5.1.2 ACTIONS

- Secure lease from Rail Corp for widened pedestrian links
- Liaise with RTA with regard to variations to traffic signal phasing
- Liaise with RTA to ensure the urban design of the Pedestrian Bridge is of a quality consistent with the aims of the renewal strategy
- Allocate funds in Council Capital Works Program for 2006-07
- Prepare detail design of new capital works
- Deliver the identified urban improvements

5.1.3 FINANCIAL IMPLICATIONS

Council have already identified opportunities to collect approximately $3 million through S94 contributions for improvement to Yagoona. However, this plan does not contemplate the full scope of improvements identified and may not deliver those funds in a timely manner that would provide for an initiation of the renewal process.

Funding for these capital works components is therefore assumed to be generally provided by Council and would have the following cost implications for Council:

- Highway Streetscape works $4.0 Million
- Refurbish Gazzard Park $0.5 Million
- Improve rail station Pedestrian links $1.0 Million

The RTA have already committed funds to the provision of a pedestrian bridge at the identified location. The pedestrian bridge identified at section 5 of this strategy has been accurately costed at approximately $710,000 and is consistent with the existing RTA funding allocation.

Liaison with RTA on pedestrian bridge design and signal phasing can be undertaken by relevant Council staff and therefore does not require separate funding commitments.

5.1.4 OUTCOMES

- Formally initiates the ‘renewal’ process
- Immediate improvement to the urban environment of Yagoona
- Calms the traffic environment and improve pedestrian safety and comfort
- Arrest current economic decline
- Sends positive message to broader market about future for Yagoona
- Attract further redevelopment and investment in Yagoona

5.2 CONFIRM THE METROPOLITAN ROLE OF YAGOONA

5.2.1 STRATEGIC AIM

The urban structure and masterplan identified as part of this strategy reflects Yagoona’s corridor location and the strategic focus given to corridors in the emerging metropolitan strategy.

However, this evolving role for Yagoona needs to be reflected in both Councils and State Governments statutory and strategic plans to ensure that the future development can occur in a manner consistent with identified urban structure.

5.2.2 ACTIONS

- Prepare new LEP for Yagoona with landuse zones that reflect long term masterplan
- Prepare DCP for Yagoona that embodies design guidelines identified in section 5 of report
- Liaise with DOP to ensure Yagoona’s role is formally recognised as corridor growth centre in metropolitan strategy
5.2.3 FINANCIAL IMPLICATIONS

The development of a new LEP and DCP could be undertaken within existing budget allocation for planning staff and resources. Some additional monies may be available from DOP as part of their current funding program for delivering their new model LEP template.

Liaison with DOP to ensure that Yagoona is formally recognised within the Metropolitan Strategy does not require any additional funding commitments, however, it may serve to secure additional funds for long term infrastructure improvements to Yagoona, as one of the key aims of the Metro Strategy is to coordinate infrastructure and investment decisions by Government.

5.2.4 OUTCOMES

- Provide certainty in future land use consistent with identified urban structure
- Concentrates future multi Unit Housing opportunities in Town Centre and its immediate environs
- Create new opportunities for apartments and new populations in the town centre
- Create new opportunities for anchor retail element (ie. Supermarket) in the centre
- Consolidate retail area to the core area focused around rail station
- Legitimises future funding bids to government for infrastructure and capital works etc

5.3 DEVELOP KEY COUNCIL SITES

5.3.1 STRATEGIC AIM

The longer term renewal of Yagoona relies upon investment from the private sector and redevelopment of lands with the Yagoona Centre. Whilst Council can facilitate this redevelopment, by undertaking other actions identified in this strategy, the existence of large Council owned sites provides Council with an opportunity to initiate that redevelopment itself and therefore deliver key land use outcomes consistent with the urban structure and masterplan.

The key Council sites are as follows:

- Senior Citizens Centre at Gazzard Park
- Breasley Place Car Park
- Yagoona Lane Car Park

5.3.2 ACTIONS

- Reclassify relevant parts of Gazzard Park from ‘Community’ to ‘Operational’ Lands pursuant to the LGA Act.
- Seek Expressions of Interest for the redevelopment of Breasley Place Car Park Site for a mixed use development inclusive of a Supermarket and parking spaces
- Seek Expressions of Interest for the redevelopment of the Senior Citizens Centre for a mixed use development, inclusive of multi-use community facility
- Seek Expressions of Interest for the redevelopment of Yagoona Lane Carpark for a residential apartment development inclusive of public car parking
- Prepare Planning Agreement for all three site that will deliver civic improvements associated with the public domain elements of those redevelopment opportunities.
- Seek commitments for the relocation of Child Care Centre and NSW Health Centre to new a multi use community facility

5.3.3 FINANCIAL IMPLICATIONS

The rezoning of the identified sites will be accompanied by significant increase in the residual value of those key sites.

Recent changes to the EP& A Act allow for Planning Agreements to be struck with developers whereby the increase value associated with that rezoning can be captured and linked directly to the delivery of civic improvements.

Alternatively, Council could simply rezone the identified sites and then dispose of them, utilising the increased value arising from that rezoning and sale to deliver urban improvements themselves.

Either way, the scale of value increase associated with rezoning of carpark and open space sites to landuse zones that contemplate retail and apartments represents a significant increase in land value and therefore creates significant opportunity for the delivery of significant civic improvements in addition to the new land uses that the developed sites would also bring.
5.3.4 OUTCOMES

- Secures Yagoona’s retail future through delivery of anchor (Supermarket) business
- Re-capture leaking retail expenditure
- Provide net gain in parking spaces in town centre
- Create high amenity community gathering places
- Additional urban improvements provided in public domain elements of those sites
- Confirms urban structure including new retail and community precincts
- Delivers model housing form to guide future housing development in Yagoona

5.4 PROMOTE YAGOONA TO THE DEVELOPMENT INDUSTRY

5.4.1 STRATEGIC AIM

Private investment will ultimately make the most significant contribution to the renewal of Yagoona. Proactive approaches to the development industry, including supermarket retailers and UDIA etc, should therefore be pursued as a mean of advancing that investment and the renewal of Yagoona.

5.4.2 ACTIONS

- Prepare a Yagoona Prospectus and circulate to key development industry representatives
- Convene workshop with development industry representatives and relevant state agencies to further promote Yagoona

5.4.3 FINANCIAL IMPLICATIONS

A modest financial commitment from Council would be needed to prepare and distribute the Yagoona Prospectus and workshops.

5.4.4 OUTCOMES

- Stimulate private investment in Yagoona
- Provides additional marketing opportunity for Council owned sites
- Demonstrates whole of Government commitment to renewal of Yagoona
- Secure public domain improvements as part of private development

5.5 PURSUE LONG TERM INFRASTRUCTURE IMPROVEMENTS

5.5.1 STRATEGIC AIM

The renewal of Yagoona, in manner consistent with the urban structure and masterplan, will require ongoing and continued infrastructure and services that are beyond the scope and abilities of Council or local developers to deliver.

Key infrastructure improvements that will need to be delivered to fully realise Yagoona’s potential as corridor growth centre can only be delivered by State Agencies. This infrastructure is as follows;

- Highway Streetscape embellishment and safety works - $10 million
- Rail Station upgrade inclusive of improved pedestrian access to adjoining public domain areas - $12.5 million
- Resurface Highway to achieve noise reduction - $900,000

5.5.2 ACTIONS

- Utilise increased housing yields arising from new LEP to lever infrastructure and funding commitments from Government
- Lobby Ministers and govt to have Yagoona rail station nominated as a high priority on the Railcorp accessible stations program
- Lobby Ministers and govt to allocate funds for Hume Highway streetscape improvements
- Link agreed infrastructure improvement proposals to state government budgeting processes
- Create floor space bonus provisions within the new LEP that would allow Planning Agreement to be struck that could provide developers with those bonuses dependent upon provision of civic improvements
- Pursue Ministry of Transport (MOT) funding for park ‘n ride facilities funds in Yagoona
- Prepare new S94(A) plan for Yagoona Town Centre that allows for a levy to be placed on new development that is used for delivering civic improvements
5.5.3 FINANCIAL IMPLICATIONS

The financial costs associated with these large scale infrastructure works should rest with the State Government. In this regard, their commitment to the Metro Strategy outcomes will be demonstrated by the allocation of significant infrastructure funds for key growth areas, such as the Hume Highway Corridor.

However, Council can also pursue funding opportunities for these longer term urban improvement. Recent changes to S94 of the EP& Act allow Councils to place a levy on development that can be used to deliver civic improvements to places. This amendment, unlike traditional S94 plans, provides a more flexible funding and expenditure mechanism that is not entirely dependent upon apportionments and the establishment of nexus. Accordingly, this recent amendment offers a longer term funding solution to Council, particularly as the renewal process gains momentum.

Council has already accessed MOT funding for park and ride facilities in the LGA. This therefore also represents a real opportunity to secure additional funds for the delivery of capital works in Yagoona.

5.5.4 OUTCOMES

- Key urban improvements and infrastructure to Yagoona is delivered
- Full potential of Yagoona as a corridor growth centre is realised

5.6 ESTABLISH MANAGEMENT FRAMEWORK

5.6.1 STRATEGIC AIM

The implementation of the Yagoona Renewal Strategy requires ongoing monitoring, review, management and engagement with key stakeholders inclusive of Council, State Agencies, developer and local businesses.

A management framework therefore needs to be established to implement the strategy in an effective manner.

5.6.2 ACTIONS

- Appoint Place Manager to deliver Strategy
- Prepare Project Plan for implementation of strategy
- Establish Council Project Control Group (PCG) to oversee delivery of strategy and provide cross-organisational inputs
- Establish local ‘mainstreet’ committee comprised of local traders and residents
- Establish inter agency committee (RTA, Railcorp, Ministry of Transport, Department of Planning) to coordinate inputs form those agencies streamline

5.6.3 FINANCIAL IMPLICATIONS

The appointment of a Place Manager would necessitate a budget commitment of approximately $50-100,000 per annum from Council, depending upon the changing demands associated with the various phases of implementing the strategies project plan.

All other actions could be delivered without budgetary implications to Council

5.6.4 OUTCOMES

- Place Manager has primarily responsibility for delivery of all actions within the Urban Renewal Strategy
- PCG provides cross-organisational inputs and expertise necessary to necessary to deliver broad range of outcomes contemplated by the Strategy
- All key stakeholders are engaged in renewal process
- Local traders and business take ownership of the renewal process
- State agency provides coordinated participation in planning and strategy implementation process
6.1 REDevelop the Council owned carpark site as a priority. Explore options for a partnership arrangement.

6.2 IMPROVE THE HUME HIGHWAY. NEGOTIATE KEY IMPROVEMENTS WITH THE RTA AND DEVELOP A FUNDING PROGRAM TO:

- Establish landscape ‘gateways” into and out of Yagoona Town Centre.
- Adjust pavement alignments and plant street trees.
- Amend the traffic signal timing to improve pedestrian access across the highway.

6.3 CREATE A NEW RETAIL STREET PARALLEL TO THE HUME HIGHWAY CONCURRENTLY WITH THE CARPARK SITE RE DEVELOPMENT. IF POSSIBLE, DEVISE A PROGRAM TO ENCOURAGE EXISTING RETAIL TO BETTER ADDRESS THIS STREET.

6.4 UNDERTAKE A PROGRAM OF PUBLIC DOMAIN IMPROVEMENTS INCLUDING:

- New paving on the Hume Highway
- Upgrade awnings on the Hume Highway shopfronts
- Upgrade building facades, develop incentives for shopowners to participate.
- Landscape improvements on the railway edges.

6.5 UPGRADE THE RAIL STATION AND PLATFORM INCLUDING:

- A new platform aligned with the new retail street
- Disabled access provisions
- Any commercial opportunities that arise from the better “passing trade” that may result.
6.6 DEVELOP THE COUNCIL OWNED RESIDENTIAL SITE AS A DEMONSTRATION PROJECT IN PARTNERSHIP WITH THE PRIVATE SECTOR.

6.7 LIAISE WITH THE RTA TO IMPROVE THE PROPOSED PEDESTRIAN BRIDGE DESIGN.

6.8 ALLOCATE LONG AND SHORT TERM PARKING WITH CLEAR SIGN POSTING FROM THE HUME HIGHWAY.

6.9 REDEVELOP THE COMMUNITY SERVICES SITE AND CONSOLIDATE FACILITIES THERE. EXPLORE PARTNERSHIP POSSIBILITIES OR USE FUNDS FROM SELLING FRAGMENTED COMMUNITY SERVICES SITES.

6.10 INITIATE A TOWN CENTRE PROGRAM TO:

- Establish a council/local business working group
- Priorities works
- Manage the Town Centre as a “place”
- Initiate and program events
- Communicate news to the community through a website / newsletter
Bankstown City Council Submission to the RTA

YAGOONA TOWN CENTRE

SUBMISSION TO THE ROADS AND TRAFFIC AUTHORITY OF NSW

August 2005
EXECUTIVE SUMMARY

This report explains the background to the proposed revitalisation and renewal of the Yagoona Town Centre, as well as the Urban Design and works proposed as part of this process.

The role of the Hume Highway is fundamental to the success of Yagoona as a town centre. As well as functioning as a national route, the Hume Highway is also part of the Yagoona Town Centre and should acknowledge and reinforce local urban design requirements.

This includes:

- Creating ‘gateways’ or thresholds into and out of the town centre. This should modify driver behaviour acknowledging a pedestrian role.
- Improving links between north and south Yagoona across the Highway. The highway currently divides Yagoona.
- Improving the amenity of the Yagoona town centre frontages to the highway by adjusting pavements to allow the planting of street trees.

Finally, a report by Arup Transport is attached that explains the proposal in detail and acknowledges the role of the Hume Highway as an important transport corridor. All urban design proposals have been developed with Arup Transport to ensure that the function of the highway is not compromised.
BACKGROUND

The Hume Highway is seen as a vital node for the emerging Greater Sydney Regional Centre. As such, it is seen to play a significant role in the transformation of the East Pan City Centre. Although its primary role has been as a major thoroughfare for rural traffic, the highway is, in fact, part of the centre’s strategic transport network and is an important corridor for the local economy.

The highway is located at the heart of the local government area and is a major thoroughfare for rural traffic. It is also a key transport node for the local economy, providing access to the major cities of Sydney and Melbourne.

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TRANSPORT STRATEGY

4.1 Introduction

This section outlines the approach to discussing the issues and strategies for improving the High Street, near Yagoona, illustrating 70km/h highway environment. For example, Hume Highway south of Meredith, because adjacent sections of the highway suggest a 70km/h speed environment. A 70 km/h design speed is required if no other actions are taken.

4.2 Philosophy

The Hume Highway, within the Yagoona town Centre should have a significant role coordinated with its role as a state highway, and the local road. This role contributes to wider state community and urban economics. The role of the highway in the town Centre and between those in the local economy for proposed alternative road to carry regional traffic.

4.3 Strategies

(i) The section of the Highway is a 60km/h speed limit zone, and should be designed accordingly.

(ii) The highway treatment should be based on the (Hans Westerman) transition zone/core zone design principal, with the transition zone on the edge of the town Centre acting to safely change pedestrian and vehicles from the higher speed environment of the Yagoona town Centre.

(iii) Emphatic landscape and urban design is a powerful tool in reducing traffic in town centres.

(iv) The strategies and balance between local and regional functions of the highway can vary by time of day and day of week. For example the signal phasing or clearways may be necessary for regional traffic capacity in the peak period by the highway consists of four lanes, a total of 10m-11m wide. However two existing lane for new works.

4.4 Guidelines

The RTA Road Design Guide specifies that section 3.11.3:

(i) Trees and Awnings

There are two feasible solutions for this project.

(a) Removing Existing trees along one side of the traffic. The existing highway consists of four lanes, a total of 10m-11m wide. Please see section two for lane widths.

(b) Cutting section of trees to acceptable clearance for trees. N.B. trees grow out towards the middle of the road. Trees can also be trimmed as they grow to avoid interference with the awning.

4.5 Feasibility of trees

Trees can also be trimmed as they grow to avoid interference with the awning. Trees can be trimmed as they grow to avoid interference with the awning.

4.6 Existing lane widths compared to required

The exiting road width varies between 10.7 and 11.5m for 3 through lanes and one turning lane.

Possible two alternative lane for new works.

Please see section two for lane widths.

Assumed design speed if no other action is taken to reduce speeds is approximately 1.3 to 1.8m and therefore unachievable for a road of the location proposed. Therefore any structures should be designed appropriately for a minimum clearance of 1.2m.

(i) Widening footpath into parking lane of the traffic. The existing road width varies between 10.7 and 11.5m for 3 through lanes and one turning lane.

(ii) Footpath widening, lanes can feasibly be narrowed to:

- bus lane 3.2m,
- pedestrian lane 2.6m.

(iii) Footpath widening, lanes can feasibly be narrowed to:

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- pedestrian lane 2.6m.

4.7 Trees and Awnings

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- bus lane 3.2m,
- pedestrian lane 2.6m.
4.7 Bus bay to be converted into pedestrian use.

It is feasible to convert the existing bus stopping bay into a wider footpath. This would mean buses stopping in traffic which would interrupt the flow of traffic behind the bus stop; however there are aspects of this which mean enhanced integration of buses with the traffic. When the bus stops on the kerb it has not left the flow of traffic and therefore does not have to re-merge with the lane of vehicles, which means there are fewer delays at the stop.

4.8 School entry on highway

It would be possible to use the existing traffic signal phases and shorten each to allow for a fourth phase within the (assumed) 120-second existing phase. Alternatively, the traffic signal phase could be increased to 160 sec, adding a fourth phase of 40 seconds to allow for traffic flow to and from school. If an entrance is made from the school onto the Hume Highway, the area would be required to be zoned to a 40km/h school zone which would add to desired traffic calming.

4.9 Calming

With a school entry onto the Highway, a school zone of 40km/h would assist traffic calming. Alternatives include changing the frequency of traffic signal phases according to the need of pedestrians and vehicles, i.e., increase frequency during peak pedestrian times. Using SCATS (Sydney Coordinated Adaptive Traffic System), "pre-defined signal timing programs can be activated for special circumstances" (RTA.nsw.gov.au) such as busy pedestrian times.

4.10 Approval process

Arup has previously investigated the installation of flagpoles and signage within the Bankstown LGA at locations. The proposed locations include the installation of flagpoles along the central median and roadside on major routes within Bankstown. This includes sections of Stacey Street, Fairford Road and the Hume Highway where the speed limit is 70km/hr as well as other local roads.

We believe that the Yagoona issue is primarily one of agreeing a design philosophy for flagpoles in different areas. The proposed locations for flagpoles along the central median and roadside on major routes within Bankstown include sections of Stacey Street, Fairford Road and the Hume Highway. This is consistent with the general approach taken by the Roads and Traffic Authority (RTA).

The likely approval process for Yagoona would be:

1. Agree a general design philosophy with RTA and Council as part of the current Strategy.
2. Submit an Arup report, with the Cox Strategy Report, to the Bankstown Traffic Committee for discussion. This meeting should be attended by Arup and Cox staff.
3. Possible refer the plan to the SRDAC at RTA Blacktown.
4. Trial periods are not likely to be of any value in achieving approval. The Council will not be able to take responsibility for this RTA road.

Examples of Other Sites in Sydney:

Examples of other corridors which are designated Main Roads through town centres are:

- King Street (Princes Highway) Newtown
- Sydney Road, Seaforth
- Great Western Highway, Blue Mountains

A comparison of other flagpole or median tree sites in Sydney was undertaken. The sites are listed with the corresponding median width, and shown in some selected images following.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>MEDIAN WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marrickville Road</td>
<td>1.1m</td>
</tr>
<tr>
<td>Botany Road</td>
<td>1.2m (0.8m in some sections)</td>
</tr>
<tr>
<td>Anzac Parade</td>
<td>2.0m (1.0m on local road side streets)</td>
</tr>
<tr>
<td>South Dowling Street</td>
<td>3.3m (1.2m clearance from edge of road)</td>
</tr>
<tr>
<td>Moore Park Road</td>
<td>3m, with upstand kerbs</td>
</tr>
<tr>
<td>Sydney Road</td>
<td>2.5-3.0m variable</td>
</tr>
<tr>
<td>William Street</td>
<td>1.2m (Proposed) Broadway DA by City of Sydney 3-4.8m variable, with upstand kerbs</td>
</tr>
</tbody>
</table>