Bankstown City Council adopted the Hume Highway Corridor Strategy at the Development Committee Meeting of 7 December 2004, followed by amendments to Section 5.2 at the Ordinary Meeting of 22 March 2005.
# Hume Highway Corridor Strategy

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Chapter One

Executive Summary
1.1 A Vision for the Hume Highway Corridor

The Hume Highway Corridor is the front door to the City of Bankstown.

The sections of the Hume Highway Corridor within the municipality also function as a regional economic zone. It is home to leading organisations in retail, business services, manufacturing, transport, and research, with an estimated retail turnover of $85 million and employing over 22,400 people.

Although some sections of the Hume Highway Corridor have recently experienced renewal, there are many sections in a state of decline. This has led to the Corridor becoming an underutilised valuable piece of infrastructure.

In recognition of this trend, the NSW Government is considering contributing to the revitalisation of the Hume Highway Corridor (from Villawood to Chullora) as part of the “Sydney Metropolitan Strategy”. The Strategy will serve as a blueprint for government investment in Sydney for the next 30 years.

The NSW Government is aiming to implement the Strategy by 2005 in collaboration with local councils, and will take into consideration road and rail improvements, regional bus corridors, power and water supply, land acquisitions, new housing, and creating jobs.

Should Bankstown City Council wish to participate in this exciting new opportunity, it must take action now.

At the Development Committee meeting of 7 December 2004, Council adopted the Hume Highway Corridor Strategy in accordance with Council’s Management Plan “CITYPLAN”. The Strategy discusses Council’s vision to promote investment and redevelopment of the Hume Highway Corridor by:

- creating a new enterprise zone that will attract business and employment investment;
- developing three town centres (Bass Hill, Yagoona, and Chullora) with a focus on retail activities;
- investigating opportunities for new housing that will support the three town centres;
- attracting government infrastructure investment to support the revitalisation;
- improving public transport with a creation of regional bus corridors; and
- setting up a framework for Council to actively promote investment and business relocation to the Hume Highway Corridor.

It is recognised further investigative work and public discussion must take place. However, Council must first decide on a vision if it is to provide leadership and collaborate with the NSW Government to achieve infrastructure improvements as part of the “Sydney Metropolitan Strategy”. Following this process, the Hume Highway Corridor Strategy will provide a framework to determine land use rezonings to create the new enterprise zone, consolidation of retail and residential uses, and landscape improvements to the physical domain.
1.2 Examples of Options to Revitalise the Hume Highway Corridor

Create a new regional bus corridor to link the town centres and enterprise zones along the Hume Highway Corridor with other regional centres.

Introduce a new enterprise zone (Rookwood and Greenacre) to convert large under-utilised sites into commercial complexes and other highway related uses.

Revitalise the three town centres (Yagoona, Bass Hill, and Chullora) through redevelopment of retail sites, providing support housing, landscaping, and public art.
Chapter Two

Introduction
2.1 The Hume Highway Corridor Today

The Hume Highway Corridor is a national and historical landmark. Commissioned by Governor Macquarie in 1813, the Hume Highway Corridor today functions as:

- a national highway linking Sydney with Canberra and Melbourne;
- a front door to the City of Bankstown, with over 62,000 motorists travelling through the municipality (via the Hume Highway) every day; and
- a major investment and employment zone for the City of Bankstown, with major employers including Fairfax, News Limited, Australia Post, Western Foods, Coles, Woolworths, and Rydges.

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

Although some sections along the Hume Highway Corridor have recently experienced renewal, there are many sections in a state of decline. This is due to ageing infrastructure, poor safety and amenity for users, and declining economic activity at strip shopping centres. This state of decline detracts from the image of both Sydney and Bankstown, and does not fully utilise this valuable piece of Sydney infrastructure.

Many questions arise as to the future role and use of the Hume Highway Corridor including:

- what visions do stakeholders have for the Corridor?
- how can stakeholders help to improve the Corridor for motorists, commuters, pedestrians, cyclists, residents, and commercial operators?
- what future role can the Corridor play in defining and improving the image of the City of Bankstown?
- what are some of the long term options for managing development along the Corridor?

To help answer these questions, Bankstown City Council adopted the Hume Highway Corridor Strategy on 7 December 2004 plus amendments to the Bass Hill Town Centre on 22 March 2005. This is in accordance with Council’s Management Plan “CITYPLAN” which identifies this project as a priority action.

The Strategy will provide a basis for Council and stakeholders to build a vision to revitalise and market the Hume Highway Corridor, and to commit to projects that will achieve this vision.
2.2 Vision

Bankstown City Council’s vision for the future role and use of the Hume Highway Corridor is to:

- create a new enterprise zone that will attract business and employment investment;
- set up a framework to actively promote investment and business relocation to Bankstown;
- develop town centres with supporting residential uses;
- promote the use of the Corridor as a spine for improved regional public transport;
- improve safety and amenity for residents and users;
- revitalise the image and environment of the Corridor; and
- attract infrastructure investment to support the revitalisation.
Figure 1  Hume Highway Corridor Strategy Study Area
2.3 Study Area

The study area of the Hume Highway Corridor Strategy covers approximately 11km of the Hume Highway Corridor, from Woodville Road in Villawood to Roberts Road in Chullora.

2.4 Aims and Objectives

The aims of the Hume Highway Corridor Strategy are to:

• provide a long term plan for the Hume Highway Corridor to be implemented over the next 10 years;
• provide a basis for government authorities, council, and relevant stakeholders to support and actively participate in the revitalisation of the Hume Highway Corridor;
• provide a single, dynamic, and comprehensive document that identifies the themes and opportunities for the Hume Highway Corridor;
• provide a development framework for the future development of the Hume Highway Corridor; and
• promote public and private investment in the Hume Highway Corridor.

The objectives of the Hume Highway Corridor Strategy are to:

• establish a clear role of the Hume Highway in a regional context as a leading redevelopment corridor for employment, and as a key transport spine;
• improve the visual appearance of the Corridor by identifying different precincts, and highlight the special sites and heritage significance of this route;
• provide concepts for public domain and environmental improvements to the Hume Highway, and provide a practical framework for the ongoing maintenance and management of the public domain;
• provide and reinforce clear gateway sites to the City of Bankstown along the Hume Highway;
• establish a regional bus corridor along the highway;
• improve access and safety for pedestrians, cyclists, and commuters both along the Hume Highway and at important intersections;
• outline land use strategies that will attract redevelopment and employment opportunities consistent with Council’s vision to revitalise the Corridor;
• concentrate redevelopment opportunities at key areas along the Corridor;
• provide safe, clean, and high amenity environments at the major shopping centres;
• provide a basis for the establishment of a staged program to fund the enhancements, and implement the Hume Highway Corridor Strategy to match redevelopment;
• implement the recommendations of ‘Greening of Bankstown’ and the ‘Bankstown Biodiversity Strategy’, particularly where green corridors transect the Hume Highway; and
• provide a ‘human scale’ factor to the Hume Highway by creating shared pathways and artwork links to historical or memorial features with interpretive detail.
2.5 **Strategy Process**

Council recognises it must jointly work with the NSW Government to implement the Hume Highway Corridor Strategy, given the Hume Highway is a State Road under the Roads Act 1993.

The Strategy will form the basis for detailed discussions with the Department of Infrastructure, Planning, and Natural Resources, Roads and Traffic Authority, Ministry of Transport, Department of Housing, Department of Education, and Sydney Water.

As discussed in Section 2.4, the purpose of the Strategy is to guide the future development of the Hume Highway Corridor by:

- providing a vision for the study area; and
- defining the planning principles to be addressed in projects, planning instruments, and work programs.

This is in accordance with Council’s Management Plan “CITYPLAN” which identifies this project as a priority action. The strategy process is shown in the table:
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| **Stage 1**  
Site Analysis | Prepare study brief.  
Undertake field and survey work to identify existing land uses, site constraints, traffic and urban design issues.  
Conduct workshops with Council officers and the Major Development Design Panel.  
Commission background studies:  
• Economic Analysis Report prepared by SGS Economics and Planning; and  
• Environmental Analysis Report prepared by BBC Consulting Planners.  
Prepare Issues Report. |
| **Stage 2**  
Commission architectural consultants to help prepare building envelopes and graphics.  
Commence discussions with the NSW Government should Council support the Strategy for the Hume Highway Corridor. |
| **Stage 3**  
Public Exhibition | Exhibit the Strategy, and report to Council.  
Consult with property owners, residents, relevant stakeholders, and government authorities.  
Following public comment on the Strategy, prepare a detailed implementation and funding program to support the revitalisation. |
| **Stage 4**  
Implement the Hume Highway Corridor Strategy | Following adoption of the Strategy, commence to implement by:  
• incorporating the recommendations with the “Sydney Metropolitan Strategy”;  
• jointly working with relevant government authorities to implement works;  
• creating and amending relevant planning instruments; and  
• preparing a Section 94 Contributions Plan for redevelopment areas in the Corridor. |
Chapter Three

Understanding the Hume Highway Corridor
3.1 Regional Context

The Hume Highway Corridor is a national and historical landmark. In 1813, Governor Macquarie commissioned the construction of the Hume Highway from Sydney to Liverpool to help expand the settlement. Gradually over time, the Hume Highway has strengthened to become a national highway linking Sydney with Canberra and Melbourne.

Recent planning work by WSROC for the Greater Western Sydney Region identifies the Hume Highway Corridor and the City of Bankstown as an essential part of the region’s core.

WSROC identifies as a high regional priority the need to create a regional public transport corridor between Bankstown–Parramatta, and to promote and reinforce employment growth in the City.

The NSW Government also recognises the Hume Highway Corridor as a key piece of Sydney’s infrastructure, and is considering contributing to the revitalisation of the Corridor (from Villawood to Bankstown) as part of the “Sydney Metropolitan Strategy”.

The Strategy will serve as a blueprint for government investment in Sydney for the next 20 years, and aims to:

- develop sustainable transport and infrastructure options; and
- create vibrant, liveable communities.

The NSW Government is aiming to complete the Strategy by 2005 in collaboration with local government, and will take into consideration road and rail improvements, regional bus corridors, power and water supply, land acquisitions, new housing, and the creation of jobs.
Figure 2  Regional Economic Activity linked to the Hume Highway Corridor
3.2 Location

The Hume Highway Corridor provides the City of Bankstown with a competitive edge over other areas in Sydney by offering the following advantages:

• central location to the Sydney metropolitan area;
• impressive road and rail connections to business centres, industrial precincts, and sea and air freight terminals; and
• proximity to a skilled workforce.

The status of the Hume Highway Corridor as a major arterial road will continue to remain high, despite changes to the road network such as the opening of the M5 Motorway. In this respect, the competitive edge of the corridor is likely to be affected by a projected 25% increase in traffic volumes by the year 2016.

Council may need to seek strategies to divert freight and dangerous goods traffic from the Hume Highway if it is to improve the amenity of the corridor. Diverting through traffic will also enhance the corridor’s role as part of the local movement network, and help link residents with employment and community services within the municipality.

Government projects seeking to alleviate traffic congestion include the Stacey Street extension, the M7 Orbital Road, and the creation of the intermodal terminals.

3.3 Movement Patterns

The Hume Highway Corridor functions as a State Road. It has three moving lanes in each direction, with limited areas for on-street parking.

The Hume Highway Corridor carries a significant amount of freight and vehicle traffic (up to 62,000 vehicles pass through the City of Bankstown every day), and allows local traffic to access the surrounding neighbourhoods.

However, the Corridor does not offer a safe environment or high amenity for other users such as pedestrians, cyclists, and commuters.

Statistics by the Roads and Traffic Authority for the last 5 years indicate there were 1,426 road accidents in the Hume Highway Corridor as it passes through the City of Bankstown. This has resulted with 10 fatalities and 730 injuries, many involving pedestrians. In addition:

• crossing the highway appears to be dangerous for pedestrians as vehicles travel at a higher speed compared to a typical neighbourhood street;
• designated pedestrian crossings are few in number;
• the median strips are not wide enough for pedestrians to safely cross the highway;
• footpaths are in generally poor condition, or non-existent;
• there are no safe lanes for cyclists to travel or cross the highway;
• bus routes do not extend the full length of the highway or link the shopping centres; and
• patronage of the Yagoona railway station is declining.

3.4 Economic Zone

The Hume Highway Corridor is a significant economic asset for the City of Bankstown. Indicators show the Corridor is experiencing strong employment growth as:

• it contains over 319,000m² of commercial and industrial floor space (with the potential for an additional 7,200m² of retail floor space by the year 2016);
• it employs over 22,400 people (mainly in the fields of manufacturing, retail, and wholesale trade); and
• it generates an estimated retail turnover of $85 million.

The Hume Highway Corridor will remain a significant thoroughfare connecting strong growth areas. Some nationally important employers (such as Fairfax, News Limited, Western Foods, and Woolworths) have capitalised on this role and are prospering. The growth in service businesses is also seeing a demand for highly accessible employment areas that offer high quality environments such as large campuses and business parks.

In addition, there are many major employers located within the vicinity of the Hume Highway Corridor that rely on the highway for access and supporting services. These include activities in the Bankstown CBD and Bankstown Airport.

However, there are some retail areas that are experiencing static or negative growth. This includes the Yagoona Town Centre which has a high vacancy rate of 27%. This decline is due to Bankstown’s population increasingly working and consuming outside of the municipality, and a very small percentage of customers being ‘passing trade’.

These retail areas may need to reconnect with their communities, particularly as there is also increasing competition from neighbouring regional centres such as Bankstown Square, Westfield Parramatta, Roselands shopping centre, Fairfield Forum, and the Neeta City shopping centre.

Investment in these regional centres over the last 20 years has had a significant impact on the catchment of local retailers.

3.5 Housing

The Hume Highway Corridor is home to over 25,600 residents (the equivalent to 15% of Bankstown’s population). However, many neighbourhoods along the Hume Highway Corridor are experiencing an ageing population with declining household sizes.

It is projected that these areas will experience population increases over the next 5 to 15 years. This is due to first home buyers, young singles, immigrants, and young families moving into the area. This will bring a more youthful population to the Corridor and a modest increase in affluence.

There is the opportunity to accommodate some of the growing population in medium to high density urban infill, mainly as support to the town centres.

3.6 Remembrance Driveway

In 1952, the Remembrance Driveway Committee began planting trees and memorial parks along the Hume and Federal Highways to commemorate the Australian Forces who have served since World War I.

The Remembrance Driveway extends from Macquarie Place, Sydney to the Australian War Memorial, Canberra. The section of Remembrance Driveway that passes through the City of Bankstown makes a valuable contribution to the image of the Hume Highway.
Chapter Four

Initiatives for the Hume Highway Corridor
In considering the regional context and the findings of the site analysis, there are many initiatives that apply to the Hume Highway Corridor at a local context. The Strategy must consider these initiatives if the recommendations are to be feasible and practical to implement. The initiatives include:

4.1 Regional Bus Corridor
4.2 Enterprise Zone
4.3 Connecting Spine to the Bankstown CBD
4.4 Air Quality
4.5 Noise
4.6 Housing
4.7 Sensitive Land Uses
4.8 Traffic and Access
4.9 Landscaping and Public Art

4.1 Regional Bus Corridor

The NSW Government is proposing to improve public transport in NSW by creating regional bus corridors. The proposed bus corridors will provide fast, frequent, and direct links to regional centres. These corridors cover parts of the Hume Highway (such as the Miranda–Bankstown, Bankstown–Burwood, and Bankstown–Parramatta links), and would require the creation of dedicated bus lanes and bus priority measures.

It is vital to provide these bus corridors if the revitalisation of the Hume Highway Corridor is to succeed.

The implementation of the bus corridors is a priority action, and will bring many benefits. It will provide convenient links for residents and workers to commute between the employment centres, reactivate centres, and help to reduce traffic congestion on the transport corridor.

The regional bus corridors may also help to support the Yagoona railway station, which is currently experiencing a decline in patronage.
Figure 3 Regional Bus Corridors
4.2 Enterprise Zone

The Hume Highway Corridor is a significant economic asset for the City of Bankstown. To help sustain the role of the Corridor as a regional employment hub, Council should build on the strongly performing clusters or nodes. This could be achieved by:

- creating a new enterprise zone that allows a mix of large scale commercial, bulky goods, hospitality, hi-tech industrial, and highway related uses. This zone will be proposed at Rookwood, Greenacre, and some sites in Bass Hill;
- developing three town centres as a focus for retail activities and good access to public transport. These are Bass Hill, Yagoona, and Chullora;
- converting existing retail activities located outside of the above shopping centres to possible residential or highway related land uses (not including car yards);
- forming links with neighbouring employers such as the Bankstown CBD and Bankstown Airport;
- converting isolated industrial sites where it conflicts with residential areas, or are located within a convenient distance to regular public transport services; and
- working with businesses to develop management strategies for retail operators to improve management, marketing, and sales skills.

4.3 Connecting spine to the Bankstown Central Business District

The Bankstown Central Business District is a regional business and retail centre. It also forms a central hub for rail and bus services. Council has recently adopted the Bankstown CBD Masterplan to provide a vision for the future growth of this economic centre, with further studies to be undertaken as part of the “Sydney Metropolitan Strategy”.

The Hume Highway Corridor must recognise the role of the Bankstown CBD, and the opportunity exists to build a connecting spine via Chapel Road. The Corridor, in particular the Rookwood precinct, could provide fringe town centre uses (such as support services, bulky goods, and accommodation) with links to the TAFE and regional bus corridors. The Corridor could also provide additional large sites for redevelopment should the Bankstown CBD exhaust its potential sites.
Figure 4  The Second Bankstown CBD
4.4  **Air Quality**

Although air quality is at an acceptable level, the amenity of properties (such as dwellings) will reduce during times of adverse weather conditions. This is due to odour emissions, dust, and grime from motor vehicles, particularly heavy vehicles.

All land uses may be considered appropriate for the Hume Highway Corridor given the existing and projected air quality levels, however:

- preference should be given to locating land uses that are least affected by air quality impacts along the corridor;
- sensitive land uses should be setback a minimum 50 to 100 metres from the road to reduce the exposure of vehicle emissions on children. Sensitive land uses include housing, schools, child care centres; hospitals, and nursing homes; and
- dwellings should locate bedrooms and living areas away from the road.

4.5  **Noise**

Traffic noise levels on the Hume Highway Corridor are reasonably high, and are projected to increase. The noise levels are suitable for industrial and commercial uses, but set some challenges to the design of noise sensitive land uses directly fronting the highway. This includes:

- small shops that are setback less than 3 metres from the highway; and
- dwellings where the living areas are setback less than 40 metres, and the bedrooms are setback less than 160 metres from the highway.

Buildings that are setback less than the recommended distances would require noise attenuation measures. However, Council should discourage the use of solid noise walls along the street boundary as part of these measures.

Land uses that are inappropriate for the highway include schools, child care centres, and outdoor playgrounds.
4.6 **Housing**

In keeping with Council’s Housing Strategy, there is the opportunity to allow some home units to support the shopping centres and enterprise zones provided there is good public transport access. The proposal to link these centres with the regional bus corridors will achieve this requirement.

The scale and density of housing should be appropriate to the desired future character and function of the enterprise zone or shopping centre. Yagoona and Rookwood are likely to achieve the highest density.

Bass Hill, Greenacre, and Chullora may achieve home units at a lower scale provided the sites are of sufficient size to offer good amenity, and can separate the home units from any adjoining 2(a) zones.

For areas outside the above centres, it is proposed to:

- allow terrace houses (2 storeys) on sites with rear lane access. This will encourage the redevelopment of older style housing and the removal of driveways from the highway; and
- other residential zoned land to remain as houses, dual occupancies, or villas (2 storeys).

4.7 **Sensitive Land Uses**

Prohibit new schools and child care centres along the highway.
4.8 Traffic and Access

Council should collaborate with the NSW Government to improve the amenity and safety of the Hume Highway Corridor by:

- diverting freight and dangerous goods movements away from the Corridor, and introducing traffic calming devices;
- investigate supporting a high frequency regional bus corridor along the entire length of the Hume Highway. The dedicated bus lanes would connect key centres such as the Bankstown CBD, Yagoona, Bass Hill, and Chullora;
- enhance the pedestrian and cycling experience by creating a shared path along the entire length of the Hume Highway;
- improve pedestrian access and amenity across the Hume Highway at major employment zones, shopping centres, bus stops, and intersections;
- investigate the use of low noise asphalt in future road works;
- investigate practical and appropriate measures to improve the locations that currently do not provide sufficient road and pedestrian safety such as:

- introducing turning bays;
- providing additional traffic lights;
- providing practical pedestrian/cycle crossings or overpasses;
- widening roads and footpaths;
- controlling traffic speeds;
- providing dedicated cycle lanes, bus lanes, and safe access to bus stops;
- treating or rebuilding the median strips;
- providing additional footpaths;
- providing access for people with disabilities and parents with strollers;
- encourage the consolidation of sites to reduce the number of driveways on the highway; and
- investigate whether there is a need to increase or reduce the amount of on-street parking and public carparks.
4.9 Landscaping

The Remembrance Driveway is the primary landscape feature that characterises the Hume Highway. Council should augment existing sites, and seek new sites to expand the Remembrance Driveway. This would include:

- retaining all existing open spaces;
- locating sculptural elements at gateway sites, within the Remembrance Driveway plantings, and as part of street furniture/fence panels;
- landscaping any gaps in the Remembrance Driveway landscape corridor. This includes front setbacks on public and private land;
- creating a tree canopy along the full length of the highway on both sides, and appropriate median strips in town centres and enterprise zones;
- creating a specific landscape theme at major shopping centres. These include Bass Hill, Yagoona, and Chullora; and
- creating a historical interpretive trail with particular emphasis on the importance of the Remembrance Driveway.

Possibility for totem poles to highlight memorial information (similar to the volunteer poles at the Olympic site).

Introduce new landscaping on the median strip to act as a safety fence and contribute to the environmental amenity of the Yagoona Town Centre.
Chapter Five

Options for Discussion

5.1 Precinct One: Meccano Set Gateway
5.2 Precinct Two: Bass Hill Town Centre
5.3 Precinct Three: Residential Precinct
5.4 Precinct Four: Yagoona Town Centre
5.5 Precinct Five: Rookwood Enterprise Zone
5.6 Precinct Six: Chullora Technology Park
5.7 Precinct Seven: Greenacre Motor Alley
Options for Discussion

The Strategy is seeking to develop options that are practical, and provide guidance for discussions with government authorities, property owners, and private investors.

The Strategy envisages that some of the options may be implemented as priority projects during the short term, with longer term options to be implemented over 10–15 years.

Precinct Options

The study area is approximately 11km in length, and there are significant differences between the various land uses and activities that occur along the Hume Highway Corridor.

The Strategy is proposing to split the study area into precincts, each with its own unique character. This will ensure the land use and landscape options are customised to meet the different needs of the various precincts such as the industrial estates, shopping centres, and housing districts.

The land use and landscape options will cover matters such as desired future character, building envelopes, zones, and public domain improvements.

The site analysis identifies seven unique precincts within the Hume Highway Corridor. These are:

- Meccano Set Gateway;
- Bass Hill Town Centre;
- Residential Precinct;
- Yagoona Town Centre;
- Rookwood Enterprise Zone;
- Chullora Technology Park; and
- Greenacre Motor Alley.

Sections 5.1 to 5.7 discusses the existing character for each precinct, and illustrates the proposed options.

General Theme for the Hume Highway Corridor

A significant theme that occurs in the study area and has the potential to link the precincts is the tree plantings of the Remembrance Driveway.

A preliminary landscape assessment identifies opportunities for additional tree plantings, new key entry signs, and a shared pedestrian/cycle path to reinforce this theme.

Management Strategies

In support of physical changes, Council would also need to undertake management strategies that will help to strengthen investment and employment opportunities for the Hume Highway Corridor. Both aspects are consistently shown to be needed if the initiatives are to succeed.

Some examples of management strategies include:

- setting up a framework to actively promote investment, and attract business relocation to the Corridor;
- working with businesses to develop management strategies for retail operators to improve management, marketing, and sales skills; and
- employing a Town Centre Manager to coordinate the marketing of the Hume Highway Corridor, and the long term implementation of the Hume Highway Corridor Strategy.
Figure 5  Precinct Map for the Hume Highway Corridor

- **1** Meccano Set Gateway
- **2** Bass Hill Town Centre
- **3** Residential Precinct
- **4** Yagoona Town Centre
- **5** Rookwood Enterprise Zone
- **6** Chullora Technology Park
- **7** Greenacre Motor Alley
5.1 PRECINCT ONE
Meccano Set Gateway
Existing Character

Precinct One is described as the ‘Meccano Set Gateway’. It forms the western gateway to Bankstown, and extends from Woodville Road to Miller Road.

The ‘Meccano Set Gateway’ contains intermittent street tree plantings and memorials as part of the Remembrance Driveway, and historic milestones dating from the colonial period. The strengths of this precinct include:

- an excellent landscape buffer between the highway and residential areas;
- an ambient mix of open spaces, parks, and residential areas;
- the residential areas have access to major arterial roads; and
- its close proximity to a large and convenient shopping centre.
**Desired Future Character**

To have a low-density residential precinct that forms a major gateway to the City of Bankstown, and promotes the image of a suburban area with high amenity. This includes reintroducing people to the Corridor through the creation of shared pathways and connectivity between the Villawood and Bass Hill residential areas.

**Before**  Mature trees predominantly line the Remembrance Driveway.

**After**  Introduce vibrant colours in the landscape strip to signify a major entry into the City of Bankstown.
Figure 6 Concept Land Use Plan – Meccano Set Gateway
Figure 7 Concept Landscape Plan – Meccano Set Gateway
## PROPOSED RECOMMENDATIONS FOR PRECINCT ONE — MECCANO SET GATEWAY

<table>
<thead>
<tr>
<th>Issues</th>
<th>Existing Situation</th>
<th>Proposed Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zones and Building Envelope</strong></td>
<td>The properties fronting the Hume Highway are predominantly zoned 2(a) Residential and 6(a) Open Space. The maximum potential for the 2(a) Residential zone is: • 0.5:1 FSR; • 1/300m² density; and • 2 storey height limit.</td>
<td><strong>1.</strong> At present, there are no proposed changes to zones, FSR, density, or height controls. However, it is proposed to discuss with the Department of Housing possible redevelopment options for the Villawood Estate. This discussion will explore the potential for a mix of dwelling types to: • create better housing; • improve the general appearance of the area; and • improve residential amenity by incorporating acoustic measures in buildings and outdoor areas (such as landscape buffers for houses).</td>
</tr>
<tr>
<td></td>
<td>The properties at 977–987 Hume Highway are zoned 3(b) Business–Other Centres. The maximum potential for the 3(b) Business zone is: • 1:1 FSR; and • 2 storey height limit.</td>
<td><strong>2.</strong> Encourage the consolidation of properties at 977–987 Hume Highway and 1–9 Moore Street into a gateway redevelopment site by: • rezoning the properties at 1–9 Moore Street from 2(a) Residential to 3(b) Business–Other Centres; • allowing up to 3 and a half storey home units with a 1.5:1 FSR (medium density is suitable as it adjoins a large recreation area); • orientating the living areas to mainly face the Georges River and the Mirambeena Regional Park; and • providing sewer services, a landscape buffer to the highway, and an asset protection zone from neighbouring bushfire prone land. However, the current height and FSR controls should apply where a property chooses to redevelop on an individual basis. As a short term measure, street tree planting could occur to screen existing buildings provided there are no road widenings proposed by the Roads and Traffic Authority.</td>
</tr>
<tr>
<td><strong>Setbacks</strong></td>
<td>The Remembrance Driveway landscape corridor forms an excellent buffer between the Hume Highway and residential properties.</td>
<td><strong>3.</strong> No change</td>
</tr>
</tbody>
</table>
## Proposed Recommendations for Precinct One — Meccano Set Gateway

<table>
<thead>
<tr>
<th>Issues</th>
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</table>
| **Streetscape** | The poor quality rear fences to houses detract from the image of the Hume Highway and Woodville Road. | 4. Work with the Department of Housing to repair or replace rear fences on the northern side, and jointly fund costs for individual owners on the southern side. Also provide additional landscape buffers for houses.  
5. Improve the fence surrounding the Sydney Water building on Woodville Road. |
| **Landscaping and Public Art** | Mature trees predominantly form the Remembrance Driveway landscape corridor.  
There is no public art to signify this precinct as a major gateway to Bankstown. | 6. Use intermittent shrubs and ground cover to introduce colour in the Remembrance Driveway landscape corridor.  
7. Use signs, memorial feature elements, outdoor sculpture, and banner poles to signify the entries to the Hume Highway and Georges River corridors.  
8. Replace the visual image of the Meccano Set structure. |
| **Access** | There is heavy traffic congestion at the Meccano Set intersection.  
There is no vehicle access into the City of Bankstown (via the Hume Highway) from Henry Lawson Drive and the Bankstown Airport.  
There is poor pedestrian and cycle access in the precinct. | 9. Construct a vehicle overpass to improve vehicle access into the City of Bankstown.  
10. Introduce a right–hand turn from Henry Lawson Drive to the Hume Highway, with the possibility of widening Henry Lawson Drive to improve road access to the Bankstown Airport.  
11. Improve pedestrian access across the highway (between existing bus stops).  
12. Provide a shared pedestrian/cycle pathway to the Bass Hill Town Centre, with possible links to Lansdowne Reserve, Miller Road, and cross–highway connections between the Villawood and Bass Hill residential areas. |
| **Environmental Amenity** | Some areas are affected by bushfire prone land in Lansdowne Reserve. | 13. Limit the development potential of affected areas. |
5.2 PRECINCT TWO
Bass Hill Town Centre
**Existing Character**

Precinct Two is described as the ‘Bass Hill Town Centre’ and extends from Miller Road to Australia Street.

It contains a mix of commercial and recreation activities such as the Bass Hill shopping centre, the Dunc Gray Velodrome and Olympic cycling venue, sporting facilities of regional significance, and major parks including Carysfield, Tucker, and Walshaw Reserves.

The strengths of this precinct include:

- strong retail performance with an estimated trade turnover of $29 million, and a vacancy rate under 2%;
- the Bass Hill Plaza enjoys strong anchor tenants and local customer catchment area. Over 80% of customers reside within a 6km radius. There is also good parking;
- potential areas for retail and hospitality expansion (up to 1,800m² of retail floor space by the year 2016);
- potential areas for residential expansion;
- an established good quality hotel with a solid business market. Over 30% of guests are overseas business customers;
- its close proximity to high quality sporting facilities;
- good access to public transport; and
- its location within a biodiversity corridor.
Desired Future Character

To have an employment zone that primarily promotes hospitality and commercial activities, whilst servicing the retail needs of residents. This would involve:

- consolidating the Town Centre around the Bass Hill Plaza on the southern side of the Hume Highway;
- promoting the long term development of a town square, supporting home units, and a generous landscape setting within the Town Centre; and
- creating an internal circulation network and wide, shared pathways to connect the Town Centre with open spaces, community facilities, shops, businesses, and housing.

Potential to promote the long term development of a town square.

Potential to expand the existing Remembrance Driveway landscape corridor.
Figure 8 Concept Land Use Plan – Bass Hill Town Centre
Figure 9 Concept Landscape Plan – Bass Hill Town Centre
### PROPOSED RECOMMENDATIONS FOR PRECINCT TWO — BASS HILL TOWN CENTRE

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<tr>
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</table>
| **Town Centre**             | At present, the retail activities are dispersed and do not achieve a compact employment zone. | 1. The key action is to consolidate the Town Centre around the Bass Hill Plaza (within a 400 metre walking radius of the Bass Hill Plaza on the southern side of the Hume Highway). This will improve safety by minimising pedestrian activity across the highway. The Strategy therefore proposes to focus the Town Centre on properties with a direct frontage to the Hume Highway. This includes the properties at 713–753 Hume Highway, with separate discussions to be held in the near future regarding the rezoning of the drive-in site and the surplus land at the Bass Hill High School. Integral to the success of the Town Centre is the creation of a new internal pedestrian and cycle network to:  
  • create a unified Town Centre with easy access to schools, community facilities, sporting facilities, shops, businesses, housing, parks, and the regional bus corridor; and  
  • provide active frontages to the Bass Hill Plaza and other sites along the Hume Highway. |
| **Zones and Building Envelopes** | The Bass Hill Plaza at 753 Hume Highway is zoned 3(b) Business–Other Centres. The maximum potential for the 3(b) Business zone is:  
  • 2:1 FSR; and  
  • 2 storey height limit. | 2. Focus retail activities at the Bass Hill Plaza and continue to allow a 2:1 FSR. The redevelopment of the Bass Hill Plaza should also include a 20 metre landscape buffer to the Hume Highway. |
|                             | The Twin Willows Hotel site at 739 Hume Highway is zoned 2(a) Residential. The maximum potential for the 2(a) Residential zone is:  
  • 0.5:1 FSR;  
  • 1/300m² density; and  
  • 2 storey height limit. | 3. Link the Twin Willows Hotel site as part of the retail core. This would involve:  
  • rezoning the front part of the site from 2(a) Residential to 3(b) Business to recognise the existing retail uses on the site. The new zone may allow up to four storey development (maximum 1:1 FSR) provided the redevelopment site incorporates:  
    - a 20 metre landscape buffer to the Hume Highway;  
    - a 20 metre low density buffer adjacent to existing houses on the eastern side. The buffer is to only allow single and two storey development with a generous landscaped setback; and  
    - direct vehicle access to the Hume Highway; and |
### PROPOSED RECOMMENDATIONS FOR PRECINCT TWO — BASS HILL TOWN CENTRE

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| **Zones and Building Envelopes** | | • rezoning the remaining part of the site at the rear from 2(a) Residential to 2(b) Residential given its proximity to the retail core. The new zone may allow up to four storey development (maximum 1:1 FSR) provided the redevelopment site incorporates:  
  - a 20 metre low density buffer adjacent to existing houses on the southern and eastern sides. The buffer is to only allow single and two storey development with generous landscaped setbacks; and  
  - direct vehicle access to Johnston Road (via the access handle), and not to Handle Street. |

The caravan park at 713–727 Hume Highway is zoned 2(a) Residential.  
The maximum potential for the 2(a) Residential zone is:  
• 0.5:1 FSR;  
• 1/300m² density; and  
• 2 storey height limit.  

4. Rezone the site from 2(a) Residential to 2(b) Residential (medium density is suitable as the site adjoins Carysfield Park). This may allow up to four storey home units (maximum 1:1 FSR) provided the redevelopment site incorporates:  
• a 20 metre landscape buffer to the Hume Highway. The buffer must only include landscaping and open space to enhance the Remembrance Driveway landscape corridor, and not carparking spaces;  
• a 20 metre low density buffer adjacent to existing houses on the southern and western sides. The buffer must only allow single and two storey development with generous landscaped setbacks;  
• a 5 metre landscape buffer to Carysfield Park to minimise the impact of excavation and development on adjoining native vegetation; and  
• direct vehicle access to the Hume Highway, and not to Manuka Crescent.  

However, the applicant must submit a Social Impact Statement as part of the rezoning process to assess whether the removal of caravans as low cost accommodation will result with a significant loss of affordable housing in the area. This is a Department of Housing requirement.
# Proposed Recommendations for Precinct Two — Bass Hill Town Centre

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| Zones and Building Envelopes cont...        | The Rydges Hotel and adjacent sites on the northern side are zoned 3(b) Business but are restricted by Clause 50 of LEP 2001 (this prohibits supermarkets and large retail stores).                                                                                                                                                                                                   | 5. Promote the northern side surrounding the Rydges Hotel as a compact hospitality and mixed use precinct. This would involve:  
   • rezoning the sites at 846–874 Hume Highway to the 3(c) Business Enterprise zone;  
   • allowing a 1:1 FSR with a 4 storey height limit provided the site achieves a sufficient frontage width; and  
   • locating vehicle access preferably from a rear lane or side street.  
  6. Allow hospitality uses (such as hotels and motels) at 908–966 Hume Highway. The building envelope should be based on the current controls for the 2(a) Residential zone.                                                                 |
| Setbacks                                    | There are gaps in the continuity of the Remembrance Driveway landscape corridor.                                                                                                                                                                                                                                                                               | 7. Improve the landscape and residential amenity by requiring a 10–20 metre front setback for new developments. This will also help to link gaps in the Remembrance Driveway landscape corridor, together with the rezoning of Council land (793–805A Hume Highway). |
| Streetscape                                 | The infrastructure of the Bass Hill Plaza is ageing.                                                                                                                                                                                                                                                                                                          | 8. Encourage the owner of Bass Hill Plaza to upgrade the physical appearance and amenity of the complex, and to improve pedestrian links to adjoining sites.                                                                                     |
|                                             | Absence of unifying character for the Town Centre.                                                                                                                                                                                                                                                                                                              | 9. Encourage new buildings within the Town Centre and enterprise zones to incorporate a high standard of contemporary architecture, landscaping, and public art.                                                                                |
| Landscaping and Public Art                  | Absence of unifying character for the precinct.                                                                                                                                                                                                                                                                                                              | 10. Provide a theme for the street tree plantings, signs, and outdoor art in the precinct boundaries.                                                                                                                                          |
| Access                                      | Limit the number of driveways to the highway.                                                                                                                                                                                                                                                                                                                 | 11. Link the Remembrance Driveway landscape corridor with the Duck River Biodiversity Corridor.                                                                                                                                               |
|                                             |                                                                                                                                                                                                                                                                                                                                                                 | 12. Create a new internal system for vehicles accessing the sites adjacent to the Hume Highway to avoid conflict with highway traffic movements. This may include a new east–west road behind the Remembrance Driveway landscape corridor. |
### Proposed Recommendations for Precinct Two — Bass Hill Town Centre

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| **Access cont ...** | The frontages to the commercial activities are seen as pedestrian ‘unfriendly’. | **13.** Make the frontage to the Bass Hill Plaza the focus for north–south pedestrian movements through traffic calming. Also improve east–west pedestrian movements by creating new links between the Bass Hill High School and Carysfield Park (via the Bass Hill Plaza).  
**14.** Explore options to close Carey Lane, due to safety concerns. |
| | Poor access across the highway (opposite Carysfield Park). | **15.** Consider traffic calming at the Rydges Hotel node to facilitate pedestrian/cyclists connections to Carysfield Park, the Velodrome/sporting complex, and the skate park.  
**16.** Consider an overhead bridge to improve the north–south link for the regional cycleway (between Walshaw Park to the Crest). |
| **Environmental Amenity** | Some sites are affected by potential stormwater flooding and airport noise. | **17.** Commission a drainage study to determine acceptable floor levels for large redevelopment sites. |
5.3 **PRECINCT THREE**

Residential Precinct
Existing Character

Precinct Three is described as the ‘Residential Precinct’ and extends from Australia Street to Auburn Road. It consists mostly of older style houses. The strengths of the precinct include:

- an excellent mature Remembrance Driveway landscape buffer between the highway and residential areas along the southern side, with some intermittent buffers on the northern side;
- the residential areas have access to major arterial roads;
- the open spaces improve the quality of residential life; and
- within close proximity of two medium sized and convenient shopping centres, and railway service.
Desired Future Character

To promote the precinct as a high amenity suburban area. New development must deliver quality architectural and landscape outcomes.

The potential also exist to provide extraordinary character through this zone with the planting of trees and groundcover along the median strips to announce the arrival to the Yagoona Town Centre.

Before  The precinct contains mainly older style housing with rear lane access.

After  Encourage the redevelopment of the precinct by consolidating lots and allowing terrace houses.
Figure 10 Concept Land Use Plan — Residential Precinct
Figure 11 Concept Land Use Plan — Residential Precinct
### Proposed Recommendations for Precinct Three — Residential Precinct

<table>
<thead>
<tr>
<th>Issues</th>
<th>Existing Situation</th>
<th>Proposed Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zones and Building Envelopes</td>
<td>Predominantly 2(a) Residential and 6(a) Open Space. The maximum potential for the 2(a) Residential zone is: • 0.5:1 FSR; • 1,300m² density; and • 2 storey height limit.</td>
<td>1. Allow terrace houses in the 2(a) Residential zone with a minimum frontage width of 6 metres and minimum site area of 240m². This will mainly occur on the northern side of the Hume Highway where rear lane access is available.</td>
</tr>
<tr>
<td>Setbacks</td>
<td>There are some shops zoned 2(a) Residential and 3(b) Business–Other Centres. The maximum potential for the 3(b) Business zone is: • 1.5:1 FSR; and • 2 storey height limit.</td>
<td>2. Maintain the zonings for existing shops in the precinct. Enhance the viability of shops at 674–686 Hume Highway by improving existing off-street carparking in the neighbouring open space, and explore options to revitalise other corner neighbourhood shops.</td>
</tr>
<tr>
<td>Streetscape</td>
<td>There are gaps in the continuity of the landscape corridor. Streetscape mainly consists of older style houses.</td>
<td>3. Link gaps in the Remembrance Driveway landscape corridor through private landscaping, and rezoning of Council land (688 Hume Highway).</td>
</tr>
<tr>
<td>Landscaping and Public Art</td>
<td>Poor interpretation of the Remembrance Driveway</td>
<td>4. Promote medium density housing consistent with the scale, height, and setbacks of existing buildings. This includes: • terrace houses where allotments enjoy rear lane access; and • the Yagoona Estate on the southern side where the Department of Housing is the predominant owner.</td>
</tr>
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<td></td>
<td></td>
<td>5. Opportunity for memorial plantings, and embellishment of existing plantings.</td>
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<td></td>
<td>6. Possibility for totem poles to highlight memorial information (similar to the volunteer poles at the Olympic site).</td>
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<tr>
<td>Issues</td>
<td>Existing Situation</td>
<td>Proposed Recommendations</td>
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</tr>
<tr>
<td>Access</td>
<td>Poor public transport to nearby shopping centres.</td>
<td>7. Liase with the Ministry of Transport to introduce a regional bus corridor along the highway with dedicated bus lanes.</td>
</tr>
<tr>
<td></td>
<td>Hostile environment for pedestrian travel, particularly near the approach to the Yagoona Town Centre.</td>
<td>8. Create an attractive environment by increasing the canopy plantings with the subsequent net effects of increasing shade, rhythm in the travel experience, and slowing traffic. Also consider option to expand Middleton Park over any adjoining non-related land uses.</td>
</tr>
<tr>
<td></td>
<td>Poor pedestrian access across the highway (opposite schools).</td>
<td>9. Consider traffic calming between Smith and Diffy Streets to facilitate pedestrian/cyclists connections to schools.</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>Some sites are affected by potential stormwater flooding and airport noise.</td>
<td>10. Commission a drainage study to determine acceptable floor levels for large redevelopment sites.</td>
</tr>
<tr>
<td></td>
<td>There is a concrete drainage canal that adjoins the proposed open space at 688 Hume Highway, and the proposed landscaped buffer at 589 Hume Highway.</td>
<td>11. Improve the landscaping on both sides of the drainage canal, where possible, to link with the proposed open spaces.</td>
</tr>
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</table>
5.4 PRECINCT FOUR

Yagoona Town Centre

[Diagram showing the layout of Yagoona Town Centre with labels for different areas and streets.

Legend:
1. Meccano Set Gateway
2. Bass Hill Town Centre
3. Residential Precinct
4. Yagoona Town Centre
5. Rookwood Enterprise Zone
6. Chullora Technology Park
7. Greenacre Motor Alley]
Precinct Four is described as the ‘Yagoona Town Centre’. It extends from Auburn Road to Woodbine Street, and includes a traditional strip shopping centre and the Yagoona railway station. The strengths of this precinct include:

- strong local customer base from the northern side of the shopping centre. 60%–70% of trade comes from local residents, with a majority of the remaining percentage coming from rail commuters. A very small percentage is ‘passing trade’;
- high traffic exposure and adequate parking;
- contains a railway station and good access to public bus routes. However, Yagoona is experiencing a decline in rail patronage;
- strong population growth envisaged over the next 15 years;
- potential areas for high density residential expansion;
- potential areas for retail expansion (up to 2,100m² of retail floor space by the year 2016). However, this is unlikely to occur in the short term given the current vacancy rate of 27%;
- an open space/pedestrian link to the Bankstown CBD along the railway line;
- good community facilities in Gazzard Park; and
- excellent opportunity for road island improvements, and visually improving its ‘valley’ position.
**Future Desired Character**

To reinforce the Yagoona Town Centre as a major shopping centre with good access to a bus/rail interchange, improved amenity, and the potential for high density residential development.

Improvements to the town centre will also implement ways to improve retail performance, business management, marketing, public transport services, visitor and commuter parking, housing choice, lot consolidations, open space amenity, community facilities, pedestrian safety, and median strip treatments.
Figure 12 Concept Land Use Plan — Yagoona Town Centre
Figure 13 Concept Landscape Plan — Yagoona Town Centre
**PROPOSED RECOMMENDATIONS FOR PRECINCT FOUR — YAGOONA TOWN CENTRE**

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</table>
| **Staging** | | 1. The Strategy identifies the Yagoona Town Centre as a priority, and proposes to recommend options in two stages:  
- **Stage One** will focus on the properties with a direct frontage to the Hume Highway. This includes the properties at 424–590 and 393–519 Hume Highway. The Strategy discusses the options for Stage One.  
- **Stage Two** proposes to develop a detailed plan by June 2005, and will involve consultation with residents and property owners to:  
  - prepare detailed designs for the Town Centre and highway corridor;  
  - investigate opportunities for the wider residential area surrounding the Town Centre;  
  - investigate opportunities for properties in the wider area surrounding the Town Centre that have existing commercial activities;  
  - investigate new housing opportunities to help support the Town Centre and regional bus corridor, and to provide diverse housing choices; and coordinate infrastructure enhancement with the NSW Government. |
| **Stage One — sites with a direct frontage to the Hume Highway** | There is poor access to public transport infrastructure.  
The Hume Highway splits the shopping into two sides with poor pedestrian connectivity. | 2. Appoint a project director to coordinate a Task Force of government agencies and Council aimed at developing concept plans and funding opportunities to:  
- improve the amenity and safety of pedestrians by linking the railway station with shops, carparks, and open spaces on both sides of the highway;  
- develop the railway station as an accessible station with lifts;  
- develop a bus/rail interchange on both sides of the highway (near the railway station entrance) and linking with the regional bus corridor;  
- develop an overpass with lifts so that pedestrians can access the railway station from the bus/rail interchanges on both sides of the highway;  
- develop central plazas at each end of the overpass where people may relax or dine away from the highway. This may involve the closure of Highland Avenue to accommodate the southern end of the overpass, and relocating the vehicle traffic signals to Dutton Street;  
- improve access to Gazzard Park;  
- provide new open spaces and community facilities;  
- initiate lot consolidations to attract anchor retailers and other business services such as banks; and  
- support the bus/rail interchange with secure long term commuter parking. |
**PROPOSED RECOMMENDATIONS FOR PRECINCT FOUR — YAGOONA TOWN CENTRE**

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</table>
| **Zones and Building Envelopes** | The sites fronting the Hume Highway are zoned 3(b) Business—Other Centres. The maximum potential for the 3(b) Business zone is:  
• 2:1 FSR; and  
• 5 storey height limit. | 3. Promote the precinct as the Yagoona Town Centre by consolidating retail activities around the railway station. This will maintain the viability of the existing shopping centre, and to act as a buffer to the residential properties at the rear. Avoid the dispersion of shops by limiting new commercial zones to:  
• 5–21 Church Road, currently 2(a) Residential; and  
• 3 Breasley Place, 21A Church Road, and 120 Highland Avenue, currently 5 Special Use (Carpark). This will help to create large viable redevelopment sites for mixed uses such as retail at ground level, and residential on the upper floors. There is also the option to allow up to 8 storeys (2:1 FSR) on key sites such as the area bounded by Church Road and Breasley Place. Where key sites front the highway, the building should be stepped to give the appearance of a 5 storey building when viewed from the highway. This will help Yagoona retain its village atmosphere. |
| | Sites located behind the shops are predominantly zoned 2(a) Residential. The maximum potential for the 2(a) Residential zone is:  
• 0.5:1 FSR;  
• 1/300m² density; and  
• 2 storey height limit. | 4. Maintain the 5 storey limit for shops directly fronting the Hume Highway. This includes the properties at 424–590 Hume Highway, and 437–519 Hume Highway.  
5. Allow up to 4 storeys at 399–405 Hume Highway and 81 Brancourt Road to link these large properties with the Yagoona Town Centre and provide an incentive for lot consolidations. This would also look at future options for the heritage item at 401 Hume Highway (with the possible enhancement of the first McDonald’s building on the neighbouring site).  
6. Consider rezoning 6–26 Church Street; 8A–10 and 9 Petty Street, and 1 Breasley Place to 2(b) Residential. The home units will help support the provision of community facilities and public transport infrastructure in the Town Centre, and may achieve up to 8 storeys with a 2:1 FSR (provided the site has a minimum 40 metre frontage width for building separation and landscaping purposes). |
### PROPOSED RECOMMENDATIONS FOR PRECINCT FOUR — YAGOONA TOWN CENTRE

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<td>Zones and Building Envelopes</td>
<td>The subdivision pattern in the shopping centre does not offer large sites for redevelopment. There are some sensitive land uses located on the Hume Highway with poor amenity and access.</td>
<td>7. Identify potential sites for an anchor retailer such as a supermarket. This may consider 570–590 Hume Highway, 3 Breasley Place, or 501–519 Hume Highway. 8. Encourage the pre-school and senior citizen centre (425 Hume Highway) to relocate away from the highway. It may be possible to combine the community facilities with new developments.</td>
</tr>
<tr>
<td>Setbacks</td>
<td>Nil</td>
<td>9. The depth of properties fronting the Hume Highway (between Auburn Road and Caldwell Parade) does not allow sufficient setbacks for landscaping. An alternative is to require gaps in awnings to plant street trees. 10. Mixed uses and home units will require acoustic treatment to minimise the noise impact on residents living directly above the Hume Highway.</td>
</tr>
<tr>
<td>Streetscape</td>
<td>Many shops are in poor condition.</td>
<td>11. Develop a set of building envelopes to encourage consolidation and redevelopment of buildings, and seek distinctive architecture to promote gateway sites and encourage investment. 12. Work with the Roads and Traffic Authority to landscape road island approaches, and furnish the central road islands with raised plantings and trees. This will help to act as pedestrian barriers, and slow traffic speeds.</td>
</tr>
<tr>
<td>Landscaping and Public Art</td>
<td>There is poor amenity and little landscaping on both sides of the Hume Highway.</td>
<td>13. Provide a theme for the street tree plantings, signs, and outdoor art particular to the Yagoona community. This may include the incorporation of public art in buildings, public infrastructure, and pavements.</td>
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### PROPOSED RECOMMENDATIONS FOR PRECINCT FOUR — YAGOONA TOWN CENTRE

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<tbody>
<tr>
<td>Environmental Amenity</td>
<td>Some sites are affected by potential stormwater flooding.</td>
<td><strong>14.</strong> Commission a drainage study to determine acceptable floor levels for large redevelopment sites.</td>
</tr>
<tr>
<td>Marketing</td>
<td>Strong competition from the Bankstown CBD.</td>
<td><strong>15.</strong> Work with retailers to prepare a management strategy (plus the option for a place manager), and ensure they maintain a presence in the centre.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>16.</strong> Work with City Rail, retailers, and real estate agents to develop a business plan for improving retailing activities and train services.</td>
</tr>
</tbody>
</table>
5.5 PRECINCT FIVE
Rookwood Enterprise Zone
Existing Character

Precinct Five is described as the ‘Rookwood Enterprise Zone’ and forms a gateway to the Bankstown CBD. It extends from Woodbine Street to Stacey Street, and contains the heritage listed Water Tower, Apex Park, and many large commercial sites suitable for redevelopment.

The strengths of this precinct include:

- good arterial road access and strong passing traffic numbers;
- strong retail performance with an estimated trade turnover of $40 million, and a vacancy rate under 1%;
- potential for retail expansion (up to 3,200m² in retail floor space by the year 2016);
- parking at the Rookwood Road shops;
- excellent access to education, high schools, TAFE, and child care centres;
- moderate population growth envisaged over the next 15 years; and
- close proximity to the Bankstown CBD and open spaces (Graf Park).
**Desired Future Character**

To have a large scale enterprise zone that forms a major gateway to the City of Bankstown, and a connecting spine to the Bankstown Central Business District. The precinct will primarily promote commercial, hospitality, tertiary, and highway related uses, with opportunities for some medium density home units surrounded by a generous landscaped setting.

A concept drawing of the proposed Rookwood Enterprise Zone (looking west from Stacey Street).

A concept drawing of the proposed Rookwood Enterprise Zone (looking east from Meredith Street).
Figure 14 Concept Land Use Plan — Rookwood Enterprise Zone
Figure 15 Concept Landscape Plan — Rookwood Enterprise Zone
### PROPOSED RECOMMENDATIONS FOR PRECINCT FIVE — ROOKWOOD ENTERPRISE ZONE

<table>
<thead>
<tr>
<th>Issues</th>
<th>Existing Situation</th>
<th>Proposed Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zones and Building Envelope</td>
<td>The sites fronting the Hume Highway are zoned 3(b) Business–Other Centres. The maximum potential for the 3(b) Business zone is: • 1:1 FSR; and • 2 storey height limit. The 3(b) Business zone on the northern side is also restricted by Clause 50 of LEP 2001 (this prohibits supermarkets and large retail stores).</td>
<td>1. At present, the precinct lacks focus with commercial sites fragmenting the residential and education amenity. The key action is to consolidate the commercial activities to form a new enterprise zone on the northern side of the Hume Highway. This will take advantage of the prominent location and large site areas; and create employment opportunities. It will also improve safety by minimising the need for pedestrian activity to cross the highway. Possible rezonings are limited to: • 324–364 Hume Highway, currently 3(b) Business; and • 322 Hume Highway, currently 5 Special Use (School) as this site is surrounded by major roads and heavy traffic, and does not offer appropriate amenity. This is subject to discussions with the Department of Education on possible future school configuration or redevelopment. The enterprise zone will promote commercial, bulky goods, hi-tech industrial, business services, and highway related uses (not including retail or car yards). It will allow up to 4 storeys and a 1:1 FSR. The enterprise zone will also help create a connecting spine to the Bankstown CBD and TAFE by promoting additional uses such as serviced apartments, student accommodation, and supplementary tertiary education uses).</td>
</tr>
<tr>
<td>The sites on Rookwood Road and George Street are zoned 2(a) Residential. The maximum potential for the 2(a) Residential zone is: • 0.5:1 FSR; • 1/300m² density; and • 2 storey height limit.</td>
<td>2. Allow some medium density home units to support the new enterprise zone and act as a transition to the surrounding 2(a) Residential land. Possible rezonings to 2(b) Residential include: • 11–31 Rookwood Road, 18–34 George Street, and 1–7 The Boulevard, currently 2(a) Residential; • 2–8 George Street, currently 3(b) Business. This will allow up to 4 storey home units with a 1:1 FSR.</td>
<td></td>
</tr>
<tr>
<td>3. The existing shops at 2–24 Rookwood Road are to remain 3(b) Business to support the new housing.</td>
<td>3.</td>
<td></td>
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<tr>
<td>4. Allow terrace houses in the 2(a) Residential zone where rear lane access is available. This includes rezoning 345 Hume Highway from 3(b) Business–Other Centres to 2(a) Residential to complement the neighbouring residential precinct.</td>
<td>4.</td>
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</tr>
</tbody>
</table>
### Proposed Recommendations for Precinct Five — Rookwood Enterprize Zone

<table>
<thead>
<tr>
<th>Issues</th>
<th>Existing Situation</th>
<th>Proposed Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Setbacks</strong></td>
<td>Nil</td>
<td>5. Improve amenity by requiring 10–20 metre front setback for new developments. This will also help to extend the Remembrance Driveway landscape corridor, and the network of avenues between the Bankstown CBD and Stacey Street, Chapel Road, and Meredith Street.</td>
</tr>
<tr>
<td><strong>Streetscape</strong></td>
<td>Poor maintenance of buildings with little or no landscaping.</td>
<td>6. Create a landscaped avenue entry to the Bankstown CBD.</td>
</tr>
<tr>
<td><strong>Landscaping and Public Art</strong></td>
<td>Poor image of gateway sites into the Bankstown CBD.</td>
<td>7. Encourage the removal of car yards and mobile phone towers from this precinct, particularly at gateway sites.</td>
</tr>
<tr>
<td></td>
<td>Poor link to Graf Park.</td>
<td>8. Work with Sydney Water to upgrade the Water Tower, with possible use of lights as primary embellishment.</td>
</tr>
<tr>
<td></td>
<td>Poor public transport to nearby shopping centres and Yagoona railway station.</td>
<td>9. Upgrade gateway sites at Stacey, Chapel, and Meredith Street intersections with new signs, the creation of landscaped areas, banners, and facade treatments to corner heritage sites.</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td>Poor public transport to nearby shopping centres and Yagoona railway station.</td>
<td>10. Create an avenue link between Graf Park and the Bankstown CBD via Chapel Road.</td>
</tr>
<tr>
<td></td>
<td>There is heavy traffic congestion at the Rookwood Road intersection.</td>
<td>11. Expand bus routes along the highway given that pedestrians are unlikely to walk uphill from the CBD.</td>
</tr>
<tr>
<td></td>
<td>Poor pedestrian access across highway.</td>
<td>12. Construct the Stacey Street underpass to improve vehicle access into the City of Bankstown, and introduce a right hand turn from the Rookwood Road Deviation to the Hume Highway for heavy vehicles.</td>
</tr>
<tr>
<td></td>
<td>Poor pedestrian access across highway.</td>
<td>13. Create a new internal road system for business related vehicles to access the new enterprise zone from the rear, so as not to conflict with the highway traffic flow.</td>
</tr>
<tr>
<td><strong>Environmental Amenity</strong></td>
<td>Some sites are affected by potential stormwater flooding.</td>
<td>14. Install traffic calming devices in the neighbouring residential streets to access the Hume Highway to discourage heavy through traffic. This includes improving the safety of the Rookwood Road/George Street intersection.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15. Consider an overpass or traffic calming to facilitate pedestrian/cyclists access across the highway, particularly at the Chapel Road intersection.</td>
</tr>
</tbody>
</table>

**Issues**

- **Setbacks**
- **Streetscape**
- **Landscaping and Public Art**
- **Access**
- **Environmental Amenity**

**Existing Situation**

- Nil
- Poor maintenance of buildings with little or no landscaping.
- Poor image of gateway sites into the Bankstown CBD.
- Poor link to Graf Park.
- Poor public transport to nearby shopping centres and Yagoona railway station.
- There is heavy traffic congestion at the Rookwood Road intersection.
- There is through traffic using neighbouring residential streets to access the Hume Highway from the Rookwood Road Deviation.
- Poor pedestrian access across highway.
- Some sites are affected by potential stormwater flooding.
5.6 PRECINCT SIX

Chullora Technology Park
Precinct Six is described as the ‘Chullora Technology Park’ and includes major industrial businesses such as Fairfax, News Limited, Coles Myer, Volvo, Australia Post, and Primo. It extends along the northern side of the Hume Highway from Brunker Road to Worth Street.

The strengths of this precinct include:

- excellent location for industrial uses;
- good rail and arterial road access;
- good occupancy rate with only two large sites available for development;
- enjoys strong anchor tenants with a metropolitan and statewide market;
- an excellent landscape buffer together with significant building setbacks;
- good potential for strengthening the Remembrance Driveway;
- high quality of industrial architecture;
- historical link to railway yards through the use of outdoor sculpture; and
- large subdivision pattern.
**Desired Future Character**

To reinforce the image of the Chullora Technology Park as an up market industrial precinct, surrounded by a generous landscaped setting and high environmental amenity.

**Before**  Intermittent landscaping does not contribute to the image of Remembrance Driveway, or provide a high quality environmental amenity for workers and visitors.

**After**  Improve the environmental amenity by creating a landscape buffer that acts as an extension to the Remembrance Driveway, plus landscaping along the wide median strips. Also install a new gateway sign to reinforce the technology park as a major entry into the City of Bankstown.
Figure 16  Concept Land Use Plan — Chullora Technology Park
Figure 17 Concept Landscape Plan — Chullora Technology Park
## Proposed Recommendations for Precinct Six — Chullora Technology Park

<table>
<thead>
<tr>
<th>Issues</th>
<th>Existing Situation</th>
<th>Proposed Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zones</td>
<td>4(a) Industrial</td>
<td>1. No change</td>
</tr>
<tr>
<td>Building Envelope</td>
<td>1:1 FSR</td>
<td>2. No change</td>
</tr>
<tr>
<td>Setbacks</td>
<td>There are gaps in the continuity of the landscape corridor.</td>
<td>3. Link gaps in the Remembrance Driveway landscape corridor through new developments, and sponsorship from large businesses.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. Create a grand avenue with double rows of heroic plantings such as figs, plane trees, large eucalypts.</td>
</tr>
<tr>
<td>Streetscape</td>
<td>Poor image of gateway site (at intersection with Worth Street) located outside of the Council area.</td>
<td>5. Work with property owner or Strathfield Council to improve gateway site.</td>
</tr>
<tr>
<td>Landscaping and Public Art</td>
<td>Dispersed landscaping with no public art to signify major gateway into Bankstown.</td>
<td>6. Work with large industrial developers to create image of ‘garden industrial estates’, with the potential for industrial related outdoor sculpture.</td>
</tr>
<tr>
<td>Access</td>
<td>Poor proximity to shops and convenience stores (without driving).</td>
<td>7. Improve pedestrian/bus access to the Chullora Marketplace, Yagoona railway station, and Yagoona shops. It is recognised that bus services may not cater for shift workers given past trials.</td>
</tr>
<tr>
<td></td>
<td>Difficult vehicle access from the Hume Highway into the technology park.</td>
<td>8. Consider right hand turn from the Hume Highway into Brunker Road.</td>
</tr>
<tr>
<td></td>
<td>No pedestrian/cycle presence</td>
<td>9. Create a cycleway/shared use pathway from Brunker Road to Waterloo Road. Incorporate infrastructure as part of the shared pathway such as interpretive art, memorial dedications, seats, lighting, and rest points (this may require assistance from local businesses and the Roads and Traffic Authority). Work with Strathfield Council to continue the cycleway/interpretive pathway to a crossing opportunity at the Waterloo Road intersection.</td>
</tr>
</tbody>
</table>
5.7 PRECINCT SEVEN

Greenacre Motor Alley
Precinct Seven is described as the ‘Greenacre Motor Alley’. It forms the eastern gateway to Bankstown, and is predominantly located on the southern side of the Hume Highway (between Stacey Street and Roberts Road).

The ‘Greenacre Motor Alley’ contains a mix of houses, motels, shops, industries, and major motor vehicle dealerships (such as Holden, Ford, Toyota, Nissan, and Kia). It also provides access to the Chullora Marketplace and the Greenacre shopping centre.

The strengths of this precinct include:

- clusters of major motor vehicle dealerships that are performing well. However, small second hand dealers are likely to seek a change of use or move out of the area in response to the declining profitability of the automotive industry;
- access to arterial roads and excellent visibility for passing traffic. The major motor vehicle dealerships attract a high amount of ‘passing trade’ as customers prefer local service compared to Parramatta Road;
- strong local customer catchment area and public bus routes to the Chullora Marketplace. Over 60% of customers are local residents or workers from the Chullora Technology Park;
- moderate population growth envisaged over the next 15 years;
- its close proximity to employment areas; and
- its location in a biodiversity corridor.
**Desired Future Character**

To have an employment zone that primarily promotes the precinct as Bankstown’s Motor Alley. This would involve:

- creating a new enterprise zone that offers hi-tech industrial, business, car yards, and highway related uses in a landscaped setting;
- allowing opportunities for home units on large sites within the enterprise zone where the residential use is setback from the Hume Highway and do not impact on neighbours to the south; and
- consolidating Town Centre activities around the Chullora shopping centre.

*Before*  The Greenacre Motor Alley contains many large under utilised sites that detract from the economic function of the Hume Highway Corridor.

*After*  Introduce a new enterprise zone to replace large under-utilised sites with contemporary commercial complexes and other highway related uses.
Figure 18 Concept Land Use Plan — Greenacre Motor Alley
Figure 19  Concept Landscape Plan — Greenacre Motor Alley
Hume Highway Corridor Strategy

**Proposed Recommendations for Precinct Seven — Greenacre Motor Alley**

<table>
<thead>
<tr>
<th>Issues</th>
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</tr>
</thead>
</table>
| Staging |                    | **1.** The Strategy proposes to recommend options for the Greenacre Motor Alley in two stages:  
- **Stage One** will focus on the properties with a direct frontage to the Hume Highway. This includes the properties at 77–315 and 202–234 Hume Highway, and adjacent sites. The Strategy discusses the options for Stage One.  
- **Stage Two** (to occur at a later date) will involve consultation with residents and property owners to:  
  - investigate opportunities for the wider residential area surrounding the Chullora shopping centre; and  
  - investigate new housing opportunities to help support the shopping centre and regional bus corridor, and to provide diverse housing choices. |

| Stage One — sites with a direct frontage to the Hume Highway Zones and Building Envelopes | The sites at 185–187 Hume Highway, and 91–93 Cardigan Road are zoned 2(a) Residential.  
The maximum potential for the 2(a) Residential zone is:  
- 0.5:1 FSR;  
- 1/300m² density; and  
- 2 storey height limit.  
The sites at 99–103, 119–121, and 135–161 Hume Highway are zoned 2(b) Residential.  
The maximum potential for 2(b) Residential is:  
- 0.6:1 FSR; and  
- 3 storey height limit. | **2.** At present, there is a serious fragmentation of commercial and residential uses.  
To unify the precinct, it is proposed to create a new enterprise zone along the southern side of the Hume Highway. This includes 77–103, 119–87, 225–243A, 301 Hume Highway, and adjacent sites. The main theme for the enterprise zone is to create a pedestrian friendly Motor Alley by concentrating the motor vehicle dealerships and highway related uses into tighter clusters. These clusters should focus on established anchors such as Holden, Toyota, Ford, and Kia. The opportunity also exists for contemporary style hi-tech industrial uses, business services, small business studio uses, bulky goods, highway related uses, small convenience shops to service the employees of the industrial precincts, and some home units at the rear of sites. Integral to the success of the enterprise zone is to provide vehicle access to sites from side streets or rear lanes. This will help to:  
- separate local traffic away from the Hume Highway;  
- minimise the number of driveways on the Hume Highway; and  
- avoid the need for deceleration lanes that may conflict with the Remembrance Driveway landscape corridor. |
## Proposed Recommendations for Precinct Seven — Greenacre Motor Alley

<table>
<thead>
<tr>
<th>Issues</th>
<th>Existing Situation</th>
<th>Proposed Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zones and Building Envelopes cont ...</td>
<td>The sites at 77–97, 165–167, 225–241, and 301–315 Hume Highway are zoned 3(b) Business but are restricted by Clause 50 of LEP 2001 (this prohibits supermarkets and large retail stores). The maximum potential for the 3(b) Business zone is:  1:1 FSR; and  2 storey height limit.</td>
<td>Should enterprise zoned sites achieve lot consolidations and establish vehicle access away from the Hume Highway, the following opportunities are possible:  • allow a 1:1 FSR;  • allow a 2 storey limit facing the Hume Highway. This portion of the building should be dedicated for business uses to act as an amenity buffer to the residential uses at the rear. The building should be setback a minimum 3 metres from the boundary, with the 3 metre landscape strip dedicated to Council. This will help relocate the public footpath and street tree plantings away from the edge of the Hume Highway;  • allow up to 4 storey home units at the rear provided the site area is over 5,000m² and the height does not impact on the amenity of adjoining 2(a) residential housing. The dwellings would also need to be setback a minimum 20 metres from the front boundary to minimise loss of amenity to residents. However, the current controls should apply where a property chooses to redevelop on an individual basis.</td>
</tr>
<tr>
<td>Setbacks</td>
<td>There is no landscape buffer between sites and the Hume Highway.</td>
<td>3. Maintain the zoning for 315 Hume Highway and 177–183 Banksia Road, and allow a mix of home units and villas. This may allow up to 5 storeys at the north-west corner of the site (as a gateway feature) provided the development achieves a landscape buffer to the highway, and appropriate vehicle access to the site. Where this cannot be achieved, the current controls would apply.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. Discourage home units where sites are small, and unlikely to achieve sufficient setbacks to improve amenity. This includes 105–117, 245–247, and 287–299 Hume Highway where sites should be rezoned from 2(b) to 2(a) – houses.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5. Improve the landscape and residential amenity by requiring a 5–10 metre front setback for new developments. This will help to create an extension of the Remembrance Driveway landscape corridor.</td>
</tr>
<tr>
<td>Issues</td>
<td>Existing Situation</td>
<td>Proposed Recommendations</td>
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<td>------------------------</td>
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</tr>
<tr>
<td>Streetscape</td>
<td>Buildings and properties have a poor presentation to the Hume Highway.</td>
<td>6. Create a focus on the northern side of the highway with coloured banners underpinning the gateway sign (subject to Strathfield Council approval).</td>
</tr>
<tr>
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<td>7. All new residential and commercial/industrial buildings in the enterprise zone must promote high quality design standards.</td>
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<td>8. Offset limited opportunities for street tree plantings and footpath works with significant landscape buffers to all new development.</td>
</tr>
<tr>
<td>Landscaping and Public Art</td>
<td>Existing signs and landscaping do not provide a strong gateway image to Bankstown.</td>
<td>9. Use gateway signs, outdoor art, and banner poles to signify the entries into Bankstown.</td>
</tr>
<tr>
<td>Access</td>
<td>There is a poor public transport link to Yagoona.</td>
<td>10. Liase with the Ministry of Transport to introduce a regional bus corridor along the highway with dedicated bus lanes.</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>This precinct experiences the worst levels of air and noise pollution in the study area.</td>
<td>11. Create an enterprise zone of non-residential development to act as a buffer between the highway and existing residential areas on the southern side of the Hume Highway.</td>
</tr>
<tr>
<td></td>
<td>Some sites affected by potential stormwater flooding and high voltage power lines.</td>
<td>12. Commission a drainage study to determine acceptable floor levels for large redevelopment sites.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>13. Discourage medium density residential development adjacent to the electricity easements.</td>
</tr>
</tbody>
</table>