emissions by reducing the number of car journeys to access jobs and services.
- A local area that promotes lower vehicle speeds through design rather than regulation, and limits freight and through traffic in local streets.

At the same time, the Connected Actions will integrate the policies for public transport, active transport, traffic and parking to support the function and servicing of the centres within the local area.

### C1 **Redevelop and Expand the Birrong and Yagoona Railway Stations**

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

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

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

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



### C1 **IMPLEMENTATION**

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





## C2 Enhance Accessibility across the North Central Local Area

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

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

- Improve pedestrian access to the bus stops that form part of the regional bus routes.
- Improve the regional cycle network (refer to Figure 22) to connect various points of interest that are appealing to cyclists. The proposed network acknowledges that segregated routes for cyclists is not always the best solution and will propose remedial infrastructure and policy measures to strengthen this active travel mode.

- Concentrate road based freight (i.e. semi-trailer trucks and 25 metre long B-double trucks) on key routes where it would not have an unacceptable impact on local roads.
- Advocate Transport for NSW to construct a grade separation at the intersection of Stacey Street and the Hume Highway to resolve an ongoing bottleneck in the state road and freight network. Traffic delays at this intersection are frequent, with excessive and disruptive queues forming during the morning and afternoon peak periods.
- Advocate Transport for NSW to introduce a right hand turn from the Rookwood Road Deviation to the Hume Highway for trucks.

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

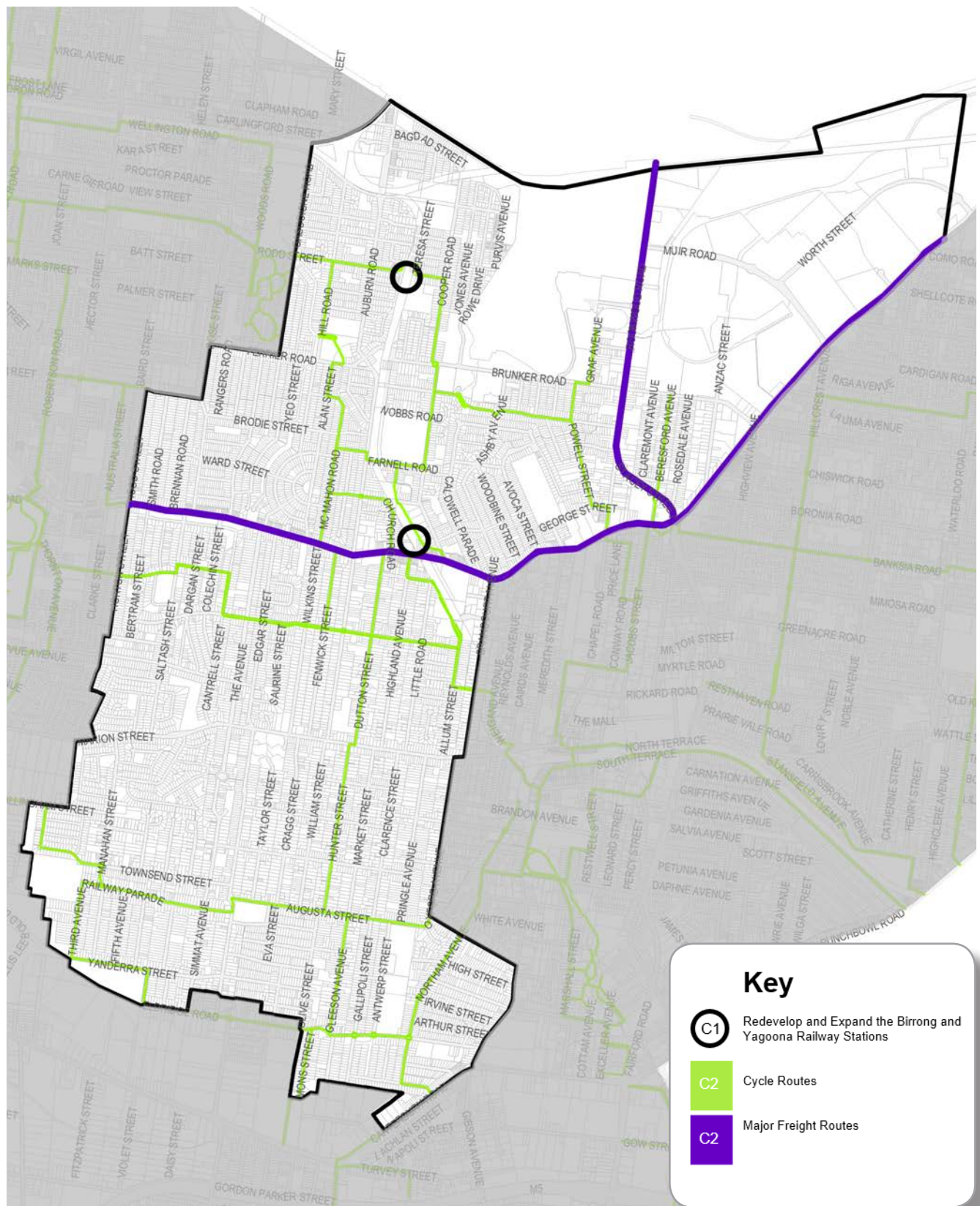
### C2

### IMPLEMENTATION




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



FIGURE 23 Connected Action Plan



**Key**

-  Redevelop and Expand the Birrong and Yagoona Railway Stations
-  Cycle Routes
-  Major Freight Routes







## Chapter Three

# Overview and Implementation





### 3.1 Overview and Implementation

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

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

- The Yagoona Village Centre will continue to function as the largest shopping precinct servicing the North Central Local Area. The north side of the precinct will provide a new central place as the focus for retail and community activities set within a safe and high quality environment. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station.
- The Birrong Neighbourhood Centre will continue to function as a local shopping precinct servicing the day-to-day needs of residents. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station, schools and neighbourhood parks.
- The Rookwood Road Neighbourhood Centre will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor and the Remembrance Driveway landscape corridor. The built form will reinforce this major gateway to the Bankstown CBD. Medium and high density housing will support this employment precinct and act as a transition to the surrounding low density neighbourhood area.
- The Condell Park Neighbourhood Centre will continue to function as a small shopping precinct servicing the day-to-day needs of residents, a relaxing place where residents can catch up and have a chat over coffee. The built form will maintain the low density neighbourhood character.
- The Regents Park Precinct will support the residential growth of the Regents Park Small Village Centre, namely along Auburn Road and around Magney Reserve. The built form will offer medium and high density living in keeping with the amenity and infrastructure capacity of this precinct.



- The Neighbourhood Precinct will maintain the low density neighbourhood character, serviced by a good supply of neighbourhood parks, sporting fields and corner shops. This precinct will offer a wide range of recreation and leisure opportunities for residents and visitors. This precinct will also make a positive contribution to protecting the heritage and biodiversity values of the living spaces and corridors.
- The Employment Lands Precinct will continue to support the West Central Industrial Belt stretching from Chullora to Smithfield. This precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form is primarily contemporary industrial development set on large lots within a safe and high quality environment.
- The Hume Highway Enterprise Corridor is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North Central Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor and

incorporating public art. The built form will supplement the landscape corridor, with multi-storey enterprise and industrial activities at the Rookwood Road Neighbourhood Centre and Chullora Technology Park.

- The Canterbury Road Corridor is a major transport corridor that will continue to function as a significant economic asset for the City of Bankstown. The built form will create a 'sense of place' by having mixed use nodes at important intersections. The remaining stretches will continue to promote industrial, bulky goods and other highway related uses.
- The Hospital Precinct will continue to function as the major hospital for south-west Sydney and a significant economic asset for the City of Bankstown. Improved links to the Canterbury Road Corridor will support the employment function of the Hospital Precinct.

Table 11 summarises the changes to the statutory planning framework and infrastructure priorities to achieve the desired character for the precincts. The implementation mechanisms primarily involve changes to the local environmental plan, development control plan and capital works program over the next 5–15 years, with more detailed explanations in Sections 3.2 and 3.3. The implementation mechanisms will ensure adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

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

TABLE 11

Summary of Change

Actions	Yagoona Village Centre	Birrong Neighbourhood Centre	Rookwood Road Neighbourhood Centre	Condell Park Neighbourhood Centre	Regents Park Precinct	Neighbourhood Precinct	Employment Lands Precinct	Hume Highway Enterprise Corridor	Canterbury Road Corridor	Hospital Precinct	Statutory Planning	Asset and Infrastructure	Advocate
L1	X										X	X	X
L2		X									X	X	X
L3			X								X		
L4				X							X	X	
L5					X						X		
L6						X		X	X		X		
L7						X					X		
L8	X	X	X	X	X	X				X	X		
I1							X				X	X	
I2										X	X		X
I3						X						X	
G1						X					X	X	
G2								X				X	
G3						X						X	
G4	X	X	X	X	X	X	X	X	X	X	X	X	
G5						X						X	
C1	X	X											X
C2	X	X	X	X	X	X	X	X	X	X		X	

## 3.2 Statutory Planning Framework

### Local Environmental Plan

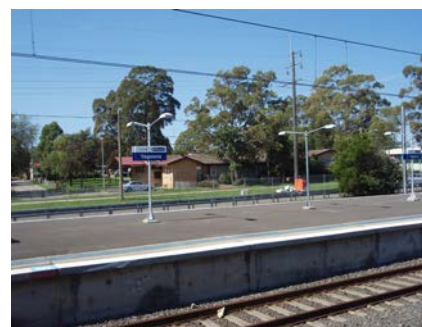
The Bankstown Local Environmental Plan is Council's principal planning instrument to regulate the function and growth of the North Central Local Area. The Local Environmental Plan provides objectives, zones and development standards such as floor space ratios, building heights, lot sizes and densities.

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

- To strengthen the function of the Yagoona Village Centre as the primary commercial and community centre in the North Central Local Area.
- To integrate retail, commercial, residential and other development in accessible centres to maximise public transport patronage and encourage walking and cycling.
- To strengthen the industrial precincts to meet the current and future industrial needs of the City of Bankstown and the wider subregion.
- To provide a range of residential densities and housing types to meet the changing housing needs of the community.

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

Table 12 summarises the changes to the Local Environmental Plan.



**Table 12 Key changes to the Local Environmental Plan**

<i>Actions</i>		<i>Proposed Changes</i>
<b>Zone</b>	<b>L1</b>	<b>Yagoona Village Centre</b> <ul style="list-style-type: none"> <li>Upzone the residential growth areas with a focus on the high and medium density residential zones in transitional areas.</li> <li>Remove the special use zone at No. 31 Cooper Lane as it is a road.</li> </ul>
	<b>L2</b>	<b>Birrong Neighbourhood Centre</b> <ul style="list-style-type: none"> <li>Upzone the residential growth areas with a focus on the high and medium density residential zones in transitional areas.</li> </ul>
	<b>L3</b>	<b>Condell Park Neighbourhood Centre</b> <ul style="list-style-type: none"> <li>Extend the mixed use zone to No. 43 Simmat Avenue.</li> </ul>
	<b>L4</b>	<b>Regents Park Precinct</b> <ul style="list-style-type: none"> <li>Upzone the land at Nos. 2–18 Auburn Road and 2–4 Corliss Street to a high density residential zone.</li> <li>Upzone the transitional area around Magney Reserve with a focus on the medium density residential zone.</li> </ul>
	<b>I2</b>	<b>Chapel Road shops</b> <ul style="list-style-type: none"> <li>Rezone the land at Nos. 10–20 Eldridge Road and part of Nos. 6–8 Chapel Road from a special use / residential zone to a mixed use zone (subject to relevant contamination investigations).</li> </ul>
	<b>G1</b>	<b>Neighbourhood Precinct</b> <ul style="list-style-type: none"> <li>Rezone the following neighbourhood parks to an open space zone: <ul style="list-style-type: none"> <li>No. 30 Mitchell Street in Condell Park</li> <li>No. 374 Marion Street in Condell Park</li> <li>Nos. 54 and 61 Jones Avenue in Potts Hill</li> <li>No. 52 Rowe Drive in Potts Hill</li> <li>Nos. 17 and 20 Purvis Avenue in Potts Hill</li> <li>No. 24 Ferrier Road in Birrong and No. 151 The Avenue in Condell Park (subject to road closures).</li> </ul> </li> <li>Rezone the land at Wren Reserve, Gascoigne Reserve and Eldridge Reserve to a low density residential zone.</li> </ul>
<b>Development Standards</b>	<b>L1</b>	<b>Yagoona Village Centre</b> <ul style="list-style-type: none"> <li>In the high density mixed use zone (between Auburn Road and Caldwell Parade), increase the building envelope from 2:1 to 2.5:1 FSR. Apply a minimum lot width to 18 metres to achieve the higher floor space provision otherwise a 2:1 FSR will apply.</li> <li>In the medium density mixed use zone (between Brancourt Avenue and Avon Street), increase the building envelope from 1:1 to 1.5:1 FSR provided Nos. 399–403 Hume Highway and 81 Brancourt Avenue consolidate into a single site, and dwellings achieve a minimum 10 metre setback from the highway. Otherwise a 1:1 FSR will apply.</li> <li>In the high density residential zone, increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 4 storeys along Cooper Road and Highland Avenue. For areas that currently permit 6 storeys, apply a 1.5:1 FSR consistently across these areas to match the storey limit.</li> </ul>



Table 12		Key changes to the Local Environmental Plan
Actions		Proposed Changes
		<ul style="list-style-type: none"> <li>In the medium density residential zone, increase the building envelope from 0.5:1 FSR / 2 storeys to 0.75:1 FSR / 3 storeys.</li> </ul>
	<b>L2</b>	<p><b>Birrong Neighbourhood Centre</b></p> <ul style="list-style-type: none"> <li>In the high density mixed use zone (Hudson Parade), increase the building envelope from 1.5:1 FSR / 2 storeys to 2.5:1 FSR / 6 storeys. Apply a minimum lot width of 18 metres to achieve the higher floor space provision otherwise a 2:1 FSR will apply.</li> <li>In the medium density mixed use zone (Auburn Road), increase the building envelope from 2 storeys to 4 storeys to match the 1.5:1 FSR.</li> <li>In the high density residential zone, increase the building envelope 0.5:1 FSR / 2 storeys to 1:1 FSR / 4 storeys along Avalon Road, Rodd Street, Wentworth Street and Holland Street.</li> <li>In the medium density residential zone, increase the building envelope from 0.5:1 FSR / 2 storeys to 0.75:1 FSR / 3 storeys.</li> </ul>
	<b>L3</b>	<p><b>Rookwood Road Neighbourhood Centre</b></p> <ul style="list-style-type: none"> <li>In the high density business enterprise zone, increase the building envelope of Nos. 324–326 Hume Highway from 2:1 to 2.5:1 FSR provided the two properties consolidate into a single site. Otherwise a 2:1 FSR will apply.</li> </ul>
	<b>L4</b>	<p><b>Condell Park Neighbourhood Centre</b></p> <ul style="list-style-type: none"> <li>In the mixed use zone, increase the building envelope from 1.5:1–2:1 FSR / 2 storeys to 2:1 FSR / 4 storeys.</li> </ul>
	<b>L5</b>	<p><b>Regents Park Precinct</b></p> <ul style="list-style-type: none"> <li>In the high density residential zone, increase the building envelope from 0.6:1 FSR / 3 storeys to 1.2:1 FSR / 6 storeys.</li> <li>In the medium density residential zone, increase the building envelope from 0.5:1 FSR / 2 storeys to 0.75:1 FSR / 3 storeys.</li> <li>For the redevelopment site at Nos. 30–46 Auburn Road, incorporate opportunities for increased permeability with new streets and increased amenity with new open space.</li> </ul>
	<b>L6</b>	<p><b>Neighbourhood Precinct</b></p> <ul style="list-style-type: none"> <li>In the medium density mixed use zone, delete the split floor space provision (based on the mix of land uses within a development) and apply a maximum floor space provision).</li> <li>In the medium density mixed use zone, increase the building height to 3 storeys to match the 1.5:1 FSR at certain neighbourhood shops.</li> </ul> <p>List identified buildings of local heritage significance.</p>
	<b>I2</b>	<p><b>Chapel Road shops</b></p> <ul style="list-style-type: none"> <li>In the mixed use zone, increase the building envelope from a 1:1 FSR / 2 storeys to a 1.5:1 FSR / 4 storeys. Apply a minimum lot width of 18 metres to achieve the higher floor space provision otherwise a 1:1 FSR will apply.</li> </ul>
	<b>G3</b>	Map areas of significant biodiversity value for future protection.



### Development Control Plan

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

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

- To facilitate a high standard of urban design and pedestrian amenity that contributes to achieving a sense of place for the community.
- To ensure the built form contributes to the physical definition of the street network and public spaces.
- To customise setbacks to correspond with the diverse character of streets and acoustic noise from the Southern Sydney Freight Line.

- To ensure buildings are well articulated and respond to environmental and energy needs.
- To achieve more sustainable development by reducing car dependence in proximity to public transport.

Table 13 summarises the changes to the Development Control Plan.

### Plans of Management

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

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

**Table 13** Key changes to the Development Control Plan

<i>Actions</i>		<i>Proposed Changes</i>
<b>Building Envelopes</b>	L1-L6 I2	Insert storey limits.
	L8	Insert development controls relating to medium density housing (such as terrace houses and town houses) in the residential transitional areas.
<b>Setbacks</b>	L8	Customise the building setbacks to correspond with the diverse character of the streets.
<b>Urban Design</b>	L5	Revise the development controls for the redevelopment site at Nos. 30–46 Auburn Road in Regents Park.
	L8	Revise the controls relating to active street frontages, external appearance and signs to improve the quality and image of commercial centres.
	G4	Revise the controls to improve the energy efficiency of development and implementation of water sensitive urban design.
<b>Access</b>	L1	Revise the off-street parking requirements to achieve more sustainable development by reducing car dependence in proximity to public transport. Where it is impractical for development in certain locations to meet the off-street parking requirements, Council may allow multi-storey public car parks to accommodate the parking spaces with developer contributions (in the form of planning agreements) contributing to the cost.

### 3.3 Assets and Infrastructure

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

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

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

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

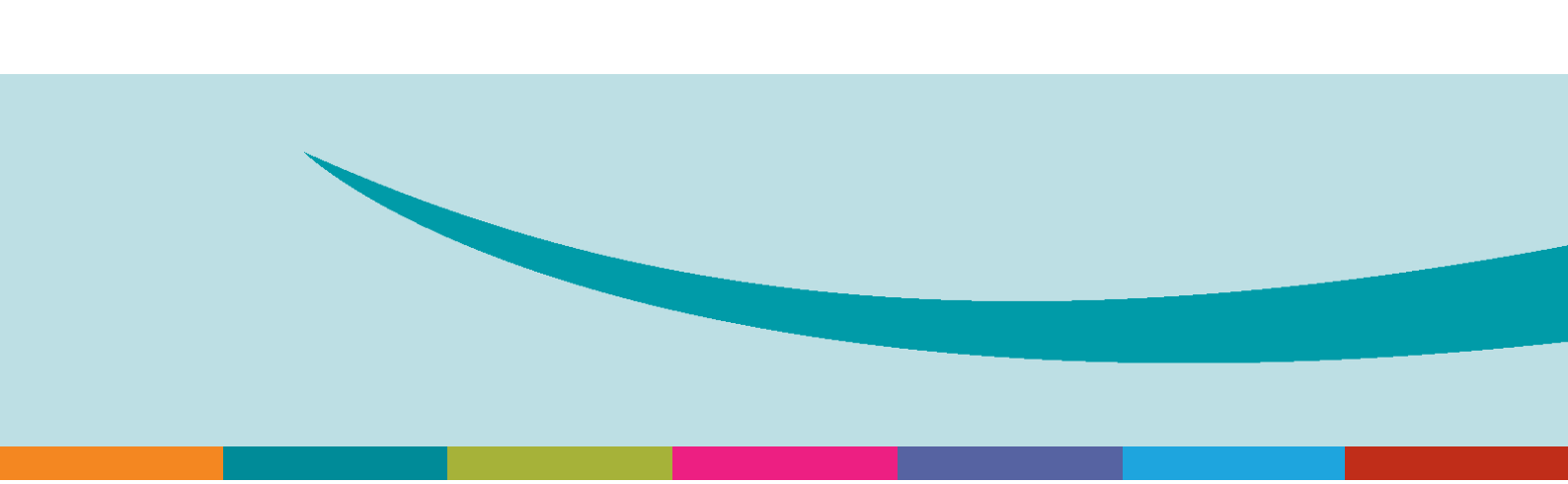
Table 14 summarises the actions that would require funding under the Section 94A Plan and/or implementation by the State Government. Council will continue to lobby the relevant funding agencies to implement the proposed works.

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



**Table 14**                      **Actions that require Local and State funding**

	<i>Actions</i>	<i>S94A funding</i>	<i>State funding</i>
L1	Plan for the Sustainable Renewal of the Yagoona Village Centre	×	×
L2	Plan for the Sustainable Renewal of the Birrong Neighbourhood Centre	×	×
L3	Plan for the Sustainable Renewal of the Rookwood Road Neighbourhood Centre	×	
L4	Maintain the Neighbourhood Character of the Condell Park Neighbourhood Centre	×	
I1	Plan for Employment Activities in the Employment Lands Precinct	×	
I2	Plan for Employment Activities in the Hospital Precinct		×
I3	Strengthen the Image and Amenity of the Centres	×	
G1	Ensure Open Space is Accessible to Residents	×	
G2	Embellish the Remembrance Driveway Landscape Corridor	×	×
G4	Lead the Way with Environmentally Sustainable Design	×	
C1	Redevelop and Expand the Birrong and Yagoona Railway Stations		×
C2	Enhance Accessibility across the North Central Local Area	×	×



**Bankstown City Council**