



North East Local Area Plan





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A Vision for the Future



This Local Area Plan sets out the vision for the North East Local Area to strengthen its role as an important economic and transport connection to the Hume Highway Enterprise Corridor and the M5 Economic Corridor. 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 East Local Area that boasts seven distinctive precincts to support a diverse and healthy community:

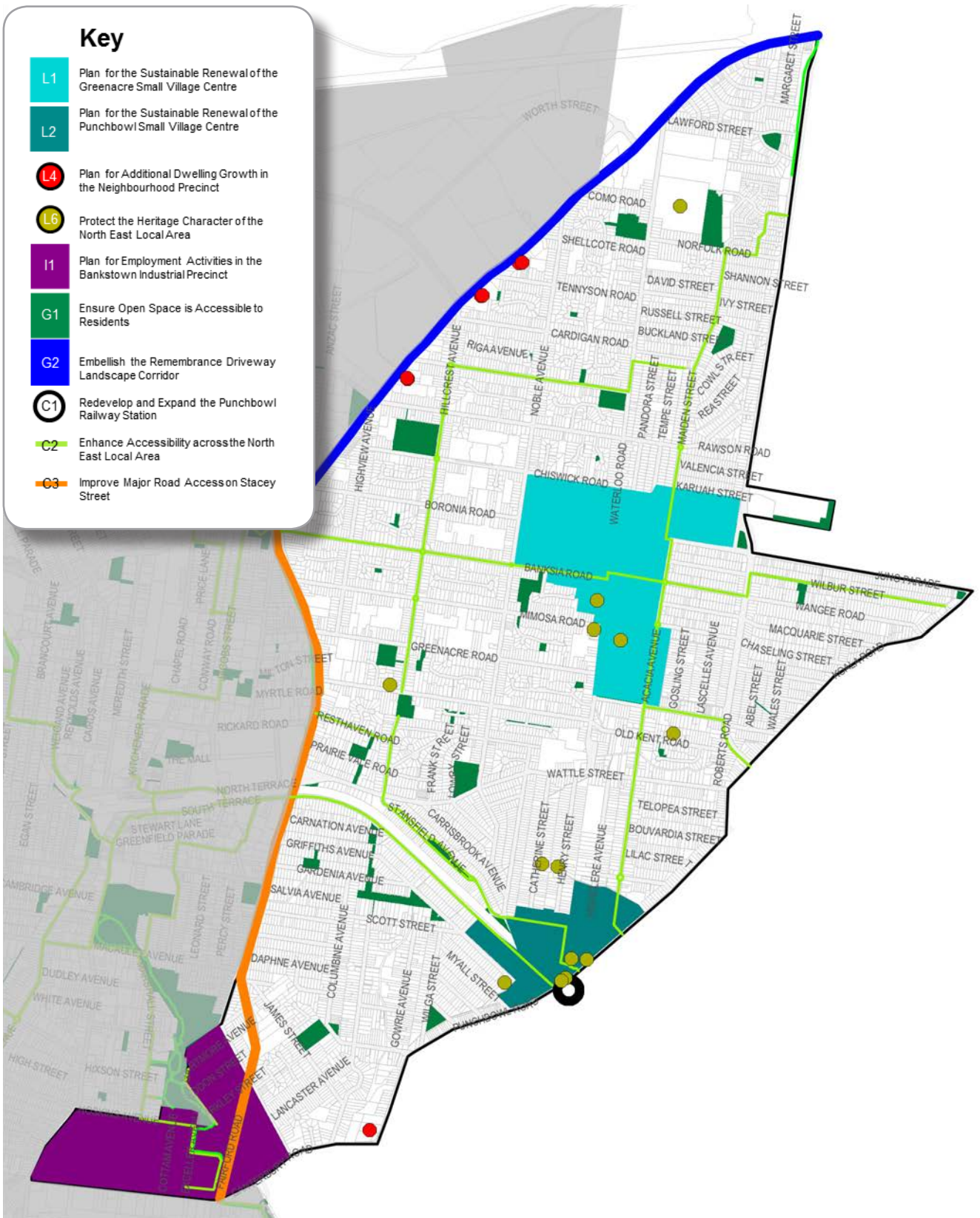
- The Greenacre Small Village Centre will continue to function as the largest shopping precinct servicing the North East Local Area. The built form will offer a wide range of medium and high density living within easy walking distance of the main street (Waterloo Road) and neighbourhood parks. Community Place and Roberts Park will provide conveniently located and highly valued community hubs for residents to gather and meet.
- The Punchbowl Small Village Centre will continue to service the day-to-day shopping needs of residents, 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, whilst maintaining the historic facades along Punchbowl Road and Breust Place.
- The Chullora Marketplace Precinct will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor. The built form will maintain the low density neighbourhood character, with some medium 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 Bankstown Industrial Precinct will continue to support the M5 Economic Corridor. The south side of the 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 north side of the precinct will transform into a mixed use transitional area to the Bankstown CBD set 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 East 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 activities along the south side of the highway.
- 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.

Top Ten Priority Actions

Key

- L1 Plan for the Sustainable Renewal of the Greenacre Small Village Centre
- L2 Plan for the Sustainable Renewal of the Punchbowl Small Village Centre
- L4 Plan for Additional Dwelling Growth in the Neighbourhood Precinct
- L6 Protect the Heritage Character of the North East Local Area
- I1 Plan for Employment Activities in the Bankstown Industrial Precinct
- G1 Ensure Open Space is Accessible to Residents
- G2 Embellish the Remembrance Driveway Landscape Corridor
- C1 Redevelop and Expand the Punchbowl Railway Station
- Enhance Accessibility across the North East Local Area
- Improve Major Road Access on Stacey Street





Chapter One

Growth...Change...Future



1.1 Introduction

The North East 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 East 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 East Local Area is expected to grow by 3,252 residents and 1,448 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 East 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 East 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 East Local Area to 2031, and provides a detailed list of priority actions to guide the community, planners, businesses, government and developers about appropriate directions and opportunities for change. This Local Area Plan also focuses on sustainability in the broad sense, which means planning for change that is environmentally, socially and economically sustainable.

As part of the plan making process, Council consults with the community, 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.

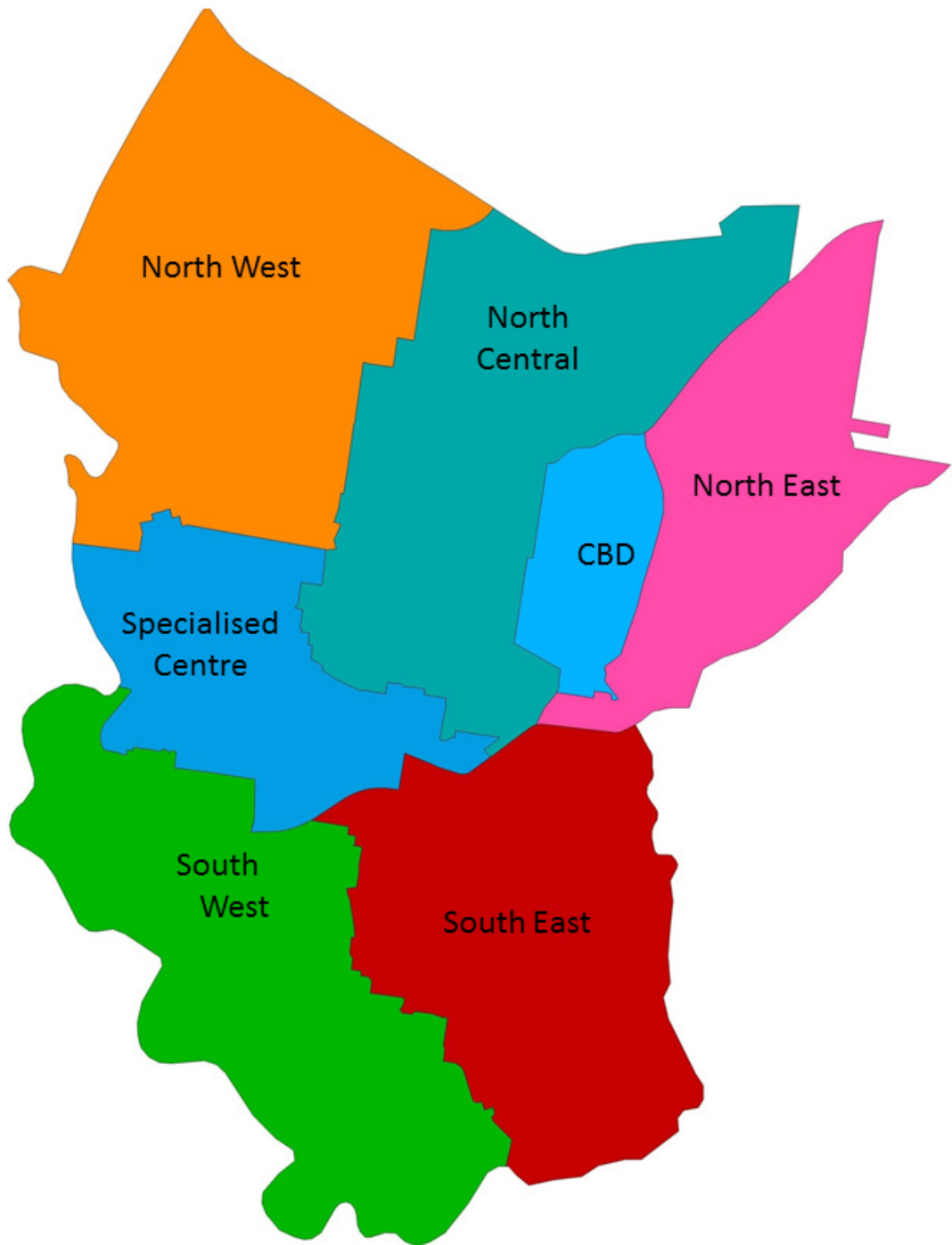
This Local Area Plan recognises there are many other initiatives that may make a place more sustainable. Council will deliver numerous other actions such as service delivery, community support and advocacy through the Bankstown Community Plan.

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 East 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)
- Urban Design Study (Conybeare Morrison 2014)
- Retail and Commercial Floor Space Needs Analysis (Hill PDA 2014)
- Market Feasibility Analysis (SGS 2014)
- Transport Study (GTA 2014)



FIGURE 1 | Local Areas



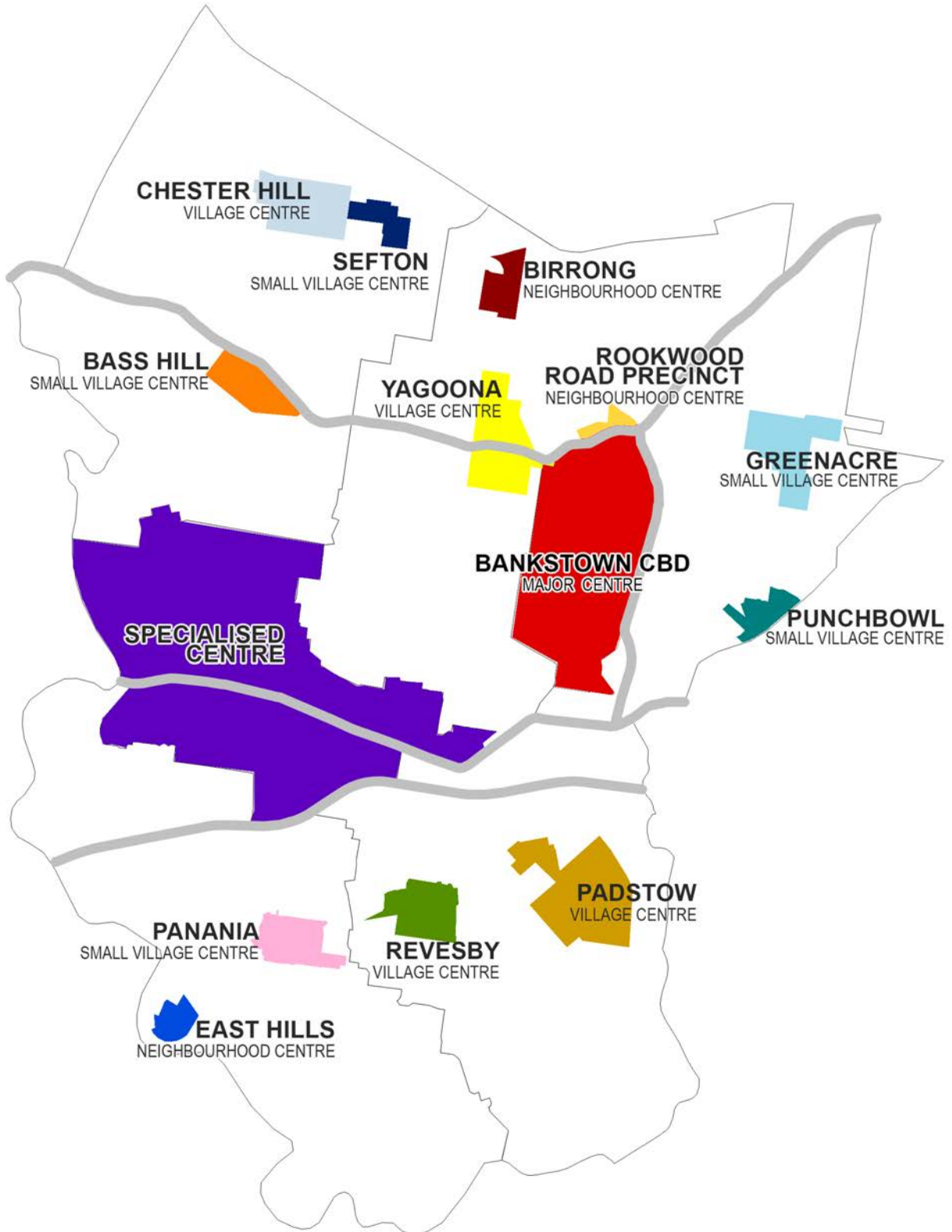
1.3 Centres Hierarchy

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

- **Bankstown CBD** is the cultural, social and economic heart of the City of Bankstown. The 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 100 and 500 dwellings.

FIGURE 2 Centres Hierarchy



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

1.4 The Locality

The North East Local Area includes the suburbs of Greenacre, Mount Lewis and part of Punchbowl. It is bound by the Hume Highway to the north, Roberts Road to the east, Canterbury Road to the south and Stacey Street to the west.

The local area is predominantly characterised by low density residential dwellings. It also contains small village centres at Greenacre and Punchbowl.

The Bankstown Industrial Precinct provides the majority of employment land in the local area, outside of the centres. This precinct forms part of the wider M5 Economic Corridor and plays an important role in servicing Sydney's manufacturing, transport and bulky goods retail activities.

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 Sydney's road and freight infrastructure, providing road access to the Sydney CBD and Liverpool.

The Hume Highway Enterprise Corridor and the Canterbury Road Corridor intersect with Stacey Street. Stacey Street is a major north–south road link and a key component of Sydney's road and freight infrastructure, providing road access to the Parramatta CBD, M5 Motorway and Wollongong.

Sections of the Hume Highway, Canterbury Road and Stacey Street support a range of economic activities consistent with the enterprise corridor concept for arterial roads with high traffic volumes.

Within the local area are seven 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

Precincts	Key characteristics
<p>Greenacre Small Village Centre</p>	<p>The Greenacre Small Village Centre is generally bound by Chiswick Road / Karuah Street to the north, Acacia Avenue to the east, Banksia Road and Roberts Park to the south and Noble Avenue to the west.</p> <p>Waterloo Road functions as the main street to the small village centre, and comprises supermarkets, restaurants, 2–3 storey shop top housing and a regional bus route. The retail base reflects the ethnic character of the area. Council recently invested in public domain improvements in the main street and McGuigan Place.</p> <p>The community facilities are dispersed across the centre, namely at Community Place, Waterloo Road and Roberts Park. The community facilities and municipal pool are ageing and underutilised.</p> <p>Community Place is a large underutilised site in the heart of the centre located behind back fences, and there are safety and security issues. There are also poor linkages to the main street and residential transitional area.</p> <p>The character and subdivision pattern of the residential transitional area indicates a layout common to most suburbs developed during the 1920s–1940s in Western Sydney. The area has experienced recent residential growth, and the streets are lined with a mix of houses, dual occupancies, villas and schools.</p> <p>Boronia Road is a major east–west road link that trucks can use to access the Enfield Intermodal Terminal. A major electricity easement corridor crosses through the centre in a north–south direction.</p>
<p>Punchbowl Small Village Centre</p>	<p>The Punchbowl Small Village Centre is located on the boundary between the Bankstown and Canterbury LGAs.</p> <p>The railway line splits the small village centre, and Punchbowl Road provides the only north–south pedestrian/vehicle access to both sides. The railway station is the focal point and main gateway to the small village centre, however it is not accessible for people with mobility constraints.</p> <p>The area south of the railway line is located in the Canterbury LGA and comprises a supermarket and a good range of shops, services, community facilities and neighbourhood parks.</p>

TABLE I cont...	Precincts in the Local Area
<i>Precincts</i>	<i>Key characteristics</i>
	<p>The area north of the railway line is located in the Bankstown LGA. It is predominantly characterised by 2–3 storey shop top housing. Some sections along Punchbowl Road and Breust Place contain shop facades of historic significance. At present, the area north of the railway line lacks an identity and there is poor integration with the retail core.</p> <p>The character and subdivision pattern of the residential transitional area indicates a layout common to most suburbs developed during the 1920s–1940s in Western Sydney. The area has experienced recent residential growth, and the streets are lined with a mix of houses, dual occupancies, villas and schools.</p>
Chullora Marketplace Precinct	<p>The Chullora Marketplace is the focal point of this precinct. It is a large stand-alone shopping centre on Waterloo Road and comprises supermarkets, shops and 1,871 parking spaces. The trade area is mostly local residents and workers from the Chullora Technology Park.</p> <p>Adjoining the Chullora Marketplace is a school, light industries, neighbourhood parks and some older style houses. There is heavy traffic movement on Waterloo Road during school peak hours.</p>
Neighbourhood Precinct	<p>The majority of housing development across the Neighbourhood Precinct occurred during the 1920s–1940s. The majority of residential lot sizes are between 500m² and 700m².</p> <p>Recent development is gradually transforming the low density character of the Neighbourhood Precinct from predominantly houses to a mix of dual occupancies, villas, seniors housing, housing estates and secondary dwellings.</p> <p>Dispersed throughout the Neighbourhood Precinct are some non-residential land uses including schools, places of public worship, light industries 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, neighbourhood parks and a major electricity easement corridor.</p>

TABLE I cont...

Precincts in the Local Area

<i>Precincts</i>	<i>Key characteristics</i>
<p>Bankstown Industrial Precinct</p>	<p>The Bankstown Industrial Precinct provides the majority of employment land in the local area, outside of the centres. This precinct forms part of the wider M5 Economic Corridor and plays an important role in servicing Sydney’s manufacturing, transport and bulky goods retail activities.</p> <p>Stacey Street splits the industrial precinct, and a challenge is the lack of connectivity between the northern part (between Stacey Street and Ruse Park) and the remainder of the precinct along Canterbury Road.</p>
<p>Hume Highway Enterprise Corridor</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 through the North East Local Area (known as the ‘Greenacre Motor Alley’) extends from Stacey Street to Roberts Road. The south side of the highway comprises a mix of houses, motels, shops, car dealerships and large underutilised sites. The south side also intersects with the Cooks River biodiversity corridor. There is a poor environment (air quality, noise and visual amenity) due to traffic.</p> <p>At the intersection of the Hume Highway and Roberts Road is the Enfield Intermodal Terminal, which is the major intermodal terminal for the West Central Industrial Belt. The role of the intermodal terminal within Sydney’s freight network is to enable the growth of shipments through Port Botany and to divert a substantial portion of freight movements to Western Sydney from road to rail transport.</p> <p>The 60 hectare site comprises a wide range of transport related activities including an intermodal freight terminal, warehouses and light industries. The freight routes to the intermodal terminal include the Hume Highway, Roberts Road, Boronia Road and Juno Parade. A key challenge is the exposure of truck movements and noise to residents in the adjacent Neighbourhood Precinct.</p>



TABLE I cont...	Precincts in the Local Area
<i>Precincts</i>	<i>Key characteristics</i>
Canterbury Road Corridor	<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>

FIGURE 3 Precincts in the North East Local Area

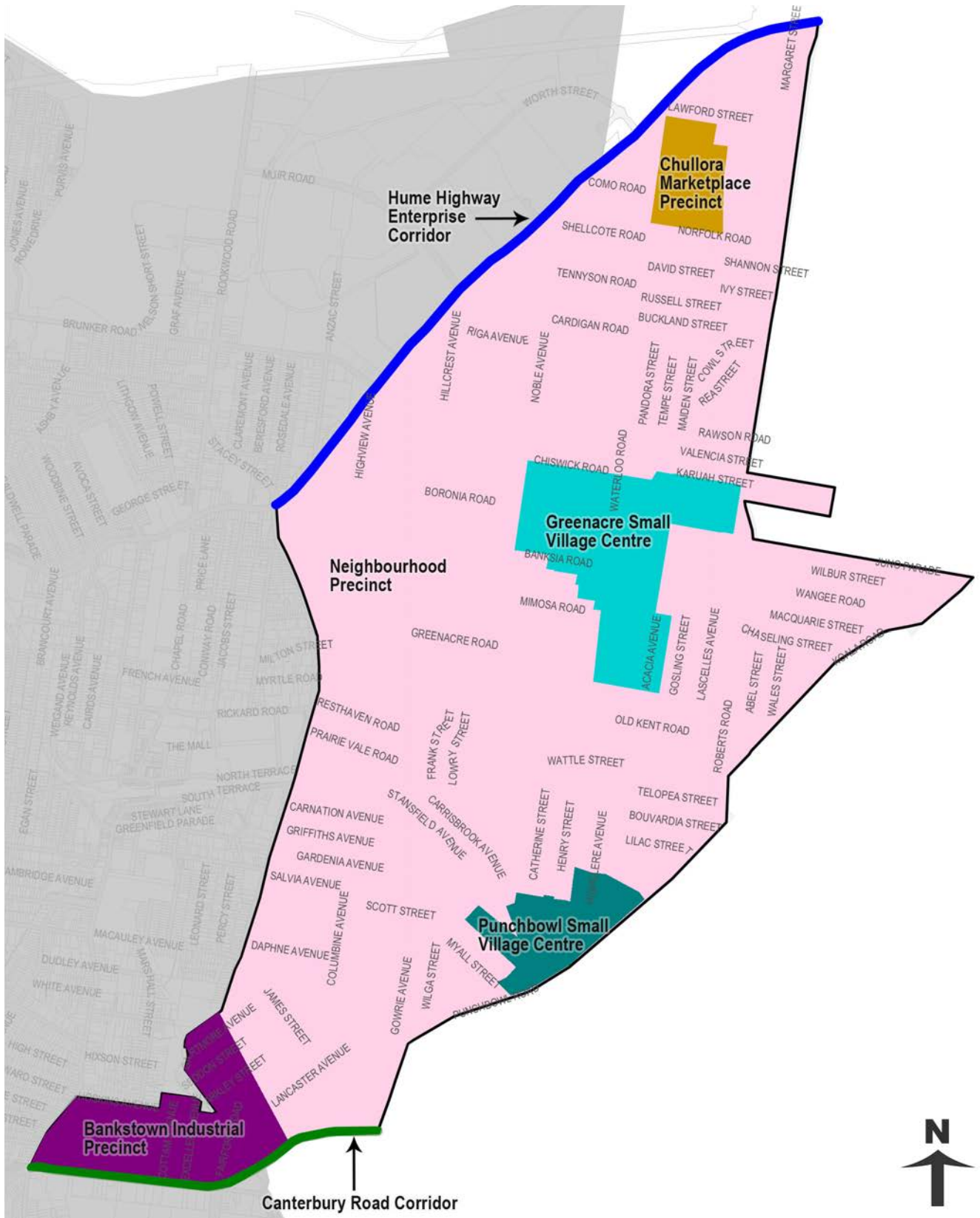
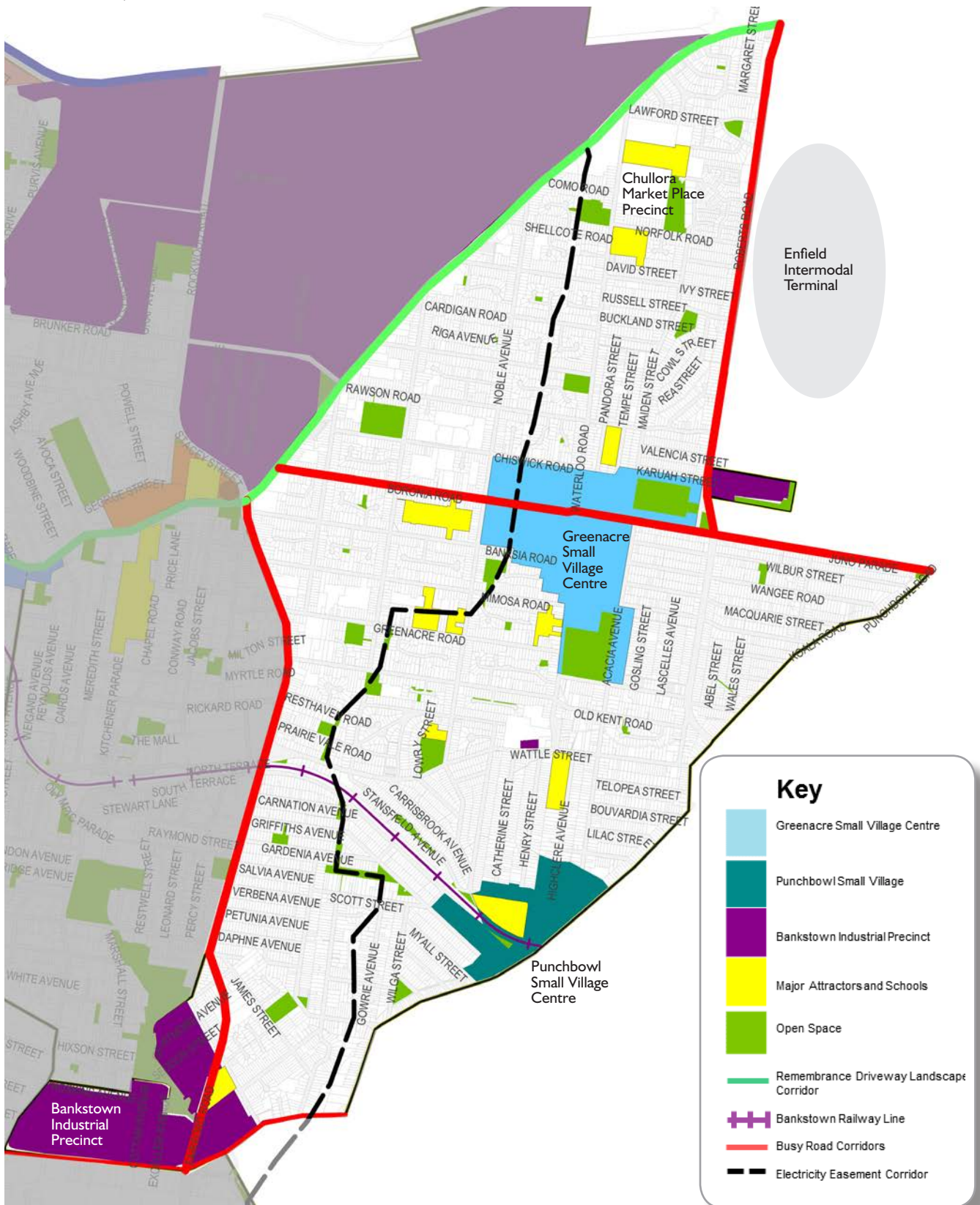


FIGURE 4 Key Characteristics of the North East Local Area



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 opening of the Bankstown railway line coincided with two significant land subdivisions in the local area. The release of the Mount Lewis Estate and the Greenacre Park Estate in 1922

led to an increase in development activity with more than 300 houses constructed by 1924. The War Service Commission also acquired large areas of land following World War I to construct War Service Commission Homes for returned servicemen and their families.

The extension of the railway line to Punchbowl led to the construction of the railway station and shopping centre, which at the time included newsagents, butchers, drapers, boot repairers, grocers, confectioners and cinemas. By the end of the 1920s, Punchbowl became a substantially developed suburb dominated by Californian Bungalows.

The post-World War II period saw the shift from a semi-rural to suburban area with increased industrialisation. This created the demand for more new housing in the local area to accommodate a growing workforce. The cultural base also changed as migrants settled in the area.

Today, the North East 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 East Local Area

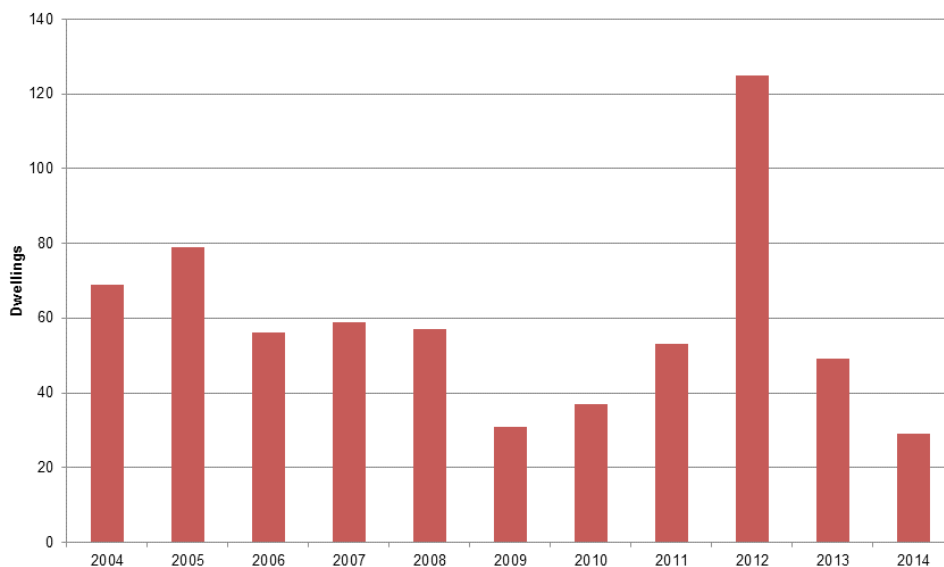
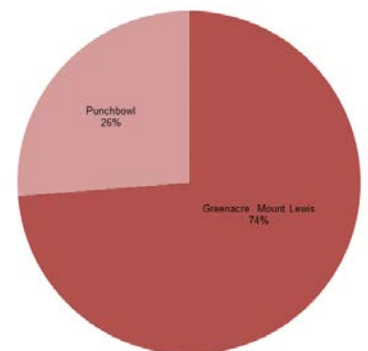


FIGURE 6 Current Population



1.6 Population and Demographic Changes

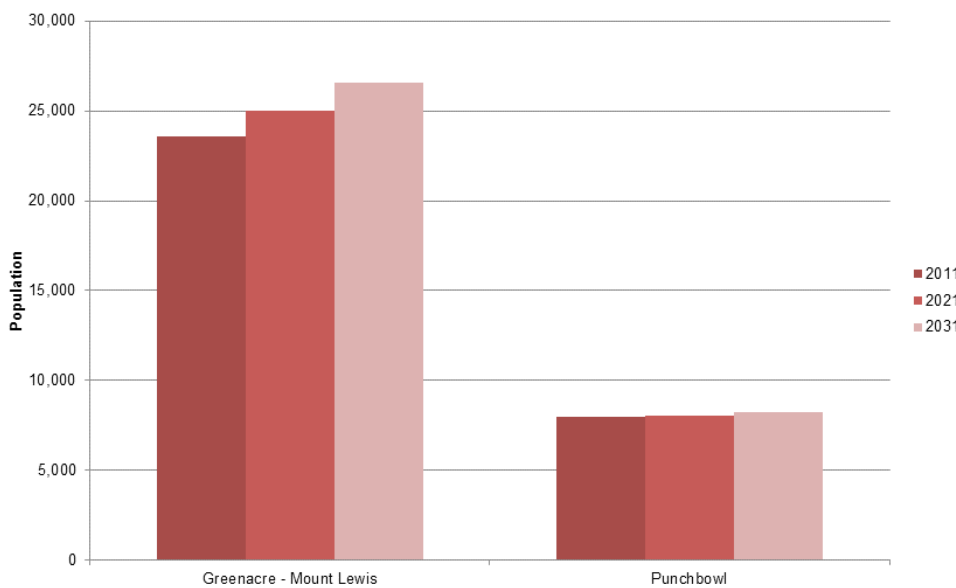
The North East Local Area currently accommodates 31,567 residents with most living in Greenacre and Punchbowl (refer to Figure 6). The population is primarily young and middle aged, and families with children represent 50% of households. This reflects the population age profile and the low density character of the local area.

The population of the local area is expected to grow at a moderate rate reaching around 34,819 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>
Growing and renewing centres (Metropolitan Plan for Sydney 2036)	<ul style="list-style-type: none"> • Locate at least 80% of all new homes within the walking catchments of centres with good public transport. • Focus activity in accessible centres. • Support clustering of businesses and knowledge-based activities in Major Centres and Specialised Centres.
Housing (Draft West Central Subregional Strategy)	<ul style="list-style-type: none"> • Plan for increased housing capacity targets in existing areas. • Councils to plan for sufficient zoned land to accommodate dwelling targets through Principal LEPs. Dwelling targets for local government areas to 2031 are Parramatta (21,000); Bankstown (22,000); Fairfield (24,000); Auburn (17,000); and, Holroyd (11,500).



FIGURE 8 West Central Subregion



1.8 Community Issues

The Bankstown Community Plan and the North East 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 East Local Area

<i>Discussion points</i>	<i>Community aspirations</i>
Village feel	<p>Promote a ‘village feel’ in centres by incorporating the following elements in the future planning of local areas:</p> <ul style="list-style-type: none"> • Social inclusiveness and opportunities for community interaction through regular community events, community gardens and local markets. • Activity on local streets and activated laneways with family friendly night life and alfresco dining. • Attractive, green spaces with natural shade and landscaping within footpath areas. • A safe and pedestrian friendly environment with improved lighting and cleanliness.
Improve the visual, social and community amenity	<ul style="list-style-type: none"> • Ensure centres are clean and attractive. • Consider litter reduction programs. • Increase attention to illegal dumping activity. • Pollution is a concern, particularly water pollution. • Expand the range of community facilities to include community gardens, educational services and playgrounds. • Provide services to help people learn how to be active citizens who can raise issues with Council and the community. • Accommodate the needs of an ageing population in the City of Bankstown. • Provide child care facilities that are readily available and easily accessible. • Encourage community art in Punchbowl.
Manage Growth	<ul style="list-style-type: none"> • Mix of views regarding increased development with some concerns about population growth and the associated implications. Residents do not want to feel overcrowded. • Concerns about ‘ugly high-rise’, the loss of vacant land and traffic problems created by more people. • Higher populations and multi storey development should locate around railway stations and major roads.

TABLE 3 cont...

Summary of Community Aspirations for the North East Local Area

<i>Discussion points</i>	<i>Community aspirations</i>
	<ul style="list-style-type: none"> • Ensure new buildings meet high level environmental standards (e.g. water and energy). • Improve the development controls for open space and building heights. • Consider more housing for seniors. • Allow small blocks of housing built around courtyards. • Revitalise the shopping centres to create an atmosphere that attracts people to cafes and restaurants. • Renew industrial precincts. • Provide local employment initiatives. • Facilitate linkages between learning and employment; and provide employment mentoring.
Improve public transport services	<ul style="list-style-type: none"> • Public transport is inadequate, particularly on weekends. • Provide more public transport options. • Provide a commuter car park in Punchbowl.
Improve traffic flow and parking	<ul style="list-style-type: none"> • Concerns about congestion, noise, parking and speeding in the local area. • Narrow streets and too many cars create congestion. • Parking is an issue for residents. • Develop connected cycling routes. • Ensure new residential development provide additional visitor parking spaces. • Reduce the volumes of traffic including trucks. • Improve traffic management on Greenacre Road and Stacey Street.
Enhance parks and open spaces	<ul style="list-style-type: none"> • Improve footpaths and the appearance of open spaces. • Appropriately manage the biodiversity and bushland areas. • Provide a local botanic garden with native plants.
Improve safety	<ul style="list-style-type: none"> • Provide more policing in local streets. • Improve street lighting. • Encourage more community events that will bring residents together. • Improve safety around the Punchbowl railway station and Breust Place.
Community engagement	<ul style="list-style-type: none"> • Use visual aids to better support a 'shared' understanding of the future planning of these local areas. • Continue efforts to facilitate communication and cultural understanding. • Continue efforts to engage the youth in contributing their views to the future planning of these local areas.





Chapter Two

Local Area Actions



2.1 Liveable

The North East 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 East Local Area is expected to grow by 3,252 residents and 1,448 dwellings.

The Liveable Actions aim to continue to have a local area that is well planned by concentrating around 60% of the 1,448 dwellings within the walking catchments of the small village centres. Locating a greater proportion of residents closer to public transport and services will make the local area a more liveable and attractive place as it achieves the following sustainability principles derived from Government and Local Council policies:

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

Supporting this growth will be 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 Greenacre Small Village Centre

Based on demographic trends, the Greenacre Small Village Centre will accommodate the greatest growth in the North East Local Area to 2031.

Council's research looked at existing and future capacity to identify areas within the walking catchment of the Greenacre Small 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 retail and commercial activities, housing and spaces for social interaction. The key principles include:

- Reinforce Waterloo Road as the main street for the Greenacre Small Village Centre and the North East Local Area.
- Transform Community Place into an exciting and high quality mixed use precinct that supports the main street.
- Consolidate the community facilities to create conveniently located and highly valued community hubs for residents to gather and meet.

- Create a pedestrian circuit that connects the main street with the key spaces that support the small village centre, namely Community Place, Roberts Park and Allum Park. The pedestrian circuit forms the boundary of the small village centre.
- Allow opportunities for medium and high density living within easy walking distance of the main street and neighbourhood parks.
- Limit increased densities in areas of environmental constraint, namely Boronia Road which is a major east-west road link that trucks can use to access the Enfield Intermodal Terminal.
- Consider places of historic significance when identifying areas for change.

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.

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 small village centre.



Improvements and infrastructure to support the Greenacre Small Village Centre

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

- Transform Community Place into an exciting and high quality mixed use precinct that integrates with the main street and surrounding neighbourhood area via new pedestrian links. The mixed use precinct will include a new high quality multi-purpose community facility that replaces the existing senior citizens hall, early childhood centre, library and municipal pool. This action is subject to phase out strategies which recommend appropriate alternative spaces for the activities currently using the facilities.
- Co-locate the community facilities that offer activity spaces and child care services in Roberts Park.
- Create a pedestrian circuit that connects the main street with the key spaces that support the small village centre, namely Community Place, Roberts Park and Allum 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 in the main street and McGuigan Place.
- The traffic analysis indicates the centre is well serviced by the street grid, footpaths and laneways. The street grid is operating at acceptable levels subject to:
 - o Continue the Wilbur Street pedestrian link across Waterloo Road to Community Place.
 - o With a proposed multi-level car park at the existing Wilbur Street site, there could be potential traffic issues at the Waterloo Road/ Banksia Road/Wangee Road intersection. Potential traffic management measures could include a one way only section of Wangee Road between Waterloo Road and Sellers Lane inbound (eastbound), right turn restriction from Waterloo

Road northbound to Wangee Road, and designation of car park access routes throughout the eastern portion of the centre.

- o Consider upgrading the 40km/h HPAAs gateway treatment on Waterloo Road north of Boronia Road (similar to the one to the south).
- o Integrate the street grid to the planned cycleway network, particularly links to playgrounds and parks.
- o Advocate for more frequent bus services to allow for the long term growth in commuter movements.
- The Greenacre Small Village Centre provides the most parking in the local area, with restricted on-street spaces, 182 off-street spaces in five Council car parks and 273 private off-street spaces (namely the Coles supermarket and No. 158 Waterloo Road). As most spaces are time restricted, usage of the parking supply is mostly by visitors (shoppers and businesses).

The analysis shows the existing supply can accommodate parking demand from the growth in the small 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 Wilbur Street car park to service the main street where the bulk of the parking demand will be generated. Under this approach, the Community Place car parks are surplus to Council's needs and are more appropriate as a redevelopment site.

L1 IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**
- **Amend Planning Agreements Policy**
- **Amend Plan of Management Community Place Activation Project**
- **Property Acquisition Program**
- **Town Centre Improvement Program**
- **Bike & Pedestrian Program**
- **Parking Program**

TABLE 4

Potential land capacity in the Greenacre Small Village Centre

Existing dwellings	935
Current planning controls	<p>The mixed use zone permits shop top housing and home units. The floor space ratio ranges from 1:1–2:1 and the height limit is 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>
Research findings	<p>The research findings indicate retail growth in the Greenacre Small Village Centre is limited due to the overlap of the trade areas with the Bankstown CBD and Chullora Marketplace. The Coles supermarket has helped to anchor the small village centre and retain a large proportion of food and grocery expenditure. There is demand for an additional 5,000m² of retail floor space to 2031. The existing mixed use zone can absorb most of this floor space. There is the opportunity to extend the mixed use zone to Community Place and to the properties at Nos. 107–117, 197–211 and 202–214 Waterloo Road to cater for the remainder of the retail demand.</p> <p>The research findings also indicate the capacity for residential growth is good. There is the opportunity to create a distinct and well balanced built form by concentrating taller and higher densities along the main street and Community Place, which are the focal points and main gateways to the small village centre.</p> <p>Based on the research findings, the structure plan (refer to Figure 9):</p> <ul style="list-style-type: none"> • Reinforces Waterloo Road as the main street for the Greenacre Small Village Centre. Waterloo Road defines the local identity and reflects the community's history and sense of place. It also functions as a major public transport route. • Amends the built form to strengthen the retail core with increased densities and building heights in the transitional area surrounding the shopping centre. The built form transition extends to Roberts Park and Allum Park for increased activation and natural surveillance. • Keeps the built form (east of the main street) low to maintain the main street's views to the Sydney CBD skyline. The higher densities should also locate perpendicular to Boronia Road to minimise exposure to heavy traffic and noise.

TABLE 4 cont...

Potential land capacity in the Greenacre Small Village Centre

Research findings cont...

- Considers places of historic significance when identifying areas for change. This area comprises the listed Greenacre Public School and Greenacre Methodist Church Hall. It also comprises a historically significant house (known as 'Acoya') at No. 116 Waterloo Road. This house dates from the Greenacre Park Estate subdivision and is a good example of the Federation Filigree architectural style (which is rare in the local area). The landscaped setting includes mature Canary Island date palms.
- Maintains the current low density residential zone of the properties in the Neighbourhood Precinct (outside of the walking catchment) to remain consistent with the established character of the surrounding low density residential zone. The structure plan discourages the dispersion of high density housing in the Neighbourhood Precinct, particularly along Boronia Road, which trucks can use to access the Enfield Intermodal Terminal.

However, the analysis identifies a unique characteristic that is specific to the Greenacre Small Village Centre that is not found in other centres. Since the 1970s, two storey villas with an average density of 1 dwelling per 250m² have been built in the area bound by Noble Avenue, Boronia Road, Rawson Road and Hillcrest Avenue. This area is adjacent to the western side of the walking catchment of the Greenacre Small Village Centre. There is a remaining development site at Nos. 81–95 Boronia Road.

There is an opportunity to amend the building envelope (i.e. height and density) of Nos. 81–95 Boronia Road to be consistent with the established character of this unique concentration of townhouses adjacent to the walking catchment. The proposed building envelope would allow two storey villas with a density of 1 dwelling per 250m².

TABLE 5

Distribution of dwelling target in the Greenacre Small Village Centre

<p>Desired character</p>	<p>The Greenacre Small Village Centre will continue to function as the largest shopping precinct servicing the North East Local Area.</p> <p>The built form will offer a wide range of medium and high density living within easy walking distance of the main street (Waterloo Road) and neighbourhood parks. Community Place and Roberts Park will provide conveniently located and highly valued community hubs for residents to gather and meet.</p>
<p>Dwelling target to 2031 based on planning control changes</p>	<p>206</p>
<p>Suggested planning control changes (refer to Figure 10)</p>	<p>For the High Density Mixed Use Zone:</p> <ul style="list-style-type: none"> • Extend the mixed use zone to Community Place and the properties at Nos. 107–117, 197–211 and 202–214 Waterloo Road. • Focus on high density shop top housing to achieve the dwelling target. • Increase the building envelope from 2:1 FSR / 3 storeys to 3:1 FSR / 8 storeys along Community Place. • Increase the building envelope from 2:1 FSR / 3 storeys to 2.5:1 FSR / 6 storeys in the remainder of the retail core. • 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. <p>For the High Density Residential Zone:</p> <ul style="list-style-type: none"> • 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. • Increase the building envelope from 0.5:1 FSR / 2 storeys to 1.5:1 FSR / 6 storeys in Community Place. • Increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 4 storeys at the edges of the main street and around Roberts Park and Allum Park. • Increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 3 storeys for the property at No. 114 Waterloo Road. <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>Amend the height control for villas at Nos. 81–95 Boronia Road in Greenacre from 1–2 storeys to 2 storeys, and amend the density control from 1 dwelling per 300m² to 1 dwelling per 250m².</p> <p>Work with property owners to identify the best way to preserve the historic significance of the property at No. 116 Waterloo Road in Greenacre. Preserving the historic significance can be achieved in many different ways. These include listing properties on our heritage item list or incorporating the story of a building into the design of buildings and places.</p>

FIGURE 9 Greenacre Structure Plan

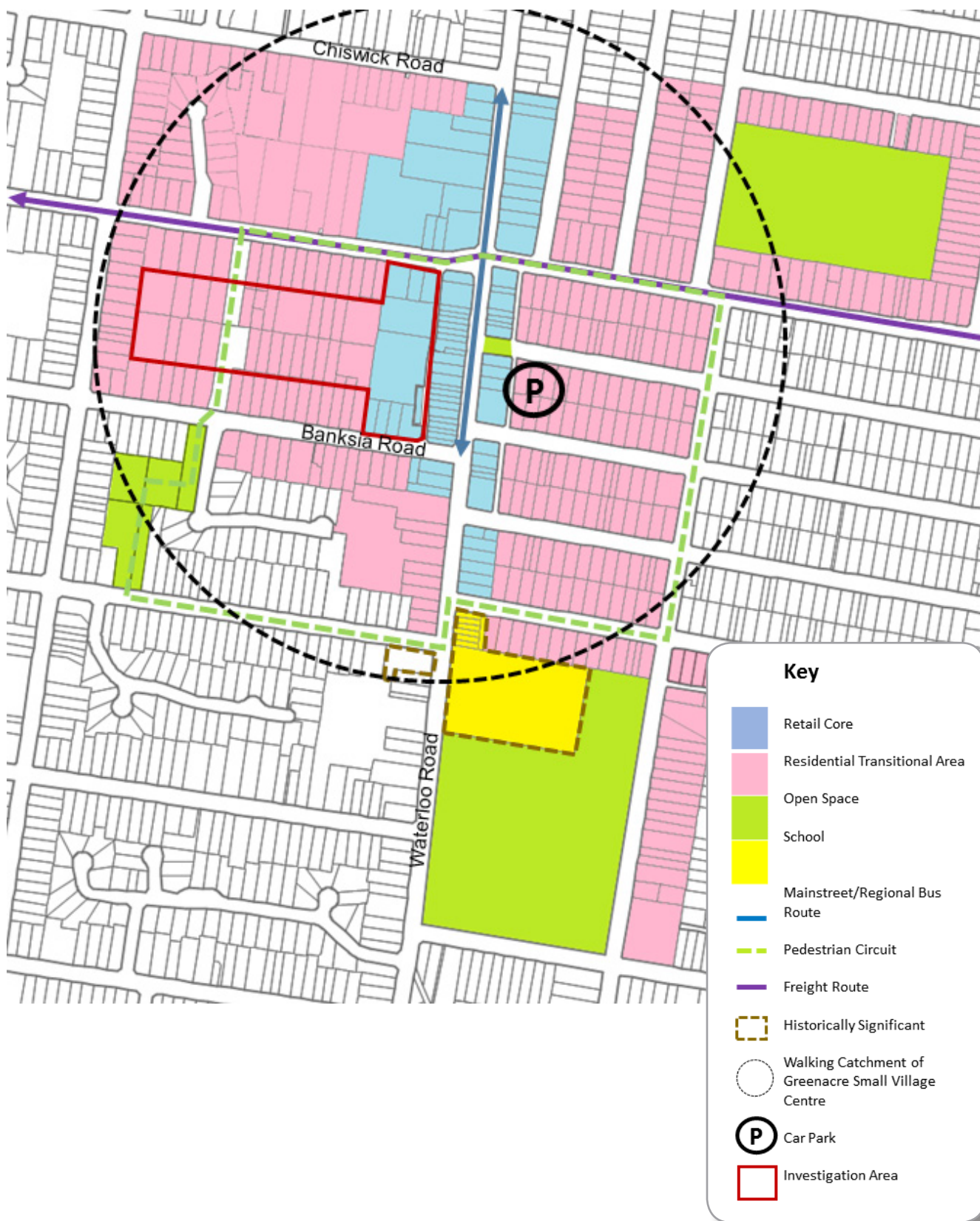
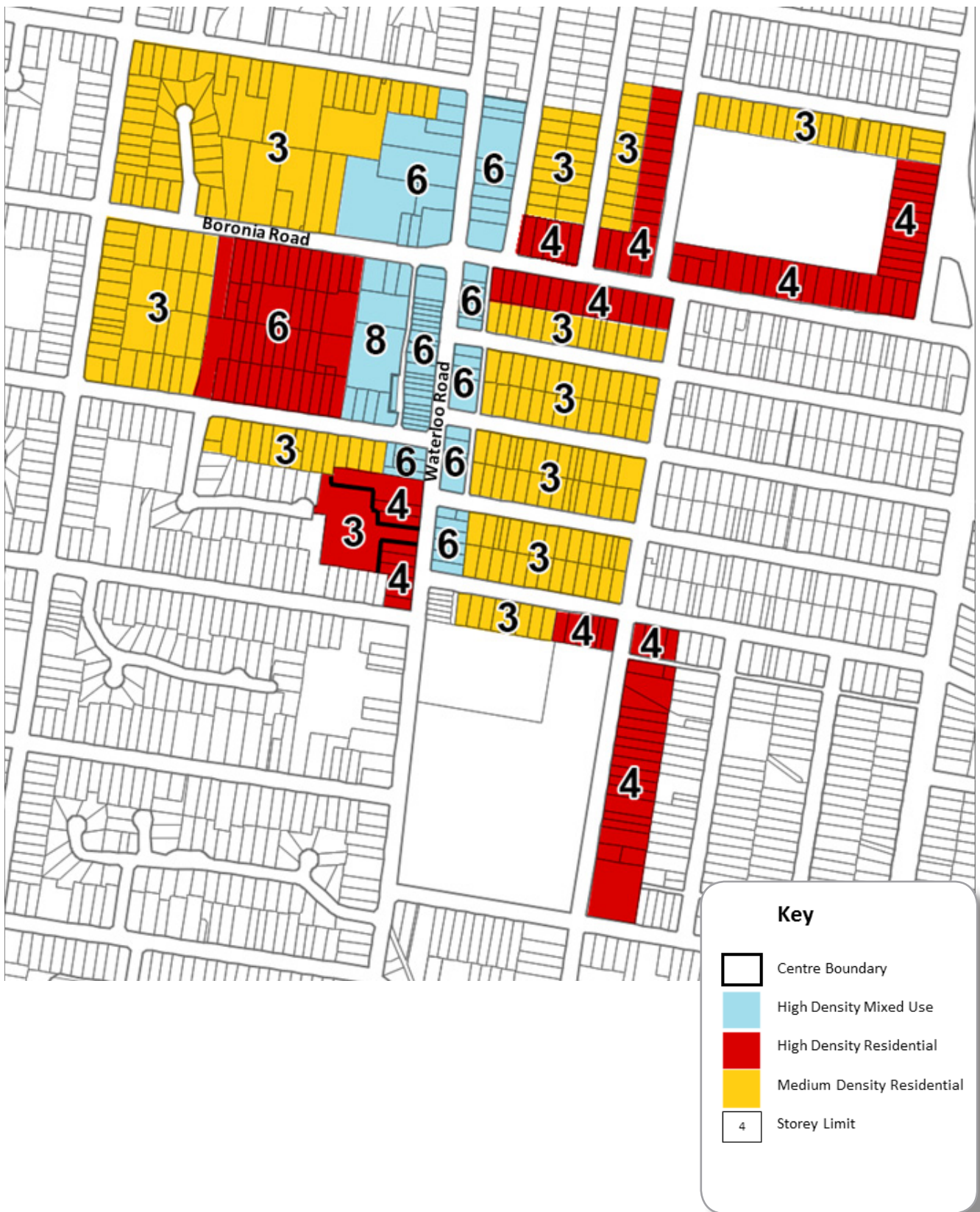


FIGURE 10 Indicative density and height distribution to achieve the dwelling target



L2**Plan for the Sustainable Renewal of the Punchbowl Small Village Centre**

Council's research looked at existing and future capacity to identify areas within the walking catchment of the Punchbowl Small Village Centre that can best cope with intensification and population growth as shown in Table 6.

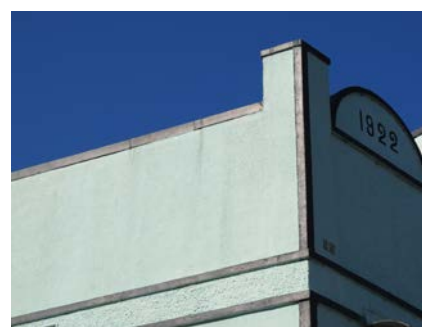
The research looked at urban design principles to provide a unique and attractive setting for retail and commercial activities, housing and spaces for social interaction. The key principles include:

- Allow opportunities for medium and high density living within easy walking distance of the accessible railway station.
- Consider places of historic significance when identifying areas for change.

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 and public transport offers the opportunity for higher density revitalisation.

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 7 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 Punchbowl Small Village Centre

The following community infrastructure works and public improvements are identified to support residential and employment growth in the Punchbowl Small 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 34,819 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 East Local Area to allow for the long term growth in commuter movements.
- 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. There is the long term opportunity to embellish surrounding urban spaces to create a 'sense of place'.
- The traffic analysis indicates the centre is well serviced by the street grid, footpaths and laneways. The street grid is operating at acceptable levels subject to activating the rear lanes.
- The Punchbowl Small Village Centre provides mostly restricted on-street spaces to service shoppers and visitors. The traffic analysis suggests supplementing the parking supply by providing a Council car park (based on developer contributions) at Mary Berry Reserve west of the railway station.

L2

IMPLEMENTATION

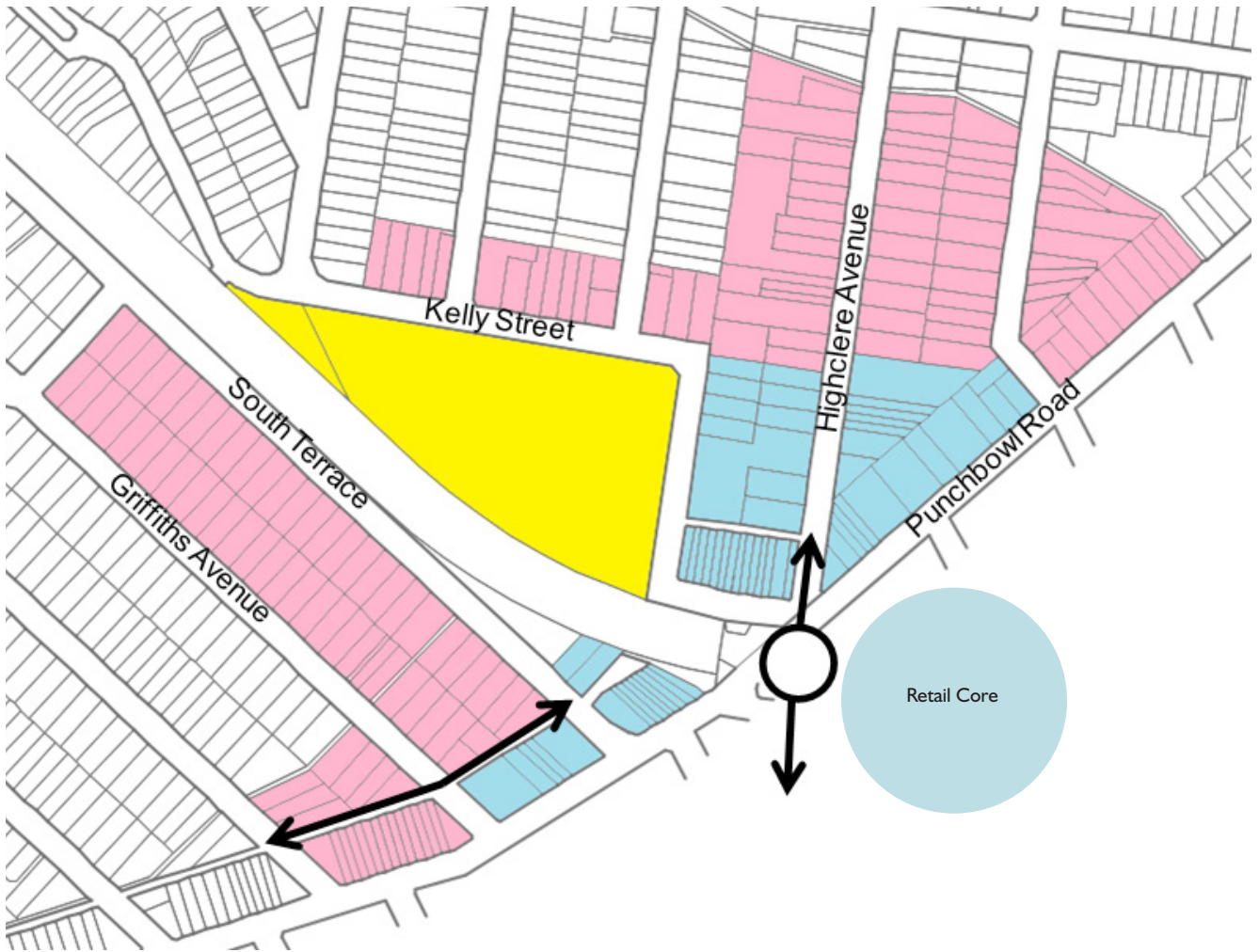
- **Amend Bankstown LEP**
- **Amend Bankstown DCP**
- **Amend Planning Agreements Policy**
- **Town Centre Improvement Program**
- **Urban Renewal Program: The first stage is to prepare a masterplan for the Punchbowl Railway Station Precinct.**
- **Bike & Pedestrian Program**
- **Parking Program**

TABLE 6 Potential land capacity in the Punchbowl Small Village Centre	
Existing dwellings	688
Current planning controls	<p>The mixed use zone permits shop top housing and home units. The floor space ratio ranges from 1:1–2:1 and the height limit is 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>
Research findings	<p>The research findings indicate the area south of the railway line (Canterbury LGA) dominates the retail core with supermarket anchors. There is currently an oversupply of mixed use zoned land in the area north of the railway line (Bankstown LGA) and there is no demand for additional retail floor space to 2031.</p> <p>The findings indicate the area north of the railway line (Bankstown LGA) should support the residential growth of the small village centre.</p> <p>The structure plan (refer to Figure 11) indicates the capacity is good subject to increased density changes in the residential transitional area surrounding the centre. Higher densities are concentrated along Punchbowl Road, Highclere Avenue and South Terrace, which connects Punchbowl to the Bankstown CBD.</p> <p>To recognise the historic character of the area, the redevelopment of Punchbowl Road and Breust Place should retain historic facades. These include:</p> <ul style="list-style-type: none"> • Nos. 709 and 743–759 Punchbowl Road, which are some of the earliest shops built during the Mount Lewis Estate subdivision in 1922. The shop facades illustrate a number of architectural styles, namely Inter–War Mediterranean and Inter–War Georgian Revival. • Nos. 7–25 Breust Place, which showcase the Inter–War development of Punchbowl. The shop facades illustrate a number of architectural styles, namely Inter–War Mediterranean and Inter–War Stripped Classical.

TABLE 7 Distribution of dwelling target in the Punchbowl Small Village Neighbourhood Centre

Desired housing character	<p>The Punchbowl Small Village Centre will continue to service the day-to-day shopping needs of residents, 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, whilst maintaining the historic facades along Punchbowl Road and Breust Place.</p>
Dwelling target to 2031 based on planning control changes	232
Suggested planning control changes (refer to Figure 12)	<p>For the High Density Mixed Use Zone:</p> <ul style="list-style-type: none"> • Maintain the extent of the current mixed use zone. Focus on high density shop top housing to achieve the dwelling target. • Increase the building envelope from 2:1 FSR / 3 storeys to 3:1 FSR / 8 storeys along Punchbowl Road. • Increase the building envelope from 2:1 FSR / 3 storeys to 2.5:1 FSR / 6 storeys in the remainder of the retail core. • To achieve the higher floor space provision: <ul style="list-style-type: none"> o Apply a minimum lot width of 18 metres. This aims to encourage high quality development with the most efficient parking layout possible. o For certain properties in Punchbowl Road and Breust Place, retain historic facades. <p>Otherwise a 2:1 FSR will apply.</p> <p>For the High Density Residential Zone:</p> <ul style="list-style-type: none"> • 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. • Increase the building envelope from 0.5:1 FSR / 2 storeys to 1.5:1 FSR / 6 storeys along Punchbowl Road. • Increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 4 storeys in the remainder of the High Density Residential Zone. <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 Punchbowl Structure Plan



Key











-  Retail Core
-  Residential Transitional Area
-  School
-  Punchbowl Railway Station
-  Pedestrian Link

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



Key

-  Centre Boundary
-  High Density Mixed Use
-  High Density Residential
-  Medium Density Residential
-  Storey Limit

L3

Maintain the Neighbourhood Character of the Chullora Marketplace Precinct

Council's research proposes to maintain the low density character of the Chullora Marketplace Precinct. The current character provides the precinct with a small scale commercial 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 amending the storey limit from 2 storeys (plus loft) to 3 storeys across the mixed use zone.

There is also the opportunity for medium density housing along Norfolk Road (east of Waterloo Road) within easy walking distance of the shops and neighbourhood parks.

Council's research also proposes to maintain the current light industrial zone at No. 457 Waterloo Road in Greenacre. During the period to 2031, the ongoing renewal may review the zoning of this site. According to the State Government's strategic planning, the Hume Highway acts as a barrier which prevents this site from being considered as part of the broader Employment Lands Precinct in Chullora.

However, the site does have good exposure to the Hume Highway Enterprise Corridor. Any future rezoning should include some form of employment uses to ensure local employment opportunities remain in the local area and to make use of the site's good exposure and access.

L3

IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP





L4

Plan for Additional Dwelling Growth in the Neighbourhood Precinct

Based on demographic trends, the Neighbourhood Precinct will accommodate some dwelling growth in the North East Local Area to 2031, mostly in the form of dual occupancies, villas and seniors housing dispersed throughout the precinct. There are also certain neighbourhood shops that have the attributes for additional density including:

- Nos. 53–71 Hume Highway in Greenacre. This group of shops comprises an existing 3 storey shop top housing. The rear lane provides a buffer to neighbouring houses.
- Nos. 118–120 Rawson Road in Greenacre. This group of shops is located on a large corner site with a generous road buffer along the southern boundary.
- Nos. 331–341 and 342–344 Waterloo Road in Greenacre. These groups of shops are located on corner sites with generous road buffers along the southern boundary. The rear lane to Nos. 331–341 Waterloo Road provides a buffer to neighbouring houses.

The research found the current planning controls are adequate to accommodate the dwelling target (as shown in Table 8) subject to:

- Some planning control changes to certain neighbourhood shops as shown in Table 9.
- 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 East Local Area.

L4

IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP

TABLE 8 Potential land capacity in the Neighbourhood Precinct	
Existing dwellings	7,314
Current planning controls	<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 1:1–1.5:1 and the height limit is 2 storeys plus loft.</p>
Research findings	<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 1920s–1940s. 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"> • Rear lane access • Secondary frontages • Located in proximity to open space, transport hubs, schools or other community facilities. <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"> • Renewal: 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. • Increased building heights: For sites which have rear lane access and/or secondary frontages (but are surrounded by low density development), allow an increase in height from 2 storeys (plus loft) to 3 storeys to better match the 1.5:1 FSR. • Maintain the current planning controls for small sites which do not have access to rear lanes or secondary frontages and are in close proximity to adjacent residential properties.

TABLE 9

Indicative density and height distribution to achieve the dwelling target

Desired housing character	To retain the low density detached character whilst allowing some medium density mixed use development at certain neighbourhood shops.
Dwelling target to 2031 based on planning control changes	930
Suggested planning control changes	<p>For the Low Density Residential Zone, maintain the current planning controls subject to a review of the design requirements for dual occupancies and villas.</p> <p>For the Medium Density Mixed Use Zone:</p> <ul style="list-style-type: none"> • Focus on medium density housing to achieve the dwelling target. • Delete the split floor space provision (based on the mix of land uses within a development) and apply a maximum floor space provision. • Increase the building height to 3 storeys to match the 1.5:1 FSR at the following neighbourhood shops: <ul style="list-style-type: none"> • Nos. 53–71 Hume Highway in Greenacre. • Nos. 118–120 Rawson Road in Greenacre. • Nos. 331–341 and 342–344 Waterloo Road in Greenacre.

L5**Plan for Additional Dwelling Growth in the Corridors**

The sections of the Hume Highway Enterprise Corridor and the Canterbury Road Corridor that runs through the local area may accommodate some dwelling growth as part of mixed use development, namely:

- The large underutilised sites along the Hume Highway Enterprise Corridor as identified by the Hume Highway Corridor Strategy:
- Nos. 139–159 Hume Highway in Greenacre.
- Nos. 165–185 Hume Highway and No. 74 Tennyson Road in Greenacre.
- Nos. 225–241 Hume Highway and No. 112 Northcote Road in Greenacre.
- The large underutilised site at Nos. 921–925 Punchbowl Road and No. 21 Canterbury Road in Punchbowl (known as Club Punchbowl).

The research found the current planning controls are adequate to accommodate some dwelling growth with the potential for some density changes to certain large underutilised sites as shown in Table 10. Table 11 provides a breakdown of the planning control changes that would best achieve the desired housing character.

L5**IMPLEMENTATION**

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

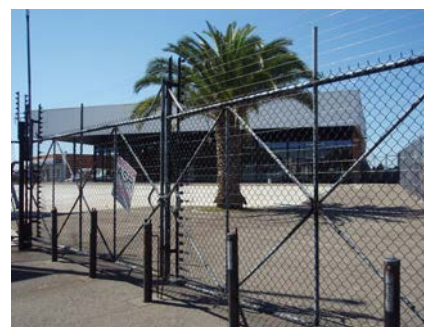


TABLE 10 Potential land capacity in the Corridors

Precinct	Hume Highway Enterprise Corridor	Canterbury Road Corridor
<p>Current planning controls</p>	<p>The business enterprise zone permits highway related uses with some supporting housing. The floor space ratio is 1:1–1.25:1 and the height limit is 4 storeys with 2 storey buffers to neighbouring houses.</p>	<p>The mixed use zone permits shop top housing and home units. The floor space ratio ranges from 0.5:1–1:1 and the height limit is 2 storeys plus loft.</p>
<p>Research findings</p>	<p>The review findings reinforce the current structure plan for the 'Greenacre Motor Alley' based on the Hume Highway Corridor Strategy.</p> <p>The structure plan reinforces the siting of employment activities on the south side of the Hume Highway at prominent large lots. The remaining stretches comprise low intensity highway related uses and houses.</p> <p>The structure plan also provides the opportunity for medium and high density living to support the business enterprise zone provided:</p> <ul style="list-style-type: none"> • The site area is greater than 5,000m². • The dwellings are part of a mixed use development. • The built form reinforces the Remembrance Driveway landscape corridor. • The dwellings are setback 20 metres from the Hume Highway to ensure good amenity for new residents. • The built form provides a 2 storey buffer to neighbouring houses. 	<p>The findings indicate an opportunity to integrate the properties at Nos. 921–925 Punchbowl Road and No. 21 Canterbury Road (known as Club Punchbowl) as part of the Punchbowl Park Precinct which extends into the Canterbury LGA. Punchbowl Park is the focal point of this precinct with medium and high density living surrounding the park for increased activation and natural surveillance.</p> <p>Canterbury City Council is currently reviewing the built form on the boundary and is proposing a building envelope up to 1.8:1 FSR / 5 storeys.</p> <p>The site is subject to noise exposure from Canterbury Road, and an electricity easement corridor which crosses through the site in a north–south direction.</p>

TABLE 11 Indicative density and height distribution in the Corridors

Precinct	Hume Highway Enterprise Corridor	Canterbury Road Corridor
Desired housing character	To have medium density living that supports the business enterprise zone provided it is located away from the Hume Highway (to ensure good amenity for new residents) and acts as a transition to the low density neighbourhood area	To create a 'sense of place' by having mixed use commercial and residential nodes at important intersections.
Suggested planning control changes	<p>For the Business Enterprise Zone, increase the building envelope to 1.5:1 FSR to match the 4 storey limit provided:</p> <ul style="list-style-type: none"> • The properties at Nos. 139–159 Hume Highway in Greenacre consolidate into a single site. • The properties at Nos. 165–185 Hume Highway and No. 74 Tennyson Road in Greenacre consolidate into a single site. • The properties at Nos. 225–241 Hume Highway and No. 112 Northcote Road consolidate into a single site. <p>Otherwise a 1:1 FSR will apply.</p>	<p>For the properties at Nos. 921–925 Punchbowl Road and No. 21 Canterbury Road:</p> <ul style="list-style-type: none"> • Rezone the properties at Nos. 921–921 B Punchbowl Road from a low density residential zone to a mixed use zone. • Increase the building envelope from 1:1 FSR / 2 storeys to 1.8:1 FSR / 5 storeys provided the properties consolidate into a single site. Otherwise a 1:1 FSR applies. • The increased height will enable generous dwelling setbacks from Canterbury Road and the electricity easement corridor to ensure good amenity for new residents. The property at No. 921 A Punchbowl Road would also need to provide a 2 storey buffer to neighbouring houses. • Work with the property owner to carry out noise and traffic investigations, and revise the setbacks to respond accordingly.



Protect the Heritage Character of the North East Local Area

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

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

- Greenacre Methodist Church Hall
- Greenacre Public School
- Former Liebenritt Pottery site in Greenacre
- House at No. 25 Old Kent Road in Greenacre
- House at No. 33 Catherine Street in Punchbowl.

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

The heritage review, undertaken to ensure that growth responds to the local character of the area, identifies the following properties as having local significance (refer to Figure 13):

- The house (known as 'Hanover') at No. 187 Old Kent Road in Greenacre is historically significant as it is one of the earliest houses built during the Greenacre Park Estate subdivision. The house is a good example of Federation Queen Anne architectural style.
- The house at No. 16 Griffiths Avenue in Punchbowl is historically significant as it is one of the earliest houses built during the Mount Lewis Estate subdivision. The house is a good example of the Inter-War Old English architectural style, which is rare in the local area.
- The house (known as 'Heatherbrae') at No. 26 Henry Street in Punchbowl is historically significant as it represents the subdivision of farmland for suburban development in Punchbowl during the early 20th century. The house is a good example of the Inter-War California Bungalow architectural style and is unusual for its larger than normal symmetrical facade.

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 facades through to incorporating the story of a building 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.



IMPLEMENTATION

- **Amend Bankstown LEP**



FIGURE 13 Current and potential heritage items in the North East Local Area





L7

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.

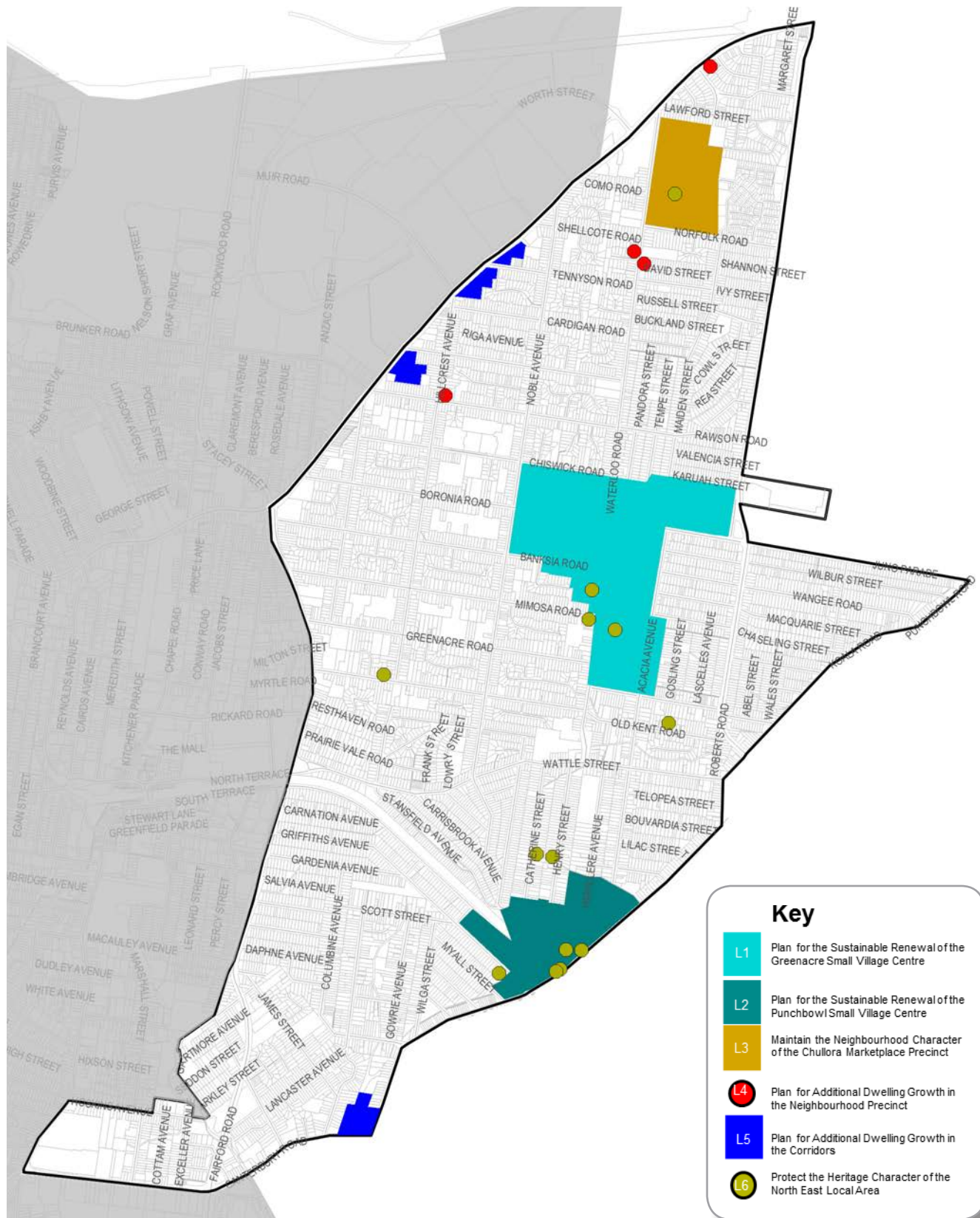
The economic analysis supports the proposed changes to improve the feasibility of development. The economic analysis also indicates that where it is impractical for commercial development in the retail core to meet the off-street parking requirements, Council may allow multi-storey public car parks to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

L7

IMPLEMENTATION

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

FIGURE 14 Liveable Action Plan





2.2 Invest

The North East Local Area is strategically located between the Hume Highway Enterprise Corridor and the M5 Economic Corridor. According to employment trends, the largest employment sector in the North East Local Area is manufacturing, followed by transport, warehouse and bulky goods retail activities. Opportunities exist for the intensification of employment activities, in particular the Bankstown Industrial Precinct.

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

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

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

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

Plan for Employment Activities in the Bankstown Industrial Precinct

The Bankstown Industrial 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 M5 Motorway and Enfield Intermodal Terminal.

Stacey Street splits the industrial precinct into three areas. The first area is bound by Stacey Street, Canterbury Road, Chapel Road and Hoskins Avenue. It is an important local service precinct and comprises industries, warehouses and bulky goods retail activities. This area has good exposure and access to Canterbury Road. The ongoing renewal should:

- Extend the bulky goods zone to properties along Canterbury Road to reflect the current highway related land uses.
- Maintain the current industrial zone in the remaining area to accommodate future potential employment generating activities.
- There is the opportunity to create a centralised parking facility in the Bankstown 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 Hoskins Avenue car park.

The second area is bound by Stacey Street, Stacey Street Deviation and Canterbury Road, and comprises industries, warehouses and bulky goods retail activities. This area has good exposure and access to Canterbury Road. The ongoing renewal should:

- Extend the bulky goods zone to properties along Canterbury Road to reflect the current highway related land uses.
- There is the opportunity to extend the bulky goods zone to the property at No. 39 Canterbury Road in Punchbowl to reflect the current highway related land uses.
- Maintain the current industrial zone in the remaining area to accommodate future potential employment generating activities.



The third area is bound by Stacey Street and Ruse Park and forms a transition to the Bankstown CBD. Stacey Street isolates this area from the remainder of the industrial precinct, and there is limited exposure and access to major roads. The ongoing renewal should:

- In the short term, maintain the current industrial zone to accommodate future potential employment generating activities, particularly low cost and start-up businesses.
- During the period to 2031, transform this area into a mixed use transitional precinct that supports the Bankstown CBD. According to Council's Employment Lands Development Study, the building stock is ageing and there are safety and security issues. The redevelopment of this area should take the opportunity to broaden the range of future potential employment generating activities, particularly bulky goods retailing and new business forms (including additional office components) that support the viability of the Bankstown CBD.

There is also the opportunity to pursue high density residential development adjacent to Ruse Park to increase activation and natural surveillance (subject to relevant contamination investigations).

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

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

Investigate Opportunities for Industrial Sites in the Neighbourhood Precinct

The Neighbourhood Precinct contains pockets of industrial land uses on small lots surrounded by low density housing. These include the properties at Nos. 52–60 and 229 Roberts Road in Greenacre, and Nos. 91–103 Wattle Street in Punchbowl. The ongoing renewal should:

- Rezone the properties at Nos. 52–60 Roberts Road in Greenacre from a low density residential zone to a business enterprise zone. This reflects the existing hi-tech industries on the properties. The business enterprise zone would extend to the current highway related land uses at Nos. 74–78 Roberts Road in Greenacre.
- Maintain the current light industrial zone at No. 229 Roberts Road in Greenacre, which forms part of the wider Enfield Industrial Precinct.
- There is also the opportunity to consider alternative land uses for the Greenacre Bowling Club site at No. 239 Roberts Road in Greenacre. The current low density residential zone may be inappropriate given the proximity to the industrial activities behind the Greenacre Bowling Club site. Any future redevelopment

may consider alternative land uses that support a range of economic activities consistent with the enterprise corridor concept for arterial roads with high traffic volumes.

- In the short term, maintain the current light industrial zone at Nos. 91–103 Wattle Street in Punchbowl to accommodate future potential employment generating activities, particularly low cost and start-up businesses.
- During the period to 2031, review the zoning of the properties at Nos. 91–103 Wattle Street. According to the State Government's strategic planning, these properties are isolated and do not link with any other surrounding employment areas. Any future redevelopment may consider alternative land uses that are compatible with the surrounding low density neighbourhood area. Council recently approved the replacement of an old factory at Nos. 81–83 and 105 Wattle Street with a new housing estate.



IMPLEMENTATION

- **Amend Bankstown LEP**



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 Greenacre and Punchbowl Small Village Centres.

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

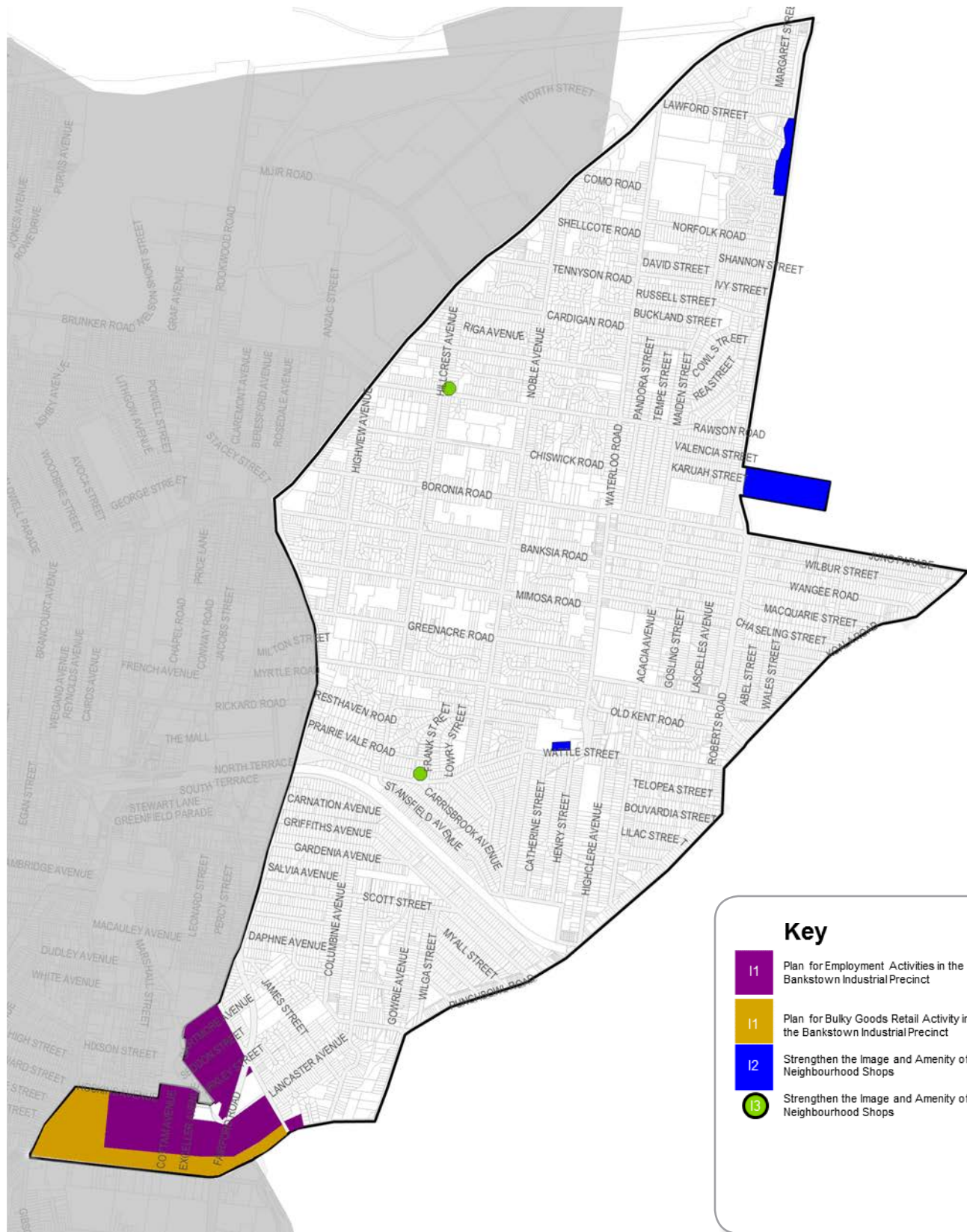
This action aims to continue to seek opportunities to apply the TCIP to the following shops in the North East Local Area:

Tier	Neighbourhood shops
2	Nos. 118–120 Rawson Road in Greenacre
2	Nos. 165–181 Wattle Street in Mount Lewis

13 IMPLEMENTATION

- **Town Centre Improvement Program**

FIGURE 15 Invest Action Plan



Key

- I1 Plan for Employment Activities in the Bankstown Industrial Precinct
- I1 Plan for Bulky Goods Retail Activity in the Bankstown Industrial Precinct
- I2 Strengthen the Image and Amenity of Neighbourhood Shops
- I3 Strengthen the Image and Amenity of Neighbourhood Shops



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 East Local Area contains a well established open space network which includes district sporting facilities (Roberts, Gosling and Allum Parks) and neighbourhood parks. There are 45 open spaces comprising 33 hectares.

As the population in the local area is projected to grow to 34,819 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:

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



G1

Ensure Open Space is Accessible to Residents

The open space analysis indicates a majority of dwellings in the North East Local Area are within an acceptable walking distance (around 400 metres) of the current supply and distribution of open space.

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. 239A Roberts Road in Greenacre
 - Nos. 110–114 Stansfield Avenue in Bankstown.
 - Increase the hierarchy ranking of Mount Lewis Park and Arthur Park from neighbourhood parks to district parks to accommodate the long stay recreation needs of residents.

- 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 Roberts Park and Gosling Park) 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 East Local Area are:

- Investigate options for land acquisition to provide a neighbourhood park in the area bound by Bouvardia Street, Highclere Avenue, Waratah Street and Punchbowl Road in Punchbowl, which is identified as being deficient of open space.
- Investigate possible future uses of the former State Emergency Services Headquarters in Gosling Park. The options may include divestment, reuse as a community facility or convert the building site into open space.

- Investigate divestment of Warwick Reserve, Peter Reserve, Fairlane Reserve, Nos. 16–17 Salamander Place in Greenacre, and a portion of Dorothy Reserve, and utilise funds for the purchase and embellishment of new and existing open spaces.

G1 IMPLEMENTATION

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

FIGURE 16 Green Action Plan



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 Stacey Street to Roberts Road, consistent with the Hume Highway Corridor Strategy. The Strategy identifies the following works:

- Locate opportunities for memorial plantings and embellish existing plantings.
- Landscape any gaps in the corridor to create a tree canopy on both sites of the highway. This includes front setbacks on public and private land.
- Create a historical interpretive trail.
- Use signs, memorial features, public art and banner poles to signify the entries to the City of Bankstown.
- Retain all existing open spaces.

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 East Local Area incorporates remnant native vegetation and threatened communities of flora and fauna such as (refer to Figure 17):

- 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 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 DCP**
- **Open Space Improvement Program–Capital Works**

G5 Maximise Useability of Operational Land

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

The operational land analysis indicates a majority of this land should be retained to meet the long term infrastructure needs of the North East Local Area. There is the opportunity to reclassify No. 61A Anzac Street in Chullora (car park), No. 2C Juno Parade in Greenacre (drainage reserve) and the section of road (known as No. 30 Goodwin Avenue in Mount Lewis) to operational land to reflect the current uses. It is also proposed to remove the open space zone at No. 30 Goodwin Avenue as roads are generally unzoned.

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. 10 Treuer Lane in Greenacre
- No. 14 Waterloo Road in Mount Lewis.

Divest subject to the creation of an easement:

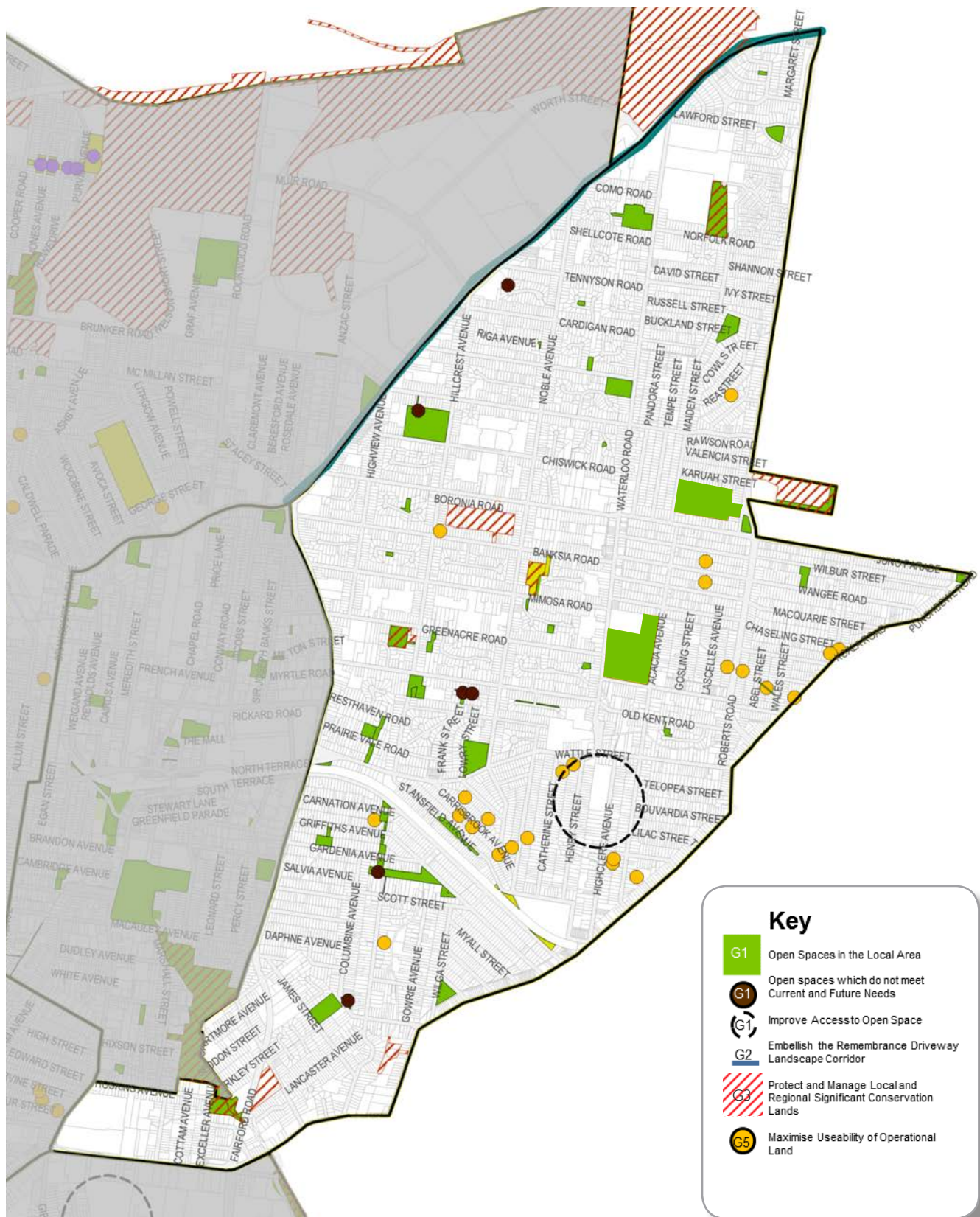
- No. 142A South Terrace in Bankstown
- No. 9B Abel Street in Greenacre
- No. 99A Banksia Road in Greenacre
- No. 2A Chaseling Street in Greenacre
- No. 16A Koala Road in Greenacre
- No. 87A Macquarie Street in Greenacre
- No. 23A Rea Street in Greenacre
- Nos. 303A & 312A Roberts Road in Greenacre
- No. 26D Wales Street in Greenacre

- No. 223A Wangee Road in Greenacre
- Nos. 19A & 32A Acacia Avenue in Punchbowl
- Nos. 5A, 18A, 21A, 41A, 44A & 56A Carrisbrook Avenue in Punchbowl
- No. 81 Catherine Street in Punchbowl
- No. 84 Henry Street in Punchbowl
- No. 28A Lancaster Avenue in Punchbowl
- No. 41A Mount Lewis Avenue in Punchbowl
- No. 24A Waratah Street in Punchbowl.

G5 IMPLEMENTATION

- **Property Divestment Program**

FIGURE 17 Green Action Plan



Key

- G1 Open Spaces in the Local Area
- G1 Open spaces which do not meet Current and Future Needs
- G1 Improve Access to Open Space
- G2 Embellish the Remembrance Driveway Landscape Corridor
- G3 Protect and Manage Local and Regional Significant Conservation Lands
- G5 Maximise Useability of Operational Land



2.4 Connected

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

Despite the connections to the public transport network, the North East 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 East Local Area a more liveable and healthier place as it will achieve the following sustainability principles derived from State Government and Local Council policies:

- A local area that manages the various, and sometimes competing, functions within the street environment.
- A local area that encourages public transport use, particularly for commute trips, to keep Sydney compact and moving.
- A local area that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling. This seeks to motivate the local community, especially those who use private vehicles, to undertake short, comfortable and safe trips on foot or by bike and to establish a culture of non-motorised mobility.
- A local area with a transport system that meets the basic transport related needs of all people including women and children, the socially disadvantaged and people with mobility constraints.

- A local area that makes more efficient use of infrastructure.
- A local area with successful local economies by having a modern, responsive and efficient transport system that is capable of supporting the competitiveness of our businesses and provide good access to local, national and international markets.
- A local area that provides sustainable transport options to minimise vulnerability to increasing fuel costs.
- A local area that connects people to key destinations via a finer grid of safe, cohesive and attractive routes.
- A local area that slows the growth of greenhouse gas emissions by reducing the number of car journeys to access jobs and services.
- A local area that promotes lower vehicle speeds through design rather than regulation, and limits freight and through traffic in local streets.

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



Redevelop and Expand the Punchbowl Railway Station

The Punchbowl railway station is the principal gateway to the Punchbowl Small Village Centre. The station functions as a rail/bus interchange, providing public transport connections to Bankstown.

By 2031, there will be 34,819 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%.

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

- Provide Punchbowl with an accessible station to provide direct and safe access for commuters, pedestrians, cyclists and people with disabilities.
- Provide better connections to the rail/bus interchange and neighbouring civic spaces.

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



IMPLEMENTATION

- **Urban Renewal Program: The first stage is to prepare a masterplan for the Punchbowl Railway Station Precinct.**



C2 Enhance Accessibility across the North East Local Area

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

This integrated approach also prioritises the use of more sustainable forms of transport (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 15) 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.
- Ensure the Enfield Intermodal Terminal completes the following measures to prevent the movement of road based freight through residential areas in Greenacre:
 - Physical measures to discourage through traffic across Roberts Road at the intersection of Norfolk Road, with the aim of preventing trucks leaving the intermodal terminal from directly accessing the residential areas, and reducing the desirability of rat running through the residential areas.
 - Closure of the median strip on the Hume Highway at Como Road, to prevent trucks turning right into residential areas as a short cut to the intermodal terminal.
 - Traffic calming measures on Rawson Road to reduce the desirability of trucks travelling along this route between the Hume Highway and the intermodal terminal.

- Stop signs on Noble Avenue at the intersections of Chiswick Road and Northcote Road to reduce the desirability of trucks rat running in a north-south direction through residential areas.
- Imposition of load limits in Karuah Street and Valencia Street to prevent trucks using these routes as a by-pass around Boronia Road.

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

C2 IMPLEMENTATION

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



Improve Major Road Access on Stacey Street

The State Government's Metropolitan Plan and Long Term Transport Master Plan identify Stacey Street as a major north-south road link and a key component of Sydney's road and freight infrastructure. It plays a key role in accommodating increased north-south traffic between Parramatta and Wollongong. Within the City of Bankstown, Stacey Street is a major economic spine providing access to:

- The Bankstown CBD, which is the major centre for the City of Bankstown and will accommodate 3,800 new dwellings and 4,000 new jobs by 2031.
- The M5 Economic Corridor, which plays an important role in servicing Sydney's manufacturing, transport and bulky goods retail activities.
- The Bankstown, Chullora and Padstow Industrial Precincts, which are major employment lands that form part of the West Central Industrial Belt. These precincts are vital to the future economic success of the West Central Subregion.



- The Enfield Intermodal Terminal and the Bankstown–Lidcombe Hospital, which are important strategic employment sites.

Stacey Street is under the control of the Roads and Maritime Services and carry significant volumes of traffic, in particular at the intersection with the Hume Highway. Although Council's primary focus is to promote sustainable transport and reduce car dependence, there are some critical gaps in the state road network that have resulted in serious road congestion.

This action will see Council actively lobby Transport for NSW and the Roads and Maritime Services for the following priority works to Stacey Street:

- Complete the widening of Stacey Street (between the Hume Highway and Macauley Avenue), particularly if the M5 West widening is completed prior to the M5 East duplication corridor.
- 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.
- Introduce a right hand turn from the Rookwood Road Deviation to the Hume Highway for trucks.
- Carry out beautification works at the intersection of the M5 Motorway and Fairford Road. This intersection is an important gateway to City of Bankstown, however it is dominated by concrete with no vegetation.

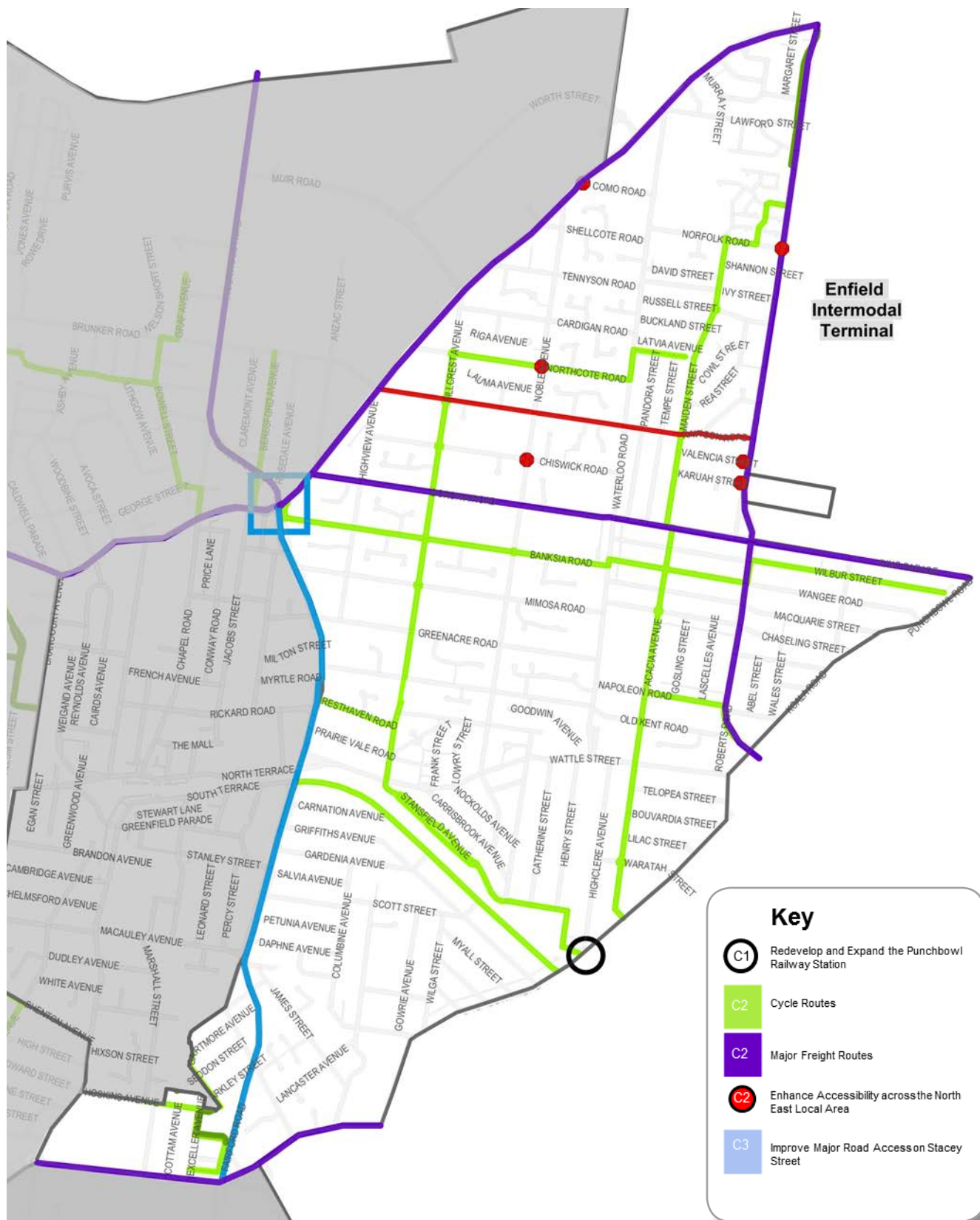
As outlined above Stacy Street is a major economic spine providing a critical north–south regional connection. There is an opportunity to review the long term land uses options adjacent the corridor which would build on the importance of this connection. This action will see Council undertake more detailed studies of land use opportunities that support this with any resulting uplift supporting the contribution to upgrades to the road network.

C3

IMPLEMENTATION

- **Roads Program**

FIGURE 18 Connected Action Plan







Chapter Three

Overview and Implementation



3.1 Overview and Implementation

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

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

- The Greenacre Small Village Centre will continue to function as the largest shopping precinct servicing the North East Local Area. The built form will offer a wide range of medium and high density living within easy walking distance of the main street (Waterloo Road) and neighbourhood parks. Community Place and Roberts Park will provide conveniently located and highly valued community hubs for residents to gather and meet.
- The Punchbowl Small Village Centre will continue to service the day-to-day shopping needs of residents, 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, whilst maintaining the historic facades along Punchbowl Road and Breust Place.
- The Chullora Marketplace Precinct will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor. The built form will maintain the low density neighbourhood character, with some medium 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 Bankstown Industrial Precinct will continue to support the M5 Economic Corridor. The south side of the 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 north side of the precinct will transform into a mixed use transitional area to the Bankstown CBD set 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 East 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 activities along the south side of the highway.

- 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.

Table 12 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	Greenacre Small Village Centre	Punchbowl Small Village Centre	Chullora Marketplace Precinct	Neighbourhood Precinct	Bankstown Industrial Precinct	Hume Highway Enterprise Corridor	Canterbury Road Corridor	Statutory Planning	Asset and Infrastructure	Advocate
L1	X							X	X	
L2		X						X	X	X
L3			X					X		
L4				X				X		
L5						X	X	X		
L6	X	X		X				X		
L7	X	X	X	X		X	X	X		
I1					X			X	X	
I2				X				X		
I3				X					X	
G1				X					X	
G2						X			X	
G3				X				X		
G4	X	X	X	X	X	X	X	X	X	
G5				X					X	
C1		X							X	
C2	X	X	X	X	X	X	X		X	X
C3					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 East Local Area. The Local Environmental Plan provides objectives, zones and development standards such as floor space ratios, building heights, lot sizes and densities.

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

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

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

Table 13 summarises the changes to the Local Environmental Plan.



Table 13 Key changes to the Local Environmental Plan

<i>Actions</i>		<i>Proposed Changes</i>
Zone	L1	Greenacre Small Village Centre <ul style="list-style-type: none"> Extend the high density mixed use zone along Waterloo Road, and rezone special use land (community and parking purposes) to part high density mixed use zone and part residential zone. Upzone the residential growth areas with a focus on the high and medium density residential zones in transitional areas.
	L2	Punchbowl Small Village Centre <ul style="list-style-type: none"> Upzone the residential growth areas with a focus on the high and medium density residential zones in transitional areas.
	L3	Chullora Marketplace Precinct <ul style="list-style-type: none"> Upzone the transitional area at Nos. 81–105 Norfolk Road and Nos. 343–353 Waterloo Road in Greenacre to a medium density residential zone.
	L4 I2 G1	Neighbourhood Precinct <ul style="list-style-type: none"> Rezone the neighbourhood parks at No. 239A Roberts Road in Greenacre and Nos. 110–114 Stansfield Avenue in Bankstown to an open space zone. Rezone the land at Warwick Reserve, a portion of Dorothy Reserve and a section of road (known as No. 30 Goodwin Avenue) to a low density residential zone. Rezone Peter Reserve to a business enterprise zone. Rezone the properties at Nos. 52–78 Roberts Road in Greenacre to a business enterprise zone.
	L5	Canterbury Road Corridor <ul style="list-style-type: none"> Apply the mixed use zone consistently across the Club Punchbowl site.
	I1	Bankstown Industrial Precinct <ul style="list-style-type: none"> Extend the bulky goods retail zone to the properties at Nos. 39–165 Canterbury Road in Punchbowl.
Development Standards	L1	Greenacre Small Village Centre <ul style="list-style-type: none"> In the high density mixed use zone, increase the building envelope from 2:1 FSR / 3 storeys to 3:1 FSR / 8 storeys along Community Place. Increase the building envelope from 2:1 FSR / 3 storeys to 2.5:1 FSR / 6 storeys in the remainder of the retail core. Apply a minimum 18 metre lot width to achieve the higher floor space provision otherwise a 2:1 FSR will apply. In the high density residential zone, increase the building envelope from 0.5:1 FSR / 2 storeys to 1.5:1 FSR / 6 storeys in Community Place. Increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 4 storeys at the edges of the main street and around Roberts Park and Allum Park. Increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 3 storeys for the property at No. 114 Waterloo Road. In the medium density residential zone, increase the building envelope from 0.5:1 FSR / 2 storeys to 0.75:1 FSR / 3 storeys. For the properties at Nos. 81–95 Boronia Road, amend the villa controls from 1–2 storeys / 1 dwelling per 300m² to 2 storeys / 1 dwelling per 250m².

Table 13 cont... Key changes to the Local Environmental Plan

Actions	Proposed Changes
L2	<p>Punchbowl Small Village Centre</p> <ul style="list-style-type: none"> In the high density mixed use zone, increase the building envelope from 2:1 FSR / 3 storeys to 3:1 FSR / 8 storeys along Punchbowl Road (between Kelly Street and Acacia Avenue). Increase the building envelope from 2:1 FSR / 3 storeys to 2.5:1 FSR / 6 storeys in the remainder of the retail core. Apply a minimum 18 metre lot width to achieve the higher floor space provision otherwise a 2:1 FSR will apply. In the high density residential zone, apply increase the building envelope from 0.5:1 FSR / 2 storeys to 1.5 FSR / 6 storeys along Punchbowl Road. Increase the building envelope from 0.5:1 FSR / 2 storeys to 1:1 FSR / 4 storeys in the remaining area. In the medium density residential zone, increase the building envelope from 0.5:1 FSR / 2 storeys to 0.75:1 FSR / 3 storeys.
L3	<p>Chullora Marketplace Precinct</p> <p>In the medium density mixed use zone, apply a 3 storey building envelope.</p>
L4	<p>Neighbourhood Precinct</p> <ul style="list-style-type: none"> 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. 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. In the medium density residential zone, increase the building envelope from 0.5:1 FSR / 2 storeys to 0.75:1 FSR / 3 storeys.
L5	<p>Hume Highway Enterprise Corridor</p> <ul style="list-style-type: none"> In the business enterprise zone, increase the building envelope to 1.5:1 FSR to match the 4 storey limit provided: The properties at Nos. 139–159 Hume Highway in Greenacre consolidate into a single site. The properties at Nos. 165–185 Hume Highway and No. 74 Tennyson Road in Greenacre consolidate into a single site. The properties at Nos. 225–241 Hume Highway and No. 112 Northcote Road consolidate into a single site. <p>Otherwise a 1:1 FSR will apply.</p>
L5	<p>Canterbury Road</p> <ul style="list-style-type: none"> For the properties at Nos. 921–925 Punchbowl Road and No. 21 Canterbury Road, increase the building envelope from 1:1 FSR / 2 storeys to 1.8:1 FSR / 5 storeys provided the properties consolidate into a single site. Otherwise a 1:1 FSR applies.
L6	List identified buildings of local heritage significance.
G3	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.
- 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 14 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 Greenacre Small Village Centre
- G1** Ensure Open Space is Accessible to Residents

Table 14

Key changes to the Development Control Plan

<i>Actions</i>		<i>Proposed Changes</i>
Building Envelopes	L1-L5	Insert storey limits.
	L7	Insert development controls relating to medium density housing (such as terrace houses and town houses) in the residential transitional areas.
Setbacks	L7	Customise the building setbacks to correspond with the diverse character of the streets.
Urban Design	L7	Revise the controls relating to active street frontages, external appearance and signs to improve the quality and image of commercial centres.
	G4	Revise the controls to improve the energy efficiency of development and implementation of water sensitive urban design.
Access	L1-L2 11	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 East Local Area and support residential and employment growth.

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

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

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

Table 15 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.

Table 15 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 Greenacre Small Village Centre	×	
L2	Plan for the Sustainable Renewal of the Punchbowl Small Village Centre	×	×
I1	Plan for Employment Activities in the Bankstown Industrial Precinct	×	
I3	Strengthen the Image and Amenity of Neighbourhood Shops	×	
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 Punchbowl Railway Station		×
C2	Enhance Accessibility across the North East Local Area	×	×
C3	Improve Major Road Access on Stacey Street		×

Council Programs**Actions**

Planning Changes	L1, L2, L3, L4, L5, L6, L7, I1, I2, G1, G3, G4
Urban Renewal Program	L2, C1
Community Place Activation Project	L1
Open Space Program	G1, G2, G4
Plan of Management	L1, G1
Property Divestment Program	G1, G5
Property Acquisition Program	L1, G1
Industrial Area Improvement Program	I1
Town Centres Improvement Program	L1, L2, I3
Roads Program	C2, C3
Bike and Pedestrian Program	L1, L2, C2
Parking Program	L1, L2



Bankstown City Council