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Overview

Bankstown City Council is strategically planning for the future. Early in 2011, Council asked the community what kind of a city they wanted to live in. This resulted in the Community Plan 2021 which provided a vision for a city that is liveable; connected; green; provides well-serviced centres and facilities; is enjoyable, attracts investment and leads by example.

Council must now plan for the future population that will reside, work or play in the City of Bankstown. This is the basis of the Local Area Plan (LAP) process. The Council divided the Local Government Area (LGA) into local areas to ensure that local character informs all future plans. This Issues Paper refers to the North Central Local Area which includes the suburbs of Yagoona, Birrong, Condell Park, Chullora, Potts Hill and Regents Park.

The LAP process will deliver the following documents, which will be publicly exhibited for comment:

- **Issues Paper** - The Issues Paper sets out the current situation, projected demand for new dwellings, jobs and services, and the implications of this demand for future planning. The Issues Paper is informed by various specialist studies and consultation with the community and other stakeholders.

  Submissions received as part of the exhibition of the Issues Paper will be considered. Further information may be required to fill gaps identified in the Issues Paper as a result of submissions provided to Council.

- **Local Area Plan (LAP)** - The LAP sets out how the local area will achieve the vision set in the Community Plan and directions identified in the Issues Paper. This plan will identify land use changes to balance the demands for future growth with the need to protect and enhance environmental values. It will ensure that adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs. This plan will also inform the changes to the statutory planning framework and infrastructure priorities to 2031.
**Figure 1: The Local Area Planning Process**

- **Planning Proposal** - This document will set out in detail the changes to the Local Environmental Plan to implement the actions of the LAP. Changes to other planning documents such as the Development Control Plan (DCP) and Section 94A Development Contributions Plan may supplement the planning proposal.
Section 1

**Local Context**

The North Central local area is located in the north of the Bankstown LGA and includes the suburbs of Yagoona, Birrong, Chullora, Potts Hill, Condell Park and a portion of Regents Park (Figure 2). The local area is generally bound by the Hume Highway to the north-east, Eldridge Road to the south and Horton Street to the West. The Bankstown CBD is located directly to the east of the local area across the Hume Highway.

The North Central area is predominantly residential, with mixed use centres located at Yagoona, Birrong and Rookwood Road. A small cluster of Neighbourhood shops are located at Condell Park and Birrong Auburn Road.

The Hume Highway is a major east-west road link which provides the North Central local area with good vehicular access to Liverpool to the west and Sydney CBD to the east. The commercial centre of Bankstown is situated to the east of the study area and is accessed via the Hume Highway. The Chullora industrial precinct is located to the north of the local area, and is also accessed from the Hume Highway. Bankstown Airport is situated to the south of the study area and is easily accessed via Milperra Road/Canterbury Road.

Yagoona and Birrong are located on the Bankstown Railway Line which runs through the north-south of the local area. This provides a transport link to the Bankstown CBD, Liverpool, Lidcombe and Sydney CBD. The local area also contains a number of local and regional bus routes which provide access to major regional centres including Liverpool and Hurstville.
Figure 2: North Central Local Area – Context Map

Source: BCC, 2013
This section summarises the:

1. Current and forecast change in population and households in the Local Area.

2. The key objectives of the Federal, State and Local planning policies and obligations under those policies for Local Government.

3. Community aspirations for the Local Area.
1.1 Demographics – Now to 2031

1.2 Suburban Life Cycles

The dominant household types present in a suburb or town - where the majority of the populations sit in the household life path - dictate in part the role and function of the area. This is shown by its place in the "suburb life cycle".

*Figure 3: Suburban Life Cycle*

Source: ID, 2012
New areas are typically settled by young households (young couples and young families, perhaps some mature families). As the families grow and mature, household size increases. After initial rapid development, most households “age in place”, with slowly shifting demand for services, facilities and dwelling types.

As households age further and children begin to leave home, the average household size decreases, resulting in more empty nester (two person) households, often still living in large family homes. Family breakups can also result in single parent families and lone person households. If a suburb can't attract young families back to the area, it slowly becomes populated by older couples whose children have left home and older lone persons whose partners have died, resulting in declining population for some time.

Alternatively, if a suburb is in a location close to economic drivers of change, it may be able to attract families to move back into the older dwellings in the area, increasing household size and population again. This will generally happen sooner, with less loss of services if the area has a diversity of housing options suiting a wide variety of household types. Empty nesters are likely to downsize into lower maintenance properties, freeing up larger format housing for families to move into, and continue the cycle again. The loop in the diagram represents the process of sustainability of an LGA (or suburb), if it can attract families back into older housing in the area. Depending on the proximity of an area to work and education it may also attract young lone persons and group households.

Generally, more diverse communities are more sustainable in the long term, as they are able to maintain a range of services and facilities useful to all age groups. Certain policy responses can influence the suburb life cycle in different directions.

The LAP process will guide how our residents and future residents move through the suburban life cycle.
1.3 Population

**Current and Forecast Population**

The North Central local area had a population of around 39,600 residents in 2011 according to government census data. The area experienced modest growth since the last census in 2006 where the population was around 36,600. This rate of growth is comparable with the rate of growth of Bankstown City in the same period.

In 2011, Yagoona had a higher share of the population with 17,300 residents while Condell Park had 10,750 and Birrong/Regents Park/Potts Hill had 3,700. This is 17 per cent of the total population of the Bankstown LGA.

Population forecasting uses historical trends, how things have changed in a previous time period, and makes assumptions about whether this trend will continue. In most cases some adjustments will be made depending on other information at hand.

Population forecasting prepared for Council predicts that the North Central local area will grow to around 44,736 residents by 2031. This is an increase of around 5,100 people and will be 16 per cent of the total growth expected for the Bankstown LGA.

**Age Structure**

The 2011 age profile of the local area reflects an established population. It was very consistent with Bankstown City as a whole, with a slightly higher proportion of people in the younger age groups (5 to 17 years) and a slightly lower proportion of people in the older age groups (60 to 84 years).

The forecast age structure is not expected to significantly change for age groups up to 18 to 24 years of age. However, there is a significant forecast increase identified for residents aged between 60 and 84, which is comparable with Bankstown City as a whole.

There is a more modest increase expected for 25 to 49 year olds, however this is also comparable with Bankstown City as a whole.
Figure 4: Age Structure – North Central local area – 2006, 2011, and 2031

Source: ID, 2012
1.4 Household Characteristics

In 2011, the predominant household type was couple families with dependants (44%) and couple families without dependants (24%). These households are forecast to continue growing with a higher rate of growth of couples without dependants. There is also however a higher forecast growth in lone person households.

In comparison with Bankstown City in 2031, the North Central local area would have a greater share of couple families with dependants.

Figure 5: Change in Household Type – North Central Local Area - 2006, 2011, 2031

Source: ID, 2012
1.5 Dwelling Characteristics

Dwelling types and dwelling density are intimately related. **Dwelling type** means the type of housing. In the local area this can include separate houses, villas, row houses, units and apartments. **Dwelling density** is the concentration of dwellings per lot.

The census data defines these dwelling types as:

- 'Separate house' includes all free-standing dwellings separated from neighbouring dwellings by a gap of at least half a metre. This is regardless of the size of the lot.
- 'Medium density' includes all semi-detached, row, terrace, townhouses and villa units, plus flats and apartments in blocks of 1 or 2 storeys, and flats attached to houses.
- 'High density' includes flats and apartments in 3 storey and larger blocks.

This reflects the dwelling types we currently have in Bankstown City.

Figure 6 shows the current and forecast dwelling profile for the local area. The 2011 population census data shows that people predominantly live in separate houses (73%), followed by medium density (23%) and high density (3%).

The change in dwelling type for residents of the North Central local area is intimately related to the kind of housing which is permissible in the City. Since 2001 there has been a consistent increase in the number of people living in medium density housing. Conversely, there are slightly fewer people living in separate houses as larger separate housing lots are redeveloped for medium density development or other lands become available for housing.

The proportion of people living in higher density in the local area has remained relatively consistent since 2001. This reflects the current planning policy which focuses higher density development in the CBD and limited sites within the Yagoona village centre.
The dwelling types and densities in Bankstown City are described in Table 1.
Table 1: Dwelling Types and Densities in Bankstown City

<table>
<thead>
<tr>
<th>Density</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low Density</strong></td>
<td><strong>Separate house</strong> on a large lot (&gt;500m2):</td>
</tr>
<tr>
<td></td>
<td>• Usually a free-standing dwelling with generous setbacks from the street, side and rear boundaries.</td>
</tr>
<tr>
<td></td>
<td>• Generous private open space</td>
</tr>
<tr>
<td></td>
<td>• 1 to 2 storey form (can include a loft in the roof space)</td>
</tr>
<tr>
<td><strong>Medium Density</strong></td>
<td><strong>Separate or attached house</strong> on a small lot (&gt;500m2):</td>
</tr>
<tr>
<td></td>
<td>• Modest or no setbacks to side boundaries. Can share a party wall.</td>
</tr>
<tr>
<td></td>
<td>• Modest rear yard or paved courtyard.</td>
</tr>
<tr>
<td></td>
<td>• Includes <strong>terrace houses, row houses and semidetached houses</strong>.</td>
</tr>
<tr>
<td></td>
<td>• 1 to 2 storey form (can include a loft in the roof space)</td>
</tr>
<tr>
<td><strong>Villas:</strong></td>
<td>• More than one dwelling within a lot with shared common areas.</td>
</tr>
<tr>
<td></td>
<td>• Modest rear yard or courtyard.</td>
</tr>
<tr>
<td></td>
<td>• Shared driveway.</td>
</tr>
<tr>
<td></td>
<td>• 1 to 2 storey form (can include a loft in the roof space)</td>
</tr>
<tr>
<td><strong>Low-rise residential flat buildings:</strong></td>
<td>• Apartment blocks of up to 3 storeys</td>
</tr>
<tr>
<td></td>
<td>• Usually do not contain a lift</td>
</tr>
<tr>
<td></td>
<td>• Common open space</td>
</tr>
<tr>
<td></td>
<td>• Private open space usually provided by balconies</td>
</tr>
<tr>
<td><strong>High Density</strong></td>
<td><strong>Residential Flat Buildings:</strong></td>
</tr>
<tr>
<td></td>
<td>• Currently in Bankstown CBD, Chester Hill and Yagoona</td>
</tr>
<tr>
<td></td>
<td>• Apartment block 4 or more storeys</td>
</tr>
<tr>
<td></td>
<td>• Common open space with private open space provided by balconies</td>
</tr>
<tr>
<td></td>
<td>• Lift access to all floors</td>
</tr>
</tbody>
</table>

Source: BCC, 2012

In relation to average **household size** (persons per household), the North Central local area had 3.15 people per dwelling in 2011. This is slightly higher than the Bankstown
City average of 3 people per dwelling. For the City and local area, average household size is expected to decrease to 2031. This is consistent with other trends including the expected increase in couples without dependants and lone person households.

Figure 7: Average Number of People per Household – Birrong/Regents Park/Potts Hill, Condell Park, Yagoona, Bankstown LGA

Source: ID, 2012

1.6 Summary

The population forecast and demographic analysis indicates a trend towards growth in households who may require smaller dwellings. To address this trend into the future, Council will need to consider ways to ensure there is a sufficient amount of housing choice available for large and smaller households and that there is an appropriate level of services, facilities and infrastructure within the Local Area. Future housing to meet demand for smaller dwellings will comprise of the transition of older building stock over time.

More diverse communities are more sustainable in the long term, as they are able to maintain a range of services and facilities useful to all age groups. Certain policy responses can influence the suburb life cycle in different directions. The LAP process will consider the implications of these results for future land use and service provision.
Directions For Local Area Planning

Demographics

Provide medium and high density dwelling options in the village and
neighbourhood centres. This will include a mix of shop-top housing, mixed
used development, residential flat buildings, townhouses, and seniors
housing.

Ensure that adequate land, infrastructure, facilities and open space are
available and appropriately located to sustainably accommodate future
housing and employment needs.

1.7 Policy Drivers and Vision

Planning for our cities is informed by policy at all levels of government - Federal, State
and Local. This comprehensive planning framework aims to ensure urban growth occurs
in a planned and well-supported manner. Council’s policies and vision is informed by this
framework and the community aspirations for our City.

Federal Government Cities Policy

The National Urban Policy (May 2011) was produced by the Commonwealth Major Cities
Unit and provides a federal focus on how cities should function to ensure that
productivity, liveability and sustainability objectives are met. Actions recommended in the
policy include an action to improve the planning and management of our cities by:

- Facilitating a whole-of-governments approach
- Integrating planning systems, infrastructure delivery and management
- Encouraging best practice governance and applying the principle of subsidiarity
  (making sure implementation occurs at lowest decision making level as possible).

The Federal Government has established the Urban Policy Forum to provide stakeholder
advice on cities. This forum will meet biannually and is comprised of 35 members from
government, industry and academia.
Current NSW Government Planning Policy

The following existing State policies are drivers of Council’s policy and vision:

- The **NSW 2021 Plan**, released in September 2011, sets out a 10 year plan to "rebuild the NSW economy, provide quality services, renovate infrastructure, restore government accountability and strengthen our local environment and communities".

- The **Metropolitan Plan 2036** is the long term strategic plan for the growth of Sydney to 2036. The **Draft West Central Subregional Strategy** acts as a broad framework for the long term development of the subregion guiding government investment and linking local and state planning issues. Both of these documents are in the process of being reviewed.

The Bankstown LGA is currently located within the West Central subregion which also includes Auburn, Fairfield, Holroyd and Parramatta. The **Draft West Central Subregional Strategy** provides dwelling and employment targets for all councils in the subregion to house, and provides jobs for, the forecast population.

Table 2 outlines the directions, and the dwelling and job targets for the Bankstown LGA.

Table 2: NSW Government Planning Policy

<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Targets and Policy Settings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growing and renewing centres</td>
<td>• Locate at least 80% of all new homes within the walking catchments of existing and planned centres of all sizes with good public transport</td>
</tr>
<tr>
<td>(Metropolitan Plan*)</td>
<td>• Focus activity in accessible centres</td>
</tr>
<tr>
<td></td>
<td>• Plan for centres to grow and change over time</td>
</tr>
<tr>
<td></td>
<td>• Plan for new centres in existing urban areas and greenfield release areas</td>
</tr>
<tr>
<td></td>
<td>• Plan for urban renewal in identified centres</td>
</tr>
<tr>
<td></td>
<td>• Support clustering of businesses and knowledge-based activities in Major Centres and</td>
</tr>
<tr>
<td></td>
<td>Specialised Centres</td>
</tr>
<tr>
<td>Housing (West Central Subregional Strategy*)</td>
<td>• Plan for increased housing capacity targets in existing areas</td>
</tr>
<tr>
<td></td>
<td>• Councils to plan for sufficient zoned land to accommodate their local government area housing targets through their Principal LEPs. Dwelling targets for local government areas between 2004 and 2031 are: Parramatta (21,000); Bankstown (22,000); Fairfield (24,000); Auburn (17,000); and, Holroyd (11,500).</td>
</tr>
</tbody>
</table>

*Source: NSW Department of Planning and Infrastructure: Metropolitan Plan for Sydney (2010), West Central Subregional Strategy (2007). *These documents are currently under review.*
Planning Reform

The NSW Government is proposing fundamental changes to the NSW planning system. Proposed changes have been outlined a White Paper (circulated for discussion in July 2012) and are likely to have a significant impact on the role of Local Government. The key reforms proposed relate to the following areas:

- Community participation – The White Paper outlines greater community input earlier in the planning process at the regional and subregional strategic planning stage.

- Strategic focus – The White Paper outlines a new statutory strategic planning Regional Growth Plans and Subregional Delivery Plans that will inform Local Land Use Plans. The Standard Instrument will contain greater flexibility and additional zones.

- Streamlined approval – The White Paper outlines a suite of changes to the decision-making process, classification of local and State significant development, and reviews and appeals. The concept of strategic compliance is central to these changes.

- Provision of Infrastructure – The White Paper outlines measures to facilitate different models for infrastructure delivery of local, regional and state infrastructure.

Council supports the development of a planning system that reduces complexity and uncertainty, enabled engagement with stakeholders in a meaningful and productive manner, and delivers good quality and sustainable environments.

Many of the changes outlined in the White Paper are supported. However, Council remains concerned with some changes which may undermine Council’s ability to meet the expectations of the community. These include expanding the scope of complying development, reducing the decision-making role of elected officials, and increasing the scope of appeals.

As part of this planning reform, a new draft Metropolitan Strategy for Sydney 2031 has been released by the NSW Government for comment. This new strategy will supersede the Metropolitan Plan 2036 once it is finalised. The draft strategy retains the centres approach to growth and the use of subregions through which to delivery more detailed planning outcomes. Under the draft Metropolitan Strategy Bankstown would be located
within the South West Subregion along with Camden, Campbelltown, Fairfield, Liverpool and Wollondilly. Dwelling and jobs targets for the new subregions are yet to be released.

**Community Aspirations**

Extensive consultation was undertaken in 2009/10 to gather detailed community comments from the Local Area residents, business and community service stakeholders. The consultations aimed to:

- Engage the community about their needs and aspirations for the area.
- Provide direction to guide the development of the Issues Paper and the North Central Local Area Plan.

The consultation included a public meeting held at the Yagoona Senior Citizens Centre and Yagoona Shopping Centre in 2009. This included 28 attendees from the suburbs of Chullora, Yagoona and Birrong. The objective of this community consultation exercise was to assess the aspirations and consider the issues of the local community in planning and project development of the suburbs of Regents Park, Birrong, Chullora and Pots Hill. The key messages from these consultations are summarised in Table 3.
<table>
<thead>
<tr>
<th>Headline Message</th>
<th>Detailed Consultation Messages</th>
</tr>
</thead>
</table>
| Improve the visual, social and community amenity. | • The town centre needs to be clean and attractive; Make sure businesses are proactive, involved and working cohesively  
• Litter education and street cleaning programs  
• Revitalisation of the Yagoona shopping centre. Look to revitalise the centre by encouraging a mix of retail and higher use.  
• Concern was expressed about the loss of bank services in Yagoona. It has also been raised that Yagoona has no central place or variety of cafes.  
• More green-space and high quality developments  
• Link open spaces as well as more sealed/paved pathways.  
• Revitalisation of the Yagoona shopping centre. Look to revitalise the centre by encouraging a mix of retail and higher use.  
• Concern was expressed about the loss of bank services in Yagoona. It has also been raised that Yagoona has no central place or variety of cafes.  
• More green-space and high quality developments  
• Link open spaces as well as more sealed/paved pathways.  
• Expand functions of community facilities to cater to all age groups  
• Maintaining current level of recreational space; Maintaining low density suburbs; Encourage residents with water harvesting |
| Improved traffic flow and parking | • Lack of public transport to Chullora shopping village.  
• Limit trucks, trailers and taxis parking on streets  
• Improve traffic movement in peak hours. Possible action streets include Stacey Street, Sir Joseph Banks Drive and the Hume Highway. |
| Maintenance of Parks and Open Spaces | • Management of pollution and limiting the ibis population.  
• Importance to maintain and enhance open space, bushland and outdoor spaces.  
• Recognised a need to improve the outdoor atmosphere of malls and parks. This could include the development of a local botanical gardens.  
• Remaining bushland and biodiversity must be actively managed. |
| Retention of the unique character of neighbourhood areas. | • Preservation of the ‘garden suburb’ image.  
• Retain the low density character of the neighbourhood area. |
| Community Engagement | • The use of visual aids better support a ‘shared’ understanding  
• Recognition that community centres and initiatives are important. Need to continue to facilitate communication and cultural understanding.  
• Continued efforts need to be made to engage the youth in contributing their views to the future planning of these local areas. |
| What will make the biggest difference? | • Improve transport to town centre; Complete footpath network and kerb/guttering; Information sharing on who does what at each level of government |

1.8 Council’s Policy and Vision

Council has responded to community aspirations and the policy drivers through the following plans and studies:

- Bankstown Community Plan (2013)
- Residential Development Study (2009)
- Employment Lands Development Study (2009)

These plans and studies are discussed in more detail below.

Bankstown Community Plan (2013)

The Community Plan recognises Bankstown LGA’s strong sense of identity and its growth from working class roots to a commercially diverse area with a focus on specialised industries and jobs for locals. The Plan outlines a 10 year vision for the Bankstown LGA which guides Council’s planning for asset, financial and workforce management.

A comprehensive community engagement strategy was undertaken targeting all of the different community groups within the local area. The results of this community engagement were used to inform the vision and strategy for the next 10 years. A number of distinctive themes emerged from the community engagement and these were used to develop key objectives for the Bankstown LGA. Four of these themes – **Liveable, Connected, Green, Invest** - are directly relevant in the development of the LAP.
Council’s Residential Development Study (RDS) was developed as part of a memorandum of understanding with the Department of Planning & Infrastructure in recognition of the need to plan for population growth identified in the Metropolitan Plan. The Metropolitan Plan identified a dwelling target of 22,000 additional dwellings by 2031 for the Bankstown LGA.

The RDS noted that most of the land area within the Bankstown LGA has already been developed to some extent. Areas not developed are generally valuable open space or biodiversity corridor and riparian lands adjacent to the Georges River and its tributaries. Any additional dwellings required to meet future demand would therefore need to be provided within the existing urban areas through demolition and rebuild or as alterations and additions to existing dwellings.

An analysis of the capacity for urban growth in the Bankstown LGA was completed for the RDS. This analysis found the Bankstown CBD to be the appropriate location to accommodate the majority of the population growth, with the suburbs of Chester Hill, Bass Hill, Padstow, Revesby, Yagoona and Greenacre to experience medium growth. Other suburbs are forecast to experience low population growth and will primarily see redevelopment in a dispersed pattern.

For the North Central Local Area, the most appropriate locations for additional dwellings are within the Yagoona village centre. Some modest change is considered appropriate in the Birrong and Rookwood Road neighbourhood centres. The RDS dwellings targets for these centres are shown in Table 4.
Table 4: North Central Local Area – RDS Centres – Dwelling Targets (2031)

<table>
<thead>
<tr>
<th>Village Centres</th>
<th>Additional Dwelling Targets (2031)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yagoona</td>
<td>1640</td>
</tr>
<tr>
<td>Rookwood Road Precinct</td>
<td>300</td>
</tr>
</tbody>
</table>

Source: RDS, 2009

In addition to the adopted targets, the following recommendations in the RDS will also guide future urban growth in the City:

- The dwelling target of 22,000 will be staged, with phase 1 undertaking 16,000 new dwellings by 2021 and a review of the housing target figures before phase 2 is undertaken.

- 60% of additional dwellings should be provided within centres and 40% as infill development within neighbourhood areas. This benchmark is appropriate for the Bankstown LGA context. It reflects the contribution that infill development makes to the dwelling target. This benchmark is also sensitive to the challenge of introducing higher densities in village centres, where lot consolidation is an issue.

- A key direction of planning policy is to focus future housing growth in centres that offer good access to public transport and good connections between centres. The Yagoona centre is identified for this kind of growth with more modest growth in Birrong and the Rookwood Road Precinct.

- Infill development will be supported in the neighbourhood areas across the City of Bankstown with a target of 6060 additional dwellings by 2031.
The Hume Highway Corridor Strategy (HHCS) was adopted by Council to revitalise the Hume Highway Corridor within the Bankstown LGA. The strategy was commissioned to provide a long term plan to actively promote investment within the Bankstown LGA.

The HHCS aspires to create a new enterprise zone, consolidation of retail and residential uses and to provide landscape improvements to the Remembrance Driveway landscape corridor.

It also aims to provide and reinforce clear gateway sites to the City of Bankstown along the Hume Highway.

Supplementing the Hume Highway Corridor Strategy is the adoption of the Yagoona Town Centre Renewal Strategy.

In order to assist the achievement of Council’s vision, Council prepared an Employment Lands Development Study (ELDS) which investigated the availability of and requirements for employment lands in the Bankstown LGA. It is anticipated that the outcomes of the ELDS will support strategic land use planning for the Council, and provide input to the development of the new comprehensive Local Environmental Plan.
1.9 Summary

In the North Central Local Area, the strategic direction for the Yagoona village centre is to continue to accommodate the majority of the population growth. The neighbourhood centres of Birrong and Rookwood Road will have a secondary role to support this growth through infill development.

The key directions for strategic planning policy from the local, State and Federal policies combined have the following key directions:

- Support economic development, employment opportunities and investment.
- Provide more housing choice in accessible locations.
- Facilitate liveability and infrastructure provision.
- Improve the function of retail and commercial centres.
- Improve the quality of, and access to open space and essential services.
- Promote sustainable development and protect the natural environment.

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**Directions For Local Area Planning**  
**Policy Drivers**

- Ensure future development addresses Federal, State and Local strategic planning policies.
- Ensure all strategic work reflects the *Community Plan* vision and directions.
- Continue the implementation of the renewal strategy for the Yagoona Village Centre.
Section 2
Issues

This section summarises the current issues facing the North Central Local Area and provides directions to inform the LAP.
2.1 Liveable

The Community Plan aims to have liveable places which have good access to public transport, local services and leisure facilities. They are clean, safe and attractive for users.

Current Urban form

Urban form refers to the way the local area looks and feels. It includes dwelling types and their age, building height, the concentration of dwellings in a given area (or ‘density’), and the public domain areas including footpaths, roads, parks and plazas. Urban form also refers to how these elements integrate with natural features of the local area such as topography.

The existing urban form in the local area centre and the neighbourhood areas is discussed below. The role of the centres in Bankstown City has been previously identified in Council’s Residential Development Strategy as follows:

- Yagoona – Village Centre – this centre captures land within a 600m radius of the railway station.
- Rookwood Road – Neighbourhood Centre – this centre captures land within a 150m radius of the Hume Highway Enterprise Corridor.
- Birrong – Neighbourhood Centre – this centre captures land within a 150m radius of the railway station.
Section 2

Figure 8: Centres Context Map – Yagoona

Source: BCC, 2013
Yagoona Village Centre

The suburb of Yagoona is located approximately 1km north west of the Bankstown CBD, 10km south east of the Parramatta CBD and 16km south west of the Sydney CBD. The Yagoona village centre is focused around the intersection of the Hume Highway and the Bankstown Rail Line.

The retail and commercial strip along the Hume Highway is predominately 1-2 storeys in height with the built form generally consistent in character and design. The age of buildings in the centre are mostly 1940 and 1950 retail and commercial buildings along the Hume Highway. Residential buildings in the broader transition areas were constructed between 1950 and 1970.

Figure 9: Building Age - Yagoona Centre

Source: BCC, 2013
In the past, Council has undertaken master planning of the Yagoona centre through the adopted Yagoona Town Centre Urban Renewal Strategy (2006) and the Hume Highway Corridor Strategy (2004).

The strategies aim to provide an opportunity for additional retail activities and supporting housing, and assist the creation of a new retail street and civic space that provides a shopping environment away from the busy Hume Highway.

The current zoning and controls focus higher density residential development on lots fronting the Hume Highway and medium density development for lots on key streets off the Hume Highway and around the retail and commercial core. These streets include Highland Avenue, Church Road, Cooper Road and Ritchie Road.

To date there are two recently completed residential flat buildings at the northern end of the Hume Highway, Dutton Street and Yagoona Lane. Residential dwellings around the main streets are predominately detached houses on large lots. A component of the master plan yet to be implemented is for medium density in the residential transition areas surrounding the retail and commercial core.
Birrong Neighbourhood Centre

The Birrong centre is located between the Birrong Railway Station and the Auburn Road Shops.

The Auburn Road Shops is comprised of a row of single storey retail and commercial shops, which include a supermarket (IGA), Newsagency, Trade Shop, Florist and other supporting services.

However, the shops around the railway station contain little evidence of active retail or commercial operations. Another small mixed use development with frontage to Hudson Parade and Rodd Street also contains little signage to indicate retail or commercial use.

Residential developments surrounding the retail area is predominately detached housing on large lots with an older residential flat building located on Avalons Street. Land on the eastern side of the railway line is comprised of a large school (Birrong Boys High School) and detached houses on large lots. A villa development is located on the bend on Larien Crescent.

This centre is considered to be of future importance with its role to support functions of the Potts Hill redevelopment.

Hudson Parade mixed use development

Hudson Parade/Rodd Street mixed use development
Figure 10: Centres Context Map – Birrong

Source: BCC, 2013
Rookwood Road Precinct - Neighbourhood Centre

The Rookwood Road Precinct is comprised of main street retail and commercial shops on the western side of Rookwood Road between the Hume Highway and George Street. The centre also includes land with frontage to the Hume Highway comprised of a licensed pub (Three Swallows) on the corner of Rookwood Road and Hume Highway and a multi-tenant warehouse building used for retail (Rebel Sports, BBQ’s Galore) and Fitness (World of Fitness). The building entrance is at the rear of the site through the customer car parking area off George Street.

Council’s Hume Highway Corridor Strategy has resulted in rezoning of land with frontage on the Hume Highway and land just outside the Rookwood Road Precinct. To date, residential flat building developments at 350 Hume Highway and 18 George Street have recently received approval. This will provide an opportunity for the introduction of approximately 282 additional units and commercial floor space.

A residential flat-building with basement car parking will offer an additional 32 units at 21 – 23 Rookwood Road. This will assist to moderate the population growth envisaged for the neighbourhood area over the next 15 years.

Hume Highway frontage properties

Source: Google Maps/Street view, 2013.
Figure 11: Centres Context Map – Rookwood Road Precinct

Source: BCC, 2013
Other Neighbourhood Centres

The local area contains other neighbourhood centres which, while not reviewed for the Residential Development Strategy (RDS), are considered to have potential for modest growth. The size, anchor retail (such as supermarkets), street layout, access, and overall amenity of these centres are considered. These features are discussed in the boxes below.

**Condell Park**

This centre is comprised of single storey retail and commercial shops with frontage to Simmat Avenue. Shops on the eastern side of the street have rear lane access off Vine Lane. The centre consists of an anchor supermarket Franklins, Commonwealth Bank, Post Office, Community Centre and restaurant. The residential development surrounding the main street is comprised of a mix of detached housing on large lots and single and two-storey villa developments.

Simmat Avenue is a local road that generates local traffic. Elevated pedestrian crossings are provided on the southern and northern ends of the main street. Council has completed public domain works in this centre including additional footpath widening, paving and tree planting.

*Source: Google Maps/Street view, 2013*
Chapel Road Shops

The Chapel Road Shops are comprised of a large row of shops with frontage on Canterbury Road and the corner of Chapel Road. The business types offered within this centre range from fast food takeaway shops, a newsagency, storage facility and recreational outlets. The chain stores of KFC and the Little Bottler (liquor store) can also be found at the south west of the precinct.

The built form within the Chapel Road Shops is largely comprised of 2 storey development, although a 3 storey building can be found within the centre. Most building frontages have large advertising parapets and long expanses of awning fascia advertising.

Supporting land-uses around the centre consist of a mix of low density residential and industrial uses. The building stock supporting the centre consists of a large base of single storey residential dwellings.

A possible opportunity is to expand the health and medical specialisations around this centre and the Bankstown Hospital Precinct to create a higher amenity local strip and promote a more active pedestrian spine.

Source: Google Maps/Street view, 2013
Neighbourhood Areas

The neighbourhood areas are located outside the centres and are characterised by the following predominant urban form elements (see Figure 12):

- **Low density dwelling houses on moderate to large lots.** The majority of residential lots are between 500sqm and 700sqm in size followed by lots between 700sqm and 1200sqm. Lots which are less than 500sqm in size tend to be the result of subdivision and dual occupancy sites.

- **Building Age -** The predominant building age in the neighbourhood areas is 1930-1960. Newer separate housing development (1960-1980) is located in the north of the local area.

- **Infill Development Form -** The predominant form of contemporary infill development in the neighbourhood areas is dual occupancies and villas which are dotted throughout the area.

- **A unique element in the neighbourhood area is the cluster of stables in Condell Park adjacent to the Bankstown Paceway.**

Potts Hill Redevelopment

The redevelopment of the 40 hectare former Potts Hill Reservoir site will present significant opportunities for Bankstown.

Landcom is currently constructing a housing estate at the surplus Potts Hill Reservoir site. The development includes 450 new dwellings (dwelling houses, dual occupancies, residential flat buildings and community housing) and new parks. Landcom is also constructing a new park on the eastern side of the site with access to Rookwood Road.

Potts Hill is adjacent to the Birrong neighbourhood centre, which will provide essential infrastructure for the future development.
Figure 12: North Central Local Area - Land Use

Source: BCC Land Use Survey, 2007
Guiding Urban Form

Council manages urban form through zoning, floor space ratio, and development controls for buildings. These elements are discussed in more detail below.

Zoning

Council’s mixed use and residential zones allow certain residential development and prohibit, or discourage, others. The mixed use and residential zones, and the housing type desired in those zones are summarised below (see Figure 13):

- 2(a) Residential Zone – This zone is for separate houses, dual occupancies, villas and row houses. FSR is 0.5:1.
- 2(b) Residential Zone – This zone is for the above development and residential flat buildings. FSR range from 0.6:1 to 1:1.
- 3(b) Business - Other Centres – This zone is principally for residential flat buildings and mixed use development (ground floors retail/commercial, residential above).
- 3(c) Business – Enterprise – The zone may allow residential flat buildings and villas at certain sites provided the development meets certain criteria such as minimum lot size, minimum setback to the Hume Highway and landscaping to supplement the Remembrance Driveway landscape corridor.
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Figure 13: North Central Local Area - Current Zoning

Source: Bankstown Local Environmental Plan 2001
State Government development controls allow certain types in the above zones including:

- Exempt and Complying development for Housing, Commercial and Industrial Development,
- Seniors Housing, and
- Types of Affordable Housing.

The zoning map shows that most of the local area is zoned 2(a) Residential.

**Floor space ratio controls**

Floor space ratio, or FSR, is the relationship between the:

(i) Total area of all floors of a dwelling or building (also called floor space), and
(ii) The area of the land it is built on.

For an FSR of 0.5:1 the ‘0.5’ refers to the floor space of a dwelling or building while the ‘1’ refers to the land. This FSR means that the total floor space of a dwelling or building must not be more than 0.5 (or 50%) of the area of the land. On a 500m² lot this means the sum of all floors of a dwelling could be up to 250m².

**Development Controls for Dwellings and Buildings**

Development controls ensure that a consistent urban form is achieved and is generally focused on building heights, setbacks from boundaries and other controls on features of dwellings and buildings such as the size and location of private and public open space.

Council allows a maximum height of 2 storeys throughout the residential areas however greater heights are permitted on certain village centre sites and business enterprise sites. Setbacks vary depending on the type of dwelling or building proposed.
Public domain

Council is responsible for land used as public domain. Public domain includes hard infrastructure such as footpaths, plazas, public art and soft infrastructure such as street trees, open space. Good quality public domain contributes to a pleasant streetscape and provides spaces for the community to meet and to express itself. Council has enhanced the public domain in many village centres through its town centre improvement program.

There are also opportunities to use public domain areas to address other objectives such as supporting using native vegetation and rain gardens by using these species as part of public domain planting to promote biodiversity and awareness.

New Dwelling Forms

Population growth, household change and policy drivers will require a new approach to urban form which will require a change from the existing approach to urban growth in our centres and neighbourhood areas. The LAP will consider a greater range of new dwelling forms, in particular multi-unit dwellings, within the centres than currently exists in addition to capitalising on the opportunities of catalyst sites.

The adopted dwelling targets for the Yagoona village centre and supporting Neighbourhood centres will address a range of objectives including: accommodating forecast population growth, facilitating the process of household change, implementing the Community Plan vision for active centres; and capitalising on existing public transport options. Council is committed to facilitating multi-unit dwelling options within a core area of the centres with a transition to the low density residential neighbourhood areas outside the centres. The LAP will investigate appropriate multi-unit dwelling forms for:

- low-rise multi-unit residential development – 2 to 4 storeys
- medium-rise multi-unit residential development – 4 to 6 storeys
- Areas with deep lots

High-rise multi-unit residential development may be considered for appropriate locations.
Opportunity Sites

Opportunity sites are those that provide the focus for renewal activity in a given area. Such sites can be Government owned land (Local, State or Commonwealth), private land or a mixture of these. Within the North Central Local Area are a number of sites that may be suited for renewal activity.

The site of 176 Cooper Road, Yagoona has been identified for potential redevelopment opportunities. Council has recently invited expressions of interest for the purchase and redevelopment of the site. The aim of the redevelopment is to revitalise the town centre, improve vehicular movements and provide a new community centre and quality development overlooking Gazzard Park.

Directions For Local Area Planning

Urban Form

- Identify areas in and around the Yagoona Village Centre that are appropriate for mixed use and higher density development close to public transport and services.

- Investigate areas in and around neighbourhood centres that are appropriate for modest increases in density. These centres include Birrong, Rookwood Road and Condell Park.

- Investigate urban forms for higher density development and how these can retain the aspects of the village and neighbourhood centres valued by the community.

- Retain the low density character of the neighbourhood areas consistent with the Residential Development Study 2009.

- Consider public domain improvements required to support higher density residential and mixed use development in the centres.

- Consider public domain connectivity across the local area and identify works to improve these links.
Housing Affordability

Enhancing housing affordability within a given area is a complex issue as there are various groups in the community who need affordable houses to buy or rent. There are various levels of housing affordability needs within a community and the options they can access as shown in Figure 14.

The needs chart shows that certain groups will require affordable housing including groups that will grow according to the demographic analysis. The demographic analysis shows there will be an increase in lone person households. The Bankstown LGA contains a high proportion of key workers in unskilled or semi-skilled in particular, technicians and trades workers, machinery operators and drivers and labourers.

The Bankstown LGA is currently identified as an affordable location for home buyers and private renters and as an alternative to the high purchase and rental values in areas closer to the Sydney CBD. While this is a strength, it should be noted that it addresses just one of the groups who require housing affordability and not the groups identified in Figure 14.

The Federal Government is also providing policy and schemes to facilitate the delivery of affordable housing. This includes the existing National Rental Affordability Scheme which offers monetary incentives on the delivery of each additional affordable dwelling subject to rents being capped for a period of up to 10 years. This provides an incentive for private sector developers to construct new dwellings in partnership with public housing providers.
In addition, the Federal Department of Families, Housing, Community Services and Indigenous Affairs have formed the Housing Affordability Fund to investigate ways to increase housing affordability by reducing the cost of building new homes in Australia.

The NSW Government has formed the Affordable Housing Taskforce to address housing affordability and to develop an Affordable Housing Choice policy. The taskforce is consulting with public and private sector stakeholders to understand what affordable housing is, what obstacles exist to its provision, what opportunities there are to deliver the range of affordable housing types. The taskforce acknowledges that a 'one-size fits all' approach will not be able to address this issue due to the following:
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- The many different types of housing which may be required.
- The many different stakeholders who are affected.
- The need to carefully plan to integrate the development into the local area.

In addition, the NSW Government gazetted the *State Environmental Planning Policy – Affordable Rental Housing 2009* to encourage privately built affordable housing by giving developers additional floor space ratio and specific development controls. The policy aims to provide additional low-cost rental properties for the disadvantaged residents and the properties will be managed by non-profit housing providers for 10 years. After 10 years, the properties will become private properties.

Councils in NSW vary in their approach to affordable housing with varying levels of success. Council is aware of the housing affordability issue. Demand in the LGA is yet to be quantified however this local area planning process is an opportune time to gather comments on this issue and what it means for the Bankstown LGA.

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**Directions For Local Area Planning**

*Housing Affordability*

Consider opportunities for addressing housing affordability through the redevelopment of sites. A greater understanding of the issue within the LGA will need to inform this work.
Heritage

The thematic history of the North Central local area takes in the suburbs of Birrong and Yagoona. Between 1798 and 1800 more than 300 acres were granted in the Bankstown area. The Settlement of the area dates from the early 1800s, with the 1830’s marking a decade of promise for the local area.

In the nineteenth century, Yagoona and other nearby settlements were known as Irish Town. The heavy concentration of Irish in the area gave rise to its name and by 1828; Irish Catholics represented roughly half the district’s population. The first church in the Irish Town area was St Felix, a Catholic church built on donated land in 1853.

The construction of Dog Trap Road (later Woodville Road) in 1906, Liverpool Road eight years later and Parramatta Road went some way towards reducing the isolation of the study area. The Crooked Billet Inn on Liverpool Road at Yagoona was an example, built circa 1816. Despite relatively poor soils, agriculture was also important in the development of the study area, and until the twentieth century was the main occupation of local residents. Early farming settlement in the greater Bankstown area tended to be along the Georges River and Liverpool Road.

The greatest catalyst for change was the construction of the railway to Bankstown in 1909. This allowed far more intensive residential development to take place within the study area. By 1928, Birrong and Yagoona railway stations were opened when the Bankstown line was extended to join the Main South line at Regents Park. Irish Town disappeared as a place name, replaced by ‘Yagoona’—an Aboriginal word meaning ‘now’ or ‘today’ and Birrong took its name from the Dharug (the local Aboriginal inhabitants) word for ‘star’.

Like so much else, the coming of the railway changed the nature of work in the area. It allowed residents to work in Sydney city or elsewhere in Sydney, given the relatively little employment in the Bankstown area in the early twentieth century. As the century progressed more and more manufacturing work became available to residents of the study area. This included the Chullora Railway workshops in the 1920s and the various defence industries in the 1930s and 1940s, which symbolised something of a manufacturing boom for Bankstown.
After the Second World War previously rural areas of Bankstown were urbanised. Few factories or industry existed in Bankstown before 1945 but this changed dramatically between 1948 and 1954 with increased industrialisation. In many ways a shift in the nature and patterns of leisure activities over the course of the twentieth century reflected the study area’s shift from semi-rural to suburban. By the 1960’s the Birrong Swimming Centre was opened and countless sporting and social clubs and societies were developed over the course of the twentieth century.

Following this period, the demographic makeup of the study area was transformed owing to the mass arrival of migrants from across Europe, followed in the 1970s by Lebanese and others from the Middle East and East Asians including Vietnamese and Chinese. Along with new people came new social, cultural and religious infrastructure, associations and institutions. Today Bankstown is amongst the most adaptive council areas to diversity and is recognised as one of the most multicultural cities in Australia.
Heritage Items Currently Listed in LEP 2001

There are currently twelve heritage items within the North Central local area that are listed on the Bankstown Local Environmental Plan 2001. These include:

2A Bagdad Road, Regents Park (Regents Park Public School)

The Regents Park Public School is amongst the earliest extant public schools in the City of Bankstown and reflects the growth and development of population in this locality at the end of the nineteenth century.

Regents Park Public School is of local significance as it represents evidence of the growth in the area initiated by Potts Hill public works. The original brick school building was constructed in 1899 and is now used as the school library.

76 Powell Street, Yagoona (1884 Cottage)

76 Powell Street is historically significant since it was the site of the first convent associated with St Felix de Valois. The building subsequently served as a police station for some fifteen years at the beginning of the twentieth century. The cottage is taken as representative of the buildings occupied by these organisations in outer suburban areas in the late nineteenth and early twentieth centuries.
50 Rookwood Road, Yagoona (1930’S House)

50 Rookwood Road provides physical evidence of the early rural and village settlement within Bankstown. It is significant historically because of its very strong associations with Thomas McQuillan, a prominent member and benefactor of the parish of St Felix de Valois and publican of McQuillan’s Hotel from 1888 until 1908.

Image: 50 Rookwood Road

65 William Street, Condell Park (Corner Store)

No. 65 William Street, in conjunction with the surrounding streetscape, is important to the cultural history of the local area.

It was built as a corner store in 1929 almost 20 years after the first large scale subdivision of the Condell Park Estate. The shop is historically significant as it reflects the gradual provision of basic services that follows in the wake of suburban development.

Image: 65 William Street
141 William Street (West Bankstown Public School)

The buildings that make up West Bankstown Public School reflect the growth of population and development in the locality during the inter war period. This was a time when numbers had grown sufficiently to justify the erection of a school building in the area.

Since its construction, the West Bankstown Public School has been a continuously maintained centre of community involvement and education since the beginning of the 1930s.

Image: West Bankstown Public School

49 Hill Road, Birrong (Allder Farmhouse)

The dwelling of 49 Hill Road provides evidence of early settlement in the locality and is amongst the earliest existing dwellings in Bankstown.

It may also represent evidence of early farming activity in the area. The building has strong association with early settlers in the district and the Allder family who were its owners and occupants from the mid 1890s until the second half of the 1970s.

Image: 49 Hill Road
Bankstown Elevated Reservoir has a considerable level of state heritage significance as a representative example of a common reservoir design during the early period of the twentieth century. It is the oldest elevated reservoir constructed in reinforced concrete that is still in use. At the time of its construction in 1920 it was the largest elevated reinforced concrete reservoir, and symbolised the technological advancements of the time. It displays decorative and formal architectural qualities and shows a high level of workmanship and technical accomplishment.

This item is also identified on the NSW State Agency Heritage Register.

The Potts Hill Water Supply Reservoirs were an integral part of the Upper Nepean Water Supply Scheme, which was crucial to the development and growth of Sydney from the late nineteenth century. The expansion of the complex, including the construction of Reservoir No. 2, demonstrates the growth of the City of Sydney and surrounding suburbs for more than a century. The construction of the Reservoirs was a major achievement in hydraulic technology and associated construction methods for the time and today.

This item is also identified on the NSW State Agency Heritage Register.
**Potts Hill, NSW 2143 (Pressure Water Tunnel and Shafts)**

The Pressure Tunnel is of high historical and technical significance as it represents a successful engineering response to the difficulties of increasing the volume of water from the Potts Hill Reservoir to the Pumping Station at Waterloo. It is the third largest pressure tunnel in the world, representing a significant achievement in the provision of a dependable water supply by the Government and Water Board during the inter-war period. The tunnel passes under the suburbs of Chullora, Bankstown, Enfield, Canterbury, Ashfield, Petersham, Marrickville, Erskineville, and Waterloo.

This item is also identified on the NSW State Agency Heritage Register.

**Rookwood Road, Bankstown, NSW 2200. Pressure Tunnel Shaft No.1 & associated infrastructure**

The Pressure Tunnel Shaft is of historical and scientific significance as it represents a successful engineering response to the difficulties of increasing the volume of water from the Potts Hill Reservoir to the Pumping Station at Waterloo.

The infrastructure associated with this item includes the original fabric and archaeological evidence including but not limited to the tunnel, vertical shafts and buildings attached to the shafts. The area is restricted to the shafts from which access may be gained. Most of the pipeline is located below ground.

This item is also identified on the NSW State Agency Heritage Register.
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2A - 2 Hume Highway, Chullora. (Site of Jackson’s Royal Arms Inn)

The site of Jackson’s “Royal Arms” Inn is amongst the earliest inn sites in the Bankstown Area. It also demonstrates the importance of Liverpool Road as a line of communication and settlement.

Recommendation: According to the heritage review, the site of the “Royal Arms” Inn should not be included in Bankstown Local Environmental Plan 2001. The exact location of the site could not be determined and physical and documentary evidence is insufficient to justify listing.

724-736 Liverpool Road, Yagoona (Pugh’s Crooked Billett Inn Site)

724-734 Hume Highway is thought to be the location of the first inn to have been erected and operated in the Bankstown District. The site has associations with Samuel Pugh and his wife, early pioneering settlers in the district. It was also owned by Lucy Brennan, member of a locally significant family, during the first half of the twentieth century. The building that was erected as the Crooked Billet Inn was demolished by 1943. The land on which it stood has been subdivided and developed from the 1940s onwards.

Recommendations: According to the heritage review, the site of the Crooked Billet Inn should not be included in the Bankstown Local Environmental Plan. Although there may be some fragmentary elements contained within these allotments it is unlikely that a substantial and significant resource remains at this location.
**Heritage Items Currently Listed on the State Agency Heritage Register**

In addition to the LEP 2001, the NSW Government also identifies two other items of heritage significance on the State Agency Heritage Register. These are:

**Beaufort Place, Chullora (Chullora Railway Workshops)**

Chullora Railway Workshops are recognised for its pivotal role in the construction and maintenance of the locomotive fleet of the NSW rail system from the late 1920s. The site represents the excellence that was achieved in the construction of locomotives and rolling stock.

Image: Chullora Railway Workshops
The former WW2 Sydney Air Defence Headquarters (ADHQ) was conceived and planned at a time when the Australian military was undergoing an expansion due to the perceived threat of invasion by Japan.

The Sydney ADHQ, which came into operation in January 1945, was an integral part of Australia's defence network during the latter stage of WW2.

The Former Air Defence Headquarters (ADHQ) occupied a nine-acre site, which was enclosed by a 6 foot high (1.83m) barbwire man proofed camouflaged fence.

The largest structure on the site was a two storey underground bunker from where the air defence of New South Wales was controlled.

Image: Corner of Edgar and Marion Street, Condell Park.
Buildings of Historic Significance Identified by the Heritage Review

The Heritage Review recognised three buildings of local historic significance. The significance of the buildings were identified in accordance with NSW Office of Environment and Heritage criteria:

- Historical significance
- Historical association significance
- Aesthetic significance
- Social significance
- Technical/Research significance
- Rarity
- Representativeness

Visit the website of the NSW Office of Environment and Heritage for further information about the assessment criteria.

The direction is to consider mechanisms to recognise or protect the following buildings of historic significance as identified by the heritage review:

110 – 118 Marion Street, Bankstown (Marion Street Group)

The houses at Nos. 110-118 Marion Street are of historical significance as a group of five houses developed on the Pringle Estate subdivision of 1915. The four houses at Nos. 112-118 Marion St were constructed by building contractor D.J. O’Curry, who purchased the sites at auction in 1915, and who was the owner/occupier of the house at No. 116 Marion Street by 1917. No. 110 Marion St constructed in 1924 for an owner-occupier.

The Marion Street houses are of aesthetic significance as a group of five contiguous and largely intact Federation Queen Anne and Inter-war California Bungalow style houses in a prominent location on the southern side of Marion Street, Bankstown.
115 William Street, Condell Park (Weatherboard Interwar period house)

The house at 115 William Street, Condell Park is of historical significance as a house built circa 1918-1920, on an allotment of the 1918 Condell Park Estate subdivision. The house is of additional historical significance for its possible construction either by its first owner, a carpenter, or by the Commonwealth War Service Homes Commission. The house is of aesthetic significance as a vernacular weatherboard cottage with some unusual features (tapering roughcast columns to front veranda, wraparound veranda), representative of the development of the Condell Park estate subdivision of 1918.

7 Avoca Street, Yagoona (Federation Bungalow)

The house at 7 Avoca Street Yagoona is of historical significance as a Commonwealth War Service Home constructed in 1921 by the Commonwealth War Services Homes Commission (established in 1919 to build affordable housing for returned soldiers after WW1). The Commission was responsible for building over 40,000 homes around Australia from its inception in 1919 till 1930. The house has historical association with the Commonwealth War Service Homes Commission, who were responsible for its design and construction.
Figure 15: Heritage Items and Heritage Significant Properties – North Central
Directions For Local Area Planning

Heritage

Respond to the local character when considering the redevelopment of growth areas.

Consider mechanisms to recognise or protect buildings of historic significance as identified by the heritage review.
2.2 Social Infrastructure

The Bankstown LGA’s social infrastructure includes public and privately owned education, health and community facilities. These facilities are important to the health and well-being of the community.

Council also has certain obligations and responsibilities to provide community facilities and/or services under the Local Government Act 1993.

The current provision of social infrastructure in the Bankstown LGA and local area is discussed in detail below and is represented in Figure 16.
Section 2

Figure 16: Social Infrastructure – North Central Local Area

Source: BCC, 2013
2.2.1 Education Facilities

The Bankstown LGA has a significant number of public and private schools in addition to tertiary educational establishments.

Table 5 provides a summary of the educational establishments in the Bankstown LGA and those in the North Central Local Area.

Table 5: Children’s and Education facilities – Bankstown City and North Central Local Area (Public and Private)

<table>
<thead>
<tr>
<th>Type</th>
<th>BCC Total</th>
<th>NC Local Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Children’s Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long Day Care, Preschools</td>
<td>9</td>
<td>1</td>
<td>KU Yagoona Preschool.</td>
</tr>
<tr>
<td><strong>Public Schools</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Schools</td>
<td>28</td>
<td>5</td>
<td>Regents Park Public School; Yagoona Public School; Wattawa Heights Public School; Condell Park Public School; Birrong Public School</td>
</tr>
<tr>
<td>High Schools/Senior Schools</td>
<td>11</td>
<td>7</td>
<td>Condell Park High School; Birrong Girls High School; Birrong Boys High School; Bankstown West Public School; Bankstown North Public School; * Bankstown Hospital School; Bankstown Senior College</td>
</tr>
<tr>
<td><strong>Private Schools - Religious and Other</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Christian</td>
<td>44</td>
<td>2</td>
<td>Condell Park Christian School; Christ The King Primary School</td>
</tr>
<tr>
<td>Islamic</td>
<td>4</td>
<td>1</td>
<td>Al Sadiq College</td>
</tr>
<tr>
<td><strong>Public Tertiary Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>University of Western Sydney, Macarthur (Milperra Campus)</td>
<td>1</td>
<td>0</td>
<td>Undergraduate courses include early childhood education, psychology, social work, translation and commerce. Post-graduate courses include Teachers of English to Speakers of Other Languages (TESOL), Interpretation and Translation and Traditional Medicine.</td>
</tr>
<tr>
<td>South Western Sydney Institute (TAFE): Campuses in Bankstown CBD, Padstow and Chullora</td>
<td>3</td>
<td>1</td>
<td>Chullora Campus is located within the Local Area and offers a comprehensive range of courses in construction carpentry and joinery, carpentry, residential building studies, electrical, metal fabrication and welding, fitting and machining, industrial electronics, plumbing and sheetmetal. Bankstown Campus offers specialist qualifications in environmental science and sustainability studies and major provider of off-the-job training for the banking and finance industry. Other specialist areas include animal care, business administration, hairdressing, taught at our new five state-of-the-art hairdressing and beauty salons, and tourism and hospitality qualifications, such as event management and travel. Padstow Campus is a metropolitan Centre of Excellence for Horticulture, encompassing arboriculture, bush regeneration, conservation land management, floristry, landscaping, parks and nursery courses. The Padstow College Aerokits Centre is one of Australia’s largest trainer of non-military aircraft maintenance engineers in Australia.</td>
</tr>
</tbody>
</table>

Source: BCC, 2013
There are fifteen (17) educational establishments in the Local Area comprising of a mix of children’s facilities, public and private schools.

The education establishments are currently permitted in residential, business and special use zones. The location of new facilities, or expansion of existing facilities, is dependant on the availability of land, forecast growth in the relevant age groups and State and local planning policy.

All of the public schools in the Bankstown LGA, recently benefitted from Commonwealth Government funding for school refurbishments and other upgrades through the Building the Education Revolution (BER) program. As part of the program, schools that benefitted from the program are required to make the school facilities available for hire to the community. The schools are able to charge a fee based on a cost recovery rate, which will be considerably lower rate than hiring facilities from a private facility. There is an opportunity for Council to cooperate with schools to use school facilities for community use in the Local Area.

While Council recognises the contribution of the education sector, issues arise in relation to interface areas between schools and residential development. The traffic impacts are a particular concern given the volume of traffic that schools can introduce into an area. These impacts need to be managed appropriately.

**Directions For Local Area Planning**

*Education*

- Investigate opportunities to support the use of school facilities for community purposes.
- Ensure interface issues between schools and residential areas are appropriately managed.
2.2.2 Health Facilities

Council’s role in the provision of health services has changed significantly over time. Council now provides health services programs which target needs groups in the community rather than own and operate health service facilities. Table 6: Health Facilities – Bankstown City and North Central Local Area provides a summary of existing health facilities in the Bankstown City and those in the local area.

Table 6: Health Facilities – Bankstown City and North Central Local Area

<table>
<thead>
<tr>
<th>Facility/Service Type</th>
<th>City Total</th>
<th>NC Local Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Health Facilities:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospitals</td>
<td>1</td>
<td>1</td>
<td>Bankstown-Lidcombe Hospital - Specialise in Gastroenterology and Liver Services, Aged Care, Allied Health, Cancer Services, Critical Care, Diagnostic Services, Drug and Alcohol Services, Medical Services, Mental Health, Outpatient Clinics, General Surgical Services, Obstetrics and Gynaecology and Paediatrics</td>
</tr>
<tr>
<td>Ambulance Station</td>
<td>1</td>
<td>0</td>
<td>Bankstown Ambulance Station</td>
</tr>
<tr>
<td><strong>Aged Care Facilities:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nursing Homes</td>
<td>16</td>
<td>1</td>
<td>Yagoona Nursing Home</td>
</tr>
<tr>
<td><strong>Council Facilities:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Early Childhood Health Centres</td>
<td>6</td>
<td>1</td>
<td>Yagoona Early Childhood Health Centre</td>
</tr>
<tr>
<td><strong>Medical and Health Centres:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medical Centres</td>
<td>10</td>
<td>2</td>
<td>Yagoona Medical Centre; Eldridge Road Medical Health Centre</td>
</tr>
<tr>
<td>Health Centres</td>
<td>3</td>
<td>1</td>
<td>Yagoona Adult Dental Clinic</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>46</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: BCC, 2013

Council owns an early childhood facility located in Yagoona (Yagoona Early Childhood Health Centre) however this service is run by the State Government. There are three private medical centres in Yagoona.

Residents in the local area are located up to 5.5 km from Bankstown-Lidcombe Hospital, which is located in the lower district of the North Central local area.

There is currently one nursing home in the North Central local area. This will have implications for aged residents who may need to move out of their existing residences to access nursing homes or assisted living housing. This can affect connections with family and/or social networks as well as removing them from familiar surroundings.
Health facilities are permitted in residential, business, industrial and special use zones. The provision of health facilities depends on the needs identified within a community (including forecast need), the availability of land and funding sources.

Council recognises the contribution of the health sector to jobs and in its services to the community. While there is an opportunity to provide supporting land uses adjacent to major health facilities (such as hospitals) there are interface issues to be managed. The traffic impacts of large health facilities are a particular concern given the volume of traffic they can introduce into an area. These impacts need to be managed appropriately.

### Directions For Local Area Planning

**Health**

- Manage the interface of residential areas with major health facilities.
- Consider approaches to support community health services in the Local Area.
- Consider approaches to introduce nursing homes into the local area.

### 2.2.3 Community Facilities

**Community Facilities Provision – Principles and Objectives**

Community facilities can be broadly defined as:

> Any building or built environment that allows public access to facilitate formal or informal gatherings of community members undertaking social interaction, education, health care services, community services, childcare, performance, exhibition, markets, community festivals, celebration, memorial services, fitness, sports, religious worship or community meetings.

The general principles for the development of Community Facilities have informed ongoing objectives for Community Facilities across the City. The future development of community facilities in the City of Bankstown should:

- Contribute to the health, wellbeing and quality of life of residents.
• Be targeted to local needs and reflective of community priorities.
• Promote equitable access for all sections of the community.
• Provide a range of community services, activities and programs.
• Reflect a ‘whole of Council’ approach.
• Identify opportunities for collaboration and partnerships.
• Involve the community.
• Seek sustainable approaches to management, funding and maintenance

These general principles and the Community Goals nominated in the Bankstown Community Plan 2012 have been used to develop **Community Facilities Core Objectives** to assist in future planning by clarifying the purpose and need for Community Facilities.

These objectives are:

- *City Pride and Citizenship*
- *Health and Social Well-being*
- *Fitness and Leisure*

Community facilities encompass a range of activities and users and the definition and community expectations of a community facility are changing as community needs change. The branding of facilities with a particular title can influence the communities perceptions of ownership and services provided in that facility. The correct categorisation of Community Facilities is critical for accurate supply and demand analysis.

To ensure consistent categorisation of community facilities, new delivery streams have been identified aiming to group facilities aiming to support shared objectives.

The following tables (**Error! Reference source not found.**Table 7 to Table 9) show the **Core Objectives and Delivery Streams** under which community facilities can be categorised and the corresponding Council and Non-Council facilities that can support those service outcomes.
## Table 7: City Pride and Citizenship - Core Objective, Delivery Streams, and Supporting Facilities

<table>
<thead>
<tr>
<th>Core Objective: City Pride and Citizenship</th>
<th>Supporting Facilities - Council</th>
<th>Supporting Facilities – Non Council</th>
<th>Existing Council facilities/assets in NC Local Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery Streams</strong></td>
<td>Village Centres</td>
<td>Yagoona Village Centre</td>
<td></td>
</tr>
<tr>
<td><strong>Civic Spaces</strong></td>
<td>Plazas / Forecourts</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Town Centre Parks</td>
<td>Gazzard Park</td>
<td></td>
</tr>
<tr>
<td></td>
<td>War Memorials</td>
<td>Licensed Clubs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Regional Parks</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td><strong>Community Services Facilities</strong></td>
<td>Town Hall</td>
<td>Licensed Clubs</td>
<td>Birrong Sports Club; Greyhound Social Club</td>
</tr>
<tr>
<td></td>
<td>Community Centres (multi purpose/senior citizens)</td>
<td>School Halls and Facilities</td>
<td>Band Hall Community Centre Condell Park Citizens Centre</td>
</tr>
<tr>
<td></td>
<td>Community Halls</td>
<td>Church Halls</td>
<td>-</td>
</tr>
<tr>
<td><strong>Knowledge and Culture</strong></td>
<td>Arts Centre</td>
<td>Licensed Clubs</td>
<td>*</td>
</tr>
<tr>
<td></td>
<td>Outdoor Performance Spaces</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Central and Branch Libraries</td>
<td>UWS / TAFE</td>
<td></td>
</tr>
</tbody>
</table>

*Source: BCC, 2012; * Serviced by City-Wide Facility or Asset
**Table 8: Health and Social Well-being - Core Objectives and Delivery Streams**

<table>
<thead>
<tr>
<th>Core Objective : Health and Social Well-being</th>
<th>Supporting Facilities Council</th>
<th>Supporting Facilities Non Council</th>
<th>Existing Council facilities/assets in NC Local Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Health Facilities</strong></td>
<td>Respite and Refuge Centres</td>
<td></td>
<td>Woodville Community</td>
</tr>
<tr>
<td></td>
<td>Women’s Health Clinic</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td></td>
<td>Children’s Health Service Facilities</td>
<td></td>
<td>Yagoona Early Childhood Centre</td>
</tr>
<tr>
<td></td>
<td>MOW Distribution Centre</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td><strong>Senior Facilities</strong></td>
<td>Senior Citizens Services</td>
<td>Local Churches</td>
<td>Yagoona Citizens Centre</td>
</tr>
<tr>
<td></td>
<td>Ethnic Aged Day Care Facility</td>
<td></td>
<td>Condell Park Citizens Centre</td>
</tr>
<tr>
<td></td>
<td>Men’s Shed</td>
<td></td>
<td>- Men’s Shed</td>
</tr>
<tr>
<td><strong>Children’s Facilities</strong></td>
<td>OOSH Facility</td>
<td>Long Day Care Centre</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Pre Schools</td>
<td>Privately run kindergartens and pre-schools</td>
<td>Yagoona Preschool</td>
</tr>
<tr>
<td></td>
<td>Kindergartens</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Playgroup Facilities</td>
<td>Local Churches</td>
<td>-</td>
</tr>
<tr>
<td><strong>Youth Facilities</strong></td>
<td>YMCA</td>
<td>PCYC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scouts Halls</td>
<td>Scouts Association</td>
<td>Yagoona Scout’s Hall; Birrong Scout Hall</td>
</tr>
<tr>
<td></td>
<td>Guides Halls</td>
<td>Guides Association</td>
<td>Yagoona Girl Guides Hall</td>
</tr>
</tbody>
</table>

*Source: BCC, 2012; * Serviced by City-Wide Asset*
Table 9: Fitness and Leisure - Core Objectives and Delivery Streams

<table>
<thead>
<tr>
<th>Delivery Streams</th>
<th>Supporting Facilities Council</th>
<th>Supporting Facilities Non Council</th>
<th>Existing Council facilities/assets in NC Local Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Outdoor Sports Facilities</strong></td>
<td>Regional Sports Facilities</td>
<td>Bankstown Showground</td>
<td>*</td>
</tr>
<tr>
<td></td>
<td>District Sports Facilities</td>
<td>Sports Ground</td>
<td>Middleton Park; Jim Ring Reserve; O’Neil Park; Potts park; Graf Park; Gillman Reserve and Gazzard Park.</td>
</tr>
<tr>
<td></td>
<td>Local Sports Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Indoor Sports and Leisure Facilities</strong></td>
<td>Regional Indoor Sports Facilities:</td>
<td>Commercial Indoor Sports Centres (Regional),</td>
<td></td>
</tr>
<tr>
<td></td>
<td>District Indoor Sports</td>
<td>Gymnasiaums, Fitness Centres, Dance Studios, School Halls</td>
<td>* District sports clubhouse halls</td>
</tr>
<tr>
<td></td>
<td>Local Indoor Sports</td>
<td>School Halls/COLA’s</td>
<td>*</td>
</tr>
<tr>
<td><strong>Aquatic Centres</strong></td>
<td>Aquatic Centres</td>
<td>Indoor Learn to Swim Centres</td>
<td>Birrong Leisure Centre</td>
</tr>
<tr>
<td><strong>Social Recreation Infrastructure</strong></td>
<td>Cycleways</td>
<td>Dept of Roads and Maritime</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Play and Exercise Equipment</td>
<td></td>
<td>* District and Local Parks</td>
</tr>
<tr>
<td></td>
<td>Skateparks</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td></td>
<td>Walking trails</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Remote Control Hobbies</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td><strong>Waterways Infrastructure</strong></td>
<td>Boardwalks</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td></td>
<td>Public Wharves</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td></td>
<td>Public Boat Ramps</td>
<td></td>
<td>*</td>
</tr>
</tbody>
</table>

*Source: BCC, 2013; * Serviced by City-Wide Asset

The community facilities offered in the local area include not only Council facilities but also numerous State Government and private recreation facilities.
Building the Education Revolution - Facilities

Schools are also a provider of halls and other facilities constructed as part of the Building the Education Revolution (BER) program. As part of the Australian Government’s $42 billion National Building – Economic Stimulus Plan, $16.2 billion has been invested for the Building the Education Revolution (BER) program to fund infrastructure projects at primary and secondary schools.

The BER is providing $14.1 billion for Primary Schools for the 21st Century (P21), $821.8 million for Science and Language Centres for 21st Secondary Schools and $1.28 billion for a National School Pride program.

Through the BER, the Commonwealth is building learning environments to help children, families and communities participate in activities that will support achievement, develop learning potential and bring communities together.

It is a condition of funding under the BER that schools must agree to provide access at no, or low, cost to the community to libraries and multipurpose halls funded under the Primary Schools for the 21st Century element of the BER. This must include reasonable access by any community or not-for-profit groups in the local community. In providing for the community use of the BER facility:

- Schools must agree to advertise the availability of the infrastructure for use by the community through any avenue available to them which does not incur significant cost to the school (e.g. newsletters, school website, and free community papers). Schools may charge a low fee for the use of the facility where the charge is to cover recurrent costs incurred by the school in providing the community access (e.g. electricity, cleaning, security).

- Schools that have facilities funded under the Primary Schools for the 21st Century element of the BER that are not libraries or multipurpose halls must make either their existing library or multipurpose hall (or a comparable facility within the school) available for community use under the same conditions (as if it were funded under the Primary Schools for the 21st Century element of the BER), unless they have an exemption from the Commonwealth.

- It is understandable that over time recurrent costs may increase or arrangements may change. If this increases the cost for a school to provide community access to the facility schools may choose to increase the fee they charge. A school is not
obliged to incur the cost of community usage of their BER libraries and multipurpose halls however schools should not be seeking to make a profit either.

- In making a BER facility available for community use schools are obliged to comply with any relevant local planning and/or council requirements. It is acknowledged that in some circumstances this may impact on a school’s ability to make the BER facility available for community use (eg. restrictions on the hours of usage).

Within the North Central local area there are seven (7) State and Private Schools which received funding under the BER Program for the construction of multipurpose halls

- Christ the King School $2,068,248
- Bankstown West Public School ($2,000,000)
- Wattawa Heights Public School $1,933,972
- Yagoona Public School $3,000,000
- Al Sadiq College Inc ($2,500,000)
- Birrong Public School $2,340,157
- Regents Park Public School $2,000,000

These facilities provide substantial opportunity to meet community needs for a variety of social, recreational, physical and educational activities. Council may be required to take a lead role in co-ordinating access to these facilities and forming partnerships between schools and community groups and associations.

**Supply/Demand Analysis**

**Using an Appropriate Benchmark**

Provision of community facilities should be based on an appropriate benchmark and sound needs analysis. The standard community facilities provision benchmark was developed by the Department of Planning and Infrastructure for the purpose of planning for the South West and North West Growth Centres precincts in western Sydney. These outer suburban areas differ significantly from established areas such as the North Central local area in terms of urban form and the community profile. Given this, Council must
analyse the provision of community facilities in each local area individually to ensure the needs of the community are met with adequate provision and access to either Council or private community facilities. The benchmarks provided below are used as an indicator only as each Local Area in the Bankstown Local Government Area will have unique requirement (Table 10).

### Table 10: Benchmark Analysis

<table>
<thead>
<tr>
<th>Provision Type</th>
<th>Benchmark (No. Per popln)</th>
<th>Demand for North Central local areas</th>
<th>Current Council Provision</th>
<th>Current Non-Council Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Youth Facility</td>
<td>1 per 20,000</td>
<td>1.6 Youth Facilities</td>
<td>2 – Yagoona &amp; Birrong Scout Halls</td>
<td>1 – Yagoona Girl Guides</td>
</tr>
<tr>
<td>Local Community Facility</td>
<td>1 per 6,000</td>
<td>5.3 Facilities</td>
<td>3 – Band Hall, Birrong Men’s Shed, Birrong Aquatic Centre</td>
<td>5 – BER Multipurpose Halls</td>
</tr>
<tr>
<td>District Community Facility</td>
<td>1 per 20,000</td>
<td>1.6 Facilities</td>
<td>1 Yagoona Citizens Centre</td>
<td>Nil</td>
</tr>
<tr>
<td>Branch Library</td>
<td>1 per 33,000</td>
<td>1.0 Facilities</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>District Library</td>
<td>1 per 40,000</td>
<td>0.8 Facilities</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>Performing Arts/Cultural Centre</td>
<td>1 per 30,000</td>
<td>1.1</td>
<td>Nil</td>
<td>Nil</td>
</tr>
</tbody>
</table>

*Source: Precinct Development Code, Department of Planning and Infrastructure, 2006;*

The table breaks down the current supply of Council and Non Council Facilities to meet community needs as defined in the 2006 Department of Planning and Infrastructure Precinct Development Code.
From the table it is recognised that the northern local areas of the LGA are generally well serviced, with the provision of Youth Facilities and Local Community Facilities exceeding the Precinct Development Code. Although the supply of District Community Facilities fall below the recommended benchmark, this analysis is based on the prescribed LAP boundaries and may not be reflective of community access to facilities across the entire area.

Directions For Local Area Planning
Community Facilities

- Continue to implement the Yagoona Renewal Strategy to create a community hub in the Yagoona village centre.
- Consider opportunities to facilitate access to community facilities provided by private and government stakeholders.
- Consider opportunities to improve the energy and water efficiency of facilities.
2.3 Connected

The Community Plan vision for ‘Connected’ aims to have accessible modes of transport and support all transport users in commuting safely.

The Street Network - Movement and Activity Functions

Streets are the arteries of our communities – a community’s success can depend on how well it is connected to local services. However, traditionally streets in Australia have been designed to serve car movement. In recent years, there has been an increasing emphasis on the other functions of a street, such as a place where people meet each other, a place for public events, everything which makes a street a destination in itself. Identifying the future functions of a street will help to develop the design and assist in establishing regulation for streets and their surroundings.

The challenge is to balance the demand for increased personal mobility and economic growth with the need to provide adequate public places and an acceptable quality of life for all our residents. This means acknowledging the dual functions of a street, as a link between destinations (movement function) and as a destination in itself (activity function). Council is in the process of assessing all streets in relation to their movement and activity functions. This will assist in the future planning for those streets and the lands around them.

Planning for car-based mobility will remain to be an important part of our transport planning activity. However, we have to reconsider our user hierarchy on our street and have to acknowledge the importance of alternative modes of transport, such as public transport (bus and rail), walking and cycling within the mobility chain. All of these activities compete for space within the street environment. The LAP aims to identify a way to manage these various, and sometimes competing, functions.

The ultimate goal is to have activated streets which invite people to spend more time in quality public spaces.
The Mobility Chain

The Mobility Chain is the interrelationship of all available transport modes. It includes walking, cycling, public transport as well as car based transport. The ultimate goal of good transport management is to minimise the need for people to travel to access goods and services or to at least provide a seamless mobility chain between origin and destination using the most efficient transport mode.

A sample of different mobility chains are provided in Figure 17.

Figure 17: Mobility Chains

The type and quality of available transport modes in the local area centres is discussed below.
Public Domain Infrastructure

Yagoona Village Centre

The Yagoona centre has benefitted from recent town centre improvement works rolled out under Council’s Town Centre Improvement Program. The Town Centre Improvement Program (TCIP) is an initiative which results in major improvements to public domain and physical infrastructure in the priority town centres across the city. These stages have been undertaken in a series of construction phases since 2007.

The works completed in the Yagoona centre include:

- Reconstruction of kerb and gutter sections and kerb ramps.
- Widening of footpaths to create a consistent width.
- Renewal of street furniture, signage and line marking.
- Planting of street trees.
- New feature paving used around the plaza area.
- Public art and visual aesthetic improvement.
- Gazzard Park Playground.
Section 2

Image: Paving on Dutton Street
Source: BCC, 2013

Image: Paving in Yagoona along the Hume Highway
Source: BCC, 2013

Image: Elevated street view from Hume Highway Pedestrian Walkway
Source: BCC, 2013

Image: Use of tree planting along Cooper Road
Source: BCC, 2013
**Birrong Neighbourhood Centre**

The area around the Auburn Road Shops has recently been identified as a location for improvement works under the TCIP. This program will aim to provide major improvements to the public domain and physical infrastructure within the centre.

This is likely to include:

- Reconstruction of kerb and gutter sections and kerb ramps.
- Widening of footpaths to create a consistent width.
- Renewal of street furniture, signage and line marking.
- Planting of street trees.

With commercial activities located on the single street side, it is appropriate to consider the construction of a crossing on Stephenson Street. This could assist to improve neighbourhood access to the business area. Traffic calming devices could also be included with this provision, such as the use of an elevated pedestrian crossing to ease traffic flow and improve pedestrian safety.

There is also the opportunity to improve the public domain around the railway station. This would provide pedestrians with improved access to and from the Birrong Railway Station as well as enhancing connections to the Auburn neighbourhood shops and the Potts Hill redevelopment.

The functions of the Birrong Railway Station could be further improved with the provision of additional bike racks, lighting, footpaths and development of the potential business zone.

Image: Pedestrian view of Birrong Auburn Road Neighbourhood shops off Stephenson Street.

Source: BCC, 2013
Rookwood Road Neighbourhood Centre

The Rookwood Road Neighbourhood Centre is comprised of a single main street off the Hume Highway.

The centre has been identified previously as a location for improvement works under the TCIP. The types of work provided under this program focus on pedestrian movement and encouraging the visitation to the centre.

Future investment in the centre may include,

- Tree planting and improvements to the visual aesthetics to advance the main street operation of the centre.
- Pavement resurfacing to address asset maintenance lifecycle and better support the visual amenity of the neighbourhood centre.
- Reconstruction of kerb and gutter sections
- Renewal of street furniture, signage and line marking.

These considerations could be recognised in the future stages of the Town Centre Improvement Program.

Image: Paving on Rookwood Road Image: Paving on the corner of Rookwood Rd and George Street

Source: BCC, 2013
Public Transport

Rail Transport

The Bankstown line of the CityRail network services the North Central local area. The line is currently serviced by all-station trains, although the line divides into two routes at Birrong with services to either Liverpool or Lidcombe.

The Yagoona and Birrong centres are built around their respective railway stations while the Rookwood Road Neighbourhood Centre is not located on the railway line.

Yagoona Station

The Yagoona platform is located between the Birrong and Bankstown railway stations.

Commuter parking in the Yagoona centre is provided through Council-owned and operated car parking areas or lands within the rail corridor owned by Railcorp but leased by Council. The existing car parking areas are located near Breasley Place, accessed off Church Lane and Gazzard Park.

A key issue that has been identified is the need for an accessible station. The Yagoona Town Centre Urban Renewal Strategy identified the need to explore design issues and opportunities associated with the Yagoona rail station and the need for its future redevelopment to support the use of adjoining lands owned by Rail Corporation.

An important understanding was the need for reconfiguration of the station to provide disabled access for pedestrians.
Section 2

Image: Yagoona Station, fronting the Hume Highway.

Source: Google Maps/Street view, 2013

Image: Yagoona Station carpark on Breasley Place

Source: Google Maps/Street view, 2013
• Birrong Station

The Birrong Station is located in-between the Sefton and Yagoona Stations. The centre facilities provide car parking near the station at Hudson Parade. Patrons can enter the station off Rodd Street, with a pedestrian crossing supporting this movement.

Similar to the issues faced by Yagoona, Birrong does not have an accessible railway station which provides direct and safe access for commuters, pedestrians, cyclist and people with disabilities.

*Image: Birrong carpark, on Hudson Parade*

*Source: Google Maps/Street view, 2013*

*Image: Birrong Railway Station, Rodd Street*

*Source: Google Maps/Street view, 2013*
Bus Services

Local bus services are operated by Veolia Transport and provide access to other destinations in Bankstown LGA including Chullora, Condell Park, Revesby, Panania, East Hills, Bankstown CBD and regional centres such as Strathfield. Most services operate between 5.30am and 6.30pm with lower service on weekends and public holidays:

- 913 – Bankstown to Strathfield via Hillcrest Avenue and Norfolk Road;
- 914 – Greenacre to Strathfield via Roberts Road;
- 925 – Lidcombe to East Hills via Botanica Estate, Bankstown, Condell Park and Panania;

Service frequency for the routes above varies between 15 and 60 minutes during the peak hour which is very low compared to other Sydney region (e.g. service frequency in the eastern (Randwick, Bondi), mid-western (Marrickville, Leichhardt) and lower north shore (Chatswood, Mosman) suburbs are about 5 – 10 buses during the peak hour.

The Local area is also serviced by the M91 (operated by Metrobus) which provides access to Parramatta, Granville, Bankstown and Hurstville via Yagoona. This service operates between 5.00am and 11.00pm with lower service intervals on weekends and public holidays. The service frequency for this route varies between 10 and 20 minutes during the peak hour. Although the service frequency is high, the route only provides for the northern portion of the local area.
Car Parking

Off-street car parking is provided in Yagoona, Birrong and the Condell Park centres.

The existing off-street car parking areas in the Yagoona centre include:

- Highland Avenue car park between Yagoona Lane and The Crescent (Approx 60 spaces).
- Yagoona Railway car park at 3 Church Lane (Approx 110 spaces).
- Gazzard Park car park located at 13 Ritchie Road (Approx 90 spaces).

The existing off-street car parking area in the Birrong centres include:

- Birrong car park located at 75 Auburn Road (Approx 30 spaces).
- Birrong Railway car park at 10A Hudson Parade (Approx 35 spaces).

The existing off-street car parking area in the Condell Park centre includes:

- Condell Park car park located on Simmat Avenue (Approx 30 spaces).

Other

Taxi zones are provided near the vicinity of the Yagoona railway station.

Cycling infrastructure

Cycling is the most energy efficient and the most environmentally friendly form of transport for short to medium distance trips up to 6 km.

Cycling infrastructure includes, but is not limited to, safe on and off road cycleway paths, traffic management measures, signage and other bike user facilities. Case studies show that greater investment in cycling infrastructure is necessary to establish cycling as an attractive transport option.

However, a good cycle network cannot be provided in a piecemeal fashion and must be part of a broader strategy for Bankstown City. Council is in the initial stages of developing
such a strategy and the LAP process will assist in identifying place specific opportunities to improve cycling infrastructure.

Road Infrastructure

Council is in the process of reviewing the *movement function of our local road network*. This is the role they play in the road network.

Currently, roads in NSW are categorised based on a hierarchical system developed by the former Roads and Traffic Authority (RTA). These are:

- **State Roads** - Hume Highway; Stacey Street; Fairford Road; Rookwood Road; M5.
- **Regional Roads** - Chapel Road; Auburn Road.
- **Local Roads** - All other roads.

Given that Council is completely responsible for local roads, a Bankstown-specific approach has been developed to redefine the movement function and allow proper planning and design of our road network.

Roads within Bankstown LGA will fall into one of the following classes:

- **Arterial Roads**;
- **Major Collectors**;
- **Minor Collectors**;
- **Major Access Roads**; and
- **Minor Access Roads**.
Council is in the process of ascribing the relevant road category to every road in the local area for both *existing* and *desired* movement function. A clear understanding of the role of each section of road according to its class will provide an input into the movement/activity analysis (discussed previously in section 2.3.1) and will allow Council to provide specific design guidelines for the various movement/activity types across the local area and City-wide. These design guidelines will guide traffic management measures and work together with other transport policies. This work will also complement continuing advocacy by Council for improved traffic management of State roads.

Council acknowledges that traffic congestion is a major issue for the North Central local area and will continue to advocate for improved infrastructure. Council will complement this advocacy with development of approaches that will alleviate the need for car-based travel in addition to the management of road traffic. Such policies will include promoting public transport, pedestrianisation, integrating land-use patterns with public transport and in creating liveable urban environments.

<table>
<thead>
<tr>
<th>Arterial Roads</th>
<th>Major Collector Roads</th>
<th>Minor Collector Roads</th>
<th>Major Access Roads</th>
<th>Minor Access Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads which form part of the Metropolitan, Interstate and/or National Road Network, e.g. Henry Lawson Drive, M5</td>
<td>Roads which only adjoining frontages of land parcels, e.g. local roads</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section 2

Hume Highway

The Hume Highway is a major inter-city highway/motorway running for 807 kilometres between Sydney and Melbourne, and also services Albury-Wodonga and Canberra. It is part of the Auslink National Network and is a vital link for road freight to transport goods between these cities.

In Sydney, the Hume Highway begins at Parramatta Road in Summer Hill. The highway is intersected by the M5 South Western Motorway which provides access to Sydney Airport and the CBD, and the Westlink M7 which provides access to Newcastle and Brisbane.

Council will continue to advocate for a more strategic approach to traffic congestion management for the Hume Highway, which includes works to minimise bottle-necks on the regional road network including at Stacey Street, Henry Lawson Drive and Woodville Road.

Freight Movements

The Sydney Ports Corporation Intermodal Logistics Centre is located in Enfield to the north-east of the local area. This facility operates in accordance with the freight rail line which connects Port Botany to the terminal at Enfield. Freight is predominantly uploaded and transported by trucks to destinations in Western Sydney, and some freight is loaded for return by rail to Port Botany.

The Hume Highway and Roberts Road are major freight routes that run through the North Central local area. Truck movements on regional and local roads are also frequent.

The Enfield Intermodal Logistics Centre is an important element in managing the growth of freight access and is an important component of Sydney's infrastructure. However, the terminal and associated road and rail freight movements present a number of challenges for the local area in need of consideration, namely:

- Traffic impacts – in particular the impact on arterial road congestion and adjoining residential land uses within the local area.
- Noise impacts – predominately affecting the residents of Greenacre during the operation of the facility and local road freight movements.
- Air quality impacts – predominately affecting the residents in close proximity to arterial roads that experience a high frequency of freight movements.

Council will continue to advocate for a more strategic approach to freight management. This includes works to minimise the impacts of associated truck movements on arterial roads such as the Hume Highway, controlling movements on local roads, and ensuring that new residential development is located in areas that are not adversely affected by traffic, noise and air quality impacts.
Planning for the future

The LAP is the process through which Council, with community input, will identify the desired movement and activity functions of the streets within the local area, in particular the streets within the centres.

Council will also consider ways to enhance the transport options to and from the village centres and the local area through the LAP process.

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**Directions For Local Area Planning**

*Connected*

- Review the user hierarchy of our streets and places.
- Identify the desired future function of our streets within our village and neighbourhood centres.
- Identify ways to increase accessibility to and within our village centres for all users.
- Increase travel options for the current and future population and encourage the use of the most efficient mode for each trip purpose.
2.4 Green

The Community Plan aims to have a City that successfully balances development and the built environment with green living spaces. Sustainable growth enhances the natural environment through good planning.

The growth of the population and the need to provide for additional dwellings and jobs in the centres can increase pressure on our environment and the need for open space. The following section identifies Council's approach to the management of our environmental assets and how this may be impacted by urban growth.

Open Space

Open space has significant benefits for the community. There is wide acceptance today that contact with open space, both formal and natural, can have a positive effect on public health and well-being. Visiting public open spaces can improve your physical, mental, spiritual, social and environmental well-being.

Public open space has considerable social benefit to the community as it provides a setting for social interaction, celebration and events. This strengthens the social and cultural identity of a community creating a sense of place and belonging. Maintaining a network of public open space can also provide environmental benefits including conservation of the natural environment, biodiversity, air and water quality. Contact with natural environment can increase community enjoyment of, concern for and care for the local environment.

Public open space can also have economic benefits to the community as quality open space attracts an increase of visitors to the area. Areas with enhanced amenity often attract new businesses and residents. Active Living Research (May, 2010) identified that open space, particularly parks, have positive flow on effects to nearby residential home and property values. Although less apparent, a monetary figure can be attributed to open space functioning as a natural system against flooding etc and other natural weather events. Figure 20 shows the location of existing open space parcels in the local area.
Figure 18: Open Space Lands in North Central Local Area

Source: BCC, 2013
### Table 11: Open Space Assets

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Open Space Asset Name</th>
<th>Map Number</th>
<th>Open Space Asset Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Magney Reserve</td>
<td>28</td>
<td>Reliance Reserve</td>
</tr>
<tr>
<td>2</td>
<td>Jim Ring Reserve</td>
<td>29</td>
<td>Marion Reserve</td>
</tr>
<tr>
<td>3</td>
<td>Gascoigne Reserve</td>
<td>30</td>
<td>Thella Kenway Reserve</td>
</tr>
<tr>
<td>4</td>
<td>Maluga Passive Park</td>
<td>31</td>
<td>Mannell Reserve</td>
</tr>
<tr>
<td>5</td>
<td>Avalon Reserve</td>
<td>32</td>
<td>Grace Reserve</td>
</tr>
<tr>
<td>6</td>
<td>Pobje Reserve</td>
<td>33</td>
<td>Allison Reserve</td>
</tr>
<tr>
<td>7</td>
<td>Band Hall Reserve</td>
<td>34</td>
<td>Wattawa Reserve</td>
</tr>
<tr>
<td>8</td>
<td>Hill Reserve</td>
<td>35</td>
<td>Higgins Reserve</td>
</tr>
<tr>
<td>9</td>
<td>Potts Park</td>
<td>36</td>
<td>Dalton Reserve</td>
</tr>
<tr>
<td>10</td>
<td>Anzac Street Car Park</td>
<td>37</td>
<td>Wren Reserve</td>
</tr>
<tr>
<td>11</td>
<td>Windsor Park</td>
<td>38</td>
<td>Jocarm Reserve</td>
</tr>
<tr>
<td>12</td>
<td>Rudelle Reserve</td>
<td>39</td>
<td>Manahan Reserve</td>
</tr>
<tr>
<td>13</td>
<td>Terpentine Reserve</td>
<td>40</td>
<td>Mitchell Reserve</td>
</tr>
<tr>
<td>14</td>
<td>O'Neill Park</td>
<td>41</td>
<td>Rotary Park</td>
</tr>
<tr>
<td>15</td>
<td>Graf Park and George Green Oval</td>
<td>42</td>
<td>Watt Reserve</td>
</tr>
<tr>
<td>16</td>
<td>Grey Reserve</td>
<td>43</td>
<td>O'Brien Park</td>
</tr>
<tr>
<td>17</td>
<td>Gazzard Park</td>
<td>44</td>
<td>Kinch Reserve</td>
</tr>
<tr>
<td>18</td>
<td>Pullen Reserve</td>
<td>45</td>
<td>Deverall Park</td>
</tr>
<tr>
<td>19</td>
<td>Henty Park</td>
<td>46</td>
<td>Edgar Street Reserve</td>
</tr>
<tr>
<td>20</td>
<td>Middleton Park</td>
<td>47</td>
<td>*Unnamed Reserve - 87 Eldridge Road</td>
</tr>
<tr>
<td>21</td>
<td>Remembrance Driveway</td>
<td>48</td>
<td>*Unnamed Reserve - 85 Eldridge Road</td>
</tr>
<tr>
<td>22</td>
<td>Gillman Reserve</td>
<td>49</td>
<td>*Unnamed Reserve - 83 Eldridge Road</td>
</tr>
<tr>
<td>23</td>
<td>Cantrell Reserve</td>
<td>50</td>
<td>*Unnamed Reserve - 81 Eldridge Road</td>
</tr>
<tr>
<td>24</td>
<td>Teuer Reserve</td>
<td>51</td>
<td>Eldridge Reserve</td>
</tr>
<tr>
<td>25</td>
<td>Colechin Reserve</td>
<td>52</td>
<td>Bankstown City Sports Complex</td>
</tr>
<tr>
<td>26</td>
<td>Maxwell Park</td>
<td>53</td>
<td>Flood Reserve</td>
</tr>
<tr>
<td>27</td>
<td>Gail Reserve</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* A review is required to evaluate the future status of these sites as part of the LAP process.

Source: BCC, 2013
The North Central local area contains 81 hectares of Council owned open space. shows the supply of open space by the existing main use of the open space. The North Central is fortunate to have access to a large number of parks and reserves across some of the key use categories.

Table 12: Open Space Categories* and Provision within North Central Local Area

<table>
<thead>
<tr>
<th>Categories</th>
<th>Parameters</th>
<th>Within North Central Local Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Area</td>
<td>Supports bushland, wetland, escarpment, watercourse or foreshore.</td>
<td>5</td>
</tr>
<tr>
<td>Sportsground</td>
<td>Supports organised and informal sporting activities</td>
<td>10</td>
</tr>
<tr>
<td>Park</td>
<td>Supports recreational activities and casual playing of games.</td>
<td>36</td>
</tr>
<tr>
<td>General Community Use</td>
<td>Supports recreation, physical, cultural and social gatherings of local community.</td>
<td>2</td>
</tr>
<tr>
<td>Cultural Significance</td>
<td>Supports cultural history of the area (ie. Heritage listed parks)</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: BCC, 2012 * Categories reflect the NSW Local Government Act 1993 categorisation

Demand Analysis

Council is in the process of assessing the adequacy of the open space provision in Bankstown City's local areas. This includes an analysis of the following different analyses:

- Provision of open space against standard benchmarks
- Distribution of open space in the local area and City
- Current and future uses of open space based on identified trends

These analyses are discussed in more detail below.
Provision of Open Space against standard benchmarks

Council has undertaken a preliminary analysis of open space provision using a standard benchmark developed by the Department of Planning and Infrastructure which of 2.83 hectares per 1,000 people. shows how the provision of open space in the North Central local area performs against this benchmark.

Figure 19: Population Growth and Provision of Open Space per 1,000 residents – 2006 to 2031 [Includes benchmark provision].

The graph indicates that open space in the North Central has fallen below the 2.83 hectare benchmark since 2006. This trend is likely to continue to 2031, with provisions of open space reaching 1.8 hectares per 1000 people.

The Department of Planning and Infrastructure warns that such benchmarks should only be a reference point and that over reliance on such standards in lieu of rigorous and consultative research into the community’s requirements may produce unsatisfactory results in terms of rates of provision and the location of open space. For this reason Council will also consider the distribution of open space and key trends in relation to how open space is used by the community.

Source: ID Forecast, 2011; *DoP, 2012
Distribution of open space within the North Central local area

The ability of open space lands to be used for such purposes is affected by the distribution of the land throughout the local area. Council has completed a preliminary analysis which identifies the number of properties within 400m of an open space asset. This roughly equates to a 5 minute walk. The results of the accessibility analysis are shown in Figure 26.

The buffer analysis shows that most of the North Central local area lands in the south are within 400m of an open space area. Limited gaps can be found outside the Yagoona village centre and Condell Park neighbourhood shops.

In the north-eastern region, it appears that a notable portion of area remains outside the distance of an open space asset. Although this may suggest a shortfall in the access of open space areas, it should be acknowledged that open space assets can be found within the bordering Auburn City Council. It is noted that Cutcliffe Reserve and Dawes Ave Park to the north-west of Rookwood Road may be available for use by residents of the local area. The level of accessibility and the provision of outdoor facilities in these parks will require further investigation in the LAP process.

It should be noted that this is an “as-the-crow-flies” analysis which does not consider:

- Delays caused by certain physical barriers such as high traffic volume roads, railway line corridors and security fencing. These elements may require people to walk further to gain access to a park or reserve.
- Uses available in the closest park or reserve. People may have fewer choices depending on the use they are seeking. For example, parents may be looking for a park with playground equipment.

Council will be refining the open space analysis as part of the LAP process to see how such delays and use options affect the attractiveness of parks and reserves. This analysis is combined with an understanding of trends in open space usage to ensure that provision matches desired use.
Section 2

Figure 20: Open Space - Buffer Analysis – North Central Local Area

Source: BCC, 2013
Trends which affect open space provision

There are many trends which affect the way open space is used by various groups within the population. Understanding these trends will assist Council to tailor open space to best address the needs of these groups. The key trends identified relate to social, environmental, economic and other trends and challenges. These are discussed in more detail below.

Social trends and challenges

The following social trends and challenges will affect open space provision:

- **Population Growth** - It’s anticipated that the City’s population will grow to 211,690 by 2031, which is an increase of 34,832 persons from 2006 (Forecast id, 2010). Growth to the area is expected to place additional pressure on existing infrastructure and services provided by Council including open space.

- **Increased Density** - As there are no Greenfield sites available across the City, the only solution to accommodate population growth is through urban infill. Intensification of medium to high density residential development tends to be associated with a decline in the average size of private open space. This places more demand on public open space.

- **Age Profile** - Nationally it is acknowledged that Australia’s population is ageing. Nevertheless, the LGA remains an attractive location for the young to mature adult age group. The most populous age group continues to be 0-4 years old. By 2031 children 11 years and under will comprise the largest share of the population of Bankstown City (Forecast id, 2010).

- **Social Equity** - Socio-economic circumstances can have an effect on a person’s ability to access open space, which may also negatively impact on the well-being of a community.

- **Cultural Identity** - One of the greatest strengths of the City is its unique culturally diverse community. Open space allows the opportunity for communities to engage with the natural and built environment, to celebrate the cultural identity of places and to foster social cohesion.

- **Changing Preferences** - Australia is recognised for its outdoor lifestyle and sporting pursuits, however our preferences for types of sport, recreation or
exercise are constantly evolving. Age has a contributing influence on preference, particularly for organised and non-organised activities.

**Environmental trends and challenges**

The following environmental trends and challenges will affect open space provision:

- **Biodiversity** - Open space plays a significant role in providing “nodes” in the Council adopted biodiversity corridor network supporting the overall function of corridors and the movement of animals and genetic material across urbanised landscapes.

- **Tree Management** - In the past there has been no strategic approach to the management of trees within open space settings. Trees have predominately been planted to improve the aesthetics and amenity of an open space. The species used included a mixture of natives and exotics. Long term management of the environmental and cultural values within open space requires active intervention, strategic planning and coordination in order to maintain, enhance and conserve these values.

- **Climate Change** - Council is working to make Bankstown City a resilient City to reduce the impacts of climate change and in particular extreme weather events. An area of concern is dealing with the potential impacts of climate change most importantly the potential for greater occurrences of extreme weather events over time. Such events include heatwaves and excessive flooding which we have all witnessed or experiences in recent times. These events create a greater demand on energy sources (such as air-conditioning during heatwaves) and a very real potential for damage to property and loss of life from flooding events. These events also have potential to damage transport infrastructure and other infrastructure.

**Economic trends and challenges**

The following economic trends and challenges will affect open space provision:

- **Active Living** - Mental and physical diseases such as type II diabetes, heart disease, cancer, obesity and depression continue to be an ongoing concern for the health industry nationally and are estimated to cost the community an estimated $1.5 billion a year (Heart Foundation, 2011). The Heart Foundation has undertaken extensive research that supports the fight against lifestyle related diseases through regular participation in physical exercise (Heart Foundation, 2011). The built and natural environment can contribute to the extent that a community is physically active. The
accessibility, equity, diversity and quality of open space can assist in improving the overall health, happiness and well-being of the community.

- **Medium House Prices and Land Value** - Over the last decade housing prices in Sydney have doubled, with the medium house price reaching $600,000 in 2010 (J. Mahar and E. Jensen, 2010). The Australian market forecasts are currently indicating a decline in housing prices, however, Sydney is expected to experience between a zero to four percent increase by the end of 2012 (C. Zappone, 2011). One implication of rising market value is a negative impact on the financial ability of Council to acquire land for the purpose of open space.

- **Community Expectations** - Council measures the community’s satisfaction with services each year through a questionnaire. The outcome of this research assists with identifying needs and aspirations of the community to inform service delivery. One area that continually rates highly and is considered to be core strength of Council is the ‘maintenance of local parks and gardens’.

**Other trends and challenges**

Other trends and challenges that will affect open space provision are:

- **Park Usage** - Current patterns of open space usage, particularly of sportsgrounds, demonstrate overuse of some grounds while others remain underutilised. Capacity issues have long term implications for asset management and service delivery to the community.

- **Conflict of Use** - With the reduction in access to private open space as more people opt for apartment living, the role and importance of public open space is evolving. As the popularity of open space increases there is the potential for conflict of use between members of the community, with more people seeking to utilise the same location for different activities such as cycling, outdoor fitness, social gatherings, walking the dog or competing in sports competitions. It is likely that conflict of use will be a long term issue as the population grows and will need to be carefully managed to ensure that the space can be used by all groups.

- **Limiting Public Use** - Community public land has been set aside for the use and enjoyment of the community, however granting of leases, licenses and other estates has the ability to limit this public use by facilitating private use of a site to an applicant (Department of Local Government, 2000). Expressly authorising such activities on
public open space will need to be carefully managed in the long term as demand and/or pressure grows.

Council will assess the best way to address social, environmental, economic and other trends and challenges to ensure that current and future open space assets provide a range of uses to accommodate the various groups within the local area. This may require changes to the uses facilitated within a park or reserve, improvements to the access points to a park or reserve or investigation of the potential to acquire new open space land.

**Future of Certain Open Space Lands**

Open space is generally land in public ownership by either the Crown or Council and is for the enjoyment of the community. Such land is usually zoned 6(a) – Open Space under Bankstown Local Environmental Plan 2001 (BLEP).

However, some open space is held in private ownership or is not zoned for this purpose. Council has reviewed the extent of such open space in the local area as follows:

- **Open space land in private ownership** - A review of existing 6(a) – Open Space zoned land found 4 sites which are presently under private ownership. The majority of these parcels were either wholly or partly zoned or formed part of a road reserve. Council will review the future need for acquisition of such sites as part of the LAP process.

- **Open space land not currently zoned for this purpose** – Open space land within the North Central local area which is zoned for a purpose other than open space is as follows:
Reserve/Park | Zone
--- | ---
Watt Reserve | Special Use – Sydney Water
Turpentin Reserve | 2a
Pobje Reserve | 6a/2a
Eldridge Reserve | 2a/6a
Bankstown City Sports Complex | 6a/2a

Formalising the open space zoning of these lands will be part of the development of the LAP.

**Directions For Local Area Planning**

*Open Space*

- Identify an approach for servicing areas outside a 400m walking catchment of an open space asset.
- Complete a further needs analysis to understand the potential for open space land to cater for the range of needs within the Local Area.
- Consider opportunities for open space lands, or part of, to contribute to public domain links across the City.
Remembrance Driveway Landscape Corridor

The Remembrance Driveway Landscape Corridor extends from Macquarie Place, Sydney to the Australian War Memorial, Canberra. A section of the corridor passes through the Bankstown LGA to create a valuable image to the Hume Highway. In the North East local area, the continued implementation of the Hume Highway Corridor Strategy will augment existing sites and seek new opportunities to expand the Remembrance Driveway as priority actions.

Biodiversity

The local area supports significant local and regional biodiversity values and features.

The identification and management of biodiversity values in the LGA has been informed by the Biodiversity Strategy adopted by Council in 2002. Since the adoption of this strategy, Council has enhanced its understanding of these community environmental assets and has identified areas of high value remnant native vegetation, biodiversity corridors and threatened flora and fauna (plants and animals). Land of particular significance for biodiversity conservation includes:

- Land occurring within identified Biodiversity Corridors, especially when in public ownership.
- Land supporting other native vegetation which provides habitat for native fauna or landscape connectivity.

Biodiversity Corridors

The biodiversity corridors are linear landscape features that connect two or more larger patches of habitat for native plants and animals. They assist in allowing movement and gene-flow among native flora and fauna across the landscape, both within and adjoining the Bankstown LGA. This movement is essential for maintaining biodiversity, especially in highly urbanised areas.

Council’s Biodiversity Strategy identified five corridors as occurring within or partly within the local area (see Figure 21). These include:
• Sydney Water Pipeline
• Alternative East-West
• Bankstown to Salt Pan Creek
• Northeast Stormwater Drain
• Crest-Lansdowne

Maintaining and promoting native vegetation cover and reducing fragmentation is essential within the identified corridors in order to maintain their biodiversity conservation function.

Remnant Native Vegetation

Within the Local Area there are 344 patches of remnant native vegetation greater than 1000sqm in size (Figure 22). Smaller patches of unmapped native trees also remain in the area. This remnant native vegetation is essential for the conservation and management of biodiversity, but it continues to be progressively lost from urban areas as a result of development, fragmentation or degradation due to the effects of threatening processes.

Some of the mapped remnants occur within Council parks, but a significant number remains on private land.
Figure 21: Biodiversity Corridors – North Central Area

Figure 22: Remnant Vegetation - North Central Local Area

Source: *DECCW (2009) Native Vegetation of the Sydney Metropolitan Catchment Management Authority - DRAFT*
All native vegetation communities provide important habitat for native plants and animals, some of which are listed as endangered at a State, National or International level. Of the 344 mapped patches, 65 have been identified as Endangered Ecological Communities (EEC’s) scheduled and protected under the NSW Threatened Species Conservation Act 1995 (TSCA) and/or the Commonwealth Environmental Protection and Biodiversity Conservation Act 1999 (EPBCA).

EEC’s identified in the area include:

- Cooks River/ Castlereagh Ironbark Forest
- Cumberland Plain Woodland
- Freshwater wetlands on the coastal floodplains
- Freshwater wetlands on the coastal floodplains
- River Flat Eucalypt Forest
- Swamp Sclerophyll Forest on Coastal Floodplains
- Sydney Turpentine-Ironbark Forest

**Threatened Species**

Maintaining and promoting native vegetation cover and reducing fragmentation are essential within the identified corridors in order to maintain their biodiversity conservation function.

The local area contains the following known threatened species and populations:

- Threatened flora - *Acacia pubescens; Epacris purpurascens var. Purpurascens; Pultenaea pedunculata; Wilsonia backhousei; Pomaderris prunifolia; Wahlenbergia multicaulis
- Threatened fauna - *Bush Stone-curlew; Eastern Bentwing-bat; Green and Golden Bell Frog; Grey-headed Flying-fox.

Council is also required to ensure that the actions contained within Recovery Plans or Priority Action Statements prepared for species, populations and ecological communities scheduled under the TSCA and EPBCA are implemented in accordance with its land use, management and planning responsibilities.
**Biodiversity and Land Use**

Within the North Central local area, a number of sites have been identified which have specific local or regional conservation significance. These include:

- Community land (parks and reserves) which are covered by Council’s Bushland Plans of Management;
- Parcels of community land (parks) which are not covered by a Bushland Plan of Management, but which occur within the footprint of identified biodiversity corridors;
- Ecologically sensitive sites identified in the Bankstown Development Control Plan (DCP);
- Significant native vegetation occurring along drainage lines;
- Significant native vegetation occurring on private land.
- Land supporting the presence of threatened species, endangered populations, endangered ecological communities or their habitat.

Council will continue to assess and evaluate the conservation value of land in the Local Area and the LGA. This information will inform any high level concept plans for urban renewals which come out of the LAP process.

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**Directions For Local Area Planning**

*Biodiversity*

- Protect and manage local and regional significant conservation lands in the Local Area.
- Consider the feasibility of implementing measures to integrate the objectives of the biodiversity corridors into current and future land uses.
- Review opportunities to facilitate tree preservation / remnant vegetation preservation across the Local Area.
Waterways

The sub-catchments comprising the local area include Duck River, Rookwood Road and Salt Pan Creek (Figure 23). These stormwater catchments form the majority of the broader Duck River and Salt Pan Creek catchments (Figure 22).

Council is committed to improving the waterways by taking the following aspects into consideration in its strategic planning processes:

- Flooding and flood mitigation
- Climate change
- Stormwater water quality
- Vegetation communities and biodiversity
- Riparian corridor and aquatic habitat health.
Figure 23: North Central Local Area - Stormwater Sub-Catchments

Source: BCC, 2013
Stormwater Flooding

Stormwater flooding affects all sub-catchments in the local area (Error! Reference source not found.8). Stormwater is the water that flows down our gutters and into stormwater drains and waterways when it rains. While new developments are often designed to retain a certain amount of stormwater, there is still a considerable volume of run-off generated from existing roofs, driveways, roads and pavements that needs to be managed.

Stormwater flooding affects all sub-catchments in the local area (Figure 23). This includes parts of the local area centres and some residential lands in the neighbourhood areas. New development in the centres and infill development in such areas will need to consider these impacts. Stormwater flooding in the centres is as follows:

- Yagoona Village Centre, Birrong Neighbourhood Centre and Rookwood Road Neighbourhood Centre. Some small areas are affected by the medium flood risk precinct for stormwater flooding. From a development point of view, these affectations present no significant practical limitations to development, other than the maintenance of the existing overland flow path.
Figure 24: Stormwater Flooding – North Central Local Area

Source: BCC, 2012
Section 2

**Stormwater Flood Risk Management Study and Plan**

Council has adopted consultants to prepare a Flood Risk Management Plan for the Mid Duck River. The aim of the plan is to reduce risks from stormwater flooding. The main objective of the plan is to outline a series of actions to reduce flood risk for current and future development. The actions may include changes to planning controls, community education programs and measures to modify flooding or properties so that risk is reduced.

**Stormwater Levy**

Bankstown City Council uses the funds collected through a Stormwater Levy to reduce flash flooding, control pollution run-off, plan for the future, educate our community and make better use of storm water. The levy will generates approximately $1.8 million each year and applies to all commercial and residential property except Department of Housing land and properties where the dominant land use is open space.
Water Quality Considerations

Impacts on the quality of stormwater and riverine water from urban and industrial development can have impacts on aquatic habitats. Stormwater run-off can carry topsoil, chemicals, rubbish, nutrients and other pollutants such as oil and grease off roads.

Stormwater can also infiltrate and overwhelm sewage systems, cause sewerage to overflow to waterways and contaminate it with pathogens and nutrients. Even at low levels:

- Sediments can limit light penetration resulting in decreased light and plant growth.
- Nutrient pollution can promote the growth of algae and plants. This can result in an excess of oxygen in the water which can in turn impact on aquatic animals.

Water Sensitive Urban Design (WSUD) can be used to minimise the impacts of development on the stormwater and the broader urban water cycle. WSUD typically refers to green infrastructure such as gross pollutant traps, vegetated swales and buffers, bio-retention systems and wetlands which are used to treat stormwater by removing litter, sediments and nutrients prior to discharging to the receiving water body. WSUD can also improve aesthetics and the liveability of an area.

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**Directions For Local Area Planning**

*Waterways*

- Ensure the growth areas for future housing and jobs do not exacerbate existing stormwater flooding.
- Review opportunities to improve water quality in the Local Area, particularly by incorporating water sensitive urban design principles into Council’s planning controls.
- Consider measures to implement Water Sensitive Urban Design (WSUD) in particular to manage stormwater run-off.
Resource Management

Council is committed to the proper management and use of natural resources. The Bankstown Environmental Action Plan 2010-2014 (BEAP) in addition to other projects and programs provides the framework for Council to achieve this goal.

The BEAP is based on the principles of Ecologically Sustainable Development which are:

- **Conservation of biological diversity and ecological integrity.** The health of our natural environment, native plants, animals and their habitats will be maintained and enhanced.

- **Precautionary principle.** The possibility of serious environmental damage will be avoided, even when scientific knowledge is incomplete or inconclusive.

- **Inter-generational equity.** The health, diversity and productivity of our environment is maintained and/or enhanced for future generations.

- **Improved valuation and pricing of environmental resources.** Environmental and economic considerations are integrated into Council’s policies and decision-making processes.

The BEAP provides works projects, engagement projects and areas of advocacy related to Energy; Water; Biodiversity; Transport; Waste; and Sustainable Corporate Processes.

Other important policies and programs which support better resource management include supporting sustainable urban form; making Bankstown a resilient City; and providing green infrastructure:

- **Sustainable Urban Form**

  The comprehensive strategic planning framework acknowledges the pressures urban growth will have on the environment and our enjoyment of it. For this reason the overwhelming direction at the Federal, State and Local level is to ensure that future housing and jobs are located in proximity to public transport and within centres to capitalise on the existing public transport network and services. This is to reduce travel times to work and therefore reduce carbon emissions from road traffic. This will also enhance the utilisation of existing infrastructure.
- **A Resilient Bankstown City**

  An area of concern is dealing with the potential impacts of climate change most importantly the potential for greater occurrences of extreme weather events over time. Such events include heatwaves and excessive flooding which we have all witnessed or experienced in recent times. These events create a greater demand on energy sources (such as air-conditioning during heatwaves) and a very real potential for damage to property and loss of life from flooding events. These events also have potential to damage transport infrastructure and other infrastructure.

  Climate Change is a major global challenge requiring urgent action and collaboration by all levels of government. Council recognises its role in the global response - as the level of government closest to the community. Council must work to make Bankstown City a resilient City to reduce the impacts of climate change and in particular extreme weather events.


  A *Community Climate Change Risk Assessment* (2010) was prepared by Council to address the potential impacts to built, social, environmental and economic environments. Council is now devising a suite of policy initiatives to reflect the importance of climate change and sustainability considerations.

  In the second half of 2013 Council will work with the NSW Office of Environment and Heritage (OEH) to assess the vulnerabilities and risk of climate change on social, economic and biophysical systems. This will determine future actions and any further planning reforms needed to ensure predicted levels of growth can be accommodated within sustainable communities.

- **Green Infrastructure**

  Council has secured a Federal Government grant to assist in the delivery of a tri-generation plant for the Civic Tower. This project will eventually allow Council to generate its own power, heating and cooling for the Civic Tower and reduce its reliance on electricity from coal-fired power stations.
This project is a sign of a new era in building design and function in Bankstown City and demonstrates Council’s commitment to adopting new technology which reduces the impacts of urban development on the natural environment.

### Directions For Local Area Planning

#### Resource Management

- Investigate approaches to implement water and energy efficiency to inform the local area planning process and contribute to meeting Council's sustainability targets. This may include mechanisms such as grey water infrastructure and water harvesting.

- Ensure that actions in the LAP support appropriate development controls for future higher density development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.

- Ensure that residents and businesses within the area are informed of, and encouraged to pursue, energy and water efficiency improvements.

- Continue to identify ways to apply development control standards whose aim is to deliver greater sustainability outcomes.
Land Contamination

The land within Bankstown has many different uses including residential development, agricultural, industrial, and commercial purposes. Some of these uses may cause land to become contaminated due to generation of waste products and the use of chemicals, oils and fuels. For example, a site that has been used for the storage of pesticides may have traces of these chemicals in the surrounding soil. Historically, contamination of land and groundwater has principally resulted from industrial activities, such as the disposal and use of chemicals. However, contamination of land is not solely limited to previous or current industrial sites. Residential land can also be chemically contaminated.

If land is contaminated, it can have serious effects on human health and the environment. These effects can have an immediate impact or become a problem in years to come. It is therefore important the land is free from contamination so that we can live safely, and the environment we have today can be enjoyed by future generations.

When carrying out planning functions, Council is required by legislation to consider whether a previous land use has caused contamination of a site, (this includes the potential risk of any future contamination). This is why Bankstown City Council requires applicants to provide information about contamination with Development Applications.

To effectively manage contaminated sites in Bankstown and to meet legal obligations, Council has adopted a Policy for the Management of Contaminated Land. This policy addresses the following issues:

- Procedures for Council officers to follow when assessing rezoning and development applications for contaminated sites;
- Council requirements for remediation;
- Independent auditing requirements for contaminated sites.
Implications for urban growth

The North Central local area may include land where contaminated land impacts may need to be considered. These can include sites where Council records identify previous land uses which may have potentially contributed to the contamination of that land.

The implication for future development is that certain locations within the local area may need to consider the historic development of the locality and whether there is a potential for land contamination. In particular, lands identified on Council’s register.

In addition, if Council considers rezoning sites from special use to another zone, this process is subject to State Environmental Planning Policy 55 (Remediation of Land). A preliminary site investigation (Phase 1 Environmental Site Assessment) may need to be undertaken to determine if the site is suitable for rezoning to a more sensitive use (e.g. residential). This process does not apply to the site at Nos 8-10 Simmat Avenue in Condell Park which is subject to a site compatibility certificate. The certificate enables this site to be redeveloped as a low density residential zone.

Directions For Local Area Planning

Land Contamination

- Consolidate information on historic land uses in the locality and whether these uses may have resulted in land contamination.
- Undertake site contamination assessments of any special uses zoned land identified for urban renewal.
Other Environmental Affectations

There are a range of other environmental affectations that will need to be considered by future development in the North Central local area as detailed below.

Road Traffic Noise

Noise from high volume road traffic affects people differently and it varies depending on the type of road a residence is located on or in proximity to. Guidelines have been prepared by the State Government which set out appropriate noise level benchmarks for a range of sensitive land uses which include residential development, schools, hospitals, child care facilities, and places of worship. Figure 25 shows the extent of Road Traffic Noise in the local area.

Obstacle Height Limitations

The Obstacle Height Limitations are triggers for consultation with the Federal Government to ensure the safe operation path for aircrafts. Should development propose to exceed the heights set out in this mapping, Council must obtain Federal Government approval to do so. Figure 26 shows the extent of the height areas on the Local Area.

Acid Sulfate Soils

Acid Sulfate Soils occur naturally in both coastal (tidal) and inland or upstream (freshwater) settings (Figure 27). Left undisturbed, these soils are harmless, but when excavated or drained, the sulphides within the soil react with the oxygen in the air, forming sulphuric acid. This acid, together with associated toxic elements (heavy metals and other contaminants), can kill plants and animals, contaminate drinking water and aquatic flora and fauna, and corrode concrete and steel.

In the North Central local area, land has a low potential for acid sulfate soils. The land with the highest class of potential for acid sulfate soils occurs immediately inside the southern border. Although soils within the Local Area are of relatively low risk (Class 5), future planning will need consider the impacts of Acid Sulfate Soils on new development and ensure disturbance of these soils is minimised or not required.
Airport ANEF Prohibition

The Australian Noise Exposure Forecast system is a noise index that takes into account the loudness, noise frequencies, time and number of aircraft that fly over an area. An ANEF is prepared for all of the major and regional airports and most of the minor aerodromes that have a large number of annual movements. These ANEF forecasts are primarily used by local Councils for land use planning.

In the context of the North Central Local Area, development for the purpose of dual occupancy, villas or row houses is prohibited on land in the vicinity of the airport where the ANEF exceeds 25. This affects a portion of land in the southern boundary of the study area.

Rail Noise

The construction of the Southern Sydney Freight Line (SSFL) will expose residents near the railway line to more noise and vibration from passing freight trains. The effects of noise and vibration include discomfort for people and sleep disturbance.

In general, freight trains are noisier than passenger trains and can affect properties up to 200 metres from the railway line.

Councils are recommended by the NSW Government to locate industrial and commercial land uses, multi–storey car parks and sport and recreation uses closer to the railway line. Councils should locate sensitive land uses as far away as possible from the railway line, as distance is one of the most effective mitigation measures against noise and vibration as opposed to solid noise walls.

Should medium or high density residential development locate less than 40m from the SSFL tracks, improved building construction is needed e.g. double glazing fixed and closed windows.
Directions For Local Area Planning
Other Environmental Concerns

Ensure that areas identified for additional dwellings (including infill development in the neighbourhood areas) do not expose residents to unacceptable environmental impacts.
Figure 25: Road Traffic Noise – North Central Local Area

Source: BCC, 2013.
Figure 26: Obstacle Height Limitations – North Central Local Area

Source: BCC, 2013; Commonwealth Civil Aviation Safety Authority (CASA).
Figure 27: Acid Sulfate Soils - Class 1 to 5 – North Central Local Area

Source: BCC, 2013.
2.5 Invest

The Community Plan aims to encourage investment and economic growth in the City of Bankstown, which is essential to moving forward.

The comprehensive strategic planning policy directions are clear about the importance of supporting economic development and providing greater employment opportunities and investment. Council has already committed to retaining strategic employment land and will be enhancing activity in the Bankstown CBD and other village centres.

Employment Lands

The Bankstown LGA offers a range of employment opportunities. In 2006, there were approximately 60,000 jobs in the Bankstown LGA. This is 22 per cent of all jobs offered in the West Central Subregion (comprised of the Auburn, Holroyd, Bankstown, Fairfield, and Parramatta LGAs).

Employment lands within the local area are comprised of strategic employment lands as well as business zoned land within the local area centres. These include:

Bankstown-Lidcombe Hospital

The Bankstown-Lidcombe Hospital, on Eldridge Road, is the major hospital for South-Western Sydney and is an important strategic employment site. The hospital operates as a 433 bed referral hospital that offers a range of purpose-built facilities. In 2011, the Bankstown-Lidcombe Hospital employed approximately 1300 ongoing staff with over 220 general practitioners and medical specialists within the Hospital and located nearby in the Bankstown CBD. The hospital also has a diverse range of teaching and research links to the University of New South Wales and University of Sydney and University of Western Sydney, and offers supervised undergraduate placements.

A key weakness of the Hospital is its lack of integration with the surrounding medical centres. A plan to expand the health and medical specialisations around the precinct and consider extending services into the Bankstown Centre should be considered.

Investigation in linking the Bankstown Hospital to the Homemaker centre through medical precinct zoning along both sides of Eldridge Road may also create a more active pedestrian spine.
Hume Highway Enterprise Corridor

The Hume Highway Enterprise Corridor is a significant economic asset for the North East local area and the City of Bankstown. It is home to leading organisations in retail, business services, manufacturing transport, and research. This area is discussed in further detail in the Hume Highway Corridor Strategy.

Potts Hill Business Park

The Potts Hill Business Park is approximately 13.3 hectares in size and will accommodate a range of commercial, light industrial and storage uses. Located within the North Central local area, it will operate as an important future strategic employment site that provides employment opportunities to the local area and the LGA.

Chullora Technology Park

The Chullora Technology Park, located within the North Central local area, is an important strategic employment site that provides employment opportunities to the local area and the LGA. The precinct contains approximately 234 hectares of industrial zoned land much of it within a business park to the north. Key activities in the south include large engineering companies, clothes distributors, smash repair workshops, self storage facilities and car dealerships to the south.

The Precinct accommodates the largest industrial lots in the Bankstown LGA (bulk over 30,000sqm) with these concentrated along the Hume Highway. The Hume Highway Enterprise Corridor is a key asset and opportunity, particularly for the movement of freight, as is the location of the Chullora TAFE which acts as a key training provider for the metal manufacturing industry.

The construction of the Enfield Intermodal Facility at the Enfield Marshalling Yards may also increase opportunities for further investment in the Industrial Park. Underutilised sites in Chullora could be a target for redevelopment to support growth in manufacturing, transport, postal and warehousing industries.
The Chullora campus of Lidcombe College houses the Building and Engineering Training Centre and trains over 2000 students each year.

The Chullora TAFE Campus is a significant facility that offers a comprehensive range of courses in construction, carpentry and industrial qualifications. These centres are fully equipped and resourced to provide a range of quality training programs to domestic and international students and industry clients.

Its own profile of courses with world-class learning facilities and specialist training centres, and is conveniently located close to public transport.
Regents Park Industrial Precinct

The Regents Park Industrial Precinct is located in the north east of the local area and consists of a pocket of industrial lots. The precinct is adjacent to the Sefton Industrial Park, with the Sydney Water Supply Pipeline separating the two areas.

Industrial Area Improvement Program

Council approved the Industrial Area Improvement Program in 2010. The main objective of the program is to make industrial areas across the Bankstown LGA more attractive places to do business and work. The program focuses on improving public domain areas within industrial estates, such as roadways, footpaths, gateways (entry point to industrial areas), public car parks and parks. Opportunities for further improvements to the Chullora Industrial/Technology Park Precinct and Condell Park Industrial Precinct could be undertaken as part of this program.

Village Centres

Village centres provide essential retail and commercial services. They can contribute to an area’s sense of place as well as providing spaces for people to catch-up and spend time together. The Yagoona village centre is a rising centre that provides a range of local retail and commercial services. The centre contains approximately 8,500 sqm of retail and commercial floorspace.

The local area direction to increase densities in, and around, centres with access to good transport services will have a positive impact on the village centre. This can be addressed by creating new community facilities combined with new housing to reinvigorate the village centre. This policy will also increase the resident population generating a greater demand for retail and commercial activity.
Figure 29: Business Areas – North Central Local Area

Source: BCC, 2012
Retail and Commercial Centres

The retail and commercial centres – Rookwood Road Precinct, Chapel Road and Condell Park provide essential retail, commercial and bulky goods services. They can contribute to an area’s sense of place as well as providing spaces for people to catch-up and spend time together.

*The local area direction to increase densities in, and around, centres with access to good transport services will have a positive impact on the centres. This policy will also increase the resident population generating a greater demand for retail and commercial activity.*

Neighbourhood Shops

Outside of the large centres, employment is provided in smaller neighbourhood shops across the local area. The neighbourhood centres in the suburban areas generally provide day-to-day services for the local residents and the workforce, such as takeaway food shops and local grocery stores.

In the North Central local area, the neighbourhood centres provide a modest range of retail and commercial services. Neighbourhood shops are permitted in business zones. In the North Central local area, corner shops are located at:

- Edgar Street, Condell Park
- Diffey Street, Hume Highway
- Angus Crescent, Yagoona
- Auburn Road, Yagoona
- Avoca Street, Yagoona
- Dargan Street, Yagoona

They can often include shop-top housing. Council will investigate the building envelopes of this kind of mixed-use development as part of the LAP.
**Directions For Local Area Planning**

*Invest*

- Increase the population density within the Yagoona Village Centre to increase demand for retail and commercial services and enhance local economic activity. Support neighbourhood centres through land use and housing provisions.

- Enhance the employment opportunities for residents and workers in the local area to provide more jobs closer to home.

- Support growth sectors and major employment sectors through appropriate land use and supporting strategies.
2.6 Summary of Local Area Directions

The table below provides a summary of the local area directions drawn from the detailed investigations. These directions will be further refined to provide place-based directions for the village centres, neighbourhood areas and industrial precincts. The directions have been numbered for ease of referencing.

<table>
<thead>
<tr>
<th>Table 13: Summary of Local Area Directions</th>
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<tbody>
<tr>
<td><strong>1. Demographics</strong></td>
</tr>
<tr>
<td>1.1. Provide medium and high density dwelling options in the village and neighbourhood centres. This will include a mix of shop-top housing, mixed used development, residential flat buildings, townhouses, and seniors housing.</td>
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<tr>
<td>1.2. Ensure that adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.</td>
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<tr>
<td><strong>2. Policy Drivers</strong></td>
</tr>
<tr>
<td>2.1. Ensure future development addresses Federal, State and Local strategic planning policies.</td>
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<tr>
<td>2.2. Ensure all strategic work reflects the Community Plan vision and directions.</td>
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<tr>
<td>2.3. Continue the implementation of the renewal strategy for the Yagoona Village Centre.</td>
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<tr>
<td><strong>3. Urban Form</strong></td>
</tr>
<tr>
<td>3.1. Identify areas in and around the Yagoona Village Centre that are appropriate for mixed use and higher density development close to public transport and services.</td>
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<tr>
<td>3.2. Investigate areas in and around neighbourhood centres that are appropriate for modest increases in density. These centres include Birrong, Rookwood Road and Condell Park.</td>
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<tr>
<td>3.3. Investigate urban forms for higher density development and how these can retain the aspects of the village and neighbourhood centres valued by the community.</td>
</tr>
<tr>
<td>3.4. Retain the low density character of the neighbourhood areas consistent with the Residential Development Study 2009.</td>
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<tr>
<td>3.5. Consider public domain improvements required to support higher density residential and mixed use development in the centres.</td>
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<tr>
<td>3.6. Consider public domain connectivity across the local area and identify works to improve these links.</td>
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<tr>
<td><strong>4. Housing Affordability</strong></td>
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<tr>
<td>4.1. Consider opportunities for addressing housing affordability through the redevelopment of sites. A greater understanding of the issue within the LGA will need to inform this work.</td>
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<tr>
<td><strong>5. Heritage</strong></td>
</tr>
<tr>
<td>5.1. Respond to the local character when considering the redevelopment of growth areas.</td>
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<tr>
<td>5.2. Consider mechanisms to recognise or protect buildings of historic significance as identified by the heritage review.</td>
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</tbody>
</table>
### Table 14: Summary of Local Area Directions (cont)

<table>
<thead>
<tr>
<th>6. Social Infrastructure</th>
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<tbody>
<tr>
<td>6.1. Investigate opportunities to support the use of school facilities for community purposes.</td>
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<td>6.2. Ensure interface issues between schools and residential areas are appropriately managed.</td>
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<tr>
<td>6.3. Manage the interface of residential areas with major health facilities.</td>
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<tr>
<td>6.4. Consider approaches to support community health services in the Local Area.</td>
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<td>6.5. Consider approaches to introduce nursing homes into the local area.</td>
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<tr>
<td>6.6. Continue to implement the Yagoona Renewal Strategy to create a community hub in the Yagoona village centre.</td>
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<tr>
<td>6.7. Consider opportunities to facilitate access to community facilities provided by private and government stakeholders.</td>
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<td>6.8. Consider opportunities to improve the energy and water efficiency of facilities.</td>
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<tr>
<td>7. Connected</td>
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<tr>
<td>7.1. Review the user hierarchy of our streets and places.</td>
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<tr>
<td>7.2. Identify the desired future function of our streets within our village and neighbourhood centres.</td>
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<tr>
<td>7.3. Identify ways to increase accessibility to and within our village centres for all users.</td>
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<tr>
<td>7.4. Increase travel options for the current and future population and encourage the use of the most efficient mode for each trip purpose.</td>
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<tr>
<td>8. Open Space</td>
<td></td>
</tr>
<tr>
<td>8.1. Identify an approach for servicing areas outside a 400m walking catchment of an open space asset.</td>
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<td>8.2. Complete a further needs analysis to understand the potential for open space land to cater for the range of needs within the Local Area.</td>
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</tr>
<tr>
<td>8.3. Consider opportunities for open space lands, or part of, to contribute to public domain links across the City.</td>
<td></td>
</tr>
<tr>
<td>9. Biodiversity</td>
<td></td>
</tr>
<tr>
<td>9.1. Protect and manage local and regional significant conservation lands in the Local Area.</td>
<td></td>
</tr>
<tr>
<td>9.2. Consider the feasibility of implementing measures to integrate the objectives of the biodiversity corridors into current and future land uses.</td>
<td></td>
</tr>
<tr>
<td>9.3. Review opportunities to facilitate tree preservation / remnant vegetation preservation across the Local Area.</td>
<td></td>
</tr>
<tr>
<td>10. Waterways</td>
<td></td>
</tr>
<tr>
<td>10.1. Ensure the growth areas for future housing and jobs do not exacerbate existing stormwater flooding.</td>
<td></td>
</tr>
<tr>
<td>10.2. Review opportunities to improve water quality in the Local Area, particularly by incorporating water sensitive urban design principles into Council’s planning controls.</td>
<td></td>
</tr>
<tr>
<td>10.3. Consider measures to implement Water Sensitive Urban Design (WSUD) in particular to manage stormwater run-off.</td>
<td></td>
</tr>
<tr>
<td>11. Resource Management</td>
<td></td>
</tr>
<tr>
<td>11.1. Investigate approaches to implement water and energy efficiency to inform the local area planning process and contribute to meeting Council’s sustainability targets. This may include mechanisms such as grey water infrastructure and water harvesting.</td>
<td></td>
</tr>
<tr>
<td>11.2. Ensure that actions in the LAP support appropriate development controls for future higher density development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.</td>
<td></td>
</tr>
<tr>
<td>11.3. Ensure that residents and businesses within the area are informed of, and encouraged to pursue, energy and water efficiency improvements.</td>
<td></td>
</tr>
<tr>
<td>11.4. Continue to identify ways to apply development control standards whose aim is to deliver greater sustainability outcomes</td>
<td></td>
</tr>
</tbody>
</table>
### Table 15: Summary of Local Area Directions (cont)

<table>
<thead>
<tr>
<th>Green</th>
<th>12. Land Contamination</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>12.1. Consolidate information on historic land uses in the locality and whether these uses may have resulted in land contamination.</td>
</tr>
<tr>
<td></td>
<td>12.2. Undertake site contamination assessments of any special uses zoned land identified for urban renewal.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13. Other Environmental Concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.1. Ensure that areas identified for additional dwellings (including infill development in the neighbourhood areas) do not expose residents to unacceptable environmental impacts.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Invest</th>
<th>14. Invest</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14.1. Increase the population density within the Yagoona Village Centre to increase demand for retail and commercial services and enhance local economic activity. Support neighbourhood centres through land use and housing provisions.</td>
</tr>
<tr>
<td></td>
<td>14.2. Enhance the employment opportunities for residents and workers in the local area to provide more jobs closer to home.</td>
</tr>
<tr>
<td></td>
<td>14.3. Support growth sectors and major employment sectors through appropriate land use and supporting strategies.</td>
</tr>
</tbody>
</table>
This section provides greater detail on how the local area directions overlay on the village centres, neighbourhood areas and centres, and industrial precincts. In particular, the opportunities and constraints towards achieving the local area directions are discussed for the:

- Yagoona Village Centre
- Rookwood Road Neighbourhood Centre
- Birrong Neighbourhood Centre
- Condell Park Neighbourhood Centre
- Hume Highway Enterprise Corridor
- Bankstown Hospital Precinct
- Industrial Precincts
- Neighbourhood Precinct
3.1 Opportunities and Constraints

**Opportunities** are features of an area which will allow Council to achieve the vision for the City as set out in the Community Plan. Opportunities for urban renewal of the village centres and enhancing the services for existing residents will be explored.

**Constraints** are features of an area which will affect the ability for the vision and urban renewal to be achieved to some extent. Council has classed the range of constraints which affect the local area into high, moderate and low level constraints:

- **Low** level constraints are features which will not discourage urban renewal and change.

- **Moderate** level constraints can be addressed through design, implementation of building standards or specific land preparation works. As such they do not in themselves discourage urban renewal and should be prioritised as the focus of any renewal activity.

- **High level constraints.** New development on such lands is not appropriate as it may significantly increase environmental impacts or processes. The potential to mitigate, or ease, the constraint impact is low. This is due to the high cost of such mitigation or the impact that mitigation required will have on the amenity of the locality. Development on land with such constraints is often prohibited by planning or other legislation. Some constraints are also in place to protect high value environmental and heritage values.

The following section identified opportunities and assesses the level of constraint within the village centres and neighbourhood areas.
3.2 Yagoona Village Centre

**Opportunities**

The Yagoona village centre is considered appropriate for urban renewal due to the following opportunities:

- The continued implementation of the Yagoona Centre Renewal Strategy to link the retail and community hubs to an accessible railway station.

- Potential to enhance activity in the retail and commercial core including the provision of a large supermarket.

- Urban renewal of lands within the centre which contains low density housing coming to the end of its life.

- Council-owned lands and major sites in private ownership which could provide redevelopment and public domain improvement opportunities. An expression of interest has been created for the redevelopment of 176 Cooper Road, Yagoona. Council has committed funds to public domain improvements in the Yagoona village centre.

- The Yagoona village centre provides residents with access to public transport options and an opportunity to reduce reliance on private vehicles.

- Existing access to district and local level open space including Gazzard Park and O’Neil Park. There is an opportunity to enhance and improve the open space on offer within the centre.

- Promote higher-density housing within a 400-800 metre walking distance of the Yagoona railway station.
Constraints

The Yagoona village centre is not notably affected by constraints as shown in the following constraints analysis.

Figure 43 maps these constraints within the Yagoona village centre while Table 16 to Table 18 describes how they affect the Centre. Consideration of these constraints shows that there is potential for urban renewal in the Yagoona village centre.

Table 16: High Level Constraints Analysis – Yagoona Village Centre

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Yagoona Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Flood Risk Precincts (Riverine and/or Stormwater)</strong></td>
<td>High stormwater flood risk precincts affect partial areas within the Yagoona Village Centre. Existing affectations are located within the Yagoona Railway Station. Although a concern, this will have limited impacts on future development.</td>
</tr>
<tr>
<td><strong>Recent building stock</strong></td>
<td>The current building stock within Yagoona has been largely established since the 1940’s, with updated commercial areas dating from the 1970’s. Recent building stock is located within residential zoned land.</td>
</tr>
<tr>
<td><strong>High Level Land Contamination</strong></td>
<td>High level land contamination does not affect the centre.</td>
</tr>
</tbody>
</table>

High level constraints: New development on these lands is not appropriate as will significantly impact an environmental process. The potential to mitigate, or ease, the impact is low either due to the cost of such mitigation or the impact that mitigation will have on the amenity of the locality. Development on land with such constraints is often prohibited by planning or other legislation.

Source: BCC, 2013
Section 3

Figure 30: Yagoona Village Centre - Constraints Analysis

Source: BCC, 2013
Table 17: Moderate Level Constraints Analysis – Yagoona Village Centre

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Yagoona Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Small lots with fragmented lot ownership</strong>&lt;br&gt;Precincts with multiple owners are often difficult to renew. This is due to the cost of a person acquiring enough land to consider redevelopment for higher density under Council’s current controls.</td>
<td>The Yagoona Village Centre consists of many narrow lots, predominately within northern parts of the main street. Incentives to stimulate renewal will be considered.</td>
</tr>
<tr>
<td><strong>Medium Flood Risk Precincts (Riverine and Stormwater)</strong>&lt;br&gt;Redevelopment on such lands will require consideration of flooding and this may affect the design of a new development which could also increase the cost of such development.</td>
<td>The centre is affected by stormwater medium flood risk precincts. This is likely to affect a limited number of lots which make up parts of the enterprise centre and private land.</td>
</tr>
<tr>
<td><strong>Heritage Significance</strong>&lt;br&gt;Council’s heritage items, and potential heritage items are highly valued and redevelopment of these sites is supported where the significance can be retained. Heritage significance presents both an opportunity and a constraint.</td>
<td>The Motor Car Showroom on 401 Hume Highway is a locally listed heritage item in the east of the centre. Any future development in close proximity to these sites will have to be sensitive to the heritage qualities of these items. New potential heritage listings within the centre are currently under review.</td>
</tr>
<tr>
<td><strong>Biodiversity Corridor</strong>&lt;br&gt;The biodiversity corridors areas that connect two or more larger patches of habitat for native plants and animals. They assist in allowing movement and gene-flow among native flora and fauna across the landscape, both within and adjoining the Bankstown LGA. This movement is essential for maintaining biodiversity, especially in highly urbanised areas.</td>
<td>The Yagoona Village Centre is located within the extent of the adopted corridor. Since this corridor covers a substantial area of the centre, future considerations must be addressed in the LAP to protect and enhance environmental values.</td>
</tr>
<tr>
<td><strong>Traffic Generation</strong>&lt;br&gt;A traffic study found that urban renewal will require road network enhancements to ensure the functionality of the network is maintained.</td>
<td>The Hume Highway is a State Road which carries significant traffic movements. Council will review the movement and activity functions within the centre to develop design guidelines for traffic management.</td>
</tr>
<tr>
<td><strong>Land Contamination</strong>&lt;br&gt;Land contamination may require investigation and clean-up prior to supporting the use of land for sensitive land uses such as residential development.</td>
<td>There is no known land contamination identified within the centre.</td>
</tr>
<tr>
<td><strong>Obstacle Height Limitation</strong>*&lt;br&gt;Any proposed development that is higher than the OHL requires approval from the Commonwealth Government.</td>
<td>Land within the Yagoona Village Centre has an OHL of 15.24 (equivalent to around 5 storeys). This means that building heights exceeding this requirement will need Commonwealth approval.</td>
</tr>
</tbody>
</table>
Table 18: Low Level Constraints Analysis – Yagoona Village Centre

Low level constraint: These constraints would not impede most forms of development.

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Yagoona Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low Flood Risk Precincts (Riverine and Stormwater)</strong>&lt;br&gt;This is the risk precinct at the edge of the floodplain. Most types of development can be considered with appropriate building standards and management measures.</td>
<td>Low risk riverine flood precincts do not affect the Yagoona Village centre. Although stormwater flood risk precincts have been identified, these constraints are unlikely to impede on most forms of development.</td>
</tr>
<tr>
<td><strong>Acid Sulfate Soils</strong>&lt;br&gt;These acidic soils oxidise when exposed to air and can cause building damage. Class 1 is the highest class of such soils down to Class 5. Soil treatment can make the land suitable for redevelopment.</td>
<td>The centre is not affected by any known Acid Sulfate soils.</td>
</tr>
</tbody>
</table>
3.3 Neighbourhood Centres

*Rookwood Road Neighbourhood Centre*

**Opportunities**

The Rookwood Road Neighbourhood Centre is considered appropriate for a modest level of urban renewal due to the opportunity to capitalise on, or explore, the following:

- The continued implementation of the Hume Highway Corridor Strategy to enhance activity in the bulky goods and commercial core.

- A centre serviced by bus services providing residents with access to rail transport at Yagoona Station and an opportunity to reduce reliance on private vehicles.

- Urban renewal of lands supporting the centre which contains low density housing coming to the end of its life.

**Constraints**

The Rookwood Road neighbourhood centre is not significantly affected by constraints shown in the following constraints analysis.

Figure 44 maps these constraints within the Rookwood Road neighbourhood centre while Table 19 to Table 21 describes how they affect the Centre. Consideration of these constraints shows that there is potential for urban renewal in the Rookwood Road neighbourhood centre.
### High Level Constraints Analysis – Rookwood Road Neighbourhood Centre

#### High level constraints:
New development on these lands is not appropriate as it will significantly impact an environmental process. The potential to mitigate, or ease, the impact is low either due to the cost of such mitigation or the impact that mitigation will have on the amenity of the locality. Development on land with such constraints is often prohibited by planning or other legislation.

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Birrong Neighbourhood Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Flood Risk Precincts (Riverine and/or Stormwater)</strong></td>
<td>This centre is not affected by riverine or high stormwater flood risks.</td>
</tr>
<tr>
<td>High Flood Risk Precincts (Riverine and/or Stormwater)</td>
<td>The potential for loss of life and damage to property in such precincts is high and as such redevelopment of such lands is not supported.</td>
</tr>
<tr>
<td><strong>Recent building stock</strong></td>
<td>There are limited lots within the centre which contain new building stock. The majority of lots are commercially zoned and have been developed throughout the 1950’s. The newest building stock can be found in the northern lots, established during the 1970’s.</td>
</tr>
<tr>
<td>Recent building stock</td>
<td>Buildings from 1980 onwards are unlikely to redevelop for another 10-20 years and as such the development potential on those sites is reduced.</td>
</tr>
<tr>
<td><strong>High Level Land Contamination</strong></td>
<td>There is no record of contamination of council owned lands, however contamination of privately or state owned lands will need to be considered as part of the LAP.</td>
</tr>
<tr>
<td>High Level Land Contamination</td>
<td>Land contamination may require investigation and clean-up prior to supporting the use of land for sensitive land uses such as residential development.</td>
</tr>
</tbody>
</table>

*Source: BCC, 2013*
Figure 31: Rookwood Road Neighbourhood Centre - Constraints Analysis

Source: BCC, 2013
### Table 20: Medium Level Constraints Analysis – Rookwood Road Neighbourhood Centre

**Moderate level constraints:** Moderate and low level constraints can be addressed through design, implementation of building standards or specific land preparation works. As such they do not in themselves preclude urban renewal.

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Birrong Neighbourhood Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small lots with fragmented lot ownership</td>
<td>The majority of the business zoned land within the Rookwood Road Centre is comprised of small lots with diverse ownership. This is prevalent on the eastern side. Incentives for lot amalgamation will be required to stimulate renewal of these blocks.</td>
</tr>
<tr>
<td>Precincts with multiple owners are often difficult to renew.</td>
<td></td>
</tr>
<tr>
<td>This is due to the cost of a person acquiring enough land to consider redevelopment for higher density under Council’s current controls.</td>
<td></td>
</tr>
<tr>
<td>Medium Flood Risk Precincts (Riverine and Stormwater)</td>
<td>The centre does not contain any land that is affected by Riverine or Stormwater Medium Flood Risk Precincts.</td>
</tr>
<tr>
<td>Redevelopment on such lands will require consideration of flooding and this may affect the design of a new development which could also increase the cost of such development.</td>
<td></td>
</tr>
<tr>
<td>Heritage Significance</td>
<td>The Saint Felix De Valois Pioneer Cemetery (347A Hume Highway) and the 1884 Cottage (76 Powell Street) are local listed heritage items in the Rookwood Road centre. Any future development in close proximity to these sites will have to be sensitive to the heritage qualities of these items. New potential heritage listings within the centre are currently under review.</td>
</tr>
<tr>
<td>Council’s heritage items, and potential heritage items are highly valued and redevelopment of these sites is supported where the significance can be retained. Heritage significance presents both an opportunity and a constraint.</td>
<td></td>
</tr>
<tr>
<td>Biodiversity Corridor</td>
<td>The biodiversity corridor affects land outside of the centre. Council will consider how the lands within the corridor can contribute to the connection of this area.</td>
</tr>
<tr>
<td>The biodiversity corridors areas that connect two or more larger patches of habitat for native plants and animals. They assist in allowing movement and gene-flow among native flora and fauna across the landscape, both within and adjoining the Bankstown LGA. This movement is essential for maintaining biodiversity, especially in highly urbanised areas.</td>
<td></td>
</tr>
</tbody>
</table>
Traffic Generation
A traffic study found that urban renewal will require road network enhancements to ensure the functionality of the network is maintained.

Councils Traffic Volume Data shows acceptable traffic volumes within the centre.

Land Contamination
Land contamination may require investigation and clean-up prior to supporting the use of land for sensitive land uses such as residential development.

There is no known land contamination identified within the centre.

Obstacle Height Limitation*
Any proposed development which is higher than the OHL requires approval from the Commonwealth Government.

Land within the Birrong Neighbourhood Centre has an OHL of 15.24 (equivalent to around 5 storeys). This means that building heights exceeding this requirement will need Commonwealth approval.

Table 21: Low Level Constraints Analysis - Rookwood Road Neighbourhood Centre

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Birrong Neighbourhood Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Flood Risk Precincts (Riverine and Stormwater)</td>
<td>This is the risk precinct at the edge of the floodplain. Most types of development can be considered with appropriate building standards and management measures. Low flood risk precincts, both riverine and stormwater, do not affect the Auburn Road centre.</td>
</tr>
<tr>
<td>Acid Sulfate Soils</td>
<td>The centre does not contain land with the potential to contain acid sulfate soils.</td>
</tr>
</tbody>
</table>
Birrong Neighbourhood Centre

Opportunities

The Birrong Neighbourhood Centre is considered appropriate for a modest level of urban renewal due to the opportunity to capitalise on, or explore, the following:

- Potential to enhance activity in the retail and commercial core.
- A centre that provides residents with access to public transport options (subject to the provision of an accessible railway station) and an opportunity to reduce reliance on private vehicles.
- Urban renewal of lands within the centre which contains low density housing coming to the end of its life.
- There is an opportunity to enhance and improve the open space offer in the centre.
- The potential development of neighbourhood shops within Hudson Parade.

Constraints

The Birrong neighbourhood centre is not significantly affected by constraints shown in the following constraints analysis.

Figure 45 maps these constraints within the Birrong neighbourhood centre while Table 22 to Table 24 describes how they affect the Centre. Consideration of these constraints shows that there is potential for urban renewal in the Birrong neighbourhood centre.
**Table 22: High Level Constraints Analysis - Birrong Neighbourhood Centre**

**High level constraints:** New development on these lands is not appropriate as will significantly impact an environmental process. The potential to mitigate, or ease, the impact is low either due to the cost of such mitigation or the impact that mitigation will have on the amenity of the locality. Development on land with such constraints is often prohibited by planning or other legislation.

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Birrong Neighbourhood Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Flood Risk Precincts (Riverine and/or Stormwater)</strong></td>
<td>This centre is not affected by riverine or high stormwater flood risks.</td>
</tr>
<tr>
<td>The potential for loss of life and damage to property in such precincts is high and as such redevelopment of such lands is not supported.</td>
<td></td>
</tr>
<tr>
<td><strong>Recent building stock</strong></td>
<td>There are limited lots within the centre which contain new building stock. The majority of lots are commercially zoned and have been developed throughout the 1940's.</td>
</tr>
<tr>
<td>Buildings from 1980 onwards are unlikely to redevelop for another 10-20 years and as such the development potential on those sites is reduced.</td>
<td></td>
</tr>
<tr>
<td><strong>High Level Land Contamination</strong></td>
<td>There is no record of contamination of council owned lands, however contamination of privately or state owned lands will need to be considered as part of the LAP.</td>
</tr>
<tr>
<td>Land contamination may require investigation and clean-up prior to supporting the use of land for sensitive land uses such as residential development.</td>
<td></td>
</tr>
</tbody>
</table>
Figure 32: Birrong Neighbourhood Centre - Constraints Analysis

Source: BCC, 2013
### Table 23: Moderate Level Constraints Analysis – Birrong Neighbourhood Centre

**Moderate level constraints:** Moderate and low level constraints can be addressed through design, implementation of building standards or specific land preparation works. As such they do not in themselves preclude urban renewal.

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Birrong Neighbourhood Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Small lots with fragmented lot ownership</strong></td>
<td>A narrow strip of 3(b) Business zoned lots exists within the centre. Incentives to stimulate renewal will be considered.</td>
</tr>
<tr>
<td>Precincts with multiple owners are often difficult to renew. This is due to the cost of a person acquiring enough land to consider redevelopment for higher density under Council’s current controls.</td>
<td></td>
</tr>
<tr>
<td><strong>Medium Flood Risk Precincts (Riverine and Stormwater)</strong></td>
<td>The centre does not contain any land that is affected by Riverine Medium Flood Risk Precincts. The western side of Birrong Railway Station is subject to minimal Stormwater Flood Risks.</td>
</tr>
<tr>
<td>Redevelopment on such lands will require consideration of flooding and this may affect the design of a new development which could also increase the cost of such development.</td>
<td></td>
</tr>
<tr>
<td><strong>Heritage Significance</strong></td>
<td>The centre does not contain any heritage significant items or listed places.</td>
</tr>
<tr>
<td>Council’s heritage items, and potential heritage items are highly valued and redevelopment of these sites is supported where the significance can be retained. Heritage significance presents both an opportunity and a constraint.</td>
<td></td>
</tr>
<tr>
<td><strong>Biodiversity Corridor</strong></td>
<td>The biodiversity corridor affects land outside of the centre. Council will consider how lands within the corridor can contribute to the connection of this area.</td>
</tr>
<tr>
<td>The biodiversity corridors areas that connect two or more larger patches of habitat for native plants and animals. They assist in allowing movement and gene-flow among native flora and fauna across the landscape, both within and adjoining the Bankstown LGA. This movement is essential for maintaining biodiversity, especially in highly urbanised areas.</td>
<td></td>
</tr>
<tr>
<td><strong>Traffic Generation</strong></td>
<td>Councils Traffic Volume Data shows acceptable traffic volumes within the centre.</td>
</tr>
<tr>
<td>A traffic study found that urban renewal will require road network enhancements to ensure the functionality of the network is maintained.</td>
<td></td>
</tr>
<tr>
<td><strong>Land Contamination</strong></td>
<td>Land around the railway station may be considered for urban renewal. It is recommended that land a contamination assessment would be required.</td>
</tr>
<tr>
<td>Land contamination may require investigation and clean-up prior to supporting the use of land for sensitive land uses such as residential development.</td>
<td></td>
</tr>
<tr>
<td><strong>Obstacle Height Limitation</strong></td>
<td>Land within the Birrong Neighbourhood Centre has an OHL of 15.24 (equivalent to around 5 storeys). This means that building heights exceeding this requirement will need Commonwealth approval.</td>
</tr>
<tr>
<td>Any proposed development which is higher than the OHL requires approval from the Commonwealth Government.</td>
<td></td>
</tr>
</tbody>
</table>
Table 24: Low Level Constraints Analysis - Birrong Neighbourhood Centre

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Birrong Neighbourhood Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Flood Risk Precincts (Riverine and Stormwater)</td>
<td>Low flood risk precincts, both riverine and stormwater, do not affect the Birrong Neighbourhood Centre.</td>
</tr>
<tr>
<td></td>
<td>This is the risk precinct at the edge of the floodplain. Most types of development can be considered with</td>
</tr>
<tr>
<td></td>
<td>appropriate building standards and management measures.</td>
</tr>
<tr>
<td>Acid Sulfate Soils</td>
<td>The centre does not contain land with the potential to contain acid sulfate soils.</td>
</tr>
<tr>
<td></td>
<td>These acidic soils oxidise when exposed to air and can cause building damage. Class 1 is the highest</td>
</tr>
<tr>
<td></td>
<td>class of such soils down to Class 5. Soil treatment can make the land suitable for redevelopment.</td>
</tr>
</tbody>
</table>

Source: BCC, 2013 * Entire centre affected by Class 5 Acid Sulfate Soils – Not shown in map.
**Condell Park – Neighbourhood Centre**

**Opportunities**

The Condell Park Centre is considered appropriate for a modest level of urban revitalisation due to the opportunity to capitalise on, or explore, the following:

- Potential to enhance activity in the retail and commercial core. In particular supporting night time restaurant activity in the centre.
- A centre that provides residents with access to bus services and the opportunity to reduce reliance on private vehicles.
- Urban renewal of lands within the centre which contains low density housing coming to the end of its life.
- Existing access to district and local level open space including 40 Lee Street Condell Park and 18 Dalton Avenue.

**Constraints**

The Condell Park neighbourhood centre is not significantly affected by constraints shown in the following constraints analysis.

Figure 47 maps these constraints within the Punchbowl small village centre Table 28 to Table 30 describes how they affect the Centre. Consideration of these constraints shows that there is potential for urban renewal in the Condell Park neighbourhood centre.
Section 3

Table 25: High Level Constraints Analysis – Condell Park

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Condell Park Neighbourhood</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High level constraints:</strong> New development on these lands is not appropriate as will significantly impact an environmental process. The potential to mitigate, or ease, the impact is low either due to the cost of such mitigation or the impact that mitigation will have on the amenity of the locality. Development on land with such constraints is often prohibited by planning or other legislation.</td>
<td></td>
</tr>
<tr>
<td>High Flood Risk Precincts (Riverine and/or Stormwater)</td>
<td>This centre is not affected by Riverine or Stormwater high flood risk precincts.</td>
</tr>
<tr>
<td>Recent building stock</td>
<td>There are commercial lots within Simmat Avenue which contain new building stock. These are likely to have been built during the 1990's and are focused within the centres west. The majority of the commercially zoned lots have however been developed throughout the 1940's and 1950's.</td>
</tr>
<tr>
<td>High Level Land Contamination</td>
<td>There is no record of contamination of council owned lands, however contamination of privately or state owned lands will need to be considered as part of the LAP.</td>
</tr>
</tbody>
</table>
Figure 33: Condell Park - Constraints Analysis

Source: BCC, 2013
Section 3

Table 26: Moderate Level Constraints Analysis – Condell Park

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Condell Park Neighbourhood Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Moderate level constraints:</strong> Moderate and low level constraints can be addressed through design, implementation of building standards or specific land preparation works. As such they do not in themselves preclude urban renewal.</td>
<td></td>
</tr>
<tr>
<td>Small lots with fragmented lot ownership</td>
<td>Most of the business zoned land within Condell Park is comprised of modest lots sizes.</td>
</tr>
<tr>
<td>Precincts with multiple owners are often difficult to renew. This is due to the cost of a person acquiring enough land to consider redevelopment for higher density under Council’s current controls.</td>
<td>Although the lots have multiple owners, this will not significantly preclude urban renewal.</td>
</tr>
<tr>
<td><strong>Medium Flood Risk Precincts (Riverine and Stormwater)</strong></td>
<td>The centre does not contain any land that is directly affected by Riverine or Stormwater Medium Flood Risk Precincts. Minor affectation of stormwater flood risk precincts can be found outside the centre.</td>
</tr>
<tr>
<td>Redevelopment on such lands will require consideration of flooding and this may affect the design of a new development which could also increase the cost of such development.</td>
<td></td>
</tr>
<tr>
<td><strong>Heritage Significance</strong></td>
<td>The centre does not contain any heritage significant items or listed places.</td>
</tr>
<tr>
<td>Council’s heritage items, and potential heritage items are highly valued and redevelopment of these sites is supported where the significance can be retained. Heritage significance presents both an opportunity and a constraint.</td>
<td></td>
</tr>
<tr>
<td><strong>Biodiversity Corridor</strong></td>
<td>The biodiversity corridor affects land outside of the centre. Council will consider how the lands within the corridor can contribute to the connection of this area.</td>
</tr>
<tr>
<td>The biodiversity corridors areas that connect two or more larger patches of habitat for native plants and animals. They assist in allowing movement and gene-flow among native flora and fauna across the landscape, both within and adjoining the Bankstown LGA. This movement is essential for maintaining biodiversity, especially in highly urbanised areas.</td>
<td></td>
</tr>
</tbody>
</table>
Traffic Generation
A traffic study found that urban renewal will require road network enhancements to ensure the functionality of the network is maintained.

Councils Traffic Volume Data shows acceptable traffic volumes within the centre.

Land Contamination
Land contamination may require investigation and clean-up prior to supporting the use of land for sensitive land uses such as residential development.

There is no known land contamination identified within the centre.

Obstacle Height Limitation

Any proposed development which is higher than the OHL requires approval from the Commonwealth Government.

Land within the Birrong Neighbourhood Centre has an OHL of 15.24 (equivalent to around 5 storeys). This means that building heights exceeding this requirement will need Commonwealth approval.

Table 27: Low Level Constraints Analysis – Condell Park

<table>
<thead>
<tr>
<th>Low level constraint</th>
<th>Extent within Birrong Neighbourhood Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low Flood Risk Precincts (Riverine and Stormwater)</strong>&lt;br&gt;This is the risk precinct at the edge of the floodplain. Most types of development can be considered with appropriate building standards and management measures.</td>
<td>Low flood risk precincts, both riverine and stormwater, do not affect the Auburn Road centre.</td>
</tr>
<tr>
<td><strong>Acid Sulfate Soils</strong>&lt;br&gt;These acidic soils oxidise when exposed to air and can cause building damage. Class 1 is the highest class of such soils down to Class 5. Soil treatment can make the land suitable for redevelopment.</td>
<td>The centre does not contain land with the potential to contain acid sulfate soils.</td>
</tr>
</tbody>
</table>
### 3.4 Employment Lands

The following table provides a summary of the opportunities and constraints for other employment lands outside of the North Central centres.

<table>
<thead>
<tr>
<th>Hume Highway Enterprise Corridor</th>
<th>Opportunities</th>
<th>Constraints</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• The corridor is well connected and accessible as it is part of a major east-west link that runs across the LGA connecting the centres of Bass Hill, Yagoona and Chullora Marketplace.</td>
<td>• The significant mix of 3(c) Business Enterprise and 2(b) Residential zones along the south-eastern side of the corridor presents challenges for compatible future land uses and development, and streetscape considerations.</td>
</tr>
<tr>
<td></td>
<td>• The corridor is in close proximity to the Bankstown CBD Major Centre and the Chullora Industrial/Technology Park precinct where supporting employment and businesses are located.</td>
<td>• Future development along the Hume Highway, particularly between Highview Avenue and Boronia Road, may be difficult due to small lot sizes and multiple ownership.</td>
</tr>
</tbody>
</table>
### Bankstown Hospital Precinct

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Constraints</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Large contribution of the health sector to jobs and services to the community.</td>
<td>• Traffic implications associated with large health facilities.</td>
</tr>
<tr>
<td>• Options to link the Bankstown Hospital with the Homemaker Centre Enterprise Corridor.</td>
<td>• Prevailing 2(a) residential zoning along both sides of Eldridge Road between the Hospital and Chapel Road South.</td>
</tr>
<tr>
<td>• Capitalisation on the proximity of the precinct to Bankstown CBD.</td>
<td>• Its current lack on integration with the surrounding area and Bankstown CBD.</td>
</tr>
<tr>
<td>• Implementation of the strategic directions and actions for this precinct within the approved Employment Land Development Strategy.</td>
<td>• Medium risk stormwater flooding occurs across a significant portion of the site and the surrounding area. Future development will have to be sensitive to this matter.</td>
</tr>
</tbody>
</table>

### Industrial Precincts

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Constraints</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The precinct is located on the Hume Highway Enterprise Corridor which is a key asset for the movement of freight.</td>
<td>• There are various lots within the centre which contain contaminated sites. Future land use on these sites will need to consider any contamination found and remediation (clean-up) required</td>
</tr>
<tr>
<td>• Close proximity to the Chullora TAFE Campus.</td>
<td>• Medium risk stormwater flooding occurs across a significant portion of the site and the surrounding area. Future development will have to be sensitive to this matter.</td>
</tr>
<tr>
<td>• The Precinct accommodates the largest industrial lots in the Bankstown LGA (bulk over 30,000sqm).</td>
<td>• The lack of good public transport access is a challenge to the precinct.</td>
</tr>
<tr>
<td>• The construction of the Enfield Intermodal Facility at the Enfield Marshalling Yards may increase future opportunities for further investment.</td>
<td></td>
</tr>
<tr>
<td>• Concentrations of small lots are dispersed throughout the industrial precinct and reflect more traditional industrial land subdivision. Activity on these sites may suit more modern industrial purposes.</td>
<td></td>
</tr>
</tbody>
</table>
3.5 Neighbourhood Precinct

The development of the LAP will consider opportunities facilitate infill development in the neighbourhood area. Infill housing in the neighbourhood areas have traditionally been the predominant way that additional dwellings have been delivered in the local area. Council’s Residential Development Study (2009) recommends 60% of new dwellings to be provided in centres and 40% provided as infill development within neighbourhoods.

Council is currently exploring different infill development types to understand what types are most feasible to build yet continue to contribute positively to the streetscape of the neighbourhood area. This will assist in developing development controls for this type of housing. Infill development in the neighbourhood areas will need to have regard to the high, moderate and low level constraints affecting the area.

Council will also consider opportunities to:

- Facilitate shop top housing for neighbourhood shops.
- Enhance the open space and community facilities offer in the local area.
- There is an opportunity to enhance the community facilities offer to meet best practice principles through a review of various options including: construction of new facilities; enhancement of facilities; maintenance and retention; consideration of alternate uses and divestment / rationalisation.
- Enhance pedestrian and cycle paths and links to and from the larger centres.
- Develop appropriate controls around heritage significant sites, schools, open space, biodiversity parcels and lands adjacent to our creeks and rivers.
- Consider opportunities to augment biodiversity parcels within the corridor.
- Develop appropriate controls for high, moderate and low level constrained lands and appropriate land uses.
- Consider opportunities to improve transport options, connections, accessibility and mode share.
Section 4
Place - Based 
Local Area 
Directions

Council wants to ensure that the Local Area remains a place that is liveable, green, connected and attracts investment. This issues paper has identified the direction for a range of issues related to the provision of housing, employment, open space, community facilities and good transport networks.

This section has reorganised the local area directions into place-based directions. This section will inform the development of the LAP with the specific directions that will be considered.
### 4.1 Yagoona Village Centre

#### Areas for New Housing

The LAP will identify areas in and around the Yagoona village centre appropriate for higher density dwelling options. The priority will be investigation of areas identified as having modest to low level constraints.

Planning for this new housing will consider the Residential Development Study target for the Yagoona centre of 1,640 additional dwellings by 2031.

#### Urban Form

Council will investigate urban forms for higher density development and how these forms can retain the aspects of the village centres valued by the community.

New development within the village centres will respond to local character attributes including heritage significance.

The LAP will support appropriate development controls for future higher density development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.

#### Open Space & Public Domain

Council will continue to develop its open space strategy including a more detailed needs analysis to understand the potential for open space land to cater for a range of different needs groups within the centre and local area. This work will inform detailed actions related to in and around the centre.

The LAP will identify opportunities to enhance the public domain network within the centre. This will include an examination of renewal options for the community hub site.

#### Community Facilities

The approach to the provision of community facilities in the LAP will be informed by delivery of community facilities which enhance: City Pride and Citizenship; Health and Social Well-Being and Fitness and Leisure activities.

The LAP will explore options for the renewal of the community hub site.

The LAP will also consider ways to facilitate the use of facilities provided by private and government stakeholders including the schools located in the centre.
### Jobs and Economic Activity

The LAP will identify ways to maintain and enhance the employment opportunities in the Yagoona centre to provide jobs closer to home. This will include increasing the population density in and around the centres to increase demand for retail and commercial services and enhance economic activity.

### Catalyst Sites

Redevelopment of certain sites has the potential to kick-start urban renewal in the centre and as such is considered ‘catalyst sites’. These sites include Council-owned land in the retail core such as the Community Hub site. Design options for these sites will be developed as part of the LAP.

### Integrated Transport

The LAP will review the movement and activity functions of each section of road in the Yagoona centre and identify the desired future function of our streets.

The LAP will identify ways to improve accessibility to and within the Yagoona centre, which includes advocating for an accessible railway station. Council will also continue to work with Transport for NSW to improve the interface between the railway station and the centre.

The LAP will identify ways to increase travel options for the current and future population in the centre and encourage use of the most efficient mode for each trip purpose.

### Protecting our Environment

The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services.
Figure 34: Yagoona Village Centre – Draft Structure Plan

Source: BCC, 2013
### 4.2 Rookwood Road Neighbourhood Centre

<table>
<thead>
<tr>
<th><strong>Areas for New Housing</strong></th>
<th>The LAP will maintain the areas in and around the Rookwood Road neighbourhood centre appropriate for higher density dwelling options.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Form</strong></td>
<td>Council will maintain the urban forms for higher density development and how these forms can retain the aspects of the neighbourhood centres valued by the community.</td>
</tr>
<tr>
<td></td>
<td>New development within the neighbourhood centres will respond to local character attributes including heritage significance.</td>
</tr>
<tr>
<td></td>
<td>The LAP will support appropriate development controls for future development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.</td>
</tr>
<tr>
<td><strong>Open Space &amp; Public Domain</strong></td>
<td>Council will continue to develop its open space strategy including a more detailed needs analysis to understand the potential for open space land to cater for a range of different needs groups within the centre and local area.</td>
</tr>
<tr>
<td></td>
<td>The LAP will identify opportunities to enhance the public domain network within the centre.</td>
</tr>
<tr>
<td><strong>Jobs and Economic Activity</strong></td>
<td>The LAP will identify ways to maintain and enhance the employment opportunities in the Rookwood Road centre to provide jobs closer to home. This will include increasing the population density in and around the centres to increase demand for retail and commercial services and enhance economic activity.</td>
</tr>
<tr>
<td><strong>Integrated Transport</strong></td>
<td>The LAP will review the movement and activity functions of each section of road in the Rookwood Road centre and identify the desired future function of our streets.</td>
</tr>
<tr>
<td></td>
<td>The LAP will identify ways to increase access and accessibility to and within Rookwood Road centre.</td>
</tr>
<tr>
<td></td>
<td>The LAP will identify ways to increase travel options for the current and future population in the centre and encourage use of the most efficient mode for each trip purpose.</td>
</tr>
<tr>
<td><strong>Protecting our Environment</strong></td>
<td>The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services.</td>
</tr>
</tbody>
</table>
Figure 50: Yagoona Village Centre – Draft Structure Plan

Source: BCC, 2013
4.3 Birrong Neighbourhood Centre

**Areas for New Housing**
The LAP will identify areas in and around the Birrong Auburn Road and Birrong Neighbourhood Centre appropriate for higher density dwelling options. The priority will be investigation of areas identified as having medium to low level constraints.

Planning for new housing will consider the Residential Development Study targets for the Birrong centre.

**Urban Form**
Council will investigate urban forms for higher density development and how these forms can retain the aspects of the neighbourhood centres valued by the community.

The LAP actions will support appropriate development controls for future higher density development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.

**Open Space & Public Domain**
Council will continue to develop its open space strategy including a more detailed needs analysis to understand the potential for open space land to cater for a greater range of needs within the Local Area. This work will inform detailed actions related to open space.

The LAP will consider land use options for open space land which does not contribute to environmental value, flood mitigation or public domain.

The LAP will consider opportunities to enhance the public domain network within the centre. This work will also consider ways to provide clear links between the centre and the proximate parks and reserves.

**Jobs and Economic Activity**
The LAP will identify ways to maintain and enhance the employment opportunities in the Birrong neighbourhood centre to provide jobs closer to home. This will include a modest increase in the population density in and around the centre to increase demand for retail and commercial services and enhance economic activity.
**Integrated Transport**

The LAP will review the movement and activity functions of each section of road in the Yagoona centre and identify the desired future function of our streets.

The LAP will identify ways to improve accessibility to and within the Birrong centre, which includes advocating for an accessible railway station. Council will also continue to work with Transport for NSW to improve the interface between the railway station and the centre.

The LAP will identify ways to increase travel options for the current and future population in the centre and encourage use of the most efficient mode for each trip purpose.

**Protecting our Environment**

The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services.
Figure 51: Birrong Neighbourhood Centre – Draft Structure Plan

Source: BCC, 2013
4.4 Condell Park Neighbourhood Centre

**Areas for New Housing**  
The LAP will identify areas in and around the Condell Park centre appropriate for higher density dwelling options. The priority will be investigation of areas identified as having medium to low level constraints.

**Urban Form**  
Council will investigate urban forms for higher density development and how these forms can retain the aspects of the neighbourhood centres valued by the community.

The LAP actions will support appropriate development controls for future higher density development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.

**Open Space & Public Domain**  
Council will continue to develop its open space strategy including a more detailed needs analysis to understand the potential for open space land to cater for a greater range of needs within the Local Area. This work will inform detailed actions related to open space.

The LAP will consider land use options for open space land which does not contribute to environmental value, flood mitigation or public domain.

The LAP will consider opportunities to enhance the public domain network within the centre. This work will also consider ways to provide clear links between the centre and the proximate parks and reserves.

**Jobs and Economic Activity**  
The LAP will identify ways to maintain and enhance the employment opportunities in the Condell Park neighbourhood centre to provide jobs closer to home. This will include a modest increase in the population density in and around the centre to increase demand for retail and commercial services and enhance economic activity.
### Integrated Transport

The LAP will review the movement and activity functions of each section of road in the Birrong centre and identify the desired future function of our streets.

The LAP will identify ways to increase access and accessibility to and within the Condell Park centre.

The LAP will identify ways to increase travel options for the current and future population in the centre and surrounding residential areas and encourage use of the most efficient mode for each trip purpose.

### Protecting our Environment

The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services.
Figure 52: Condell Park Neighbourhood Centre – Draft Structure Plan

Source: BCC, 2013
# 4.5 Neighbourhood Precinct

<table>
<thead>
<tr>
<th><strong>Areas for New Housing</strong></th>
<th>The LAP will identify appropriate building envelopes and controls for infill development in the neighbourhood areas. This will include appropriate controls in areas affected by environmental constraint such as high flood risk, bushfire risk and acid sulphate soils.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Form</strong></td>
<td>Council will investigate urban forms for infill development and how these forms can retain the aspects of the neighbourhood areas valued by the community.</td>
</tr>
<tr>
<td></td>
<td>New development within the neighbourhood areas will engage with any identified heritage or environmental significance.</td>
</tr>
<tr>
<td></td>
<td>The LAP will identify appropriate building envelopes and development controls for future infill development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.</td>
</tr>
<tr>
<td><strong>Public domain</strong></td>
<td>The LAP will consider opportunities to enhance the public domain within the neighbourhood area in particular focusing on links to open space, neighbourhood shops and village centres.</td>
</tr>
<tr>
<td><strong>Jobs and Economic Activity</strong></td>
<td>The LAP will investigate the current provision of neighbourhood shops and the current and potential provision of shop-top housing.</td>
</tr>
<tr>
<td><strong>Integrated Transport</strong></td>
<td>The LAP will review the movement and activity functions of each section of road in the local area and identify the desired future function of our streets.</td>
</tr>
<tr>
<td></td>
<td>The LAP will identify ways to increase access and accessibility to and within the neighbourhood areas.</td>
</tr>
<tr>
<td></td>
<td>The LAP will identify ways to increase travel options for the current and future population in the centre and encourage use of the most efficient mode for each trip purpose.</td>
</tr>
</tbody>
</table>
Open Space Provision

Council will continue to develop its open space strategy including a more detailed needs analysis to understand the potential for open space land to cater for the range of needs within the Local Area. This work will inform detailed actions related to open space in the neighbourhood areas.

The LAP will identify an approach for dealing with areas not within walking distance of an open space asset.

Community Facilities

The approach to the provision of community facilities in the LAP will be informed by delivery of community facilities which enhance: City Pride and Citizenship; Health and Social Well-Being and Fitness and Leisure activities.

The LAP will review the community facilities offer in the local area and identify opportunities for refurbishment, consolidation and disposal. The LAP will also consider ways to facilitate the use of facilities provided by private and government stakeholders.

Protecting our Environment

The LAP will identify approaches to protect and manage local and regionally significant conservation lands in the local area. This will include looking at ways to integrate the objectives of Council’s Biodiversity Strategy.

The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services.
4.6 Potts Hill Business Park and Industrial Precincts

Council and the State Government recognise the importance of our industrial precincts as employment generating areas. Council also recognises the need to transition older industrial lands so they may be attractive to modern industrial sectors.

The Employment Land Development Study prepared for Council will inform the LAP for the Potts Hill Business Park, Chullora Technology Park and the Regents Park Industrial Precinct.

- **Explore linkages between Industrial Precincts and other strategic employment centres.**
  - Explore industry links, or the potential for these links, between industrial activities to strategic employment centres such as the Specialised Centre (Bankstown Airport/Milperra Industrial Precinct), CBD and other strategic employment sites.

- **Modernise and reposition industry to build on location advantage**
  - Retain large lots in Industrial Areas and focus on attracting transport and logistics companies needing good access to the Airport and Enfield Intermodal Facility.
  - Consider land uses in industrial zones and how they align with modern industrial sector processes.

- **Enhance functionality of key employment centres**
  - Ensure appropriate road design in industrial precincts. Ensure internal truck access is suited to the industry activities and use. Activity in the industrial precincts should be monitored. If there are early signs of increased Freight & Logistics activity detailed traffic studies will be required to determine where road upgrades are required to cope with high mass vehicles.
  - Improve local amenity through regular maintenance programs. Improving amenity is vital to promoting Bankstown as a suitable location for businesses to locate.
  - Investigate options to improve safety, and perceptions of safety, within employment centres. Improving safety around industrial precincts and centres will help promote ‘peace of mind’ from existing businesses, new businesses, employees and customers.
  - Promote alternative transport options, such as public transport and car-pooling, to combat existing pressure on car parking. The use of alternative transport options is becoming more evident as private transportation costs continue to rise.
Investigate new techniques of industrial ecology and environmental innovation to reduce greenhouse gas emissions in key industrial precincts. Various styles of eco-industrial park development exist ranging from industrial parks with single by-product exchange pattern or network of exchanges through to recycling business clusters, ‘Green Theme’ development and mixed use development. Major businesses within the LGA should be encouraged to act as pioneer in introducing these innovative approaches.
## 4.7 Hume Highway Enterprise Corridor

<table>
<thead>
<tr>
<th>Urban Form and Public Domain</th>
<th>The LAP will continue to implement the Hume Highway Corridor Strategy to strengthen the Hume Highway Enterprise Corridor and the Remembrance Landscape Corridor.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs and Economic Activity</td>
<td>The LAP will strengthen employment opportunities in the Hume Highway Enterprise Corridor to provide jobs closer to home.</td>
</tr>
</tbody>
</table>
| Integrated Transport        | The LAP will review the movement and activity functions of each section of road in the Hume Highway Enterprise Corridor and identify the desired future function of our streets.  

The LAP will identify ways to increase travel options for the current and future residents and workers and encourage the use of the most efficient mode for each trip purpose. |
| Protecting our Environment  | The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services. |
4.8 Bankstown Hospital Precinct

Council and the State Government recognise the importance of our specialised employment precincts as major employment generating areas. Council also recognises the need to provide recommendations to strengthen key industries in the local economy.

The Employment Land Development Study prepared for Council will inform the LAP for the Bankstown – Lidcombe Hospital.

- **Develop the Bankstown-Lidcombe Hospital Precinct into a key health and service cluster.**
  - Plan for the area as part of the wider employment corridor with the potential to build health and medical specialisations around the precinct and to extend into the Bankstown Major Centre.

- **Modernise and reposition Industry to build on location advantage**
  - Investigate options to link the Homemaker Centre Enterprise Corridor area and the Bankstown Hospital through mixed use / medical precinct zoning along both sides of Eldridge Road
  - Investigate aims to create a more active pedestrian spine along the 500 metre gap between the existing hospital and homemaker centre.

- **Enhance functionality of key employment centres**
  - Investigate options to improve safety, and perceptions of safety, within employment centres. Improving around the Bankstown-Lidcombe Hospital will help promote ‘peace of mind’ from existing businesses, new businesses, employees and customers.
Figure 53 Bankstown Major Centre Renewal Diagram

- Strengthen relationship between education precinct, commercial core, station and fine grain retail precinct.
- Mixed use: fine grain retail and residential around the station and adjacent to the commercial core.
- Protect commercial core for non-residential development. Focus for future office based-employment, civic and education functions.
- Encourage higher density residential in locations with good access to the centre and near open space assets.

Section 5
Next Steps
The next part of the local area planning process will be to prepare the Local Area Plan (Stage 3). This plan will be informed by:

- The directions identified in this Issues Paper,
- Amendments made following a review of any submissions made to this Issues Paper, and
- The outcome of any additional studies or consultation completed by Council.
- Council resolutions
- Current NSW State Government Planning Policy.
References

DATA

ID Consulting, 2012, Demographics and Forecasting Data
Bankstown City Council (BCC), 2013, GIS Data

COMMONWEALTH DOCUMENTS

Commonwealth Government, 2011, National Urban Policy

COUNCIL DOCUMENTS

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Bankstown City Council, 2009, Employment Lands Development Study
Bankstown City Council, 2010, Community Climate Change Risk Assessment
Bankstown City Council, 2011, Bankstown Environment Action Plan
Bankstown City Council, 2013, Bankstown Community Plan

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Phibbs, P. and Gurran, N., 2011, Affordable Housing Forum

STATE DOCUMENTS

Department of Planning and Infrastructure, 2007, Draft West Central Subregional Strategy
Department of Planning and Infrastructure, 2010, Metropolitan Plan 2036
Department Premier and Cabinet, 2011, NSW 2021 Plan
Department of Planning, 2010, Recreation and Open Space Planning Guidelines for Local Government
Department of Planning and Infrastructure, 2013, Draft Metropolitan Strategy
November 2013
Ordinary Council Report and Attachments
ITEM 4.2 Submissions to the North Central Issues Paper

ECM SUBJECT Local Area Plan–North Central

DELIVERY PROGRAM (2013-2017) TA 1. Council will have integrated plans for local areas that recognise each location’s unique characteristics and heritage that guides the future development of our city.

AUTHOR City Planning and Environment

ISSUE
This report considers the issues raised during the exhibition of the North Central Local Area Issues Paper and how these matters will inform the preparation of the North Central Local Area Plan.

RECOMMENDATION That –

1. Council note the issues raised in this report and detailed in Attachment A.

2. This feedback be considered as part of the preparation of the North Central Local Area Plan.

BACKGROUND
At the Ordinary Meeting of 23 July 2013, Council resolved to exhibit the Issues Paper for the North Central Local Area which includes the suburbs of Birrong, Yagoona, Condell Park, Regents Park and Chullora.

The exhibition took place from 6 August to 19 September 2013 and included:

- Newspaper advertisements.
- Information provided on Council’s website and Council’s interactive website (www.haveyoursaybankstown/nclap).
- Letters to property owners within the industrial precincts and neighbourhood centres, and in and around the village centres.
- Notification letters to properties identified as having historic significance.
- Display at Council’s Customer Service Centre and Greenacre Library.
- Drop-in sessions for residents, businesses and other stakeholders to speak with relevant Council staff about the Issues Paper. Around 100 people attended the sessions. The key issues raised at the drop-in sessions include the need for more commuter car parking in the Yagoona centre, and the need...
to improve the appearance and pedestrian links to and within the Birrong centre.

**REPORT**

**North Central Local Area – Issues Analysis**

Council received seven submissions from North Central residents and four submissions from state agencies which largely discussed increased residential densities in the local area. The resident submissions were evenly split between support for, and objection to increased residential density in village and neighbourhood centres.

Key issues raised in the submissions include the following:

- Increased Residential Density
- Transport and Accessibility
- Public Domain

These key issues are discussed in more detail.

1. **Increased Residential Development**

Council received four resident submissions supporting higher residential density in specific areas in the Yagoona and Birrong centres. The areas were typically focused along the railway corridor of Birrong and Yagoona. The residents express an understanding that an increase in residential density is likely to support continued urban renewal and provide high quality development. This is supported by the previous adopted Yagoona Town Centre Strategy.

There were also three residents that object to increased residential density. As increased densities will overcrowd the area, increase congestion and place additional pressure on local infrastructure. The residents recommend that investment to better connect the bike network and provide additional car parking must first be considered before increasing the residential density within local centres.

State agency submissions relating to increased residential development are as follows:

- NSW South Western Sydney Local Health District would like Council to consider the increasing need for affordable housing and accommodation that is appropriate for seniors and other members of the community. They suggest that this can be achieved through redevelopment of different sites in the area that have connected and networked transport options.

- NSW Land and Housing Corporation (LAHC) have forecast a deficiency in housing choice to meet the future demographic trends of the North Central local area. The LAHC therefore strongly supports Council’s recognition of the need for medium and high density dwelling options throughout the local area.

**Considerations for North Central LAP**
The submissions from residents, property owners and government stakeholders highlight the following matters that will need to be addressed in the North Central Local Area Plan.

- **Appropriate locations for higher density development** – The NC LAP will need to consider appropriate locations for higher densities to support future growth and promote high quality forms of development.

- **Provision of Infrastructure** – The NC LAP will need to identify land use changes to balance the demands for future growth and will ensure adequate infrastructure and open space is appropriately located to accommodate housing needs.

- **Seniors Housing** – The demand for appropriately located seniors housing, close to transport and services, will grow. The LAP will consider locations for seniors housing within centres and how Council can facilitate delivery of such housing.

2. **Transport System Issues and Accessibility**

Council received five submissions from residents and two submissions from state agencies which discussed transport system issues in the North Central Local Area.

The residents identified the following issues:

- Need for additional commuter parking as car parks supporting the rail corridors are nearing full capacity.
- Need for improved public transport infrastructure such as an accessible lift at the Yagoona and Birrong Railway Stations.
- Provide additional bus services along major roads (e.g. Hume Highway, Cooper Road, Auburn Road).
- Improve the connectivity of the LGA’s bike transport network.
- Better manage traffic and parking around schools in Yagoona.

The residents attending the drop-in sessions mainly raised the need for more commuter car parking in the Yagoona centre as a key issue.

The state agency submissions request that Council consider the following in relation to the transport system:

- **SW South Western Sydney Local Health District** suggests that Council should continue to encourage active transport and minimise car usage. They encourage further planning to ensure the population has the access and ability to safely and efficiently connect from homes, work and leisure through cycling infrastructure.

- **NSW Land and Housing Corporation** would like Council to consider the changes to the demographic composition of the North Central Local Area. They highlight the need to consider the needs of people with mobility issues in key centres.

**Considerations for North Central LAP**
The submissions from residents, property owners and government stakeholders highlight the following matters that will need to be addressed in the North Central Local Area Plan.

- **Commuter Parking** – The NC LAP will need to identify approaches to dealing with the growing demand for access to railway stations for current and future populations.

- **Better public transport services and accessible facilities** – The NC LAP will advocate for enhanced public transport services and facilities to support urban growth.

- **Increased transport mode options for the community** – The NC LAP will need to consider ways to enhance the transport options to and from the local area. This will include developing a strategy that will assist to identify specific opportunities to improve cycling infrastructure.

- **Interface issues** – The NC LAP will aim to ensure that interface issues between schools and residential areas are appropriately managed.

3. **Public Domain**

A number of submissions highlight the need for continued public domain improvements within the centres that support the North Central Local Area. Initiatives such as the Town Centre Improvement Program are widely supported. The residents recommend the following issues should be recognised:

- Need to address the current traffic conditions within the vicinity of the Birrong Neighbourhood Centre. Recommendations include traffic calming devices for Auburn Road and a pedestrian crossing off Stephenson Road.
- Provide infrastructure for those with mobility issues (e.g. appropriate way finding signage, lighting, ramp, footpaths and handrails).
- Use more prominent identity markers in public areas and incorporate native vegetation in landscaping.
- Undertake a design competition for the Remembrance Driveway landscaped corridor.

The residents attending the drop-in sessions mainly identified the need to improve the appearance and pedestrian links to and within the Birrong centre as key issues.

*Considerations for North Central LAP*

The submissions from residents, property owners and government stakeholders highlight the following matters that will need to be addressed in the North Central Local Area Plan.

- **Local road improvements** – The NC LAP will identify ways to increase accessibility and safety to and within the local area for all users. The LAP will consider the desired future function of streets within village and neighbourhood centres.

- **Public domain improvements for the community** – The NC LAP will investigate the connectivity of the public domain across the local area and identify works to
improve these links. Features for people with mobility issues will form part of any building and design works.

- **Improved landscaping and way finding** – The NC LAP will focus on principles to improve gateway sites and continue to improve the visual appearance of corridors to the City of Bankstown.

**Other Considerations for the North Central LAP**

Property owners request that Council consider the following rezoning proposals:

- Sydney Water requests that part of the land located at Nos. 8–10 Simmat Avenue be zoned residential in accordance with the Site Compatibility Certificate dated 29 July 2009. Sydney Water submits that the change in zoning will allow for the delivery of additional housing stock to the Condell Park neighbourhood centre.

- NSW Transport, Roads and Maritime Services (RMS) has identified land at No. 97 Beresford Avenue in Bankstown as surplus to its needs. RMS requests that Council consider the land to be rezoned to a light industrial zone. RMS confirms that this zoning will support similar industrial uses north of Stacey Street.

- NSW Land and Housing Corporation (LAHC) would like Council to better support the delivery of medium and high density dwelling options. They request Council to consider the removal of the height control clause and reduce the minimum site area per dwelling for villa developments in the Bankstown Local Environmental Plan 2001. The LAHC proposes that this will ensure greater investment towards low scale medium density residential developments in neighbourhood areas.

- The property owners of Nos. 10–12 Eldridge Road in Bankstown are seeking a business zone to complement the Chapel Road neighbourhood centre.

- At the Ordinary Meeting of 24 September 2013, Council noted the outcome of the pre–gateway review for the site at Nos. 30–46 Auburn Road in Regents Park. In response to the recommendation of the Joint Regional Planning Panel, Council noted to investigate an appropriate scale and form as part of the LAP process. This will now be undertaken as part of the next stage in preparing the North Central Local Area Plan.

In addition to the above requests the preparation of the Local Area Plan will consider the development controls along the Hume Highway Corridor to identify if any changes are required to address current development trends. It is also proposed to investigate future directions for land adjacent to the Greyhound Track at No. 140 Rookwood Road, Yagoona when preparing the North Central LAP.

**NEXT STEPS**

The North Central LAP will be informed by the feedback provided as set out in this report. This will require some additional investigations including:
• Urban design analysis to identify appropriate building heights and land uses in the centres. This analysis will also consider aspects such as building design and overshadowing.

• Analysis of the movement and activity functions of our streets, how this might change to 2031 and the implications of this for the local area.

• Open space analysis to identify the kind of spaces that will be required to 2031 and opportunities to improve access to key parks.

Feedback will be sought from the community on the draft North Central Local Area Plan in 2014. Additional community engagement opportunities may also be provided at that time.

POLICY IMPACT

The North Central Local Area Plan Issues Paper will inform the preparation of the North Central Local Area Plan.

FINANCIAL IMPACT OF RECOMMENDATIONS

There are no financial implications at this stage of the Local Area Planning Process.

RECOMMENDATION

That –

1. Council note the issues raised in this report and detailed in Attachment A.

2. This feedback be considered as part of the preparation of the North Central Local Area Plan.

ATTACHMENTS

A. Summary of Submissions
## Attachment A: Summary of Submissions

<table>
<thead>
<tr>
<th>Submissions</th>
<th>Summary of Issues</th>
<th>Council Response</th>
<th>City Directions</th>
<th>NC Directions</th>
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<tbody>
<tr>
<td><strong>Resident Submissions</strong></td>
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<tr>
<td>1</td>
<td>This resident supports the higher density and recommends a building height of 8 storeys within the vicinity of the Birrong Railway Station.</td>
<td>Detailed urban design analysis will consider the most appropriate building height for the centre which reflects its role in the centres hierarchy and the scale of growth supported by Council. This will be further reviewed as part of the LAP.</td>
<td>Liveable</td>
<td>Urban Form; Public Domain -</td>
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<tr>
<td></td>
<td>The resident also recommends the small park next to the Birrong Railway Station be converted to a car park.</td>
<td>The LAP will review the provision of open space and off-street car parking in the Birrong Neighbourhood Centre.</td>
<td>Connected</td>
<td>Parking</td>
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<tr>
<td>2</td>
<td>This resident does not support multi-storey development within the Birrong centre and recommends that any future development should not allow a pub in the suburb.</td>
<td>Council is committed to careful consideration of how growth should occur and it is for this reason that the Local Area Planning approach was developed. This approach allows for detailed analysis of each local area and its particular characteristics to inform the plan for that area. To date, the Birrong centre is zoned 3(b) which encourages the provision of retail, business and entertainment facilities (such as pubs) to serve residential areas. Should Council continue with the business zone, this would continue to permit pubs (subject to development consent) in the Birrong centre.</td>
<td>Liveable</td>
<td>Urban Form</td>
</tr>
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<td></td>
<td>The resident expresses safety concerns over the current traffic conditions along Auburn Road and the Hume Highway and recommends the use of speed humps.</td>
<td>The LAP will review the user hierarchy of our streets and places and identify ways to increase accessibility and improve safety within the centre for all users. This will recommend appropriate traffic and pedestrian works.</td>
<td>Liveable</td>
<td>Public Domain</td>
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<tr>
<td></td>
<td>The need for a pedestrian crossing to be built opposite the small shops on Auburn Road is also recommended.</td>
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<td></td>
<td>The resident also recognises that Birrong Railway Station requires an accessible station.</td>
<td>The LAP will continue to advocate for accessible stations at Birrong and Yagoona.</td>
<td>Connected</td>
<td>Transport</td>
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<td><strong>3</strong></td>
<td>This resident highlights traffic problems due to the Al Sadiq College at No. 178 Cooper Road, Yagoona. The resident recognises that traffic congestion occurs morning and afternoon on this street and that motorists are often ignoring the no standing and no stopping signs. The resident also observes the area is susceptible to parking difficulties associated with the operation of the Al Sadiq School and the Senior Citizens Hall. The provision of parking at the Yagoona Railway Station is limited.</td>
<td>The LAP process will aim to ensure that interface issues between schools and residential areas are appropriately managed. Consideration will be given to manage issues, such as the generation of noise and the use of car park infrastructure. The direction of the LAP will also aim to identify ways to increase accessibility and safety to and within the Yagoona village centre for all users.</td>
<td></td>
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<td></td>
<td>The generation of noise is also another important concern raised. The resident suggests that significant noise is generated when the Senior Citizen Hall is hired for various functions. This needs to be considered with the future community facility located in Cooper Road, Yagoona.</td>
<td>Noise issues will be addressed as part of the design for any new community facility.</td>
<td></td>
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<td><strong>4</strong></td>
<td>The resident highlights that public transport is a major factor in successful redevelopment, and that any increase to housing densities should be supported by appropriate infrastructure.</td>
<td>The LAP will identify land use changes to balance the demands for future growth and will ensure adequate land, infrastructure and open space is appropriately located to accommodate housing needs.</td>
<td></td>
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<td></td>
<td>The lack of the connectivity of the bike transport network remains a concern to the resident and it is recommended that investment to better connect the bike network would greatly improve local transport options and reduce generation of traffic and pollution. It is recommended that painting on-road bike lanes at Auburn Road and linking this to the existing bike path in Yagoona (Benny Lane) will enhance the local area. The resident would like to see bus services improved along the major roads of the Hume Highway, Rookwood and Silverwater. This is suggested to also allow for greater densities of buildings along those transport routes. The resident suggests that attention must be given to the train services that support the North Central local area. The resident suggests that the cut backs to train services and a reduction in security must be noted. The need to improve lighting at station exits is also</td>
<td>To increase travel options for the current and future population, the LAP will encourage the use of the most efficient mode for each trip purpose. This will include developing a strategy that will assist to identify place specific opportunities to improve cycling infrastructure. Council will also continue to advocate for improved north/south connections to provide better public transport options for our community. The LAP process will also consider ways to enhance the transport options to and from the local area. The LAP will investigate the connectivity of the public domain across the local area and identify works to improve these links.</td>
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| Liveable Connected | Urban Form; Social Infrastructure; Transport |
---|---|---|

| Liveable | Social Infrastructure |
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| Connected | Transport |
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<tr>
<td>4</td>
<td>The potential use of traffic calming devices, additional street furniture and a pedestrian crossing in Birrong is strongly supported.</td>
<td>The LAP will identify priority works to parks and other open space areas to address expected use to 2031. The process will also consider opportunities for open space lands and biodiversity corridors to contribute to public domain links across the city.</td>
</tr>
<tr>
<td>5</td>
<td>The need to plan for new parks and community gardens to support the higher population growth is emphasised by the resident. The higher density housing being proposed will require more public open space and more parks to protect the environment.</td>
<td>The LAP will ensure future development addresses the adequate delivery of infrastructure to sustainably accommodate future needs.</td>
</tr>
<tr>
<td>6</td>
<td>There is a lack of a green corridor along the Duck River in the LGA (Auburn through to Yagoona). Extending the corridor into the BCC LGA would greatly improve the North Central Area.</td>
<td>There is a lack of a green corridor along the Duck River in the LGA (Auburn through to Yagoona). Extending the corridor into the BCC LGA would greatly improve the North Central Area.</td>
</tr>
<tr>
<td></td>
<td>It is also recommended that consideration is given to the current sewerage pipe network to ensure that increases in future housing densities can be accommodated.</td>
<td>It is also recommended that consideration is given to the current sewerage pipe network to ensure that increases in future housing densities can be accommodated.</td>
</tr>
<tr>
<td>5</td>
<td>The resident is supportive of multi storey development in close proximity to the Sefton, Yagoona and Birrong Railway Stations. It is proposed that such a provision will enable residents to efficiently commute to the CBD.</td>
<td>Council's adopted policies provide the direction for Council to consider increased residential densities and renewal around centres. The scale of increased density will be appropriate to each centre and reflect the role of the centre within the City. This is consistent with the adopted Yagoona Town Centre Renewal strategy.</td>
</tr>
<tr>
<td>6</td>
<td>This resident requests the rezoning of Nos 10 &amp; 12 Eldridge Road to allow commercial uses. The resident highlights that the current detached dwelling houses are adjointed by non-residential uses with a commercial development to the east (Chapel Road Shops) and a private hospital which adjoins to the west. It is suggested that a commercial zone is appropriate and will provide a greater connection to the supporting uses.</td>
<td>This resident requests the rezoning of Nos 10 &amp; 12 Eldridge Road to allow commercial uses. The resident highlights that the current detached dwelling houses are adjointed by non-residential uses with a commercial development to the east (Chapel Road Shops) and a private hospital which adjoins to the west. It is suggested that a commercial zone is appropriate and will provide a greater connection to the supporting uses.</td>
</tr>
</tbody>
</table>
This resident raises the following issues,
- The Yagoona town centre and its surrounds should be nominated as an ‘Urban Activation Precinct’.
- Higher density and high quality development should be considered in the block immediately west of the Yagoona Railway Station.
- Encourage terrace housing in close proximity to the Yagoona Centre.
- Identify Council car park at Beasley Place as an Opportunity Site.

Council’s centres hierarchy recognises Yagoona as a key village centre in the City. Council is implementing the adopted Yagoona Town Centre Renewal Strategy, which aims to create a new central place as the focus for retail activities and a community hub with strong links to the railway station.

The LAP process will investigate the future direction of the Yagoona centre, which will include consideration given to the block west of the Yagoona Station, the provision of terrace housing within the Yagoona centre and the future of Beasley Place. This is consistent with the adopted Yagoona Town Centre Renewal strategy.

### Liveable

#### Connected

- Enhance the historic recognition of Yagoona as ‘Irish Town’ at the corner of Rookwood Road / Chapel Road.
- Enhance Yagoona centre laneways.
- Increase the availability of commuter parking at Railway Stations.

The LAP will identify ways to improve the appearance and accessibility to and within our village and neighbourhood centres. Initiatives such as Council’s Town Centre Improvement Program (TCIP) provide major improvements to public domain and physical infrastructure in priority town centres.

The LAP will consider mechanisms to recognise the historic recognition of Yagoona as ‘Irish Town’ and review off-street car parking in the Birrong Neighbourhood Centre.

### Connected

#### Public Domain; Transport

- Undertake a design competition for the Remembrance Driveway along the Hume Highway in Yagoona. The resident suggests that a more prominent identity marker and landscaped native vegetation would be visually pleasing.

The adopted Hume Highway Corridor Strategy aims to revitalise the image and environment of areas within the area including the Remembrance Driveway. An objective of the strategy is to improve the visual appearance of the Corridor by identifying different precincts and highlight special sites of this route. The LAP will focus on principles to improve gateways sites to the City of Bankstown.

### Green

- Council should instigate discussion with Bankstown Airport to lift height constraints around key centres, including Yagoona, to extend the Bankstown CBD.

Council will continue to maintain a close relationship with the Federal Government in context to Obstacle Height Limitations.
- Create higher density mixed use zones with ground floor employment uses along Chapel Road between the Homemaker Centre and Bankstown CBD to encourage urban renewal and enhanced linkages along this spine.
- Create a commercial spine for medical uses along Eldridge road between the Bankstown Hospital and Chapel Road.
- Investigate potential for a light rail connection between Bankstown City Centre – Bankstown Hospital – Bankstown Airport centres to enhance activity between key employment sectors in the local community.

The Homemaker Centre, Bankstown Hospital and Chapel and Eldridge Road precinct has been identified in the adopted Employment Lands Development Study. The actions of this study aim to enhance connectivity along the Chapel Road north and south corridor, investigate options to link the Bankstown Hospital to the Homemaker centre and to consider medical and health specialisation along Eldridge road. This will be further reviewed as part of the LAP.

<table>
<thead>
<tr>
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<th>NC Directions</th>
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<tr>
<td><strong>State Agency Submissions</strong></td>
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<tr>
<td>8</td>
<td>NSW South Western Sydney Local Health District (SWSLHD) supports the directions in the Issues Paper. Overall it is recognised that the local area directions identified in the Issues Paper have a focus on factors which can have a positive impact on health.</td>
<td>The comments are noted.</td>
<td></td>
</tr>
<tr>
<td>Housing Affordability – Council should consider the increasing need for housing that is appropriate for seniors and for health and social services that are accessible to these groups of people.</td>
<td>The Issues Paper considers housing for seniors and for health and social services. This will be investigated further in the LAP.</td>
<td>Liveable</td>
<td>Housing Affordability</td>
</tr>
<tr>
<td>Social infrastructure – Council should focus on enhancing the promotion of activities within the community facilities. It is recommended that Council develop a Community Plan of Activities to promote the use of facilities.</td>
<td>Council provides a range of community facilities across the City. Demand and promotion of community facilities will be informed by an analysis of needs in the local area to 2031.</td>
<td>Liveable</td>
<td>Social Infrastructure</td>
</tr>
<tr>
<td>Connected – consider cycling infrastructure to safely connect people with destinations. This will enhance and encourage physical activity and environmental sustainability.</td>
<td>The LAP process will include developing a strategy that will assist the LAP process in identifying place specific opportunities to improve cycling infrastructure.</td>
<td>Connected</td>
<td>Transport</td>
</tr>
<tr>
<td></td>
<td>Health and Well-being – Council should include a Health direction which could have a more overt focus on health throughout the document. This direction could promote planning to ensure access to fresh food including ready access to fresh food outlets or provisions of space for community gardens.</td>
<td>The Issues Paper considers approaches to support community health services in the local area. This will be investigated further in the LAP.</td>
<td>Liveable</td>
</tr>
<tr>
<td></td>
<td>Environmental sustainability- the principles of environmentally sustainable development (e.g. the precautionary principle, intergenerational equity, conservation of biological diversity and the polluter pays principle) should be applied to all local area issues papers.</td>
<td>The direction of the North Central Issues Paper aims to protect and manage local and regional significant conservation lands in the local area. Council is committed to the proper management and use of natural resources across the entire LGA. This will be further reviewed as part of the LAP.</td>
<td>Green</td>
</tr>
<tr>
<td></td>
<td>Water and Energy Efficiency – Council should continue to investigate approaches to implement water and energy efficiency.</td>
<td>Council will continue to investigate opportunities to improve water and energy efficiency through the local area planning process. The LAP will ensure that growth areas for housing and jobs do not exacerbate existing stormwater flooding. Mechanisms such as the use of grey water infrastructure and stormwater harvesting will also be considered. This will be further reviewed as part of the LAP.</td>
<td>Liveable</td>
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<tr>
<td></td>
<td>Sydney Water owns a site at Nos. 8-10 Simmat Avenue, Condell Park. Sydney Water requests that its land be part zoned residential in accordance with the Site Compatibility Certificate dated 29 July 2008. It recommends that the future zoning of the land be addressed in the appropriate LAP process.</td>
<td>The future zoning will be considered as part of the LAP.</td>
<td>Liveable</td>
</tr>
<tr>
<td></td>
<td>The Roads and Maritime Services (RMS) owns a site at No. 97 Beresford Avenue, Bankstown. RMS has identified this parcel as surplus to road requirements and requests that it be rezoned to a light industrial zoning.</td>
<td>Further investigation of the capability of the site will be considered as part of the LAP.</td>
<td>Liveable</td>
</tr>
</tbody>
</table>
|  | The NSW Land and Housing Corporation (LAHC) recognises a substantial deficiency in housing choice to meet the future demographic trends of the local areas. LAHC strongly supports the need for medium and high density dwelling options and recommends;  
   1. The single storey height limit for rear dwellings of multi-dwelling (villa) development significantly lowers development yields and reduces the viability of sites. The height control clause is therefore recommended to be removed to ensure greater investment towards low- | The Issues Paper identifies the desired character for the low density residential zone and any review of the development controls would need to be consistent with this desired character. | Liveable | Urban Form; Social Infrastructure |
2. The minimum site area of 300m2 per Dwelling for multi-dwelling (villa) development with the low density residential zone is inconsistent with the needs of social housing tenants. It is requested that the minimum site area per dwelling for multi-dwelling (villa) developments be reduced.