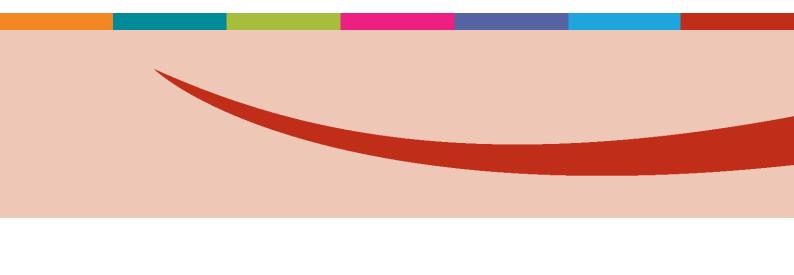


## South East Local Area Plan





October 2014

#### 3

# South East Local Area Pla

## Content

A Vis	ion for the Future	4
Chap		
GRC	OWTHCHANGEFUTURE	
		0
1.1	Introduction	8
1.2	About the Local Area Plan	9
1.3	Centres Hierarcy	
1.4	The Locality	13
1.5	Historical Context	20
1.6	Population and Demographic Change	21
1.7	Metropolitan Planning Context	22
1.8	Community Issues	24
Chap	oter 2	
LOC	CAL AREA ACTIONS	
2.1	Liveable	28
2.2	Invest	60
2.3	Green	67
2.4	Connected	76
Chap	oter 3	
OVERVIEW AND IMPLEMENTATION		
3.1	Overview and Implementation	82
3.2	Statutory Planning Framework	85
3.3	Assets and Infrastructure	90

#### A Vision for the Future





This Local Area Plan sets out the vision for the South East Local Area to strengthen its role as housing and employment location supported by open space, community facilities, transport options and the natural environment. The Local Area Plan balances the demands for future growth with the need to protect and enhance environmental values. The Local Area Plan also 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 South East Local Area that boasts five distinctive precincts to support a diverse and healthy community. They are:

- The Revesby Village Centre will continue to function as the largest shopping precinct servicing the suburbs of the South East and South West Local Area. The Revesby Station Precinct renewal will provide a new central place as the focus for retail and community activities set within a safe and high quality environment. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station.
- will continue to function as a key shopping precinct servicing the suburbs of the South East Local Area. The Carl Little Reserve renewal will provide a new central place as the focus for retail and community activities set within a safe and high quality environment. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station.

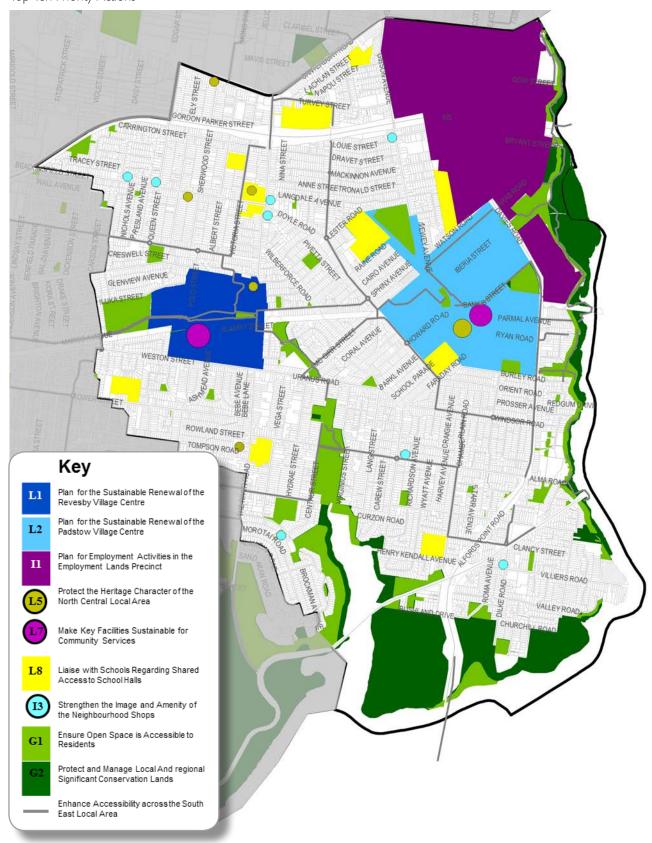


- The Neighbourhood Precinct will maintain the low density neighbourhood character, serviced by a good supply of neighbourhood parks, open space and corner shops. This precinct will offer a wide range of recreation and leisure opportunities for residents and visitors. This precinct will also make a positive contribution to protecting the heritage within the local area and the biodiversity values of key attributes such as the Georges River, Salt Pan Creek and Little Salt Pan Creek.
- The Padstow Industrial Precinct will continue to support employment activity within the South East Local Area. This precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form is primarily contemporary industrial development set on large lots within a safe and high quality environment. Development controls preserve the amenity of residential development adjacent to industrial activities.

• 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' through mixed use nodes at important intersections. The remaining parts of the corridor will continue to promote industrial, bulky goods and other highway related uses.

Top Ten Priority Actions



## Chapter One

## Growth...Change...Future







#### I.I Introduction

The South East Local Area is predominantly residential however contains two village centres, a significant industrial precinct and significant areas of open space that service the City of Bankstown and the wider Subregion. The local area includes the suburbs of Padstow, Padstow Heights, Revesby and Revesby Heights. By 2031, the South East Local Area is expected to grow by 3,700 residents to 35,400 residents.

Accommodating this growth will have its challenges. This 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 and stormwater management 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 South East Local Area promote and facilitate sustainable growth for residential development and jobs generation. Council also aims to strengthen the village centre roles of Revesby and Padstow in the South East Subregion. This Local Area Plan highlights the priority actions to achieve these desired outcomes. The Local Area Plan complements Council's other Local Area Plans and underpins Council's planning policies.

## I.2 About the Local Area Plan

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

In 2009, Council decided 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 LAPs will provide a comprehensive strategic planning approach 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). Connecting the Local Area Plans are citywide directions - Liveable, Invest, Green Connected

and Lead - of the Bankstown Community Strategic Plan.

This Local Area Plan sets out the vision for the South 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.

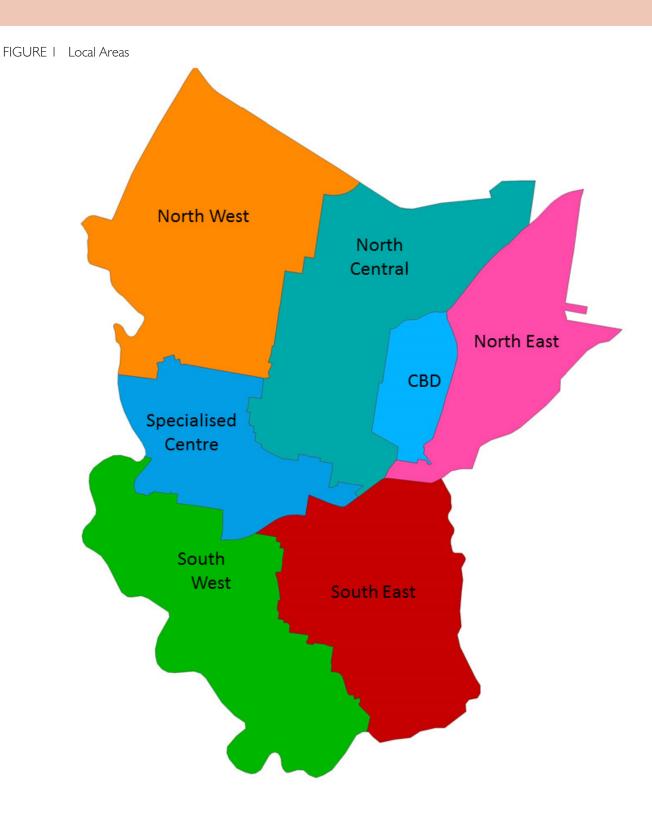
As part of the plan making process, Council consults with the community, business and other interested people and groups. Council also researches current policies, targets and best practice at the local, state and national levels, and may undertake supplementary studies to further identify issues and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

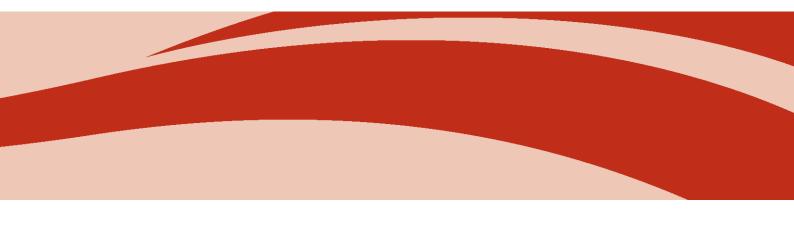
This Local Area Plan recognises there are many other initiatives that may make a place more sustainable. Council will deliver numerous other actions such as service delivery, community support and advocacy through the Bankstown Community Plan.











## **I.3** Issues Paper and Background Research

The South East Local Area— Issues Paper outlines the current situation, the projected demand for housing and employment, and the implications of this demand for future planning.

Council exhibited the South East Issues Paper to the community and stakeholders. Council noted the Issues Paper at the Ordinary Meeting of 24 September 2013 with further information collated as a result of submissions received during the exhibition. The Issues Paper and background research form the basis of the Local Area Plan.

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

- Draft Metropolitan Strategy for Sydney to 2031 (Planning & Infrastructure 2013)
- Residential Development Study (BCC 2009)
- Employment Lands Development Study (BCC 2009)
- South East Local Area—Issues Paper (BCC 2012)
- Heritage Review East Hills Rail Corridor Business Centres (Sue Rosen and Associates 2011)
- Bankstown Retail and Commercial Floorspace Needs Analysis (Hill PDA 2014)
- Bankstown Urban Design Study for Priority Centres (CM+ 2014) including:
  - o Market Feasibility Study (SGS 2014)
  - o Transport Study (GTA 2014)

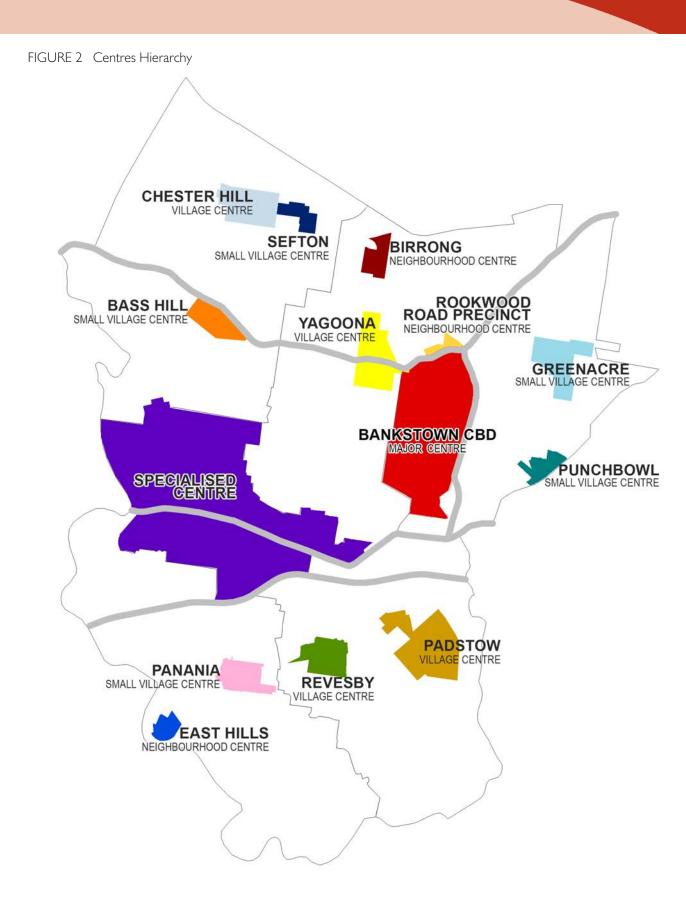
#### 1.4 Centres Hierarchy

A strong centres hierarchy is vital to a liveable City of Bankstown. The City contains a diversity of centres ranging in size from the Bankstown CBD, 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 South East Local Area Plan will implement the centres hierarchy set out in Council's Residential Development Study and reinforced in the South 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.
- 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.
- 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.
- 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 shows the distribution of centres within the City of Bankstown.









#### 1.5 The Locality

The South East Local Area includes the suburbs of Revesby, Revesby Heights, Padstow, and Padstow Heights. The local area is bound by Canterbury Road to the north and the suburbs of Panania and Picnic Point to the west. The Georges River and its two tributaries, Salt Pan Creek and Little Salt Pan Creek, form the southern and eastern boundaries of the local area.

The local area is characterised by detached houses. Retail and commercial activities are located at the Revesby and Padstow centres. The Padstow Industrial Precinct is located in the north east of the local area.

The Revesby and Padstow Village Centres provide key retail, commercial and community facilities. Development is generally focused around the railway line, which runs in an eastwest direction. The village centres contain a total of 112,082m2 of retail/commercial floorspace.

The Neighbourhood Centres are located within the neighbourhood areas and comprise neighbourhood shops, some with shop top housing and detached houses.

The Padstow Industrial Precinct is north of the village centres and is strategically located on the M5 motorway. The precinct is an important employment location in the local area and supports a range of economic activities including large engineering companies, manufacturing, warehouses and bulky good retail. State and local government policy identify the need to retain this land for employment land purposes.

Within the local area there are five precincts of distinctive functional and physical character as shown in Table 1. These precincts offer an effective base to developing 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 their key characteristics.



TABLE I	Precincts in the Local Area
Precincts	Key characteristics
Revesby Village Centre	The Revesby Village Centre is generally bound by Bransgrove Street to the north, Tower Street to the south, Wilberforce Road to the east and Amour Park to the west. The T2 railway line (Airport, Inner West & South) runs in an east-west direction and splits the village centre into two distinct precincts. The River Road provides north—south pedestrian/vehicle access to both precincts. Revesby Railway Station provides pedestrian access across the railway line. There are no other pedestrian/vehicular crossings across the railway line.
	Revesby centre (north) is anchored by a supermarket (Woolworths) which provides significant on-street parking in addition to a 720 space commuter car park on Simmons Street. Surrounding the supermarket are specialist retail and commercial businesses with frontages to Marco Avenue and Selems Parade. Servicing for these developments is via rear lanes. Traditional two storey shop top housing is located along Selems Parade with newer forms of development of up to four storeys in the centre.
	Revesby centre (south) is dominated by the Revesby Workers Club, which is a key dining and entertainment facility for the South East Local Area and the City of Bankstown. The club is currently undergoing redevelopment to provide additional retail, entertainment and medical activities. The remainder of the centre is built around traditional mainstreets (Revesby Place and Blamey Street) which contains retail and commercial activity on the ground floor with some shop top housing above with rear lane access to these properties.
	A residential transitional area surrounds the retail and commercial core. Residential development is predominantly comprised of detached houses with some flat developments within the centre. Buildings are generally between 1940 to 1960 with some newer development in the retail and commercial areas. A good network of pedestrian footpaths of varying quality is provided in the area and crossing points are provided at key locations. Marco Avenue is part of a 2km on-road cycle route which follows the railway line towards Salt Pan Creek and the Georges River. The cycle route links the village centre with surrounding suburbs including Panania, East Hills, Padstow and Revesby Heights.
	The Padstow Village Centre is generally bound by Cahors Road to the north, Faraday and Orient Roads to the south, Davies Road to the east and Doyle Road to the west. The centre follows a north-south spine along Cahors Road, Memorial Avenue and Padstow Parade. The village centre is anchored by a supermarket (Woolworths), a large hotel (Padstow Park Hotel) and a range of food and service retailers.

TABLE I cont	Precincts in the Local Area
Precincts	Key characteristics
Revesby Village Centre cont	Padstow centre (south) is the heart of the village centre. The centre predominantly comprises two storey retail and commercial development with servicing via rear lanes. Some shop top housing is available also accessed via rear lanes. The age of the buildings are approximately 1940 to 1960 with newer mixed use development along Howard Road. Some older style brick and fibro dwellings are located opposite retail and commercial activity along Padstow Parade. This includes single detached dwellings and 3 to 4 storey walkups. The centre contains a commuter car park accessed off Howard Road with 200 spaces. A new multi-storey car park has been approved at 10-14 Padstow Parade being constructed in conjunction with the State Government which will provide 205 spaces over 4 levels.  Padstow centre (north) contains a number of community facilities including the Padstow Library and Padstow Early Childhood Centre at Carl Little Reserve and the Padstow Senior Citizen's Centre and two scout halls on Arab Road. These assets are currently at the end of their functional life cycle. Residential development is a mix of detached houses and 3 storey mixed use development on corner sites.  There are three road crossings over the railway line at Davies Street Memorial Avenue and Doyle Road. Davies Road provides access to the eastern edge of the Bankstown CBD to the north as well as the Padstow Industrial Precinct.  The centre has good quality public domain with Carl Little Reserve providing the entrance to the heart of Padstow for passengers alighting at Padstow Station.
Neighbourhood Precinct	The neighbourhood precinct is comprised of land outside the village centres and other precincts and is characterised by 1940s to 1960s style housing. The majority of residential lot sizes are between 500m2 and 700m2 followed by lots between 700m2 and 1,200m2.  Lots which are less than 500m2 in size tend to be the result of subdivision of dual occupancy sites.  New development is in the form of infill development which includes dual occupancy dwellings and villas and to a lesser extent seniors housing.  Throughout the neighbourhood area there are some neighbourhood centres which include shop top housing. This form of development serves the day-to-day needs of residents as well as providing housing choice through shop-top housing.

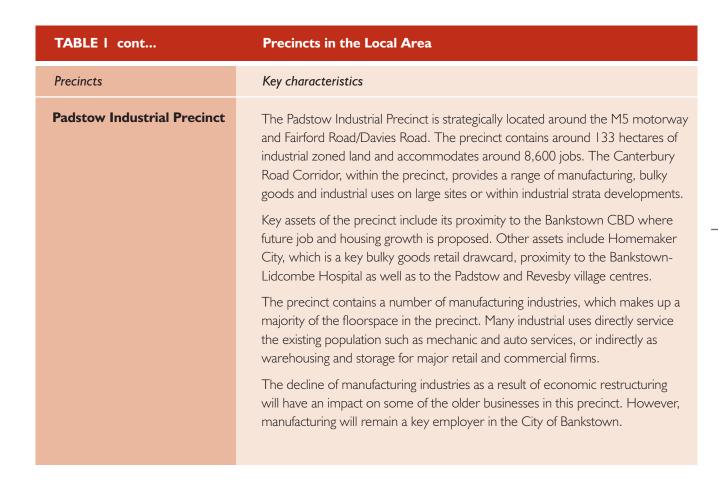
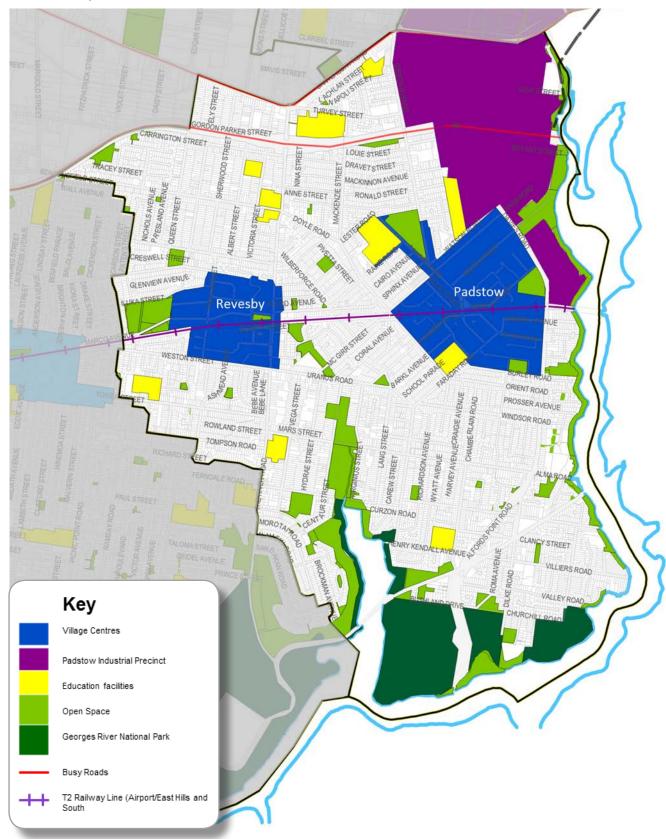


FIGURE 3 Precincts in the South East Local Area **Canterbury Road Corridor** ADDON PARKER STREET Padstow Industrial Precinct TURVEY STREET CARRINGTON STREET LOUIE STREET TRACEY STREET DRAVETSTREET MACKINNON AVENUE NICHOLS AVENUE PRESLAND AVENUE ANNE STREETRONALD STREET LANGDALE A VENUE DONLEROAD RESWELL STREET GLENVIEN AVENUE Padstow Village Centre LUKASTREET Revesby Village CORPH AVENUE Centre WESTON BEBE AVENUE BEBE LANE URANUS ROAD VEGA STREET ORIENT ROAD HARVEY AVENUE CRAIGIE AVENUE PROSSER AVENUE REDGUM DRIV WINDSOR ROAD ROWLAND STREET RICHARDSON AVENUE TOMPSON ROAD CAREW STREET ALMA ROAD CURZON ROAD MOROTALROE HENRY KENDALL AVENUE JOBE T CLANCY STREET VILLIERS ROAD Neighbourhood DILKE ROAD Precinct VALLEY ROAD BUSHLAND DRIVE CHURCHILL ROAD



FIGURE 4 Key Characteristics of the South 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 indigenous groups. For three thousand years before 1788 the Aboriginal occupation of the Georges River and its tributaries intensified due to the rich estuarine environment in addition to available flora and fauna. 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.

Suburban development began in the South East Local Area in the 1920s with the East Hills Park Estate, which was described as a 'fine residential area'. The opening of the East Hills railway line in the 1930s prompted new development within other areas. Some of the buildings currently in the Padstow Village Centre are from this early period and as such are of high heritage significance.

The post-World War II period saw the development of the Revesby Village Centre. This included a commercial precinct as well as the subdivision of surrounding lands. A number of dwellings have remained intact and have been identified as items of potential heritage significance in the following sections of the Local Area Plan.

Today, the South East Local Area continues to accommodate the needs and demands of a growing population. The area is located along the T2 Airport, Inner West & South railway line, providing a good transport connection with other localities within Bankstown City and Sydney Metropolitan Region.

FIGURE 5 Historic Net Dwelling Growth in the South East Local Area

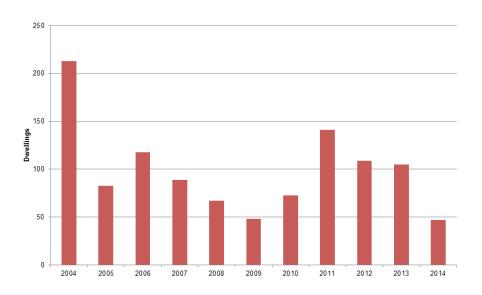
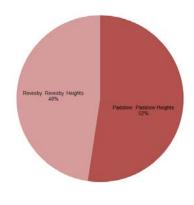


FIGURE 6 Current Population



#### I.6 Population and Demographic Changes

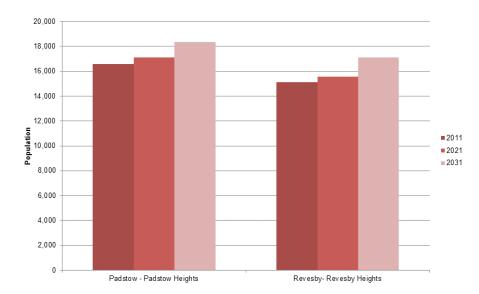
The South East Local Area contains 31,700 residents with Padstow/Padstow Heights having a slightly higher share of the population (16,600 residents) compared to Revesby/Revesby Heights (15,100 residents). The population is primarily middle aged with an average median age of 39 years (Source: ABS 2011). Approximately 30% of households are families with children and 12% are one parent families.

The population of the South East Local Area is expected to grow at a moderate rate reaching 35,400 residents by 2031. As with the remainder of Sydney, the proportion of residents aged over 60 years will grow significantly, as will the number of lone person households and households with no children.

This is expected to be much higher than the forecast for Bankstown City as a whole. This trend is likely to result in demand for smaller dwellings appropriate for these groups.

The South East Local Area will require more dwellings, jobs and infrastructure to meet the needs of this growing population. There will be strong demand for houses, medium density housing and seniors housing. Home units in and around the centres will increase as a proportion of new dwellings entering the market.

FIGURE 7 Population Changes by Suburb



## I.7 MetropolitanPlanning Context

The Metropolitan Plan for Sydney 2036 is the long term strategic plan for the growth of Sydney to 2031. The plan 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. In the next 17 years, Sydney is expected to grow by 1.6 million people and will require 545,000 new homes and 625,000 new jobs.

The Plan divides metropolitan Sydney into 10 subregions. The City of Bankstown has been included in the West Central Subregion, which also contains the Auburn, Fairfield, Holyroyd 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 key priorities relating to 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	Metropolitan Plan Priorities
Policy Areas	Targets and Policy Settings
Growing and renewing centres (Metropolitan Plan for Sydney 2036)	<ul> <li>Locate at least 80% of all new homes within the walking catchments of centres with good public transport.</li> <li>Focus activity in accessible centres.</li> <li>Support clustering of businesses and knowledge—based activities in Major Centres and Specialised Centres.</li> </ul>
Housing (Draft West Central Subregional Strategy)	<ul> <li>Plan for increased housing capacity targets in existing areas.</li> <li>Councils to plan for sufficient zoned land to accommodate dwelling targets through Principal LEPs. Dwelling targets for local government areas to 203 I are Parramatta (21,000); Bankstown (22,000); Fairfield (24,000); Auburn (17,000); and, Holroyd (11,500).</li> </ul>





#### 1.8 Community Issues

The Bankstown Community
Plan and the South 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 online discussion forums,
'kitchen table' discussions 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.

Council also conducted a targeted focus group to explore the concept of "village feel" which was mentioned in many submissions to the South East Issues Paper. The workshop found that elements that participants feel most strongly contribute to the "village feel" are:

- Social activities and opportunities for community interaction through regular community events, community gardens and local markets;
- Activity on local streets and activated laneways with familyfriendly night life and alfresco dining;

- Attractive, green spaces with natural shade and landscaping within footpath areas; and
- A safe and pedestrian friendly environment with improved lighting and cleanliness.

It was considered that all of these elements need to be provided in an integrated manner for "village feel" to be achieved.

TABLE 3	Summary of Community Aspirations for the South East Local Area
Discussion points	Community aspirations
High quality village centres which provide a range of retail and housing options.	<ul> <li>Good quality shopping centres with village atmosphere preserved</li> <li>Increased residential and commercial development as long as the 'twin centre' relationship between Padstow and Revesby is maintained</li> <li>A place where people look out for each other</li> <li>Good quality developments and design</li> <li>More retail floorspace and diverse retail offer including:</li> <li>Cafe/ethnic/cosmopolitan options at Padstow shops</li> <li>Greater diversity of shops</li> <li>More night time trading</li> <li>More outdoor dining</li> <li>Management of traffic congestion and better conditions for pedestrians</li> <li>Streetscape improvements and maintenance</li> <li>Expand functions of community facilities to cater to all age groups</li> <li>Suggestion of a plaza at Revesby Station</li> <li>Encourage work-live apartments</li> </ul>
Retention of the unique character of neighbourhood areas	<ul> <li>Retain the low density character of the neighbourhood area</li> <li>Preservation of the 'garden suburb' image</li> <li>Promote arts and culture in centres</li> </ul>

TABLE 3 cont	Summary of Community Aspirations for South East Local Area
Discussion points	Community aspirations
Provide more housing options	<ul> <li>High density housing near transport nodes to: support local businesses; allow people to live within walking distance of shops; provide more housing options for first home buyers and those wishing to downsize from large detached homes</li> <li>It should be noted there is a concern for some residents who worry that higher densities could lead to overcrowding, traffic congestion and lack of street parking for shoppers and visitors.</li> <li>More affordable housing options</li> <li>Provide for additional villa houses and retirement villages for older people</li> </ul>
High quality open space and access to environmental assets	<ul> <li>Linked open spaces as well as more paths along the river to make parks user friendly</li> <li>High quality, safe open space and parklands</li> <li>Ensure water quality of Georges River</li> <li>Utilise the waterfront – cafes and events along Georges River</li> <li>More trees</li> <li>More seating and tables along Georges River and parks</li> </ul>
Better transport and infrastructure	<ul> <li>Improve traffic movement in peak hours</li> <li>More parking with longer time limits for the Padstow and Revesby shopping centres and around schools. Sufficient parking for housing and commercial developments</li> <li>Retain regional bus routes stopping at Padstow and suggestions for local bus services to target the aged (Note: this is also relevant for other people with mobility impairment and parents with young children)</li> <li>Ensure that infrastructure and facilities can accommodate new population</li> <li>Concern was expressed about the loss of express services from Padstow to the City and the impact of this on the centre. New housing should be located near public transport and village centres</li> <li>Greater bus connectivity to Bankstown CBD</li> <li>Maintain cleanliness of Revesby multi-storey car park</li> <li>Co-locate services e.g. swimming centre, gym and health and fitness centre</li> <li>Co-locate community facilities</li> <li>More social infrastructure for young children</li> </ul>
Provide more job opportunities	Provision of job opportunities
Better management of industrial activities	Padstow Industrial Area - More off-street car parking to contain industrial activities such as car repairers.









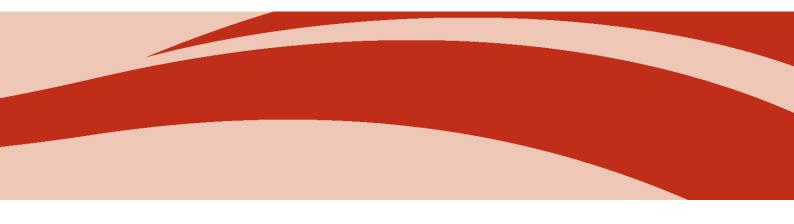
### 2.1 Liveable

The South 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 South East Local Area is expected to grow by 3,700 residents to 35,400 residents.

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

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

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





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

Revesby Centre plays a vital role for the southern region of the City of Bankstown in addition to serving residents in the local area. Express train services to the Sydney CBD, supported by the Revesby Commuter Car Park, and metropolitan bus routes make the centre a major transport hub. Newer mixed use developments such as those on Marco Avenue (The Abbey) and Blamey Street are enhancing the attractiveness of the centre for new development. The expansion of the Revesby Workers Club is also introducing new development into the southern part of the centre.

Revesby Village Centre was identified in Council's Residential Development Study (2009). The study earmarked the centre to deliver a minimum of 800 additional dwellings to 2031. This was reinforced in the South East Issues Paper. The centre currently contains around 1,500 dwellings.

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

The following urban design principles were developed to guide the renewal of the Revesby Centre and to provide a unique and attractive setting for new retail and commercial activities, housing, and spaces for social interaction. The key principles include:

- Focusing urban renewal within a defined area and allowing opportunities for medium and high density living within easy walking distance of the railway station.
- Providing a clear transition in heights from the core of the centre to the neighbourhood areas.
- Strengthening of the main streets within the centre with additional housing and floorspace for retail and commercial activity.
- Creating a new public space at the Revesby railway station forecourt to provide a high quality entrance to the centre.
- Renewing the community
  facility hub at Macarthur
  Avenue Precinct and
  consolidating leisure and
  recreation activities at Amour
  Park to create a new hub for
  these activities within the City
  of Bankstown.
- Embellishment of centre parks and reserves and greening of streets to provide infrastructure for passive recreation and access.
- Pedestrian focused mainstreets which enhance social interaction and enjoyment of the centre.

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 renewal.

In addition, the research looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character and market trends. For the mixed use zone, the research assumed shop top housing with basement car parking when calculating the floor space provision. Table 5 provides a breakdown of the planning control changes that would best achieve the dwelling target for the village centre. Figure 9 provides a structure plan for the Revesby Village Centre and Figure 10 provides indicative heights and densities.







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

To support residential and employment growth in the Revesby Village Centre, Council will invest in a number of community infrastructure works and public improvements identified by this Local Area Plan. These improvements include:

- Revesby Station Precinct the
  vision is to provide a high
  quality public space framed by
  new mixed use development
  and Abel Reserve to enhance
  the entrance to the centre.
  Existing car parking spaces will
  be accommodated within any
  redevelopment of the site. This
  renewal would incorporate a
  modern and attractive rail/bus
  interchange.
- Macarthur Avenue Precinct the vision is to provide better community and recreation facilities as well as enhancing the public domain in this part of the centre. This precinct will provide a new multipurpose community facility to replace the ageing Council buildings. Amour Park will become the recreation and

- leisure destination of the south incorporating the youth activities in dispersed locations. This provides the opportunity for new mixed use development incorporating a high quality public space at Macarthur Avenue that reinforces the pedestrian link between Macarthur Avenue and Hedlund Street.
- Continuing the ongoing implementation of the Town Centre Improvement Program, which aims to make the village centre a more attractive place to visit and invest in. Mainstreets will become attractive spaces for social interaction and will be edged by mixed use development with active street frontages. All public areas in the centre footpaths, plazas, parks will invite people to spend time in the centre
- Pedestrian links will permit easy access to, from and within the centre. Marco Avenue (between Abel Reserve and Amour Park) and Selems Parade will be transformed into green streets (tree-lined and landscaped). Such works will be funded through developer contributions and allocated Council funds.

- To retain our links with the past, we will explore opportunities to preserve the heritage significance of 158

  The River Road which has been identified in Council's heritage review of the centre.

  This inter-war California bungalow has local significance as a rare and representative example of this architectural form.
- Surplus community land on Marco Avenue (the Whitehall site) will be divested with funds committed to implement actions identified in the LAP. Council resolved to divest the Whitehall site in 2009.
- Council will provide transport infrastructure to support growth in the centre and advocate for improvements to infrastructure within State control. This includes:
  - o Road improvements to manage car and heavy vehicle movement through the centre and improve pedestrian safety:
- Improve the operation of traffic lights along The River Road between Bransgrove Road and Tower Street.
- Investigate alignment of Sphinx Avenue (Police Station) with Marco Avenue across The River Road.

- Consider potential pedestrian link across railway corridor on Tarro Avenue/Polo Street alignment.
- Walking and cycling infrastructure to increase transport options to and from the centre and to other key destinations within the City of Bankstown.
- Council will consider permitting contributions in lieu of parking provision for mixed use commercial developments to facilitate feasible mixed use development in the centres. Contributions will be directed to the enhancement of the Revesby Commuter Car Park and public car parking associated with the renewal of the Revesby Station Precinct.
- Council will work with Transport for NSW to realise:
  - Additional development over the railway crossing further connecting the southern and northern parts of the Revesby centre.
  - High quality rail/bus interchange as part of the station forecourt renewal.
  - Improvement of the reliability and customer focus of the metro bus service.

#### L1

#### **IMPLEMENTATION**

- Amend Bankstown LEP
- Amend Bankstown DCP
- Amend Planning Agreements Policy
- Amend Plan of Management
- Urban Renewal Program
- Town Centre Improvement Program
- Bike & Pedestrian Program
- Parking Program

TABLE 4	Potential land capacity in the Revesby Village Centre
Existing dwellings	1500
Current planning controls	The high density mixed use zone - between Macarthur and Brett Street (south of railway line) and Selems Parade/Winders
	Lane/Haydock Lane (north of railway line) permits shop top housing and home units. The floor space ratio ranges from 1:1–2:1 and the height limit is 3 storeys with 4 and 8 storeys approved on the Revesby Workers Club site.
	There is currently no high density or medium density residential zone within the Revesby Village Centre.
	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.
Research findings	The age and quality of housing stock and Council assets in the centre, the retail and public transport offer provide the opportunity for renewal and growth. The capacity of the village centre is good subject to increased density changes being permitted in the residential transitional area surrounding the centre.
	Most of the renewal in the centre can be accommodated within the commercial core along key mainstreets - Marco Avenue, Selems Parade, Blamey Street, Revesby Place and Macarthur Avenue — as well as surrounding residential blocks. The renewal area extends the centre further west towards Amour Park to avoid high flood risk precinct lands at The River Road and Marco Avenue.
	The research findings indicate that Revesby, Padstow and Panania trade areas overlap with Revesby being the largest of these centres. The combined southern centres trade areas will satisfy retail floorspace demand to 2021 with additional floorspace required to 2031. Supermarket demand is satisfied in the Revesby Village Centre however the research finds that there is demand for discount store activity. There is demand for an additional 15,000m2 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 properties Nos. 38 to 60 Selems Parade, 133 The River Road and at the Macarthur Avenue Renewal site to cater for the remainder of the retail demand.
	Higher density residential development and residential dwellings as part of mixed use developments in Revesby will provide greater housing choice within the South East Local Area. This will address the forecast growth in demand for smaller dwellings from lone person households, people wishing to downsize, and those looking for an entry into the housing market within their neighbourhoods.

#### TABLE 4

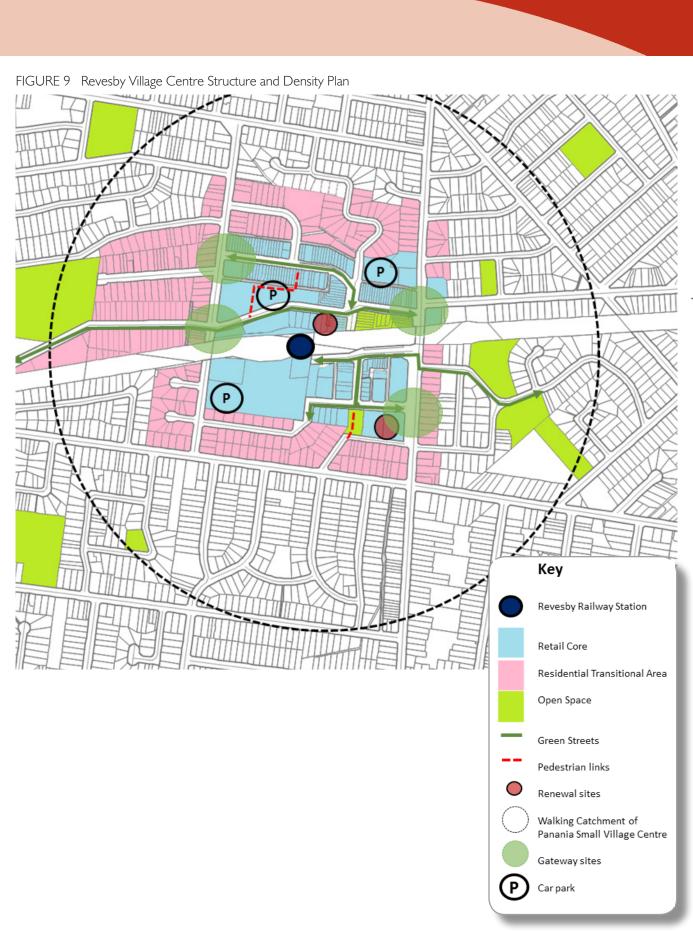
#### Potential land capacity in the Revesby Village Centre Cont...

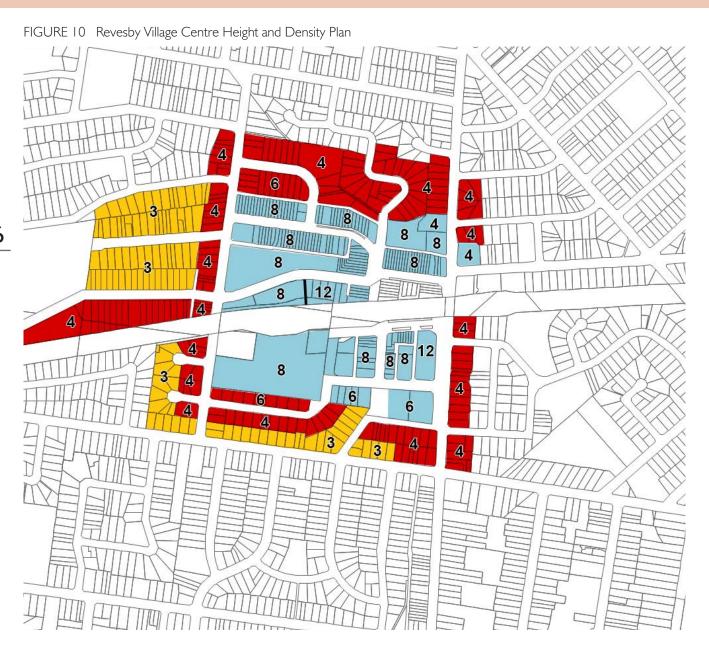
#### **Research findings**

An important consideration in the development of the structure plan for the centre was to provide a transition from taller mixed use developments along key mainstreets, to the surrounding detached housing areas. Council tested the likelihood of the development sector to deliver typical development at a range of heights given the land values, potential sales revenue and development costs of development in these centres. The analysis found that:

- Residential development of 4, 6, and 8 storeys is feasible in Revesby Centre.
- Mixed use development of 6 and 8 storeys becomes feasible when some adjustments are made to car parking provision. This includes allowing contributions to be paid in lieu of commercial car parking.
- Mixed use development of 12 storeys is feasible however, it is not
  considered appropriate to apply this height across the centre merely because
  it is feasible. Council has identified the following two sites as having the
  potential to accommodate buildings of this bulk and scale within a high quality
  public domain setting:
  - o 7A and 11-17 Marco Avenue Renewal will include a high quality public space and commuter car parking.
  - o 178 The River Road The site has sufficient separation from surrounding development and The River Road.

TABLE 5	Distribution of dwelling target in the Revesby Village Centre
Dwelling target to 203 I	800 (based on planning control changes)
Desired Character	The Revesby Village Centre will continue to function as the largest shopping precinct servicing the Southern Local Areas. The north side of the precinct will provide a new central place as the focus for retail and community activities set within a safe and high quality environment. The south side of the precinct will provide a new community hub and mixed use precinct at Ray McCormack Reserve.  The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station. The medium density living will form a transition to neighbouring low density residential areas.
Suggested planning	For the High Density Mixed Use Zone:
control changes (refer to Figure 10)	<ul> <li>Extend the mixed use zone to Macarthur Avenue Precinct and the properties at Nos.</li> <li>38 to 60 Selems Parade and 133 The River Road.</li> </ul>
	<ul> <li>Focus on high density shop top housing to achieve the dwelling target.</li> </ul>
	<ul> <li>Increase the building envelope from 2:1 FSR / 3 storeys (+loft) to:</li> </ul>
	o 12 storeys on the sites shown at Marco Avenue and Blamey Street, $FSR = 3:1 + 0.5:1$ bonus subject to complying with sustainable development criteria.
	o 6 storeys for sites on the south side of Macarthur Avenue, $FSR = 2.5$ : I
	o 4 storeys for sites at the intersection of The River Road and Sphinx Avenue, $FSR = 2:I$
	o 8 storeys in the remaining mixed use area, $FSR = 3:1$ .
	<ul> <li>Reduce the minimum lot width to 18 metres to achieve the higher floor space provision. This aims to encourage high quality development with the most efficient parking layout possible. Otherwise a 2:1 FSR will apply.</li> </ul>
	For the High Density Residential Zone:
	Introduce a high density residential zone in the centre.
	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.
	Introduce new building envelopes in this zone as follows:      Introduce new building envelopes in this zone as follows:
	o 6 storeys at Swan Street and Brett Street, FSR = 1.5:1
	o 4 storeys for remaining high density residential zone, FSR = 1:1
	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 will not include low density options such as dual occupancy and villa developments.





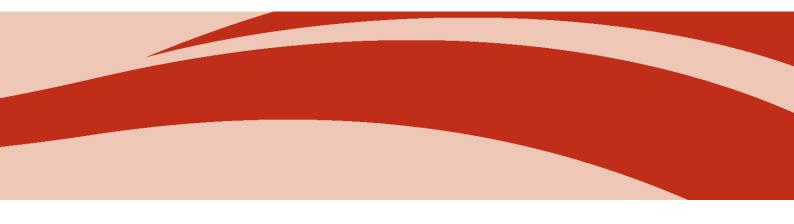
Key

Centre Boundary

Storey Limit

High Density Mixed Use High Density Residential

Medium Density Residential



## L2

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

Padstow Centre also plays a vital role for the southern region of the City of Bankstown in addition to serving residents in the local area with the structure of centre providing for a different village centre experience. Train services to the Sydney CBD, supported by the Padstow Commuter Car Park, and metropolitan bus routes make the centre a major transport hub. Newer mixed use developments are enhancing the attractiveness of the centre for new development such as mixed use developments on Howard Road.

Padstow Centre was identified as a village centre in Council's Residential Development Study (2009). The study also earmarked the centre to deliver a minimum of 900 additional dwellings to 2031. This was reinforced in the South East Issues Paper. The centre currently contains around 1,500 dwellings.

existing and future capacity of areas within the walking catchment of the Padstow Village Centre that can best cope with intensification and population growth as shown in Table 6.

The following urban design principles were developed to guide the renewal of the Revesby Centre and to provide a unique

and attractive setting for new

Council's research looked at

retail and commercial activities, housing, and spaces for social interaction. The key principles include:

- Focusing urban renewal within a defined area and allowing opportunities for medium and high density living within easy walking distance of the railway station.
- Providing a clear transition in heights from the core of the centre to the neighbourhood areas.
- Strengthening main streets within the centre with additional housing and floorspace for retail and commercial activity.
- Providing new retail development at Padstow station to provide a continuous mainstreet along Cahors Avenue, Memorial Avenue and Padstow Parade.
- Consolidating community
   activities within a new
   community facility hub at
   Carl Little reserve to provide
   a modern facility activities and
   new mixed use development.
- Embellishment of centre parks and reserves and greening of streets to provide infrastructure for active and passive recreation.
- Pedestrian focused mainstreets which enhance social interaction and enjoyment of the centre.

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 renewal.

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. Figure 11 provides a structure and density plan for the Padstow Small Village Centre. Figure 12 provides indicative heights and densities.







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

To support residential and employment growth in the Padstow Village Centre, Council will invest in a number of community infrastructure works and public improvements identified by this Local Area Plan. These improvements include:

- Carl Little Reserve Precinct - This precinct will provide a mixed use/community hub for the Padstow centre. The precinct will provide a new multi-purpose community facility to replace ageing Council buildings in the centre such as Padstow Library, Padstow Early Childhood Centre. This facility will also absorb activities being provided in the Padstow Senior Citizens centre. This provides the opportunity for new mixed use development and embellishments to the reserve.
- Redevelop Padstow Station the vision is to provide a focal mixed use development at Padstow station to provide a continuous mainstreet from north to south and a modern entrance to the centre. A new location for the existing memorial site would be investigated with relevant stakeholders within one of the larger town centre parks (Playford Park or Padstow Park) to provide a better

- location for large events associated with ANZAC day and other memorial commemorations.
- Continuing the ongoing implementation of the Town Centre Improvement Program, which aims to make the village centre a more attractive place to visit and invest in. Mainstreets will become attractive spaces for social interaction and will be edged by mixed use development with active street frontages. All public areas in the centre footpaths, plazas, parks will invite people to spend time in the centre
- Pedestrian links will permit
  easy access to, from and
  within the centre. Cahors/
  Memorial Avenue/Padstow
  Parade corridor and Howards
  Road will be transformed into
  green streets. Such works will
  be funded through developer
  contributions and allocated
  Council funds.
- The town centre parks Carl Little Reserve, Playford Park, Padstow Park and Clarke reserve will be embellished to provide important spaces for social interaction, contemplation and a range of activities. Council will investigate multi function use of Clark Reserve to meet needs of higher densities in Padstow Centre.

- To retain our links with the past, we will explore opportunities to incorporate heritage significant commercial properties in Padstow centre into new mixed use developments.
- Council will provide transport infrastructure to support growth in the centre and advocate for improvements to infrastructure within State control. This includes:
  - o Road improvements to improve pedestrian safety and increase transport options:
- Investigate conversion of existing Memorial Drive pedestrian refuge (Little Reserve) to marked pedestrian crossing (zebra).
- Review cycle connectivity
   (as per Council's bike
   plan) through proposed
   redevelopment of carpark on
   east side of Memorial Drive /
   Little Reserve.
- Walking and cycling infrastructure to increase transport options to and from the centre and to other key destinations within the City of Bankstown.

- Council will consider permitting contributions in lieu of parking provision for mixed use commercial developments to facilitate feasible mixed use development in the centres. Contributions would be used to:
  - o Provide centre car parking as part of the Carl Little reserve renewal and as part of renewal of Memorial Avenue Road Reserve.
  - o Investigate the feasibility for additional car parking spaces the Padstow Commuter Car Park and Howard Road Commuter Car Park.
- Council will work with Transport for NSW to realise additional development over the railway crossing further connecting the southern and northern parts of the Revesby centre.
- Council will work with Transport NSW to improve the reliability and customer focus of the metro bus service.

## **L2**

#### **IMPLEMENTATION**

- Amend Bankstown LEP
- Amend Bankstown DCP
- Amend Planning Agreements Policy
- Amend Plan of Management
- Urban Renewal Program
- Town Centre Improvement Program
- Bike & Pedestrian Program
- Parking Program

TABLE 6	Potential land capacity in the Padstow Village Centre
Existing dwellings	1500
Current planning controls	The mixed use zone generally applies to commercial lots with frontage to Cahors Road, Padstow Parade (between Howard Road and Faraday Road), Howard Road and Faraday Road. The floor space ratio ranges from 1:1–2:1 and the height limit is 3 storeys.
	The high density residential zone permits houses, multi dwelling housing and units. The floor space ratio is $1:1-2:1$ and the height limit is 3 storeys.
	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.
Research findings	The age and quality of housing stock and Council assets in the centre, the retail and public transport offer provide the opportunity for renewal and growth. The capacity of the village centre is good subject to increased density changes in the residential transitional area surrounding the centre.
	Most of the renewal in the centre can be accommodated within the commercial core along key mainstreets — Cahors/Memorial Avenue/Padstow Parade corridor, Howards Road — as well as surrounding residential blocks.
	The research findings indicate that Revesby, Padstow and Panania trade areas overlap with Padstow being the second largest of these centres. The combined southern centres trade areas will satisfy retail floorspace demand to 2021 but will require additional floorspace beyond this period. Additional supermarket floorspace in Padstow would be required to meet future population demand. There is demand for an additional 5,000m2 of retail floor space in the Padstow centre 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 the following properties to cater for the remainder of the retail demand:
	<ul> <li>103 to 105 Arab Road</li> <li>112 and 114 Iberia Street</li> <li>35 Cahors Road</li> <li>37 to 41 Cahors Road</li> <li>43 to 47 Cahors Road</li> <li>140A Cahors Road</li> <li>83 to 87 Howard Road</li> <li>I to 9 Segers Avenue</li> <li>10 to 34 Padstow Parade</li> <li>10 Faraday Road</li> </ul>

#### TABLE 6 cont...

#### Potential land capacity in the Padstow Village Centre

#### Research findings cont...

- I to 3 Astley Avenue
- 38 to 42 Parmal Avenue
- 132 Cahors Road ( As part of the Carl Little Reserve Renewal)

Higher density residential development and residential dwellings as part of mixed use developments in Padstow will provide greater housing choice within the South East Local Area. This will address the forecast growth in demand for smaller dwellings from lone person households, people wishing to downsize, and those looking for an entry into the housing market within their neighbourhoods.

An important consideration in the development of the structure plan for the centre (the structure plan) was to provide a transition from taller mixed use developments along key mainstreets, to the surrounding detached housing areas. Council tested the likelihood of the development sector to deliver typical development at a range of heights given the land values, potential sales revenue and development costs of development in these centres. The analysis found that:

- Mixed use development of 6 and 8 storeys becomes feasible when some adjustments are made to car parking provision. This includes allowing contributions to be paid in lieu of commercial car parking.
- Residential development of 4, 6, and 8 storeys is feasible in Padstow Centre.

Suburban development began in earnest in the South East local area in the 1920s with the East Hills Park Estate, described as a 'fine residential area'. Other areas came online when the East Hills rail line opened in the 1930s. There are buildings in the Padstow Village Centre which are from this early period of development and as such are of high heritage significance. To recognise this historic character of the area, the redevelopment of the following properties should retain historic street facades:

- 13 to 15 Faraday Road, Padstow
- 61 Padstow Parade, Padstow
- 47 and 55 Howard Street, Padstow
- 2, 8, and 53-55 Padstow Parade, Padstow

I 58 The River Road has also been identified as an item of local significance and is a rare and representative example of the California Bungalow architectural style in the Bankstown LGA. The exterior of the building retains a high degree of integrity of original design and materials. This property should be heritage listed.

TABLE 7	Distribution of dwelling target in the Padstow Village Centre
Dwelling target to 2031	900 (based on planning control changes)
Desired Character	The Padstow Village Centre will continue to function as and important shopping precinct servicing the southern local areas. The Carl Little Reserve precinct will provide a new central place as the focus for retail and community activities set within a safe and high quality environment.  The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station. The medium density dwellings form a transition to neighbouring low density residential areas.
Suggested planning control changes (refer to Figure 12)	For the High Density Mixed Use Zone:  Extend the mixed use zone to Macarthur Avenue Precinct and the properties at:  0 103 to 105 Arab Road 0 112 and 114 Iberia Street 0 35 Cahors Road 0 37 to 41 Cahors Road 0 43 to 47 Cahors Road 0 140A Cahors Road 0 140A Cahors Road 0 15 of Segers Avenue 0 10 to 34 Padstow Parade 0 10 Faraday Road 0 1 to 3 Astley Avenue 0 38 to 42 Parmal Avenue 0 132 Cahors Road (As part of the Carl Little Reserve Renewal)  Focus on high density shop top housing to achieve the dwelling target.  Increase the building envelope from 2:1 FSR / 3 storeys (+loft) to: 0 8 storeys for properties on Padstow Parade and the south side of Howard Road, FSR = 3:1. 0 6 storeys for sites on the south side of Padstow Parade and Faraday Road, and northern side of Howard Road, FSR = 2.5:1 0 4 storeys for sites at the intersection of Howard Road and Segers Avenue, FSR = 2:1

#### TABLE 7 cont...

#### Distribution of dwelling target in the Padstow Village Centre

## Suggested planning control changes (refer to Figure 12)

• To achieve the higher floor space provision, development must:

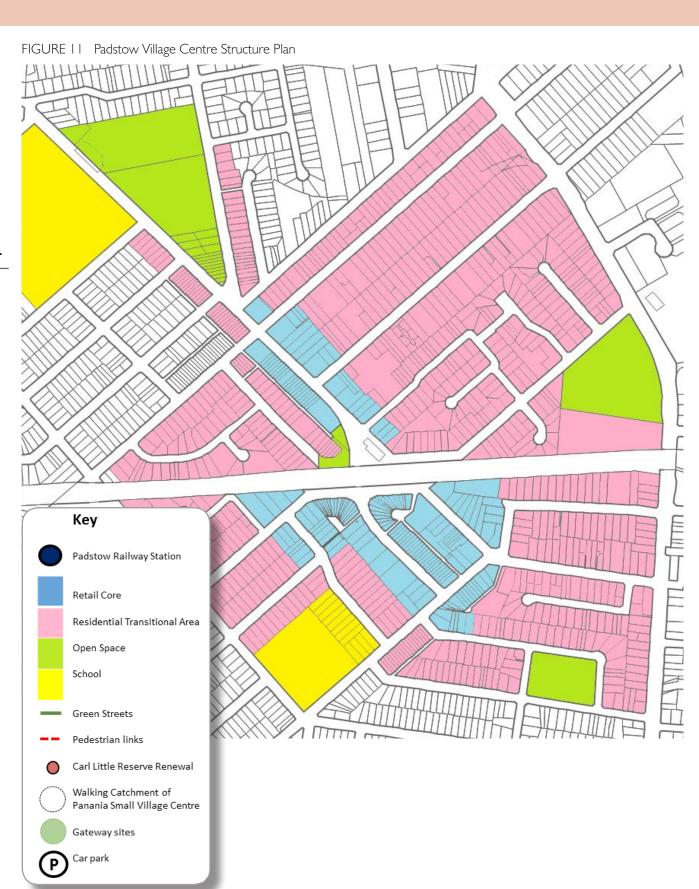
- o Achieve a minimum lot width of 18 metres. This aims to encourage high quality development with the most efficient parking layout possible.
- o For certain properties in Padstow Parade, Howards Road and Faraday Road, Padstow, retain historic facades.

Otherwise a 2:1 FSR will apply.

#### For the High Density Residential Zone:

- Introduce a high density residential zone in the centre.
- 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.
- Introduce new building envelopes in this zone as follows:
  - o 6 storeys for properties on Padstow Parade, Gibson Avenue, Alice Street and Stephanie Street, FSR = 1.5:1
  - 4 storeys for properties on Parmal Avenue, Ryan Road, around Clarke Reserve, properties on Banks Street, Alice Street and Segers Avenue, FSR = 1:1

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 will not include low density options such as dual occupancy and villa developments.



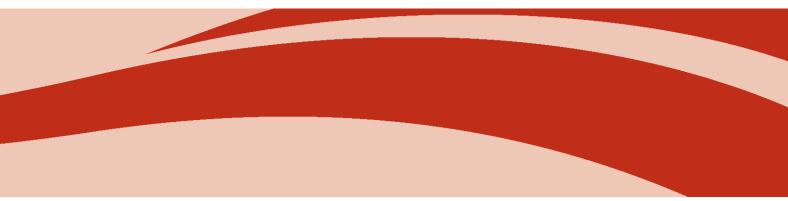


FIGURE 12 Padstow Village Centre Heights and densities Plan Key Centre Boundary High Density Mixed Use High Density Residential Medium Density Residential Storey Limit







## <u>L3</u>

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

Based on demographic trends, the Neighbourhood Precinct will accommodate some dwelling growth in the South East Local Area to 2031, mostly in the form of dual occupancies, villas and seniors housing dispersed throughout the precinct.

The precinct contains a range of neighbourhood shops which serve the day to day needs of residents with some shops providing shop top housing in mixed use developments. Certain neighbourhood shops that have attributes that make them suitable for additional density including:

• The Padstow Corner Shop site (83 Gibson Avenue, Padstow) is a located on the corner of Gibson Avenue and Louie Street with rear-lane access off Louie Lane. A 0.8ha linear open space reserve is located behind the properties on Louie Street providing a buffer to the M5 corridor. Two residential lots are located between the M5 corridor and the site.

The small council car park is located on the opposite corner 97A Gibson Avenue, Padstow which provides 11 car parking spaces. There are also 8 angled car parking spaces in from of the mixed use shops. An opportunity exists to increase the density on this site and the adjoining residential lots to the north to take advantage of the site's attributes. The Council car park should be considered for divestment given that shop front car parking spaces are already provided and there is sufficient on-street parking on Louie Street.

The River Road Neighbourhood Shops is comprised of properties 71-89 The River Road and 2-6 Dovle Road and is the largest of the neighbourhood shop groups. The shops have proximity to open space (Playford Park), schools (Revesby Public School, St Luke's Primary School) and Padstow TAFE. An existing substation of one to four storeys in height is located on the corner of Doyle and The River Road. The remaining business uses are single storey. Endeavour Hall is located in this shops group. Villa and Dual Occupancy development along Lester Road and Doyle Road creates a natural infill corridor from The River Road shops to Padstow TAFE and Playford Park which form the northern gateway to Padstow Village Centre.

- Alma Road Shops (136-164
   Alma Road, Padstow) is a
   corner site location with
   wide rear lanes and generous
   road buffers to neighbouring
   properties.
- Padstow Heights Convenience Store (45-51 Dilke Road, Padstow Heights) is a corner site with secondary frontages to on Villiers and Dilke Road and rear lane access. The site is surrounded by single or two storey houses.
- Beaconsfield Street Shops
   (38 & 64 Beaconsfield Street,
   Revesby) Large corner site,
   secondary frontage and wide
   road width to the south of
   Beaconsfield Street.
- Revesby Heights Shops (134-150 Centaur Street, Revesby Heights) - Nearby recreation fields and public reserve, rearlane access, secondary frontages and road buffer for the extent of the shop group.

Council's research found that the current planning controls are adequate to accommodate the dwelling target subject to:

• 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.
- Site specific planning proposals for a low density residential zone consistent with the character of surrounding development at 1B Donovan Street, Revesby
- Some planning control changes to certain neighbourhood shops as shown in Table 9 and Figure 13.
- The implementation of the Mid-Georges River and Salt Pan Cree Floodplain Risk Management Plans that applies to the South East Local Area.

## L3 IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP

TABLE 8	Potential land capacity in the Neighbourhood Precinct
Existing dwellings	8100
Current planning controls	The low density residential zone permits houses, dual occupancies and villas. The floor space ratio is $0.5$ : I and the height limit is 2 storeys plus loft. The mixed use zone permits shop top housing and home units. The floor space ratio ranges from $0.5$ : I = 1.5: I and the height limit is 2 storeys plus loft.
Research findings	The capacity of this precinct has potential to accommodate growth as much of the housing stock is reaching the end of its life cycle, having been built during the 1940s–1960s. There is the potential for low density housing (such as houses, dual occupancies, villas and seniors housing) in a dispersed pattern across the suburbs.  A review of all neighbourhood shops in the South East, South West, North East and North Central Local Areas found that the most active neighbourhood shops typically had the following attributes:  Rear Lane Access  Secondary Frontages  Located in proximity to nearby open space, transport hubs, schools or other community facilities.  These attributes formed the criteria with which Council tested all shop sites to decide if there was potential for additional density. The analysis resulted in the following policy for neighbourhood shops:  Renewal – Large sites which met all of the criteria and contained large lots where identified for additional density to provide shop top housing with transition medium density housing,  Increased building heights – Sites which had rear lane access and/ or secondary frontages but which were surrounded by low density development were identified for an increase in height to 3 storeys to better match the 1.5:1 FSR.  No changes were identified for small sites which did not contain rear lanes or secondary frontages and were in close proximity to adjacent residential properties.  The River Road and Padstow Corner Shop sites have potential additional for renewal as they meet all of the criteria. There is potential for increased height at certain neighbourhood shops sites to better match the floor space provision. This is subject to the neighbourhood shops having appropriate separation distances to neighbouring dwellings.

TABLE 9	Distribution of dwelling target in the Neighbourhood Precinct
Dwelling target to 203 I	600 (based on planning control changes)
Desired Character	To retain the low density detached character whilst allowing some medium density mixed use development for the neighbourhood shops.
Suggested planning control changes (refer to Figure 13)	For the High Density Mixed Use Zone:  For the Low Density Residential Zone, retain the current planning controls.  For the medium density mixed use residential zone:  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 sites:  Padstow Corner Shop - 83 Gibson Avenue, Padstow  Alma Road Shops - 136-164 Alma Road, Padstow  Padstow Heights Convenience Store - 45-51 Dilke Road, Padstow Heights  Revesby Heights Shops - 134-150 Centaur Street, Revesby Heights  In the medium density mixed use zone at The River Road, Revesby shops increase the building envelopes:  Form 1:1 FSR and 3 storeys to:  FSR 2:1/4 storeys - 2, 4, and 6 Doyle Road  FSR 1.5:1/3 storeys - 71 - 83 The River Road  From 1.5:1 FSR and 2 storeys (plus loft) to:  FSR 1.5:1/3 storeys - 85 - 89 The River Road  FORM 1.5:1 FSR and 2 storeys (plus loft) to:  FSR 1.5:1/3 storeys - 85 - 89 The River Road  Introduce a medium density zone for the following properties with a focus on terrace and town houses (0.75:1 and 3 storeys):  I to 37 Doyle Road, Revesby  12 to 38 Doyle Road, Revesby

• I and IA Robyn Street, Revesby

• 2A, 2B and 14 Constance Street, Revesby

This zone will not include low density options such as dual occupancy and villa

• 22 Fall Street, Revesby

developments.







# Protect the environmental and scenic qualities of the Foreshore Area

The foreshore area along the Georges River and tributaries is unique to the City of Bankstown. It is one of the few areas where native bushland and trees dominate both public and privately owned land. This continuity of vegetation combined with the steep sandstone topography are seen to contribute to the natural scenic quality of the City of Bankstown, and act as an important habitat link between the coastal areas and the Greater Western Sydney Region.

Council recognises there is pressure to develop the foreshore area. The cumulative effect is that it may lead to the removal of native vegetation, fragmentation of wildlife corridors, the destruction of rock faces, stormwater runoff, pollutants entering the waterways, weed infestation and flood impacts. The risk to life and property from flooding is also significantly higher in these areas.

Bankstown Development Control Plan 2005 currently protects the foreshore area by prohibiting development within 30 metres of the water (also known as a foreshore building line). This means many properties can only accommodate buildings with a small footprint (such as houses or dual occupancies).

To ensure the scenic and environmental quality of the foreshore is protected and to manage risks to life and property, it is proposed to prohibit villa development for properties with direct access to the Georges River. This approach supplements the Georges River Regional Environmental Plan which aims to protect the environmental qualities of the whole catchment. Table 10 identifies the desired character for the foreshore area and affected properties.



#### **IMPLEMENTATION**

Amend Bankstown LEP

TABLE 10	Suggested planning controls in the foreshore area
Desired Character	To retain the low density detached character of the area and protect the foreshore area.
Suggested planning control changes	For the following lots within the foreshore area, prohibit villa development:  I A Valley Road, Padstow  I / 19 Villiers Road, Padstow  Villiers Road, Padstow



#### Protect the Heritage Character of the South 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.

The South East Local Area contains two heritage significant residential properties which are listed in Bankstown Local Environmental Plan 2001 (LEP 2001). They are:

- Revesby Public School at No. 84 The River Road, Revesby
- The Pah at No. 4 Tompson Road, Revesby

Council will continue to list these heritage items in LEP 2001 and will continue to support heritage property owners through targeted Heritage Grants and heritage conservation incentive clauses in our LEP.

A heritage review was undertaken of land within the centres along the East Hills Railway Line to ensure that growth responds to the local character of the area. The study also considered the broader area around the centres to identify any other significant buildings and places. 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.

This action aims to list the following properties identified as having local heritage significance (refer to Figure 14):

No. 42 Milperra Road, Revesby. This house demonstrates early 20th century (c.1914) working class housing in the Revesby area and provides a largely, externally intact example of a Hudson and Sons kit home set back in a substantial garden setting complete with out buildings. The weatherboard cottage with iron roofing is a locally significant item which demonstrates the themes of 'accommodation' and 'domestic life'.









No. 45 Beaconsfield Street, Revesby. This house demonstrates early to mid 20th century working class housing in the Revesby area. Constructed in 1931 by carpenter Gus Bayley, the dwelling exemplifies the creative and technical skills as well as resourcefulness in using largely recycled materials to achieve a high quality building in the area for the time. The brick bungalow with a slate roof with terracotta ridgecaps and finials is locally significant and is associated with themes of 'accommodation' and 'creative endeavour' and 'domestic life'.

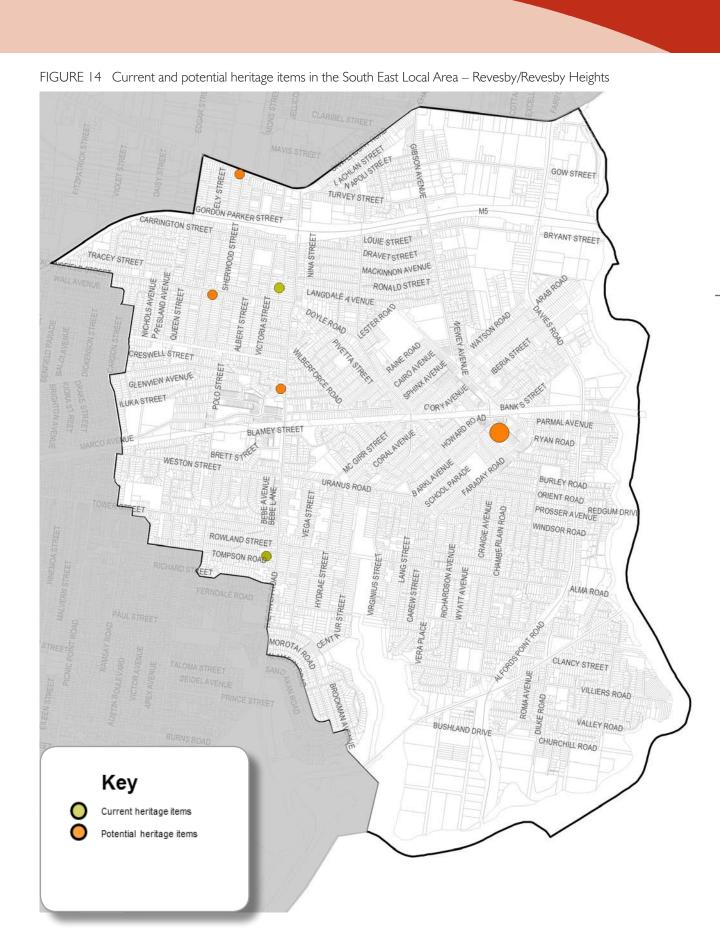
Preserving heritage significance can be achieved in many different ways. These include listing properties on our heritage item list or preserving important facades through to incorporating the story of a building into the design of buildings and places. Council will work with property owners to identify the best way to preserve the heritage significance of these sites.

Heritage significant properties within the centres are discussed in Action L1 and L2. Other properties identified through the study which require additional heritage investigation and which will be considered in future reviews of the LAP.

The South East Local Area is bound by the Georges River, to the east by Salt Pan Creek and contains Little Salt Pan Creek which all have a rich Aboriginal heritage. For three thousand years before 1788 the Aboriginal occupation of the Georges River and its tributaries intensified due to the rich estuarine environment in addition to flora and fauna available inland. Many aboriginal heritage sites have been recorded along the Georges River including within the South East local area. Aboriginal heritage sites within the Georges River National park are managed by NSW National Parks and Wildlife. A small number of Aboriginal sites have been recorded within the Georges River National Park including rock shelters, hand stencils, rock engravings and axe grinding grooves. There are currently no areas, objects, places or landscapes identified as being of heritage significance to Aboriginal culture and people under Bankstown LEP 2001.

## L5 IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Complete an Aboriginal Heritage Assessment of lands adjacent to Georges River within the South East Local Area.









## L6

#### 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 building 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.



#### **IMPLEMENTATION**

- Amend Bankstown DCP
- Amend the Planning Agreements Policy



#### Make Key Facilities More Sustainable for Community Services

The City of Bankstown's social infrastructure includes public and privately owned education, health and community facilities. Community facilities can add considerably to the development of strong and resilient communities by providing places where people from a diverse range of backgrounds can learn, celebrate, socialise and support each other.

This action aims to provide high quality facilities and services at focal points that will serve the long term needs of the community consistent with the Bankstown Community Plan (refer to Figure 15). The South East Local Area will be served by new multi-purpose, modern community facilities in the Revesby and Padstow Village Centres which will provide spaces for the range of activities being undertaken in the local area (See Action L1 and L2).

The co-location of services at focal points and an understanding of the future community profile means some other facilities in the local area will become surplus to the community and Council's needs. A review of the current supply of facilities based on best practice found some facilities are located outside centres not served by public transport being most likely a legacy of land ownership rather than strategic planning. Most of Council's facilities are over 50 years old and at a critical stage of the building lifecycle and likely to require substantial maintenance or refurbishment to continue to meet community expectation. These facilities also replicate the numerous school and Church Halls that service a variety of community needs and commercial operations.

As such, many facilities do not address the criteria for visual prominence, integration with other activity generating uses, accessibility, useability and building conditions.







This action identifies the following facilities as being appropriate for long-term divestment subject to phase-out strategies which recommend appropriate alternative spaces for the activities currently using the facilities:

- Endeavour Hall (89 The River Road, Revesby) – The hall's age, design and location limit its use by the community.
   The facility design does not contribute to the streetscape of The River Road shops area.
- Scout and Girl Guide halls are generally only used a few nights per week with the hall remaining predominantly unused on the other nights, during the day and on weekends. The changing trends in participation in Scout and Guide activities are also affecting the use of these facilities. Council's approach is to consider an appropriate location for the consolidation of youth activities and divestment of smaller facilities. This action will investigate the consolidation of youth activities at 24A and 24B Berrima Avenue, Padstow. This will create a central location for activities currently undertaken at the following facilities:

- o Padstow Scout Hall and Building (107 Arab Road, Padstow)
- o Padstow District Girl Guides Hall (24A Berrima Avenue, Padstow)
- o Padstow Heights Scout Hall (24B Berrima Avenue, Padstow)

This action also aims to review Council's role in the provision of early child care facilities such as kindergartens and pre-schools and the feasibility of providing these specialist facilities in the long term. Facilities of this kind within the South East Local Area are:

- Padstow Kindergarten (133 Davies Road, Padstow)
- Revesby Pre-School (123 Sphinx Avenue) – A stormwater flood risk management study has identified certain flood risks at this site which must be addressed. Where management of the risk is unfeasible, an alternative location for this activity will need to be found.

## L7 IMPLEMENTATION

- Amend Bankstown DCP
- Property Divestment Program

FIGURE 15 Community facilities in the South East Local Area LACHANS REET GOW STREET TURVEY STREET DON PARKER STREET SHERWOOD STREET BRYANT STREET NINA STREET LOUIE STREET TRACEY STREET DRAVETSTREET ANNE STREET RONALD STREET NICHOLS AVENUE ARCHIBALD STREET RESWELL STREET GLENVIEW AVENUE LUKA STREET REET PARMAL AVENUE BLAMEY STREET CORAL AVEN RYAN ROAD FARMAYROAD Meta Pitrate BURLEY ROAD URANUS ROAD BEBE AVENUE BEBELANE AT ROAL
ROSSER AVEN
WINDSOR ROAD
OUT THE ROAD VEGA STREET ORIENT ROAD HARVEY AVENUE CRAIGLE AVENUE PROSSER AVENUE REDGUM DRIVE CHAMBERLAIN ROAD ROWLAND STREET MARS STREET LANG STREET TOMPSON ROAD CAREW STREET ALMA ROAD NEPTUNE STREET CURZON ROAD HENRY KENDALLAVENUE JEBO CLANCY STREET VILLIERS ROAD DILKE ROAD VALLEY ROAD BUSHLAND DRIVE BERNARD ROAD Key Multi Purpose Community Facilities Investigate for Divestment







## L8

#### Liaise with Schools Regarding Shared Access to School Halls

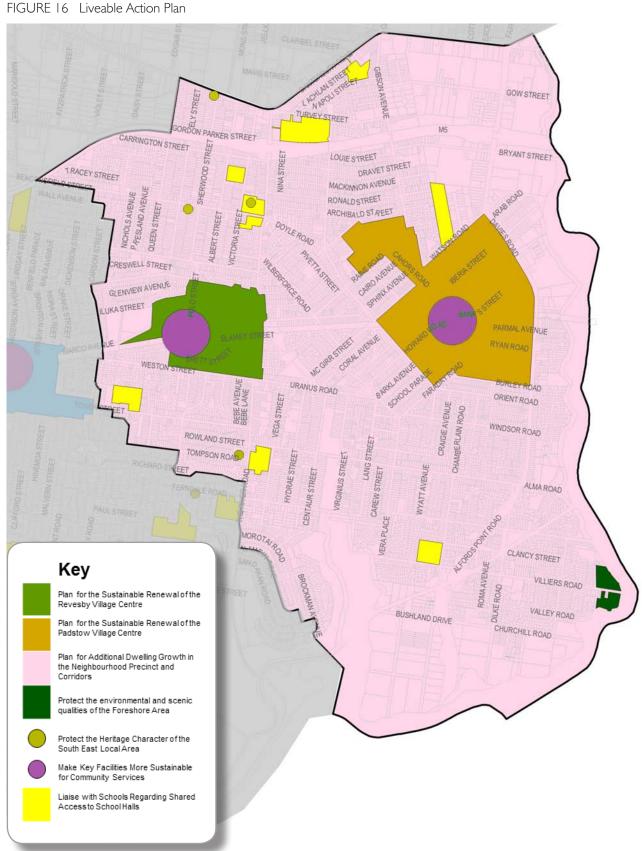
A number of schools within the local area received funding under the Commonwealth Governments 'Building the Education Revolution' Nation Building Stimulus Package for the construction of new facilities. A condition of this funding requires that new facilities must be made available for general community use.

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



#### **IMPLEMENTATION**

 Develop partnership with local schools







## 2.2 Invest

The potential to facilitate investment and generate new jobs in the South East Local Area will depend on supporting our key economic assets.

The South East Local Area is strategically located along the M5 Motorway. The T2 railway line (Airport/East Hills, Inner West and South) runs through the area with stations at Padstow and Revesby providing an excellent access to Central Sydney/Sydney Airport. The local area also contains four key bus routes providing access to Burwood, Liverpool, Hurstville and Miranda. Additional bus routes provide links to the Bankstown CBD and nearby areas.

The Padstow Industrial Precinct, located at the M5 Motorway/ Fairford Road intersection and is proximate to the Bankstown CBD. The precinct contains about 133 hectares and provides an estimated 8,600 jobs (approximately 12% of total jobs in the LGA). It is characterised by large engineering companies, furniture manufacturers, food distributers, warehouses, smash repair workshops and bulky goods complexes. These activities will grow with population growth.

Canterbury Road operates as the spine of an Enterprise Corridor, which provides a mixture of bulky goods and large floorplate out-of-centre retail activity such as Officeworks. Other attrbutes include Homemaker City as a key 'bulky goods' retail drawcard which is proximate to the Bankstown-Lidcombe Hospital and the Padstow and Revesby village centre.

The Invest Actions aim to strengthen the role of the South East Local Area in servicing the City of Bankstown and the wider West Central Subregion. Locating new jobs closer to home will increase economic activity as well as addressing the following sustainability principles derived from 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 centres and industrial precincts as attractive employment and investment destinations.



#### Plan for Employment Activities in the Padstow Industrial Precinct

The Padstow Industrial Precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion. Most of the precinct is located within the South East Local Area with the northern portion of the precinct within the North West Local Area.

The industrial precinct is split by Canterbury Road, M5 Corridor (east/west) and Fairford Road (north/south). All areas contains a mix of freight and logistics, heavy manufacturing, and light industry activities which benefit from road access to the M5 via Fairford Road.

The Canterbury Road corridor is characterised by heavy and light industry, auto related services and bulky goods within large span industrial buildings or industrial strata properties. The precinct is well located to service population driven activities for the South East Local Area and City of Bankstown. The research identifies opportunities to enhance the Canterbury Road corridor to consolidate the area as the key bulky goods area for Bankstown. Over the long term connections to the Bankstown CBD should be improved to ensure the activity centre supports and complements rather than competes with the Bankstown CBD.







The research also identifies an opportunity to strengthen activity nodes along Canterbury Road. Established highway related activities occur at The River Road and Canterbury Road intersection however the current zoning does not reflect these uses. Council supports the established uses as they provide employment within the local area, create a buffer to the traffic volumes on Milperra Road for the adjoining houses. Permitting a wider range of employment land uses suitable in this corridor will assist with renewal of older developments.

The ongoing renewal of the precinct should:

- Extend the bulky goods zone to properties with frontage to Canterbury Road between Gow Street and Gibson Avenue to reflect the current highway related land uses.
- Apply a bulky goods zone to the properties at The River Road node to reflect the desired land uses.
- Maintain the current industrial zones for land outside the Canterbury Road Corridor to accommodate future employment generating activities.
- Retain large industrial lots to support freight and logistics, heavy manufacturing, and light industry activities.

Table 11 shoes the recommended planning controls for the Padstow Industrial Precinct including the Canterbury Road Corridor.

Other enhancements should contribute to the attractiveness and accessibility of the 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.

## 1 IMPLEMENTATION

- Amend Bankstown LEP
- Industrial Area Improvement Program

#### TABLE 11 Suggested Planning Controls for The River Road/Canterbury Road Node

#### **Research findings**

The Canterbury Road Corridor is comprised of highway related uses with mixed use activity nodes at Chapel Road and The River Road. The part of the corridor between Gibson Avenue and Gow Street (24 to 164 Canterbury Road, Bankstown) currently contains heavy and light industry, auto related services and bulky goods on both sides of Canterbury Road within large space industrial buildings or industrial strata properties. These activities will continue to require land with good access to arterial roads and demand for such goods and services will increase with population growth.

The following properties at The River Road node are used for highway and bulky goods related activities however the zoning does not reflect these established uses:

- 268 Canterbury Road, Revesby
- 2,4,14,16,18 The River Road, Revesby
- 7,9 Victoria Street, Revesby

Council supports the established uses as they provide employment within the local area, create a buffer to the traffic volumes on Milperra Road for the adjoining houses. Permitting a wider range of employment land uses suitable in this corridor will assist with renewal of older developments.

#### **Current Planning Controls**

The Canterbury Corridor land within South East Local Area is currently zoned for general industrial land uses. The floor space ratio is 1:1 with no maximum building height.

Land currently utilised for highway and bulky goods related activities at The River Road node is currently zoned 2a) Residential zone. These activities are prohibited within that zone.

## Suggested planning control changes

Rezone the following properties to a Bulky Goods Zone:

- 24 to 164 Canterbury Road, Bankstown
- 268 Canterbury Road, Revesby
- 2,4,14,16,18 The River Road, Revesby
- 7,9 Victoria Street, Revesby





## [2]

# Provide appropriate interface to residential areas

The Padstow Industrial Precinct is generally separated from more sensitive land uses such as residential houses by arterial roads, local roads or open space. There are a handful of industrial lots are directly adjacent to residential properties accessed off Bryant Street and Gwandalan Road.

The industrial properties in this location are currently zoned light industrial to ensure the impacts on nearby houses are minor or easily managed. Interface issues include noise, heavy vehicle traffic, odour, light emissions and dust.

Appropriate controls will be provided to facilitate attractively designed industrial developments with suitable operation measures to reduce any potential land use conflicts.

### 12

#### **IMPLEMENTATION**

- Amend Bankstown DCP
- Industrial Area Improvement Program



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

The Town Centre Improvement Program (TCIP) 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. Allocations of funding between \$1–2 million are available for works.

The second tier focuses on neighbourhood centres, typically groups of 5 to 10 shops. Many of the smaller centres in the South East Local Area fall under this category. The third tier is small works providing new inexpensive infrastructure such as bins, seats and some planting. Council has identified the following neighbourhood shop sites as being appropriate for Tier 2 and 3 works:

- The River Road, Revesby
- Gibson Avenue, Padstow
- Alma Road, Padstow
- Dilke Road, Padstow Heights
- Queen Street, Revesby
- Centaur Street, Revesby Heights

This action aims to continue to seek opportunities to apply the TCIP in the South East Local Area.



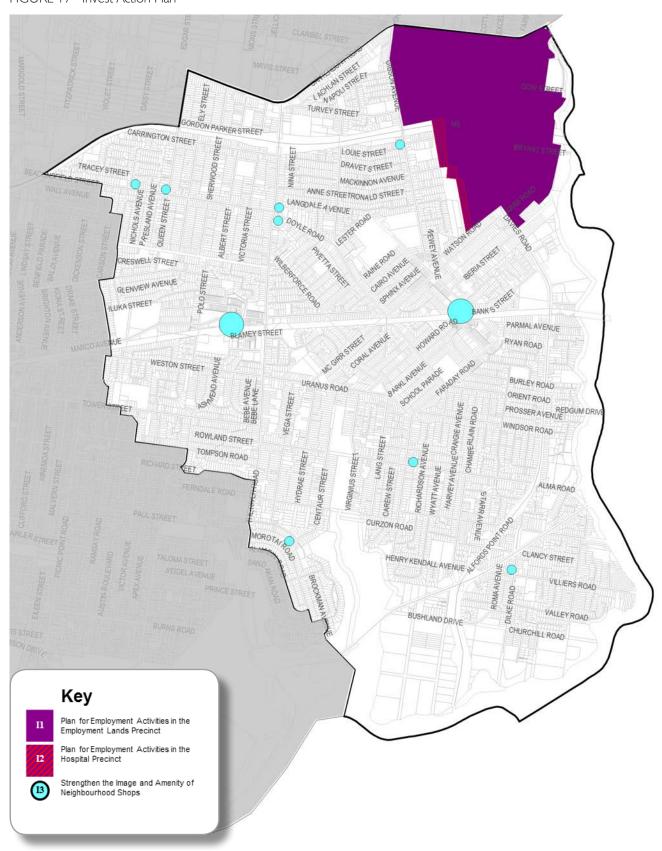
• Town Centre Improvement Program







FIGURE 17 Invest Action Plan



## 2.3 Green

Open spaces such as parks, sportsgrounds, and natural areas such as bushland provide important public places for people to exercise, relax, socialise and experience nature. The South East Local Area contains a well established open space network which includes the Salt Pan Creek and Little Salt Pan Creek recreation corridors and district sporting facilities at Amour, Neptune, Playford and Padstow Parks. There are 59 open spaces comprising 214 hectares.

As the population in the local area is projected to grow to 35,400 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. This will also achieve the following State Government and Local Council sustainability principles:

- 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 provides the following Open Space Hierarchy:





State	A park or reserve capable of hosting state or national events, such as the Dunc Gray Velodrome in Bass Hill.
Regional/ City-wide	A park or reserve of significant proportion, uniqueness or standard servicing a city-wide and regional need, such as Picnic Point Reserve and Sylvan Grove Native Gardens.
District	A park or reserve 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 Playford Park and Clarke Reserve in Padstow.
Niegbourhood	These spaces may have some qualities of a district park but usually only support passive recreation for a local catchment within 400m, such as Villiers Reserve (Padstow Heights) and Toby Reserve (Revesby).
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 0.2ha surplus from sub-divisions, road reserves or infrastructure easements.









## Ensure Open Space is Accessible to all Residents

The open space analysis indicates a majority of dwellings in the South East Local Area are within an acceptable walking distance (around 400 metres) of the current supply and distribution of open space. Limited gaps in supply can be found outside the Revesby and Padstow Village centres.

Actions which would improve access to open space in the Neighbourhood Precinct include:

- Rezoning special use land and road reserves that are currently informally used as open space. Amendments to Bankstown LEP should rezone these areas to recognise their contribution as green spaces in the urban area.
- 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 Playford Park and Amour Park, Georges River National 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 such as Padstow Primary, Padstow North Primary and Sir Joseph Banks High School. 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 space are well used and of appropriate size. Because of the high value of open space in the City of Bankstown, Council must ensure that open space is accessible, meets the needs of the community, or forms part of the City's public domain or cycling infrastructure. Where this cannot be secured the open space may be surplus to Council's needs and divestment of such sites would permit embellishment of other more appropriate sites.

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 multipurpose, have better linkages and have extended hours of use where appropriate if they are to serve the increased population.

The Open Space Strategic Plan (2013) sets out the criteria to assist Council in making decisions about where to acquire land and where to dispose of open space land:

- Land acquisition will be considered where:
  - o There is poor provision of either active or passive open space.
  - o There is a need to improve connectivity.
  - o There is a need to improve wildlife and biodiversity corridors.
- Disposal of open space would only be considered where:
  - There is a high provision of local and neighbourhood open space.
  - o Open space has been identified as having limited recreational, social or environmental value.
  - o Open space is equal to or less than 0.2ha and would not contribute to a proposed walking/cycling route.
  - o Residents have access to another quality open space within 400 metres.

Based on this set of criteria, the proposals for the South East Local Area are:

- Divestment: Investigate divestment of Greenway Reserve and utilise funds for purchase of new open space and embellishment of existing open space.
- Acquisition: Investigate options for land acquisition for development of local parks in the following areas identified as being more than 400m from an open space park or reserve open space in the Issues Paper, being:
  - o land in the vicinity of Sherwood, Albert and Carrington Streets, Revesby;
  - o land in the area where Gibson Ave intersects the M5
  - o land at the southern edge of the Padstow village centre (around Chamberlain Road)
- Classification change or other mechanism:
  - Explore land opportunities to improve the Little Salt Pan Creek corridor adjacent to the Revesby Bowling Club site.
  - o Convert 11 Tarro Avenue & 6A Pambula Avenue, Revesby to operational land.
  - o Convert 42 & 42A Iberia Street, Padstow to operational land. The land is reserved for drainage purposes.

- To implement the following in-centre reclassifications:
  - o 75A, 75B & 75C Marco Ave, Revesby – convert to operational land.
  - 132 Cahors Road, Padstow
     Partial reclassification
     of community land to
     operational land.



- Amend Bankstown LEP
- Open Space Improvement Program—Capital Works
- Property Acquisition Program
- Property Divestment Program

GOW STREET TURVEY STREET ORDON PARKER STREET CARRINGTON STREET BRYANT LOUIE STREET DRAVET STREET RACEY STREET MACKINNON AVENUE RONALDSTREET ARCHIBALD ST REET CARONENIE GLENVIEW AVENUE. BANKSST PARMAL AVENUE BLAMEY STREET CORMANDIUE RYAN ROAD WESTON STREET FREADAYROAD SCHOOL PARADE URANUS ROAD BEBE AVENUE BEBE LANE ORIENT ROAD CHAMBERLAIN ROAD WINDSOR ROAD ROWLAND STREET TOMPSON ROAD MOROTANO CLANCY STREET VILLIERS ROAD VALLEY ROAD Key Open Spaces in Centres Open Spaces in the Neighbourhood Precinct Georges River National Park

FIGURE 18 Open Spaces in South East Local Area



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

The high value biodiversity land in the South East Local Area incorporates remnant native vegetation and threatened communities of flora and fauna. These sites include (refer to Figure 19):

- 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.
- Georges River National Park.

Council's open space analysis also identified 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 mature stands of trees and landscaping along the M5 Motorway, and foreshore land along Salt Pan Creek, Little Salt Pan Creek and Georges River corridors.

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.

Council will continue to liaise with the NSW State Government National Parks and Wildlife Service for the appropriate management of the Georges River National park.



#### **IMPLEMENTATION**

- Amend Bankstown LEP
- Amend Bankstown DCP













# Lead the Way with Environmentally Sustainable Design

At present many residential and commercial buildings are energy inefficient, comparatively expensive to run, use more water than necessary, and can be made of materials that damage human health and the environment. Environmentally sustainable design is an approach that considers each building project from the initial planning stage to eventual decommissioning. There are five fundamental principles of environmentally sustainable design: orientation and structure design efficiency, energy efficiency, water efficiency, materials efficiency and indoor air quality. Improving building designs can save energy, water and money, while creating a more enjoyable and comfortable place to work and live. Council will lead the way in terms of environmentally sustainable design.

Public domain works, such as shopping 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.

Council's Community Land Generic Plan of Management (2014) 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.

## G3 IMI

#### **IMPLEMENTATION**

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



## 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 South East Local Area.

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

- 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 enhance community connectivity, or 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 investigate divestment the following operational land parcels:

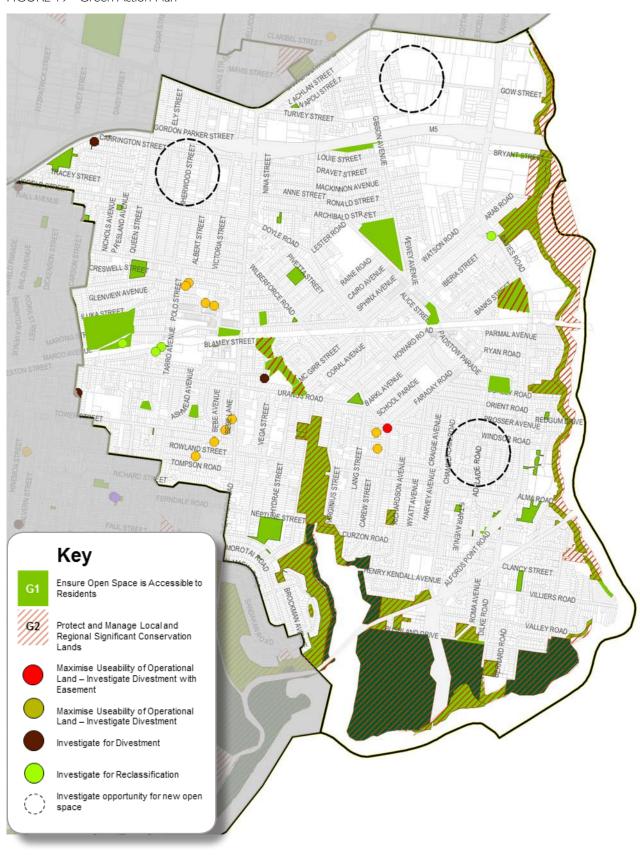
- Divest
  - o 72A Faraday Road, Padstow
- Divest subject to the creation of an easement:
  - o 94D Faraday Road, Padstow
  - o 3A Hercules Avenue, Padstow
  - o 3A Polo Street, Revesby
  - o 7A Polo Street, Revesby
  - o 23A Rowland Street, Revesby
  - o 38A Simmons St, Revesby
  - o 2A Swan St, Revesby
  - o 2C Tower Street, Revesby
  - o 224A The River Road, Revesby
  - o 5A Tower Street, Revesby



#### **IMPLEMENTATION**

 Property Divestment Program

FIGURE 19 Green Action Plan



### 2.4 Connected

The South East Local Area contains rail and bus based public transport corridors including the T2 railway line (Airport/East Hills, Inner West and South) with Revesby as an express stop, and the M91 and M92 regional bus services connecting Padstow via the metro bus network with Bankstown CBD and other regional destinations. Major eastwest roads traversing the local area are Canterbury Road, the M5 Motorway and Henry Lawson Drive. Major north-south roads are Fairford Road/Davies Road and The River Road.

Despite the connections to the public transport network, the South East Local Area remains a dominant car based environment. Five of every six residents leaves the local area for work with the majority travelling by car. Currently, only 6% of journeys are made by public transport and 3% by walking and cycling.

The Connected Actions aim to promote a balanced transport system. Such a system provides our community with the maximum number of choices 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 are better use of transport infrastructure, and more importantly making the South East Local Area a more liveable and healthier place. A balanced transport system will address the following State Government and Local Council sustainability principles:

- 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.



## Enhance Accessibility across the South East Local Area

This action aims to improve accessibility across the South 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 priorities the use of more sustainable forms of transport

priorities the use of more sustainable forms of 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.
- network (refer to Figure 20) 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.
- Develop design and management guidelines in partnership with the local community for major traffic generating development in the neighbourhood precinct (schools, educational establishments).
- Council will advocate to the State Government to include mandatory Transport Management Plans for all education facility development enabled under the Infrastructure SEPP.



#### **IMPLEMENTATION**

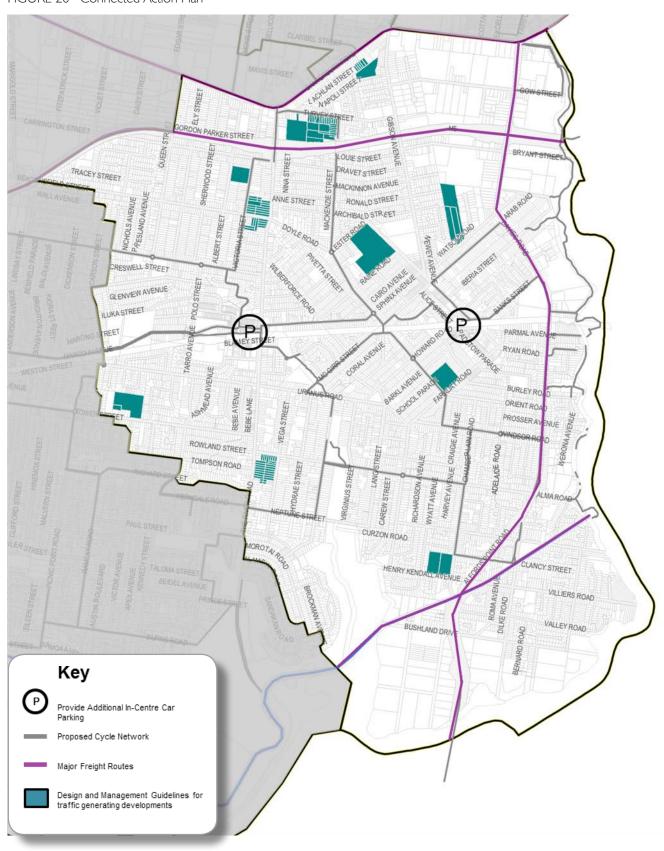
- Roads Program
- Bike and Pedestrian Program







FIGURE 20 Connected Action Plan





# 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 five distinctive precincts to support a diverse and healthy community:

The Revesby Village Centre will continue to function as the largest shopping precinct servicing the suburbs of the South East Local Area. The Revesby Station Precinct renewal will provide a new central place as the focus for retail and community activities set within a safe and high quality environment. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station.

- The Padstow Village Centre will continue to function as a key shopping precinct servicing the suburbs of the South East Local Area. Carl Little Reserve renewal will provide a new central place as the focus for retail and community activities set within a safe and high quality environment. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station.
- The Neighbourhood Precinct will maintain the low density neighbourhood character, serviced by a good supply of neighbourhood parks, open space 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 Padstow Industrial Precinct will continue to support employment activity within the South East Local Area. This precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form is primarily contemporary industrial development set on large lots within a safe and high quality environment. Development controls preserve a buffer to residential development.
- The Canterbury Road Corridor is a major transport corridor that will continue to function as a significant economic asset for the City of Bankstown. The built form will create a 'sense of place' by having mixed use nodes at important intersections. The remaining stretches will continue to promote industrial, bulky goods and other highway related uses.

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 4.2 and 4.3. 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 monitoring on the progress of the priority actions. Council may make necessary refinements in response to changing circumstances.

TABLE 12 Summary of Change								
Actions	Revesby Village Centre	Padstow Village Centre	Neighbourhood Precinct	Padstow Industrial Precinct	Canterbury Road Precinct	Statutory Planning	Asset and Infrastructure	Advocate
LI	X					X	X	X
L2		X				X	X	X
L3			X			X	X	
L4			X			×		
L5	X	X	X			×		
L6	X	X	X			×		
L7	X	X	X			×		
П				X	X	×		
12			X	X		×		
13	X	X	X				X	
GI	X	X	X			X	X	
G2			X			X	X	
G3							X	
G4	X	X	X				X	
CI	X	X	X	×	X		X	X

## 3.2 Statutory Planning Framework

#### **Local Environmental Plan**

The Bankstown Local Environmental Plan is Council's principal planning tool to regulate the function and growth of the South 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 Revesby and Padstow Village Centres as the primary commercial and community centres in the South 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 South 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 key changes to the Local Environmental Plan.







Table 13	Ke	ey changes to the Local Environmental Plan
Actions		Proposed Changes
Zone	LI	<ul> <li>Revesby Village Centre:</li> <li>Upzone the residential growth areas with a focus on the high and medium density residential zones in transitional areas.</li> <li>Extend mixed use zone to certain properties on the mainstreet.</li> </ul>
	L2	<ul> <li>Padstow Village Centre:</li> <li>Upzone the residential growth areas with a focus on the high and medium density residential zones in transitional areas.</li> <li>Extend mixed use zone to certain properties on the mainstreet.</li> </ul>
	L3	<ul> <li>Neighbourhood Precinct:</li> <li>Upzone the following land with frontage to Doyle Road between The River Road and McKenzie Street to the medium density residential zone:</li> <li>I, 5, 9, II, I3, I5, I6, I7, I8, I9, 20, 2I, 22, 23, 23A, 24, 25, 26, 27, 28, 29, 30, 30A, 3I, 32, 33, 34, 35, 36, 37 and 38 Doyle Road, Revesby</li> <li>I Robyn Street, Revesby</li> <li>22 Fall Street, Revesby</li> <li>2, 2A, I4 Constance Street, Revesby</li> </ul>
	II	<ul> <li>Canterbury Road Corridor:</li> <li>Upzone the following industrial properties with frontage to Canterbury Road between Gow Street and Gibson Avenue to a bulky goods zone: 24, 38, 42, 48, 54, 56, 72, 84, 96, 104, 110, 112, 114, 116, 122, 148, and 164 Canterbury Road.</li> <li>Upzone the following properties at The River Road/Canterbury Road node to a bulky goods zone:</li> <li>268 Canterbury Road, Revesby</li> <li>2,4,14,16,18 The River Road, Revesby</li> <li>7,9 Victoria Street, Revesby</li> </ul>
Developm Standard		<ul> <li>Revesby Village Centre</li> <li>For the High Density Mixed Use Zone:</li> <li>Extend the mixed use zone to Macarthur Avenue Precinct and the properties at Nos. 38 to 60 Selems Parade and 133 The River Road.</li> <li>Focus on high density shop top housing to achieve the dwelling target.</li> <li>Increase the building envelope from 2:1 FSR / 3 storeys (+loft) to: <ul> <li>12 storeys on the sites shown at Marco Avenue and Blamey Street, FSR = 3:1 + 0.5:1 bonus subject to complying with sustainable development criteria.</li> <li>6 storeys for sites on the south side of Macarthur Avenue, FSR = 2.5:1</li> <li>4 storeys for sites at the intersection of The River Road and Sphinx Avenue, FSR = 2:1</li> <li>8 storeys in the remaining mixed use area, FSR = 3:1.</li> </ul> </li> </ul>

Table 13		Key changes to the Local Environmental Plan
Actions		Proposed Changes
		<ul> <li>Reduce the minimum lot width to 18 metres to achieve the higher floor space provision.         This aims to encourage high quality development with the most efficient parking layout possible. Otherwise a 2:1 FSR will apply.     </li> </ul>
		<ul> <li>For the High Density Residential Zone:</li> <li>Introduce a high density residential zone in the centre.</li> <li>Focus on home units and townhouses to achieve the dwelling target. This zone does not include low density options such as dual occupancies and villas.</li> <li>Introduce new building envelopes in this zone as follows: <ul> <li>6 storeys at Swan Street and Brett Street, FSR = 1.5:1</li> <li>4 storeys for remaining high density residential zone, FSR = 1:1</li> </ul> </li> <li>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 will not include low density options</li> </ul>
		such as dual occupancy and villa developments.
	L3	Padstow Village Centre For the High Density Mixed Use Zone:  • Extend the mixed use zone to Macarthur Avenue Precinct and the properties at:  o 103 to 105 Arab Road  o 112 and 114 Iberia Street  o 35 Cahors Road  o 37 to 41 Cahors Road  o 43 to 47 Cahors Road  o 140A Cahors Road  o 140A Cahors Road  o 1 to 9 Segers Avenue  o 10 to 34 Padstow Parade  o 10 Faraday Road  o 1 to 3 Astley Avenue  o 38 to 42 Parmal Avenue  o 132 Cahors Road (As part of the Carl Little Reserve Renewal)  • Focus on high density shop top housing to achieve the dwelling target.  • Increase the building envelope from 2:1 FSR / 3 storeys (+loft) to:
		<ul> <li>8 storeys for properties on Padstow Parade and the south side of Howard Road, FSR = 3:1.</li> <li>6 storeys for sites on the south side of Padstow Parade and Faraday Road, and northern side of Howard Road, FSR = 2.5:1</li> <li>4 storeys for sites at the intersection of Howard Road and Segers Avenue, FSR = 2:1</li> <li>To achieve the higher floor space provision, development must:</li> <li>Achieve a minimum lot width of 18 metres. This aims to encourage high quality development with the most efficient parking layout possible.</li> <li>For certain properties in Padstow Parade, Howards Road and Faraday Road, Padstow, retain historic facades.</li> </ul>

Otherwise a 2:1 FSR will apply.

Table 13 Ke	ey changes to the Local Environmental Plan
Actions	Proposed Changes
	<ul> <li>For the High Density Residential Zone:</li> <li>Introduce a high density residential zone in the centre.</li> <li>Focus on home units and townhouses to achieve the dwelling target. This zone does not include low density options such as dual occupancies and villas.</li> <li>Introduce new building envelopes in this zone as follows: <ul> <li>6 storeys for properties on Padstow Parade, Gibson Avenue, Alice Street and Stephanie Street, FSR = 1.5:1</li> <li>4 storeys for properties on Parmal Avenue, Ryan Road, around Clarke Reserve, properties on Banks Street, Alice Street and Segers Avenue, FSR = 1:1</li> </ul> </li> <li>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 will not include low density options such as dual occupancy and villa developments.</li> </ul>
L3	Neighbourhood Precinct For the Low Density Residential Zone, retain the current planning controls. For the medium density mixed use residential zone:  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 sites: Padstow Corner Shop - 83 Gibson Avenue, Padstow Alma Road Shops - 136-164 Alma Road, Padstow Readstow Heights Convenience Store - 45-51 Dilke Road, Padstow Heights Beaconsfield Street Shops - 38 & 64 Beaconsfield Street, Revesby Revesby Heights Shops - 134-150 Centaur Street, Revesby Heights In the medium density mixed use zone at The River Road, Revesby shops increase the building envelopes: FSR 1.5:1/3 storeys - 2, 4, and 6 Doyle Road FSR 1.5:1/3 storeys - 71 - 83 The River Road FSR 1.5:1/3 storeys - 71 - 83 The River Road FSR 1.5:1/3 storeys - 71 - 83 The River Road FSR 1.5:1/3 storeys - 85 - 89 The River Road FSR 1.5:1/3 s

Table 13	Key changes to the Local Environmental Plan
Actions	Proposed Changes
	For the following properties located within the Foreshore Area prohibit villa development:  I A Valley Road, Padstow I / 19 Villiers Road, Padstow I Williers Road, Padstow Villiers Road, Padstow
L6	List identified buildings of local heritage significance:  13-15 Faraday Road, Padstow  13-15 Faraday Road, Padstow  147 and 55 Howard Street, Padstow  2,8, 53-55 Padstow Parade, Padstow  28 Milperra Road, Revesby  45 Beaconsfield Street, Revesby  158 The River Road, Revesby
G4	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 guidance on 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 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 Renewal of the Revesby Village Centre
- L2 Plan for the Renewal of the Padstow Village Centre

Table 14		Key changes to the Development Control Plan
Actions		Proposed Changes
Building Envelopes	LI-L3	Insert storey limits.
	LI-L3	Insert development controls relating to medium density housing (such as terrace houses and town houses) in the residential transitional areas.
Setbacks	L6	Customise the building setbacks to correspond with the diverse character of the streets.
Urban Design	L6	Revise the controls relating to active street frontages, external appearance and signs to improve the quality and image of commercial centres.
	G3	Revise the controls to improve the energy efficiency of development and implementation of water sensitive urban design.
Access	LI-L3	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 South 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 how the actions align with Council programs. Table 16 summarises the actions that would require funding under the Section 94A Plan and/or the State Government. Council will continue to lobby the relevant funding agencies to implement the proposed works.

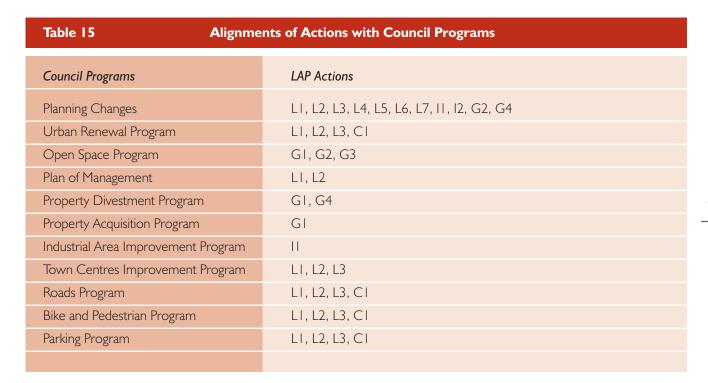


Table	Actions that require Local and State funding		
	Actions	S94A funding	State funding
LI	Plan for the Renewal of the Revesby Village Centre	X	×
L2	Plan for the Renewal of the Padstow Village Centre	×	×
П	Plan for Employment Activities in the Padstow Industrial Precinct	×	
13	Strengthen the Image and Amenity of the Centres	×	
GI	Ensure Open Space is Accessible to all Residents	×	×
G3	Lead the Way with Environmentally Sustainable Design	×	
CI	Enhance Accessibility across the South East Local Area	×	X



**Bankstown City Council**