New Residential Apartments

New Retail Street

New Supermarket

Hume Highway

Revitalised Retail

New Street

Trees

Revitalised Retail

1 m glazed edge to existing
removed - under tree planting

Remainder - planting zone:
Trees and low level planting

2 storey retail edge to Hume Highway

Approximately 7 m set back

Awning 3 m

Central zone

3 lanes

3 lanes

Remainder - planting zone:
Trees and low level planting

Residential

New Retail Street

New Supermarket

New Residential
Apartments

New Street

Trees

Revitalised Retail

Hume Highway

Revitalised Retail
4.3 LOCAL TRANSPORT AND CONTEXT RESPONSE

4.3.1 Linkages to and from the Town Centre

The Transport Structure Diagram identifies the following linkages:

I. Highway

The Hume Highway links Yagoona Town Centre to the rest of the Hume Highway Corridor. It provides good vehicle access to adjoining districts and other places in the region. It does however also create a barrier between North and South Yagoona. Currently the street network forces local trips onto the busy highway.
II. The Rail Line

The rail line provides a good linkage between Yagoona Station and adjoining suburbs. The rail line however separates East and West Yagoona.

The intersection of the Highway and rail line divides into 4 quadrants.

III. Streets

The local street system is generally a straightforward connective grid. It is however separated by the highway and rail as noted above.

A number of key streets such as Highland Avenue, Cooper Street, Williams and Auburn Streets, and Caldwell Streets provide immediate surrounds to the Town Centre.
4.3.2 The Highway Corridor Response

The Transport Structure Diagram proposes that a stronger north/south link across the Hume Highway be made at Highland Street. This includes the following new measures:

- Adjust the traffic signal timing to improve pedestrian crossing opportunities.
- Create a green ‘open space’ vista North from Highland Avenue across the highway to Gazzard Park. This will provide a new visual linkage from the South to the Town Centre.
- Create a new ‘active’ street immediately North of the Hume Highway that runs East from Church Road to the rail station and then to Cooper Street.
- Place new bus stops at each end of the new street creating a new public transport link from both stops and easy way. This will create a strong ‘passing trade’ route.
4.3.3 Access and Address Points to the Yagoona Town Centre

The key regional and district address to the Yagoona Town Centre will be from the Hume Highway and the Rail Station. The following is therefore proposed:

- Create gateways on the Hume Highway at the two ‘approach points’. The ‘dish’ profile and gentle curve of the highway creates highpoint gateways that provide strong vistas into the town centres.
- A detailed proposal for a number of improvements has been made.
- The first is to provide a landscaped island at each of the entry ‘highpoints’ on entry into Yagoona. The details of this proposal have been included in this report as well as into a submission to the roads and traffic authority (RTA). Refer to Appendix 8.1.2.
- The second proposal is to widen footpaths at selected locations to provide sufficient space for street trees along the Hume Highway. Again details have been developed and submitted to the RTA.
- Sufficient space has been allocated to the pavements to permit continuous awnings along the Hume Highway, as well as providing an appropriate width to accommodate street tree plantings.
4.3.4 Public Transport – Bus Routes

The regional bus route runs from Church Road and then south to the Hume Highway, then east along the highway. Two new bus drop off / pick up locations are proposed. The first is at the corner of Church Road and the new retail street north of the Hume Highway. This is on the current regional bus route and will provide excellent access to the new rail platform location, supermarket site and retail.

The second stop is located on Cooper Street at the corner of the new retail street, approximately 50 metres north of the Hume Highway. This location is on an existing local bus route and again in direct with the proposed rail platform.

Both stops are close to, but off the busy highway and close to rail and retail.

4.3.5 Circulation – Pedestrian and Cycle

The new linkages noted above are all pedestrian links that better connect the ‘4’ quadrants of the Yagoona Town Centre. Apart from the pedestrian link to the raised rail platform all connections are along conventional street. This is the safest route for pedestrians as passing traffic and buildings addressing the streets provides a high level of surveillance.

A new pedestrian bridge is proposed to provide a safe connection to the school from the town centre and surrounds.
4.4 PRECINCTS AND LAND USES

4.4.1 Retail Precinct

I. Objectives and Descriptions
A key objective of the masterplan is to revitalize the Centre’s declining retail. The SGS Study (refer Section 2.3) notes that passing trade is low both with regards to local customers and visitors and commuters.
In addition a number of well identified public parking areas are indicated on the masterplan.

It is understood that the current IGA Supermarket is too small to best meet the needs and attract the local community to shop there. The enlarged site will therefore provide an opportunity for a more economically viable retail core.

The consolidation of retail can be initiated by Bankstown City Council as they own the nominated development site and could develop the project in a number of ways.

The masterplan proposes a significantly increased supermarket as the local retail “magnet” together with a new active street that will provide a greatly improved environment located directly on the desire lines between business and retail routes, creating a new retail precinct.

This new street has strong links to the Hume Highway and south the Highland Street. This is important as it will support existing retail on the highway between Dutton Street and Church Road to the west and Cooper Street to the East.
2 STOREY RETAIL/SUPERMARKET

CAR PARK

EXISTING GROUND LINE BEYOND 5 STOREY RESIDENTIAL IN FRONT 7 m SET BACK 3.5 m 3.5 m min. 3 m SET BACK APPROXIMATELY 7 m SET BACK AWNING 3 m 3 m BALCONY TO NORTH SIDE GLASS AWNING TO SOUTH SIDE STEEL FRAMED PERGOLA WITH PLANTING TO MARK ZONE FOR CAFES & DECKS APPROXIMATELY 15 m STREET WIDENED AND PEDESTRIANISED WITH TREES AND SEATING 7/8 STOREY RESIDENTIAL 2 STOREY RETAIL/CAFE EDGE 2 STOREY RETAIL EDGE TO HUME HIGHWAY

PAVEMENT MINIMUM 3 m REMAINDER - PLANTING TREES AND LOW LEVEL 1 m GLAZED EDGE TO AWNING REMOVED WHERE TREE PLANTING

Retail Street
- ACTIVE EDGE TO STREET
- NEW STREET EDGES TO HIGHWAY
- ACTIVE EDGES TO HIGHWAY IN THE RETAIL CORE
- THROUGH SITE LINK
- NEW LINK TO STATION
- NEW RETAIL STREET
- NEW RAIL PLATFORM