Local Area Plan
North West Local Area

NORTH WEST LOCAL AREA
Bass Hill
Chester Hill
Georges Hall
Lansdowne
Sefton
Villawood

ISSUES PAPER
July 2012

Bankstown City Council
North West Local Area Issues Paper
Post-Exhibition Version

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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 and 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 precincts to ensure that local character informs all future plans. This Issues Paper refers to the North West local area which includes Bass Hill, Chester Hill, Georges Hall, Lansdowne, Sefton and Villawood.

The LAP process will generate the following three key 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.

- **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.
North West Local Area: Now and in 2031

This section summarises the:

• Current and forecast change in population and households in the local area.

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

• Community aspirations for the local area.
1.1 Local Context

The North West local area of the Bankstown LGA includes the suburbs of Bass Hill, Chester Hill, Georges Hall, Lansdowne, Sefton and Villawood.

The local area is bound by the Parramatta LGA and Auburn LGA to the north; Woodville Road and Prospect Creek to the west; and the suburbs of Birrong, Regents Park and Yagoona to the east. Bankstown Airport is located directly to the south of the local area.

The predominant type of development in the local area is low density residential dwellings. The area also contains a village centre at Chester Hill, with smaller village centres at Sefton and Georges Hall and a stand-alone shopping centre at Bass Hill. Chester Hill is a key service centre and strategically located in the Sefton to Villawood employment corridor.

There are two large industrial precincts, namely at Sefton and Villawood, that provide the majority of employment lands in the local area, outside of the centres. These are located in the northern portion of the local area and provide approximately 196 hectares of employment land.

The Hume Highway and the Remembrance Driveway Landscape Corridor run through the local area. The Hume Highway is a major east-west road link and a key component of the road infrastructure, providing road access to Liverpool to the west and the Sydney CBD to the east. Sections of the Hume Highway support a range of economic activities consistent with the enterprise corridor concept for arterial roads with high traffic volumes.
Section 1 – Now and 2031

Figure 2: The North West Local Area

Source: BCC, 2012
The Southern Sydney Freight Line is currently under construction and it will run parallel along the Bankstown and Inner West railway lines. This is a dedicated third track in the existing railway corridor specifically for freight services. It extends for a distance of 36 km between Macarthur and Sefton, and will allow passenger and freight services to operate independently.

Prospect Creek runs along the western boundary of the local area. It adjoins the extensive parkland area of Mirambeena Regional Park. A key biodiversity corridor runs adjacent to the creek and includes areas within Lansdowne and Georges Hall.

1.2 Demographics – Now to 2031

1.2.1 Population

Current Population

The local area had a population of 36,037 people in 2006 (ID Consulting, 2012). The local area has experienced a modest growth in most suburbs of between 1% and 4% between 2001 and 2006.

This compares with 3% growth across the Bankstown LGA during the same period. This indicates a relatively stable residential population.

The share of the population within the local area is shown in Figure 3. Chester Hill has the largest share of the local area population followed by Georges Hall and Bass Hill-Lansdowne.
Figure 3: Population Increase by Suburb - 2006

Source: ID Consulting, 2012

The 2006 age profile reflects an established population with most people aged under 50 years of age and a smaller share of aged and well-aged residents. The forecasting prepared for Council assumes that this profile will not change dramatically to 2031 (See Figure 4)

Figure 4: Current and projected profile

Source: ID Consulting, 2012
The majority of the population in the local area are aged between 18 and 64 years, with a large young population between 5 and 17 years, and a smaller number of people over 65 years old. The key demographic features of each suburb are outlined below and comparisons are shown with the LGA statistics.

Table 1: Demographics by Suburb

<table>
<thead>
<tr>
<th>Suburb</th>
<th>Demographic Summary</th>
</tr>
</thead>
</table>
| Bass Hill-Lansdowne | • Bass Hill-Lansdowne has a smaller proportion of younger people aged 0-17 years than in the Bankstown LGA.  
                      • There is a larger proportion of people aged 60 years and older compared to the Bankstown LGA (9.2% compared to 7.7%).  
                      • The most populous age group in 2006 was 35 to 49 year olds, with 1,593 persons.  
                      • The largest changes in age structure from 2001 to 2006 were a reduction of younger people aged 25 to 34.  
                      • The majority of the population (75%) live in houses.  
                      • The dominant household type was couples with dependents, which accounted for 40.2% of all households in 2006.  
                      • Relatively few people occupy high density apartments compared to the Bankstown LGA at 0.2%. |
| Chester Hill       | • Chester Hill has a similar proportion of age groups to that of the Bankstown LGA. However, there is a larger proportion of 70 to 84 year olds at 10.5% compared to 8.9%.  
                      • The largest change from 2001 in age was the reduction of 25-34 year olds.  
                      • The most populous age group in 2006 was 10-14 year olds, with 809 persons.  
                      • The largest change in dwellings from 2001 to 2006 was the addition of medium density dwellings. However, this is still a smaller proportion of household type when compared to the Bankstown LGA.  
                      • The dominant household type was couples with dependents, which accounted for 38.2% of all households in 2006.  
                      • The proportion of high density apartments is also less than the Bankstown LGA at 2.8%. |
Section 1 – Now and 2031

Georges Hall

- Georges Hall has a larger percentage of 50-70 year olds, but a smaller percentage of 70 to 84 year olds.
- There is a smaller percentage of 35 to 49 year olds and from 2001 to 2006 it had a reduction in people aged between 18 to 24 years.
- The most populous age group in 2006 was 30-34 year olds, with 631 persons.
- There is a significantly higher proportion of people living in houses compared to the Bankstown LGA at 87.3%.
- The dominant household type was couples with dependents, which accounted for 46.0% of all households in 2006.
- There is a large proportion of medium density dwellings at 7.2% and relatively few high density apartments at 0.4%.

Sefton

- Sefton has a similar proportion of age groups to that of the Bankstown LGA. There is a slightly smaller percentage of 25 to 34 year olds at 12.2% compared to 13.5%.
- The age profile changed from 2001 to 2006 with less people aged 70-84 years, and more people aged 50 to 59 years.
- The most populous age group in 2006 was 10-14 year olds, with 395 persons.
- There is a significantly large proportion of people living in medium density dwellings at 18% compared to 8% for the Bankstown LGA.
- The dominant household type was couples with dependents, which accounted for 40.5% of all households in 2006.
- The number of houses decreased from 2001 to 2006. Although this figure is still larger than the Bankstown LGA.
Villawood has the largest proportion of people in the younger age groups 4 to 17.
- It has a larger percentage of people aged 70 to 84 year olds and 50 to 59 year olds, and a similar proportion of people in the age group 60 to 69 years.
- Villawood has a smaller percentage of 25 to 34 year olds.
- The most populous age group in 2006 was 40-44 year olds, with 289 persons.
- From 2001 to 2006 the age group 50 to 59 grew, whereas 5 to 11 years and 25 to 34 years declined.
- There is a significantly large proportion of people living in high density apartments at 12.8% compared to 8.3% for the Bankstown LGA.
- The dominant household type was lone person households, which accounted for 34.1% of all households in 2006.
- There is a lower proportion of people living in houses, and from 2001 this number decreased.

Population Projections

The local area is projected to have a moderate population growth of 5,181 people by 2031. This will result in a population in 2031 of 41,218 people. This equates to a 20% population increase over the next twenty years with an annual percentage change of 0.55%.

Figure 5 shows the population levels at 2006 and that expected in 2031.
Figure 5: Projected Population Growth

Figure 5 shows that population growth is projected for all suburbs except Georges Hall where a minor decrease is projected. The population analysis shows the following changes (ID Consulting, 2012):

- Bass Hill-Lansdowne is expected to have the greatest population increase of 2,236 people with 10,112 people by 2031.
- Chester Hill is expected to have an increase in population of 1,375 people to 12,338 people by 2031.
- Sefton is expected to increase by 1,103 people to 6,803 people by 2031.
- Villawood is estimated to increase by over 472 people to 4,027 people by 2031.

Figure 6 shows the change expected in household size between 2006 and 2031.
The analysis shows that the average household size will reduce in all the suburbs in the local area between 2006 and 2031.

### 1.2.2 Household Demographics

The majority of households in the local area are families with dependants, lone person households and couples without dependants. Couples with dependants are the most prominent household type in the local area in most suburbs with Georges Hall having the highest amount of this household type. Lone person households are the next most prevalent household type with most of these located in Villawood, followed by Chester Hill and Bass Hill-Lansdowne. These areas have higher volumes of higher density dwellings such as residential flat buildings and seniors housing which contribute to this result.

Figure 7 shows the household profile of the local area.
Couples with dependants will continue to be the largest household type in the local area in 2031 despite a slight decrease between 2006 and 2031. However, the largest increase to 2031 is expected for lone person households. One parent family households will slightly increase while ‘other’ and group households will see little to no change to 2031.

The increase in lone person households can be attributed to a range of factors including a rise in divorce rates, single parent families whose dependants have moved out, and elderly women outliving men. Young professionals are also moving around more and living alone, away from their family networks.

**Dwelling Type**

People generally live in separate houses, or medium and high density dwellings. ‘Medium density’ dwellings include dual occupancies, rowhouses, villas and seniors housing. ‘High density’ includes residential flat buildings with 3 or more storeys.
Living in a separate house has been the predominant dwelling type for residents despite a decrease in this dwelling type since 2001 in all suburbs. There has been a corresponding growth in medium and high density living between 2001 and 2006 (refer to Figure 8).

Figure 8 : Dwelling Type Change – 2001 and 2006 – North West Local Area

In relation to medium density dwellings, the greatest growth since 2001 has been in Chester Hill and Sefton.

‘High density’ dwellings are more common in the CBD and larger village centres. High density dwellings are recorded mostly in Chester Hill, and Sefton. These are the locations in the local area where the current Council and State policy allows for this type of development.
1.2.3 Summary

The population forecast and demographic analysis indicates the need for a greater mix of housing to accommodate the increase in smaller households. To meet the needs of this future population, housing and a range of services, facilities and infrastructure will need to be provided within the local area.

In addition, given there is no greenfield land available in the local area, future housing to meet the needs of this future population will need to comprise of redevelopment of existing older building stock.

In summary, the key characteristics of the population in the local area, when compared to the Bankstown LGA average, are:

- The population in the North West Local Area was 36,037 residents in 2006 and projected to grow to over 41,200 residents by 2031.
- The age profile in the North West Local Area is similar to the Bankstown LGA with a slightly smaller proportion of younger people 0 to 17 years old and a slightly higher proportion of residents aged 60 years and over. Sefton and Villawood are the exception as they have an older population group aged above 60 years similar to the Bankstown LGA.
- This age profile is not projected to change dramatically by 2031. However, those changes will reflect the ageing of prime adult residents with the largest proportional increase forecasted for those aged 60 years and over in all suburbs.
- The most dominant household type in the North West Local Area is couples with dependents, similar to the Bankstown LGA, but with the exception of Villawood which is dominated by lone person households.
- The main changes in household structures to 2031 in the North West Local Area will be an increase in lone person households, with the exception of Sefton and Villawood. One parent family households is forecast to increase to 2031 in Sefton and Villawood. Chester Hill is the only suburb forecast to have an increase in couples with dependents.
- The dwelling types in the North West Local Area have a similar proportion of separate houses compared to the Bankstown LGA. However, the North West Local Area has much fewer medium density dwellings, except for the suburb of Sefton. It also has fewer higher density apartments.
1.2.4 Journey to Work

The number of jobs in an area can reflect an area’s level of economic activity.

The Bankstown LGA offers a range of employment opportunities in the following key areas: Bankstown Airport-Milperra Specialised Centre, Bankstown-Lidcombe Hospital and various industrial precincts. Jobs in the Bankstown CBD and village centres also provide job opportunities.

In 2006, there were approximately 70,000 jobs in the Bankstown LGA. Of these jobs, around 2,000 were located within the Sefton Industrial Precinct and 6,000 jobs were located within the Villawood Industrial Precinct. Smaller shares of jobs are within the village centres.

Regionally, the local population go to work as managers, professionals and technicians in a broad range of office/retail, industrial and government employment sectors in the following subregions:

- West Central (includes Auburn, Bankstown, Fairfield, Holroyd, Parramatta): 54% of working residents.
- South (includes Kogarah, Hurstville, Canterbury, Rockdale, Sutherland, Marrickville): 10% of working residents.
- Sydney CBD: 13% of working residents.

The local area planning process aims to promote jobs in the local area and retain residents with higher skills.
Section 1 – Now and 2031

Directions For Local Area Planning

Demographics

Provide medium and high density dwelling options to cater to the expected growth in smaller households and allow residents wishing to downsize to remain in the local area close to their family and other networks.

This will include a mix of shop-top housing, mixed used development, residential flat buildings, townhouses, and seniors housing.

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

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

1.3 Policy Drivers and Vision

1.3.1 Policy Drivers

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

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.

**NSW Government Planning Policy**

The following 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.

The Bankstown LGA is located within the West Central subregion which also includes Auburn, Fairfield, Holroyd and Parramatta. The 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><strong>Growing and renewing centres</strong></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><strong>(Metropolitan Plan)</strong></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 Specialised Centres</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td>• Plan for increased housing capacity targets in existing areas</td>
</tr>
<tr>
<td><strong>(West Central Subregional Strategy)</strong></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)

### Community Aspirations

In addition to consultation for the development of the Community Plan, extensive consultation was undertaken in 2011 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 West Local Area Plan.

The consultation included:

- An online discussion forum created to give the community information about the project and related events, as well as provide an opportunity for members of the community to share their views online.
- ‘Kitchen table’ discussions which were held during three different community group sessions run at their regular time and place across the local area.
• A ‘kitchen table’ group which was formed to provide strategic advice in the development of the Issues Paper and the North West Local Area Plan and act as a point of reference for Council.

• Five discussion and display sessions which were held in locations across the local area, including: Bass Hill, Chester Hill, Georges Hall, Sefton and Villawood. The focus of the sessions was to:
  - Introduce the project and explain why Council is developing a Local Area Plan.
  - Identify the values the stakeholders and the community hold for where they live.
  - Understand the key issues of importance for the community and why.

The key messages from these consultations are as follows:

<table>
<thead>
<tr>
<th>Discussion points</th>
<th>Community aspirations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of local services and facilities</td>
<td>• More facilities/services aimed at local youth and elderly</td>
</tr>
<tr>
<td></td>
<td>• Better promotion of what services Council provide to different sectors of the community</td>
</tr>
<tr>
<td></td>
<td>• Develop more parks and green open space</td>
</tr>
<tr>
<td></td>
<td>• There were suggestions of a local cinema and more childcare</td>
</tr>
<tr>
<td>Improve traffic movement and public transport</td>
<td>• Slow down through traffic in local street e.g. speed bumps</td>
</tr>
<tr>
<td></td>
<td>• Additional parking required near the train station and around local shops</td>
</tr>
<tr>
<td></td>
<td>• Investigate resident parking schemes in and around the Chester Hill village centre</td>
</tr>
<tr>
<td></td>
<td>• Improve Sefton train station and seek a direct link to Lidcombe station.</td>
</tr>
<tr>
<td>Upgrade Streets</td>
<td>• Improve or in some cases install street lighting and upgrade footpaths</td>
</tr>
<tr>
<td></td>
<td>• Review pedestrian crossings as some may need to be signalled</td>
</tr>
<tr>
<td>Maintain amenity</td>
<td>• Maintain small scale development and sense of community</td>
</tr>
<tr>
<td>New housing</td>
<td>• Limit the extent of high density development</td>
</tr>
<tr>
<td></td>
<td>• Duplex, townhouses and terraces are acceptable housing types as they complement existing housing</td>
</tr>
<tr>
<td></td>
<td>• Single dwellings are a preference</td>
</tr>
<tr>
<td></td>
<td>• New housing should be located near public transport and village centres</td>
</tr>
</tbody>
</table>

Source: Community Engagement Report, 2011

Some community aspirations challenge the government strategic planning policies in relation to new housing. To achieve State and local planning policy,
and accommodate smaller households, the impact of higher density development on local area character and traffic will need to be discussed further as the Local Area Plan develops. It should be noted that higher densities will mostly be considered in and around the village centres and that the heights and built form of such development is yet to be confirmed. Infill development in residential areas is currently occurring in the local area through low density dual occupancy and villa development.

1.3.2 Council’s Policy and Vision

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

- Bankstown Community Plan (2011)
- Residential Development Study (2009)
- Employment Lands Development Study (2009)

These plans and studies are discussed in more detail below.

**Bankstown Community Plan (2011)**

The Community Plan recognises the 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.

The Council also identified a number of ‘Beacon Ideas’ which would go beyond the ‘business as usual approach’ to achieving the City Directions. For example:

- Identification of appropriate locations for neighbourhood multipurpose centres.
- Provision of bike and pedestrian paths connecting village centres.
- Locating evening dining and entertainment venues.

### Community Vision

**Liveable**
- A city that is well planned, attractive and sustainable.
- A city that provides affordable, attractive and sustainable housing.
- A city with high quality community assets.
- A city that protects and promotes its history and identity.

**Connected**
- A city with safe and integrated street network for all users.
- A city with public transport systems that meet the needs of residents, workers and visitors.
- A city with convenient, equitable and accessible parking.

**Invest**
- A city that promotes long term economic and employment growth.
- A city that meets the demand for professional and specialised employment opportunities.
- A city of lifelong learners.
- A city that provides for a greater range of youth employment opportunities.

**Green**
- A city that protects the biodiversity value of its living spaces and corridors.
- A city that improves its waterways.
- A city with accessible parks and open space catering to all ages and cultures.
- A city that is a leader in sustainability of its energy and water resources.
- A city that reduces pollution, resource consumption and advances recycling and waste services.
Section 1 – Now and 2031

Residential Development Study (2009)

The Residential Development Study (RDS) was developed by Council 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, other creeks and rivers. 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 local area, the most appropriate locations for additional dwellings are within the three village centres of Bass Hill, Chester Hill and Sefton. The dwellings targets for these centres are shown in Table 4.

<table>
<thead>
<tr>
<th>Village Centres</th>
<th>Existing No. of Dwellings</th>
<th>Additional Dwelling Targets (2031)</th>
<th>Total by 2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chester Hill</td>
<td>1,632</td>
<td>730</td>
<td>2362</td>
</tr>
<tr>
<td>Bass Hill</td>
<td>189</td>
<td>640</td>
<td>829</td>
</tr>
<tr>
<td>Sefton</td>
<td>698</td>
<td>160</td>
<td>858</td>
</tr>
</tbody>
</table>
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 neighbourhoods. 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.
- Focus future housing growth in village centres that offer good access to public transport and good connections between centres. Chester Hill and Sefton are both centres which are identified for this kind of growth.

**Employment Lands Development Study (2009)**

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.

Significant parts of the employment offered for the Bankstown LGA are located within the local area. This section is discussed in further detail in the 'Invest' Section.
1.3.3 Summary

There are three centres within the local area that are identified in strategic planning documents as village centres, namely: Bass Hill, Chester Hill and Sefton. The strategic direction is for centres such as these to continue to accommodate the majority of the population growth.

The State and local strategic plans have not identified Georges Hall as a centre for future residential growth. However, Georges Hall will continue to grow steadily as 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.
- Enhance community cohesion.
- Improve transport options, connections, accessibility and mode share.

Directions For Local Area Planning

Policy Drivers

Ensure future development supports Federal, State and Local strategic planning policies.
Section 2
Issues

This section summarises the current issues facing the North West local area.
2.1 Liveable

The Community Plan vision for ‘Liveable’ is:

- A city that is well planned, attractive and sustainable; a city that provides affordable, attractive and sustainable housing; a city with high quality community assets; a city that protects and promotes its history and identity.

2.1.1 Urban form

The majority of development across the local area was built during the 1940s, 50s and 60s.

The higher density residential development took place in the 1950s, 60s and 90s. The most recent developments (post 2000) across the local area have involved villa developments. Development in the industrial precinct began in the 1940s and continued to develop until the 1980s (refer to Figure 9).

The majority of residential lots are between 500 and 1200sqm in size with the industrial and commercial lots being greater than 1500sqm. There are very few of the residential lots that are less than 500sqm in size and the majority of these are located near the Bass Hill and Chester Hill village centres.

Today, the majority of the local area continues to be characterised as low density development of 1 dwelling per lot, with some development containing up to 50 dwellings dispersed around the local area (refer to Figure 10 and Figure 11).

Currently, the development controls in the Chester Hill village centre allow mixed use developments and residential flat buildings up to 5 storeys (plus loft) in the business zoned land. In the Sefton village centre, up to 6 storey mixed use development and residential flat buildings are permissible in the business zoned land, and the density controls for medium density housing has been increased 1 dwelling per 175sqm in some residential zoned land to encourage a mix of housing types. In the Bass Hill village centre, up to 4 storey mixed use
development and residential flat buildings are permissible in the business and high density residential zoned land on the southern side of the Hume Highway.

For the neighbourhood areas, the development controls currently allow 2 storey low density development in the form of houses, dual occupancies, rowhouses, corner shops, and villas at a density of 1 dwelling per 300sqm.
Figure 9: Building Age

Source: BCC, 2007 Land Use Survey.
Figure 10: Current Land Use Zoning

Source: BCC, 2012
Figure 11: Current Land Uses and Dwelling Types

Source: BCC, 2007 Land Use Survey.
The existing centres and neighbourhoods are analysed in more detail in the sections below.

**Chester Hill Village Centre**

The Chester Hill village centre is generally bound by Virgil Avenue to the north, Proctor Parade to the south, Hector Street to the east and Miller Road to the west. It provides a good range of retail outlets, commercial uses and community facilities. The vibrant retail areas are located at the Chester Square Shopping Centre and along Waldron Road.

There is a difference in character between the part of the centre north of the railway line and the part of the centre south of the railway line. The area north of the railway line is characterised by the retail/commercial core whilst the area south of the railway line is characterised by community facilities (such as the neighbourhood centre, Chester Hill Public School and library) and residential properties. There is an opportunity to balance the level of development on each side of the railway line.

A revitalisation of the Chester Hill village centre will require the replacement of existing buildings as there is a lack of vacant land available for redevelopment. The age and quality of the housing stock coupled with access to retail outlets, commercial uses, community facilities and public transport offers Chester Hill the opportunity for higher density revitalisation. A significant obstacle to achieving higher density development in the retail/commercial core is the need to amalgamate lots to meet current planning controls. The lot ownership pattern is fragmented.

The landscape character of the public domain is poor with few tree lined streets. This diminishes the streetscapes and opportunities for shade and visual amenity offered by street planting.
Section 2 - Issues

**Sefton Village Centre**

The Sefton village centre is generally bound by Hector Street to the west, Jim Ring Reserve to the east, Amesbury Avenue to the north and Proctor Parade to the east. The shopping centre lacks commercial or retail activity with most of the shops along Wellington Street closed and/or run down in appearance. As such the centre lacks a ‘sense of place’.

The Chester Hill village centre is one kilometre to the west, which provides direct competition to Sefton in relation to retail and commercial uses. This significantly hinders the ability for Sefton to become an independent centre.

The recent introduction of the sound attenuation walls along the south side of the railway line for the Southern Sydney Freight Line construction has disrupted the visual connectivity between the two sides of the railway line.

**Bass Hill Village Centre**

The Bass Hill village centre is generally bound by the Hume Highway to the north, Johnston Road to the south, Carysfield Road to the east and Arundle Road to the west. Bass Hill Plaza dominates this commercial centre, which also includes the Twin Willows Hotel and caravan park. This centre currently lacks an identity from the Hume Highway with only the Plaza being the key recognisable marker. The Plaza however has no relation to its surroundings as it presents a double tier car parking facility that turns its back on the surrounding area.

The centre is segregated into long north south segments sandwiched between the Hume Highway to the north and Johnston Road to the south. New housing stock (post 2000) has been created west of Bass Hill Plaza (in the former drive-in theatre site). However there are poor east-west pedestrian / vehicle links from the new housing stock to the key destinations, such as the Plaza. There are large landholdings, such as the Twin Willows Hotel and caravan park sites, which offer opportunities for higher density mixed used developments.
Neighbourhood Areas

Georges Hall Neighbourhood Centre

The Georges Hall neighbourhood centre is located in the south west of the local area and comprises retail/commercial tenancies and a school. The centre is surrounded by residential allotments and is adjacent to the Bankstown Airport to the south. The centre is mainly accessed through Henry Lawson Drive and Haig Avenue. The surrounding residential streets are generally tree lined and dwellings have a regular setback to the street. It has a permeable street layout, with few cul-de-sac streets. Based on the size of lots (predominantly 700sqm to 1200sqm) and the age of some existing stock there is opportunity for low density infill development.

Villawood

The suburb of Villawood is made up of residential, industrial and commercial land uses, however, it is a suburb that is divided between two LGAs, namely between Bankstown and Fairfield. The Villawood town centre is located west of Woodville Road and within the Fairfield LGA. The town centre includes a retail/commercial tenancies and the Villawood train station. Villawood East is within the Bankstown LGA and predominantly comprises low density residential allotments, an industrial precinct and a pocket of retail shops on Miller Road.

Villawood East

The Villawood East residential area lies south of the Villawood Industrial Precinct and is bound by Woodville Road to the west, Hume Highway to the south and Miller Road to the west. The Villawood Station is located west of Woodville Road in the Fairfield LGA and is in walking distance for local residents near Woodville Road. However, the majority of residents in Villawood East would be more than 600m away from the Villawood Station and Woodville Road forms a barrier to the station for most residents. The other alternative station is the Leightonfield Station, which is located north of the Villawood Industrial Precinct. This station is
also more than 600m from Villawood East, and the industrial precinct forms a barrier to the station for most residents.

The Villawood East residential area is predominantly characterised by single storey single dwellings, with a mix of fibro and brick construction. There is evidence of more recent development characterised by brick two storey dwellings. Based on the existing dwelling stock, there is opportunity for further low density infill developments. Any redevelopment should be consistent with Council’s approach to the neighbourhood areas due to its distance to public transport and services.

**Lansdowne**

The Lansdowne neighbourhood centre is located on the southern side of the Hume Highway and comprises some commercial premises and houses. The neighbourhood centre is also adjacent to the Meccano Set Gateway, which forms the western gateway to the Bankstown LGA.

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**Directions For Local Area Planning**

**Urban Form**

- Identify land in and around the Chester Hill, Sefton and Bass Hill village centres that are appropriate for mixed use and higher density development close to public transport and services.

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

- Retain the low density character of the neighbourhood areas consistent with the Residential Development Study 2009.
2.1.2 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 12.

The affordable housing 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 employment 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 five groups who require housing affordability and not all the groups identified in Figure 12.

In the local area, there is a higher proportion of State housing owned dwellings (42.7%) than the Bankstown LGA (33.7%). This is largely concentrated in Villawood where 84.2% of housing is owned by the State.

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 has formed the *Housing Affordability Fund* to investigate ways to increase housing affordability by reducing the cost of building new homes in Australia, and Council has received this funding to prepare the background studies for the North West Local Area Plan and this Issues Paper.

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:

*Figure 12: Who Needs Housing Affordability?*

Source: Affordable Housing Forum, 2011 (P. Phibbs & N. Gurran)
• 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.

**Directions For Local Area Planning**

*Housing Affordability*

Consider whether there are opportunities for addressing housing affordability gaps through redevelopment of sites and infill areas. A greater understanding of the issue within the LGA will need to inform this work.
2.1.3 Heritage

The occupation of Chester Hill and Sefton responded to the increase in immigration and economic boom period of the 1830s. In 1837 John Lewis Spencer purchased two allotments, one of 200 acres and another of 614 acres in 1838 on which the streets of Kerrinea, Kara, View, Proctor and Helen Streets Sefton were later established. Both Sefton and Chester Hill stations are located on the former Spencer grant.

In 1900 much of the area remained unoccupied because of transport difficulties; however, the expansive open spaces of Bankstown were presented by developers as healthy residential alternatives to the inner city slums. As a consequence land that had always been of marginal agricultural worth became valuable residential real estate.

As the subdivisions near Bankstown train station were taken up in the early part of the 20th century, attention turned to Regents Park, Sefton and Chester Hill. It was in the 1920s that many of the local ‘roads’ were transformed from tracks to roads, and shops were first constructed in Sefton and Chester Hill. At Sefton, all shops were on the southern side of the railway line, whilst at Chester Hill commercial development occurred on Waldron Road. The area however remained sparsely settled with isolated houses surrounded by vacant allotments.

By October 1924, the railway line from Regents Park to Cabramatta was opened, which included Villawood Station.

The post World War II period saw the commencement of an immense social transformation in Bankstown with a shift from a rural to the suburban environment, as well as a change in the cultural base as thousands of European immigrants settled in the area.

Between 1948-1954, there was a large increase in the number of factories in the area (particularly Villawood and Leightonfield). The availability of sites to allow
this expansion created demand for housing in Sefton and Chester Hill to accommodate a growing work force.

In the mid 1960s a concern with urban sprawl developed and higher density housing was being recommended. Streets began to be sealed and footpaths constructed. In 1964 the shopping centre on Waldron Road expanded.

There are currently nine heritage items in the local area, which are listed on the local heritage register (refer to Figure 13).

- 885 Hume Highway Bass Hill - Milestone south side, east of Farrell Street (east) “Sydney XV Liverpool VI”.
- Hume Highway, Villawood - Milestone south side, east of Henry Lawson Drive “Sydney XVI Liverpool V”.
- 59 Johnson Road, Bass Hill - House, c1900 in grounds of Crest Baptist Church.
- 1A Lionel Street, Georges Hall - Johnston Farmhouse site (archaeological site).
- 1A Lionel Street, Georges Hall - Early Georgian stone house “The Homestead”.
- 76 Miller Road, Chester Hill - Westbridge Migrant Hostel 1949.
- 201 (Allder Park) Rodd Street, Sefton - Site of Tower’s “Ranah/The Ranch” (archaeological site).
- 2 Sussman Ave, Bass Hill - “Carysfield Hall”, house.

A heritage assessment was conducted in the local area and properties were identified with local significance (with the potential to be listed as heritage items). The potential properties identified are:

- 73 Batt Street, Sefton is locally significant due to its capacity to demonstrate the historic themes of religion and social institutions.
41 Proctor Parade, Sefton is historically significant due to its capacity to demonstrate the historic themes of ‘Accommodation’ and ‘Domestic Life’ from an early phase of the suburban development of the Chester Hill area following the opening of the train station in the 1920s.

Figure 13: Heritage Listed Items and Properties with Potential Heritage Significance

Source: BCC, 2012
• 30 Bent Street, Chester Hill is historically significant due to its capacity to demonstrate the historic themes of ‘Accommodation’ and ‘Domestic Life’ from an early phase of the suburban development of the Chester Hill area following the opening of the train station in the 1920s.

• 20 Helen Street, Sefton is historically significant due to its capacity to demonstrate the historic themes of ‘Accommodation’, ‘Domestic Life’ and ‘Persons’ from an early phase of the suburban development of the Sefton area following the opening of the train station in the 1920s.

• 5, 10, 11, 16, 18, 20 and 26 Kara Street, Sefton retain stylistic traits of the Inter-War Spanish Mission, Romanesque, Mediterranean architectural style and in association with other similar houses in Kerrinea Road (Nos 2, 4 and 5) makes a significant contribution to the character of the area.

• 2, 4 and 5 Kerrinea Road, Sefton retain stylistic traits of the Inter-War Spanish Mission or Mediterranean architectural styles and in association with other similar houses in Kara Street (Nos 5, 10, 11, 16, 18, 20 and 26) makes a significant contribution to the character of the area.

• 136, 138, 140, 144, 146, 148 Rodd Street, Sefton are constructed in the Inter War Georgian Rival architectural style and in association with each other make a significant contribution to the character of the area.

Directions For Local Area Planning

Heritage

- Respond to the local character when considering the redevelopment of growth areas.
- Consider mechanisms to protect items of historic significance as identified by the heritage review.
2.1.4 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.

The Community Plan vision for social infrastructure is contained within three of the City Directions:

- **Provide**: A city with high quality services catering for day-to-day needs; A city that meets community health and well-being needs.
- **Liveable**: A city with high quality community assets.
- **Invest**: A city that meets the demand for professional and specialised employment opportunities.

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

The current provision of such infrastructure in the Bankstown LGA and local area is discussed in detail below.

**Educational Establishments**

The Bankstown LGA has a significant number of public and private schools in addition to tertiary educational establishments. Table 5 provides a summary of all educational establishments in the Bankstown LGA and those in the local area. There are nineteen educational establishments in the local area comprising of eleven public schools (primary, high school, infant/pre-school), seven private schools, and a tertiary institution.
Table 5: Education facilities – Bankstown City and North West Local Area (Public and Private)

<table>
<thead>
<tr>
<th>Type</th>
<th>City Total</th>
<th>NW Local Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Infant, Primary, Secondary and Senior Schools:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Schools</td>
<td>28</td>
<td>4</td>
<td>Chester Hill North Public School; Chester Hill Public School; Georges Hall Public School; Villawood East Public School</td>
</tr>
<tr>
<td>High Schools</td>
<td>10</td>
<td>3</td>
<td>Chester Hill High School; Sefton High School; Bass High School</td>
</tr>
<tr>
<td>Infant/Pre-Schools</td>
<td>4</td>
<td>4</td>
<td>Sefton Infants School; Sefton Infants School Pre-school; Bass Hill Public Pre-school; Villawood East Public School Pre-school Kindergarten</td>
</tr>
<tr>
<td>Senior Schools</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Private Schools:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catholic</td>
<td>41</td>
<td>2</td>
<td>Immaculate Heart Of Mary Primary School; St Mary’s Primary School</td>
</tr>
<tr>
<td>Christian</td>
<td>3</td>
<td>2</td>
<td>Calvary Chapel Christian School, Georges River Grammar</td>
</tr>
<tr>
<td>Islamic</td>
<td>4</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Specialist</td>
<td>2</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Community-Based</td>
<td>6</td>
<td>2</td>
<td>KU Georges Hall Preschool</td>
</tr>
<tr>
<td>Non-Govt</td>
<td>2</td>
<td>1</td>
<td>Montessori School</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>Bankstown College of TAFE/ Padstow College of TAFE</td>
<td>2</td>
<td>0</td>
<td>Range of courses in Aeroskills, Automotive, Transport and Logistics; Arts and Design; Building and Construction; Business and Finance; Community, Health and Personal Services; Information and Communications Technology; Manufacturing and Engineering; Primary Industry and Environmental Science; Skills for Education &amp; Employment; Tourism and Hospitality.</td>
</tr>
<tr>
<td>Alphacrucis College</td>
<td>1</td>
<td>1</td>
<td>Christian tertiary college offering theology and vocational education studies – diploma in business, leadership, and business administration.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>108</td>
<td>19</td>
<td></td>
</tr>
</tbody>
</table>

Source: BCC Community Directory, 2012
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.

Most 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.

<table>
<thead>
<tr>
<th>Directions For Local Area Planning</th>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate the use of school facilities for community purposes.</td>
<td></td>
</tr>
<tr>
<td>Ensure interface issues between schools and residential areas are appropriately managed.</td>
<td></td>
</tr>
</tbody>
</table>
Health Facilities and Services

The Bankstown LGA provides a range of community health services which are a mixture of private, government, or government-funded organisations. Most of these are contained within the Bankstown CBD. The Bankstown LGA contains the Bankstown-Lidcombe Hospital located near the Bankstown CBD. Council facilities are predominantly early childhood centres located in various locations around the Bankstown LGA.

Table 6 provides a summary of all the health facilities in the Bankstown LGA and those in the local area. The local area has ten health facilities that comprise six nursing homes, two early childhood health centres, and two medical centres and health centres.

The health care and social assistance sector is the sixth largest employment sector in the local area providing 1,137 jobs and making up 6% of all jobs in 2006. These jobs include hospital, medical and other health care services, residential care services and social assistance services jobs.

The health care and social assistance sector employs a high share of professionals within the LGA with 9% of professionals in this sector. These higher order jobs are important anchors for a range of associated employment.

The 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) availability of land and funding sources.

Directions For Local Area Planning

Health

Ensure Council continues its commitment to facilitate the provision of community health services in the local area.
Table 6: Health Facilities and Services – City and North West Local Area

<table>
<thead>
<tr>
<th>Facility/Service Type</th>
<th>City Total</th>
<th>NW 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>0</td>
<td>Bankstown-Lidcombe Hospital</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>
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</tr>
<tr>
<td>Seniors Housing</td>
<td>16</td>
<td>6</td>
<td>Bass Hill Aged Care; Weeroona Village (Bass Hill); Advantaged Care at Georges Manor (Georges Hall); Bankstown City Aged Care Gillawarma Village(Georges Hall); Bankstown City Aged Care Chester Hill Village; Abel Tasman Village (Chester Hill).</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>2</td>
<td>Georges Hall Early Childhood Health Centre; Chester Hill Early Childhood Centre</td>
</tr>
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<td><strong>Community Health Services:</strong></td>
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<tr>
<td>Aged and Disabled</td>
<td>2</td>
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<td>Drug and alcohol</td>
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<td>General</td>
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<tr>
<td>Mental Health</td>
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<tr>
<td>Nursing Services</td>
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<tr>
<td>Support Services</td>
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<td>Volunteer Services</td>
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<td>Women’s</td>
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<td>Youth</td>
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<td><strong>Medical and Health Centres:</strong></td>
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<tr>
<td>Medical Centres</td>
<td>10</td>
<td>2</td>
<td>Cheso Family Medical Practice; Chester Hill Family Medical Practice</td>
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<tr>
<td>Health Centres</td>
<td>3</td>
<td>0</td>
<td>Yagoona, Bankstown CBD</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>46</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

*Source: BCC Community Directory, 2012*
Community Facilities

Council currently provides 15 community facilities across the local area. Table 7 shows the location and service/activity of these facilities.

In addition, there are a number of non-Council facilities, including school halls, meeting spaces and church halls in the local area.

Table 7: Community Facilities – North West Local Area

<table>
<thead>
<tr>
<th>Suburb</th>
<th>Facility (Known as)</th>
<th>Address</th>
<th>Service/Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bass Hill</td>
<td>CARES Bass Hill</td>
<td>Walshaw Park Trebartha St Bass Hill</td>
<td>Community Service</td>
</tr>
<tr>
<td></td>
<td>Bass Hill Scouts</td>
<td>2 Manuka Crescent Bass Hill</td>
<td>Community Activity</td>
</tr>
<tr>
<td>Chester Hill</td>
<td>Chester Hill Multipurpose Community Centre</td>
<td>25 Chester Hill Road Chester Hill</td>
<td>Community Activity</td>
</tr>
<tr>
<td></td>
<td>Chester Hill Library</td>
<td>12 Chester Hill Road Chester Hill</td>
<td>Special Purpose</td>
</tr>
<tr>
<td></td>
<td>Chester Hill KU Children’s Centre</td>
<td>157 Waldron Road Chester Hill</td>
<td>Special Purpose</td>
</tr>
<tr>
<td></td>
<td>Bill Lovelee Youth Centre</td>
<td>Banool Street Chester Hill</td>
<td>Community Activity</td>
</tr>
<tr>
<td></td>
<td>Chester Hill Girl Guides</td>
<td>159 Waldron Road Chester Hill</td>
<td>Community Activity</td>
</tr>
<tr>
<td></td>
<td>Chester Hill First Scouts (Baden Avenue)</td>
<td>1 Baden Avenue Chester Hill</td>
<td>Community Activity</td>
</tr>
<tr>
<td>Georges Hall</td>
<td>Georges Hall Senior Citizens’ and Community Centre</td>
<td>188 Birdwood Road Georges Hall</td>
<td>Community Activity</td>
</tr>
<tr>
<td></td>
<td>Georges Hall KU Pre School</td>
<td>200 Birdwood Road Georges Hall</td>
<td>Special Purpose</td>
</tr>
<tr>
<td></td>
<td>Georges Hall Neighbourhood Health Centre</td>
<td>7 Beale Street Georges Hall</td>
<td>Community Service</td>
</tr>
<tr>
<td>Sefton</td>
<td>Roundabout Youth Centre</td>
<td>Cnr Waldron/Helen Street</td>
<td>Community Activity</td>
</tr>
<tr>
<td></td>
<td>Sefton Community Centre</td>
<td>73 Batt Street Sefton</td>
<td>Community Activity</td>
</tr>
<tr>
<td></td>
<td>Sefton Girl Guides</td>
<td>52B Waldron Road Sefton</td>
<td>Nil</td>
</tr>
<tr>
<td>Villawood</td>
<td>Wran Leisure Centre</td>
<td>Gundaroo Street Villawood</td>
<td>Community Activity</td>
</tr>
</tbody>
</table>

Source: BCC, 2012
A community facilities needs analysis looked at the spatial distribution of existing facilities, understanding of the current community profile, completed a facility audit, and the likely demand for facilities by the forecast population of local area. This needs analysis assists Council to adopt a holistic, evidence based approach to the planning, delivery and management of community facilities to support local area planning for the local area.

The key issues to emerge from the needs analysis are set out below.

• **Fragmentation of facilities**

There is an approximate total floor area of 7,000sq m (including the library, leisure centre and pre-schools) to serve a population of 37,049 people. With three facilities over 1,000sq m (including the library and the leisure centre) the majority of other floor space is distributed through a number of small buildings. The actual floor area provision is adequate, however, the fragmentation of facilities across a number of small, disconnected and often single purpose facilities is an issue.

• **Poor quality and building conditions**

The facilities range from various building ages and quality with some that are old and of sub-standard quality e.g. Sefton Girl Guides Hall.

Some facilities are in good locations but are in relatively poor building condition (e.g. Chester Hill Library) suggesting the potential for enhancement or redevelopment.

• **Poor location**

The facilities appear to be randomly located and are most likely a legacy of land ownership and opportunism rather than strategic planning. As such, although a number of facilities do not address the criteria for visual prominence, accessibility, convenience, and clustering with other activity generating uses, these facilities do appear to serve a community purpose and at some level, community needs (e.g. Sefton Community Centre).
• **Under utilised**

There are some facilities that appear to be under utilised for large amounts of time during the week. Some of these facilities may benefit from enhancement, more proactive programming, partnerships with local services and perhaps some form of ‘rebranding’ to enhance their use and deliver a greater level of community benefits (e.g. Bill Lovelee Youth Centre).

There is an opportunity to examine the potential for relationships between facilities, including facilities in other centres such as the Birrong Aquatic Centre.

• **Single purpose facilities**

There are some facilities that appear to have been originally built for a single purpose and may not attract new users to the facilities (e.g. Roundabout Youth Centre). Some of the facilities may need to be considered in the context of other local facilities and define a wider use for these types of facilities.
Section 2 - Issues

Figure 14: Community facilities

Source: BCC, 2012
Future trends

The Department of Planning & Infrastructure released some benchmarks for calculating community facility demand for the Growth Centres in the North West and South West of Sydney. The benchmarks, and how they apply to the local area, are as follows:

Table 8: Demand for community facilities.

<table>
<thead>
<tr>
<th>Provision Type</th>
<th>Benchmark (No. Per Population)</th>
<th>Demand for NW Local Area*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Youth Facility</td>
<td>1 per 20,000</td>
<td>2.06</td>
</tr>
<tr>
<td>Community Centre - local</td>
<td>1 per 6,000</td>
<td>6.8 local or 2.06 district or a mixture or both</td>
</tr>
<tr>
<td>Community Centre - district</td>
<td>1 per 20,000</td>
<td></td>
</tr>
<tr>
<td>Branch Library</td>
<td>1 per 33,000</td>
<td>1.2 branch or 1 district</td>
</tr>
<tr>
<td>District Library</td>
<td>1 per 40,000</td>
<td></td>
</tr>
</tbody>
</table>

*Assumes a population forecast of 41,200 by 2031. Source: Precinct Development Code, DoPI, 2006

The benchmarks are one of many methods to quantify the need for community facilities. If the Department’s benchmarks are applied to the local area, the existing facilities will sufficiently accommodate the projected population of 41,200 residents by 2031 – the local area has a district library, three district community centres, and ten local community centres that are Council-owned properties (refer to...
Table 9).
Table 9: Council owned facilities according to Precinct Development Code categories

<table>
<thead>
<tr>
<th>Suburb</th>
<th>Council owned facility (known as)</th>
<th>Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bass Hill</td>
<td>CARES Bass Hill</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td></td>
<td>Bass Hill Scouts</td>
<td>Youth Facility</td>
</tr>
<tr>
<td>Chester Hill</td>
<td>Chester Hill Multipurpose Community Centre</td>
<td>Community Centre - district</td>
</tr>
<tr>
<td></td>
<td>Chester Hill Library</td>
<td>Library - district</td>
</tr>
<tr>
<td></td>
<td>Chester Hill KU Children’s Centre</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td></td>
<td>Bill Lovelee Youth Centre</td>
<td>Community Centre - district</td>
</tr>
<tr>
<td></td>
<td>Chester Hill Girl Guides</td>
<td>Community Centre – local</td>
</tr>
<tr>
<td></td>
<td>Chester Hill First Scouts (Baden Avenue)</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td>Georges Hall</td>
<td>Georges Hall Senior Citizens’ and Community Centre</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td></td>
<td>Georges Hall KU Pre School</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td></td>
<td>Georges Hall Neighbourhood Health Centre</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td>Sefton</td>
<td>Roundabout Youth Centre</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td></td>
<td>Sefton Community Centre</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td></td>
<td>Sefton Girl Guides</td>
<td>Community Centre - local</td>
</tr>
<tr>
<td>Villawood</td>
<td>Wran Leisure Centre</td>
<td>Community Centre - district</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: BCC, 2012

While the table assumes there is sufficient number of community facilities in the local area, the quality of the facilities offered is a more important consideration for future planning due to the changing trends in population growth and in community facilities provision including:

- A move towards larger, multi-purpose facilities that can provide a higher quality and wider range of spaces and activities.
- Location of facilities within centres to enhance accessibility and connectivity.
- Co-location or shared use of buildings amongst a number of service providers.
- Increasing role in contributing to overcoming social isolation and engendering a sense of belonging within a community.
Section 2 - Issues

• A move towards high quality design including enhanced energy and water efficient buildings which are accessible.

• Increasing partnerships with other public and private sector stakeholders to deliver multi-purpose community facilities.

Council assessed its current stock of community facilities in the local area with these trends in mind. This preliminary analysis found that while most facilities are located in the village and neighbourhood centres, they do not address many aspects of current planning principles as follows:

• **Co-location**

63% of the facilities are located less than 750m from each other. There is only one facility that is located as part of a hub of facilities and services (the Chester Hill Multipurpose Community Centre).

• **Multi-purpose**

With the exception of the Chester Hill Multipurpose Community Centre, Georges Hall Senior Citizen’s and Community Centre, Wran Leisure Centre and the Bill Lovelee Youth Centre, most facilities only service single user groups.

• **High quality design**

The facilities are mostly old (with the exception of the Chester Hill Multipurpose Community Centre) and do not address current energy and water efficiency standards.

The provision of facilities appears be driven by the single user/ purpose character of the current facilities. Given the age and limitations of the current stock, an opportunity exists to review the community facilities offered in the local area. There are five possible issues to consider in the context of future trends: construction of new facilities; enhancement of facilities; maintenance and retention; consideration of alternate uses and divestment / rationalisation.
Directions For Local Area Planning

Community Facilities

Consider opportunities to enhance the community facilities offer in the local area according to recognised best practice.

Consider land use options for opportunity sites, such as the Roundabout Youth Centre.

Consider options to focus district-level community facilities in Chester Hill.
2.2 Connected

The Community Plan vision for 'Connected' is:

• A city with safe and integrated street network for all users; A city with public transport systems that meet the needs of residents, workers and visitors; A city with convenient, equitable and accessible parking.

Additional dwellings and jobs in the village centres, as well as infill development in residential areas, will impact on the levels of service on the road transport network and create demand for enhanced public transport services. However, it is considered that capacity exists to absorb this demand as discussed below. Figure 15 shows the current transport offered in the local area.

2.2.1 Rail and Bus

The local area is serviced by train and bus routes. The centres of Chester Hill and Sefton are serviced by the Bankstown and Inner West railway lines. The railway line in Chester Hill has limited access, with only stairs down to the platform and no mobility impaired access arrangements. Disabled access to the platform remains a key challenge to servicing this village centre, which could be addressed by RailCorp undertaking appropriate upgrades.

Recent upgrades to the Sefton Station provide mobility impaired access to the train station platforms, however the train services are infrequent with 30mins interval between trains.

The railway line is a significant barrier to north–south pedestrian / cycle movements in Sefton particularly as there are only narrow pedestrian amenities under the railway overpass east of the station. It also provides a barrier in Chester Hill, however in this centre there is ‘at grade’ pedestrian and vehicle access along Chester Hill Road.
Figure 15: Transport and Car Parking

Source: BCC, 2012
Bus routes to Chester Hill connect the centre to other key centres in the LGA and beyond. The service operates in a radial pattern, equating to approximately half hour services in each direction. Bus routes to Sefton are relatively poor as the services are infrequent and only connect to the southern side of the railway line. There is no bus connection north of the railway line. The extension of the bus route along Waldron Road on the north side of the railway line could provide opportunities to link the centre to other areas.

Bass Hill is well served by bus routes linking the centre with Bankstown, Chester Hill, Fairfield, and Yagoona and stations at these destination centres. The stops around the Bass Hill Plaza however are not consolidated in a central location. Consolidation of bus movements into an interchange will enable an increase in demand for bus patronage.

Georges Hall and Villawood are serviced by 2–3 bus routes which provide connections to Bankstown, Bass Hill and Chester Hill.

It is desirable to achieve high levels of transport accessibility and higher levels of service. This requires discussions with Transport for NSW. Possible opportunities include:

• the rationalisation of bus stop locations on routes to improve service times and efficiency.
• improve accessibility to the Chester Hill station.
• upgrades to existing bus stop facilities in Chester Hill, such as seats and shelter, as well as planning for a more formal bus interchange.
• more frequent public transport services.
2.2.2 Traffic, Parking and Active Transport

Traffic

The journey to work data contained in the ABS Census data from 2006 indicates that private transport is the major mode of transport for residents to work followed by public transport and then walking and cycling.

Table 10: Modes of transport for journeys to work in key centres

<table>
<thead>
<tr>
<th>Place of origin</th>
<th>Private Vehicle (%)</th>
<th>Public transport (%)</th>
<th>Walking / cycling (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chester Hill</td>
<td>76</td>
<td>20</td>
<td>4</td>
</tr>
<tr>
<td>Sefton</td>
<td>73</td>
<td>22</td>
<td>3</td>
</tr>
<tr>
<td>Bass Hill</td>
<td>82</td>
<td>12</td>
<td>7</td>
</tr>
</tbody>
</table>

Source: ABS, 2006

Traffic modelling can generate several indicators on traffic performance, including:

- the level of service mid block (i.e. traffic flow).
- the level of service and queuing at intersections.
- travel times on various routes.

Mid block modelling indicates the roads in the Chester Hill village centre operate at acceptable levels, and the average travel speeds are consistent with the benchmarks for urban routes.

The modelling also indicates most of the intersections in the Chester Hill village centre are performing within satisfactory levels (i.e. delays of 42 seconds or less) with the exception of the intersections of Waldron Road / Hector Street and Waldron Road / Chester Hill Road, which are congested during AM and PM peak hours.
Section 2 - Issues

The Waldron Road / Hector Street intersection operates above capacity during the AM and PM peak hour periods while Waldron Road / Chester Hill Road intersection operates close to capacity in the AM peak hour and above capacity in the PM peak hour. The PM peak issue at this location is largely due to queuing along Chester Hill Road.

The delays at these two intersections are caused by inconsistent light phasing along Waldron Road.

Traffic safety is also an issue for consideration in the future development of Chester Hill. Current crash data suggests that any future road network upgrades in Chester Hill should ensure pedestrian links are maintained or created in safe locations along Waldron Road and Chester Hill Road. In Sefton, the crash data is less of an issue as no accidents have been recorded in the last 5 years.

The main access to the Bass Hill village centre is from the Hume Highway. Any future development along the highway should explore service road or rear access options prior to proposing direct access from the highway.

Parking

Off–street parking

Council provides five off-street car parks in the Chester Hill village centre along Waldron Road, Chester Hill Road, Priam Street and Weemala Street. Most car parks reach capacity during the midday peak hours, however, there is capacity in the Weemala Street and Priam Street car parks, potentially due to location on the edge of the commercial core.

Within the Chester Hill village centre, there is also a large amount of off-street parking provided at Chester Square shopping centre.

Council may consider options to better manage the off-street parking in the Chester Hill village centre and these options may include:
• Reviewing the time restrictions of the car parks to better suit shoppers and visitors.

• Developing a car parking strategy which enables developers to contribute to the funding of any additional public off-street parking spaces. This may also help the economic feasibility of development in the village centre as developers can use the mechanism to off-set the need for parking within the development.

The off-street parking in the centres of Bass Hill and Sefton are currently provided in conjunction with commercial uses e.g. Bass Hill Plaza. There are no Council off-street parking spaces provided in these centres.

**On–street parking**

On-street parking is generally provided with a one or two hour restriction along Waldron Road, Bent Street, Priam Street and Leicester Street within the Chester Hill village centre. Other streets, away from the commercial core, have no restrictions.

There is a possibility to review on-street parking with respect to the commercial intent of the Chester Hill village centre and extend time based restrictions along Bent and Priam Streets, up to Virgil Avenue to encourage commercial parking rather than residential parking.

Within the Sefton village centre on-street parking is provided around the train station with a ½ hour restriction on Helen Street and Wellington Road on the south side of the station and also in sections on the north side of the station. The restrictions are centred on the commercial core, similar to Chester Hill. The spaces in Sefton are not highly utilised, and this is likely due to the low levels of commercial activity currently operating in Sefton.

In Bass Hill, the local streets have unrestricted parking. These spaces are not highly utilised, suggesting that the parking provided by the private commercial activities deliver sufficient space to accommodate demand.
Section 2 - Issues

In Georges Hall, the local streets have unrestricted parking, however, there is a perception that there are insufficient parking spaces during peak hours. The corner of Haig Avenue and Georges Crescent has a high level of vehicle movements during the drop off and pick up hours associated with the Georges River Grammar School. Council’s investigation in 2011 indicated the current supply of public and private car parking spaces provides sufficient capacity for the shopping centre. However, this is being further monitored.

2.2.3 Walking and cycling

Walking

A good network of pedestrian footpaths is generally provided within the Chester Hill village centre. The network north of the railway line is permeable however south of the railway line there are constraints on the network, which should be considered in the future of the centre. Improvements to the traffic network can mitigate vehicle/pedestrian conflicts along Waldron Road, between Chester Hill Road and Bent Street, with additional future demand to access bus and train.

The street grid and wide footpaths in Sefton create a good pedestrian network however, there is no hierarchy to provide a pedestrian with structure or guidance. Currently, Sefton High School students leaving the station cause traffic queues along Waldron Road when crossing north of the station.

The Hume Highway is a major pedestrian barrier for north-south movements in Bass Hill. Signalised crossing opportunities at Hector Street, Johnston Road, Chester Hill Road, Orchard Road and Miller Road should be maintained as part of any future development of the centre as they correspond with north-south desire lines. Within Bass Hill, there are limited east–west pedestrian links, impeding connections between the new residential areas to key destinations such as Bass Hill Plaza and the open space areas on the eastern edge of the centre.
Pedestrian links between Villawood, Chester Hill and Bass Hill are poor. Chester Hill and Bass Hill provide commercial, community and shopping opportunities for Villawood residents and the provision of improved pedestrian links would assist to reduce the reliance on private vehicles.

_Cycling_

Bicycle routes linking Bankstown and Parramatta extend through Chester Hill along Bent Street, Priam Street, Waldron Road and Chester Hill Road, down to Bass Hill. The routes however are poorly sign posted or marked and there are no cycle facilities within the Chester Hill village centre.

No cycle facilities exist within Sefton however, an on-road cycleway is provided along Rodd Street, south of the centre, which connects to Chester Hill Road.

In Bass Hill, cycle routes are fragmented, with no formal links provided in the immediate vicinity of the centre, and there are no cycle facilities provided in the centre. There is a recreational cycle circuit and regional link from Chester Hill to Bankstown on the eastern edge of Bass Hill.

There is an opportunity to formalise key cycle links and connections between Chester Hill, Sefton, Bass Hill and Georges Hall along appropriate collector roads. There is also the opportunity to:

- provide cycle facilities (e.g. signage and parking) within the area, and particularly the centres.
- provide improved links to reduce the reliance on private vehicles as the key mode of travel for local trips.
- these links are to be detailed in a separate study that is underway, known as the Active Transport Strategy.
### Directions For Local Area Planning

*Connected*

1. Lobby the NSW Government for an accessible train station at Chester Hill and higher frequency of public transport service throughout the local area.

2. Consider the traffic implications of future development on the existing network and identify necessary improvements.

3. Consider a car parking strategy which accommodates sufficient off-street parking in the growth areas.

4. Provide improved links to reduce the reliance on private vehicles as the key mode of travel for local trips, such as pedestrian and cycle links.
2.3 Green

The Community Plan vision for 'Green' is:

- A city that protects the biodiversity value of its living spaces and corridors; a city that improves its waterways; a city with accessible parks and open space catering to all ages and cultures; a city that is a leader in sustainability of its energy and water resources; a city that reduces pollution, resource consumption and advances recycling and waste services.

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.

2.3.1 Biodiversity

Despite its highly urbanised nature, the local area supports significant local and regional biodiversity values and features. The area includes the largest number and extent of high value biodiversity lands in the Bankstown LGA.

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 (See Figure 16).
Section 2 - Issues

Figure 16: Biodiversity Corridors

- Land supporting the presence of threatened species, endangered populations, endangered ecological communities or their habitat.

• Land supporting other native vegetation which provides habitat for native fauna or landscape connectivity (See Figure 17).

Figure 17 Remnant Vegetation.

Source: DECCW (2009) Native Vegetation of the Sydney Metropolitan Catchment Management Authority-DRAFT
Section 2 - Issues

There are 441 patches of remnant native vegetation greater than 1000sqm in size within the local area (Figure 17). Smaller patches of unmapped native trees also remain in the area. The 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 also occur on private land.

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 441 mapped patches, 138 have been identified as Endangered Ecological Communities scheduled and protected under the NSW Threatened Species Conservation Act 1995 and / or the Commonwealth Environmental Planning and Biodiversity Conservation Act 1999.

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 seven corridors as occurring within or partly within the local area.

These include:

• Sydney Water Pipeline Corridor
• Water Pipeline to Lansdowne Corridor
• Georges River Corridor
• Crest to Lansdowne Corridor
• Crest to Lansdowne Corridor 2
• Crest to M5 Corridor
• Duck River Corridor

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

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

• Two scheduled endangered populations of plants (Pomaderris prunifolia and Wahlenbergia multicaulis) – located within The Crest / Carysfield Reserves.
• Threatened flora (Scheduled) – 4 species recorded: Pultenaea pedunculata; Acacia pubescens; Persoonia nutans; and Pimelea spicata
• Threatened fauna (Scheduled) – 7 Species recorded: Green and Golden Bell Frog; Little Eagle; Little Lorikeet; Swift Parrot; Regent Honeyeater; Varied Sittella; and the Grey-headed Flying-fox

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

• Community Land (parks) which are covered by Council 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 2005 (DCP).
• Significant native vegetation occurring along drainage lines.
• Significant native vegetation occurring on private land.
• Two Council parks (Lansdowne and The Crest / Bellevue Reserve) which have been identified by the State Government as ‘Priority Conservation Lands’
Section 2 - Issues

in Western Sydney for the recovery of the endangered Cumberland Plain ecological communities.

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 new development.

**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.
2.3.2 Waterways

The Georges River, and its tributaries, Salt Pan Creek and Prospect Creek, define approximately 70% of the Bankstown LGA. As a result, most of the LGA drains to the Georges River, with the remainder draining to the Cooks River or the Parramatta River through the Duck River.

The local area is located within the stormwater catchments of Villawood, Duck River, Milperra, Miller Road, Lansdowne and Georges Hall. These catchments drain to Prospect Creek, Duck River, and the Georges River.

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

- Flooding and flood mitigation.
- Stormwater and riverine water quality.
- Vegetation communities and biodiversity.

Flooding and Flood Mitigation

Riverine Flooding

The catchment of the Georges River is approximately 900 square kilometres in size, with the headwaters being located near Appin. After passing through the Bankstown LGA, the River eventually discharges to Botany Bay.

The Georges River Floodplain was divided into the following three flood risk precincts in the Georges River Flood Risk Management Study and Plan (refer to Figure 18):

- High Flood Risk precinct - the part of the floodplain which has hazardous depths or hazardous velocities in the 1 in 100 year flood event.
- Medium Flood Risk Precinct - the part of the floodplain immediately outside the high flood risk precinct but within the 100 year flood event extent.
Section 2 - Issues

- Low Flood Risk Precinct - the part of the floodplain outside of the medium flood risk precinct (i.e. above the 1 in 100 year flood event extent) which is subject to flooding under the Probable Maximum Flood (PMF) event.

Riverine flooding affects land that is immediately adjacent to the Georges River and Prospect Creek, and in the local area, most of the land that is most encumbered is in public ownership.

The key recommendation of the *Georges River Flood Risk Management Study and Plan* was the inclusion of a Flood Risk Management chapter into the DCP. The flood risk management does not permit intensification of development in a high flood risk precinct. Further, the plan does not include structural options as they were considered to be unfeasible due to the size of the contributing catchment combined with the existing development in the catchment.
Figure 18: Riverine Flooding

Source: BCC, 2012
Stormwater Flooding

Stormwater flooding has been mapped for the Duck River, Milperra and Villawood catchments while the remaining three catchments are currently being mapped. Any new development in these areas will need to consider these impacts (refer to Figure 19).

Chester Hill

The Chester Hill village centre is located in the Duck River stormwater catchment. The dominant drainage feature in the local landscape in this area is the railway line, which has been created by excavating perpendicular to the natural drainage line. Stormwater south of the Chester Hill village centre, which is draining naturally to the north, is generally captured and stored in this excavation. After draining under the railway line, stormwater generally follows north, along Hector Street to join the main Duck River channel near the Sydney Water pipeline. The Local Area Plan should consider some localised high risk flooding located immediately upstream of the railway line.

Sefton

The Sefton village centre is situated in the Duck River stormwater catchment. In the local area, stormwater is generally flowing in a northerly direction. The railway line embankment has been constructed across the natural drainage line and thus forms a barrier to flows. An extensive high flood risk precinct is created behind the underpass, affecting both residential lands and the Jim Ring parklands. Another barrier to flows is created by the Sydney water pipeline, where a high flood risk precinct forms, affecting both industrial and residential properties.

Bass Hill and Villawood

The suburbs of Bass Hill and Villawood are located in the Villawood Stormwater Catchment. Stormwater from Bass Hill and Villawood drains in a north to northwest direction via Llewellyn Avenue, Orchard Road, Miller Road, and Derribong
Street. A significant high flood risk precinct has been created upstream of the railway line crossing due to under capacity culverts.

Lansdowne-Georges Hall

Lansdowne and Georges Hall are situated in the Georges Hall sub catchment. A stormwater catchment flood study has not yet been completed for this catchment.
Section 2 - Issues

Figure 19: Stormwater Flooding

Source: BCC, 2012
**Stormwater and Riverine Water Quality**

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.

**Directions For Local Area Planning**

*Waterways*

- Ensure the growth areas for future housing and jobs do not exacerbate existing flooding.
- Review opportunities to improve water quality in the local area, particularly by promoting and supporting water sensitive urban design principles into Council’s planning controls.
2.3.3 Open Space

Open space is a broad term that refers to areas used for recreation purposes and can include parks, reserves and playgrounds, land with recreation facilities and national parks. Open space is used by the immediate, and sometimes wider, community in different ways including:

- Use of sports grounds, fields, indoor and outdoor courts and facilities for team sports or training (often referred to as active uses).

- Use of open space for walking the dog, a place to undertake light exercise, a place to relax on a park bench or on the grass, a place to take the kids to play in the playground or meet with a playgroup (often referred as passive uses).

- As a way to connect with the local natural environment by using bushland walks and walks along the creeks and rivers (active and passive).

In addition to the value of open space in terms of ‘use’, open space also provides a contrast to developed urban areas and can provide habitat for birds and wildlife and a place for local native vegetation to thrive.

In terms of accessibility (the ability for all residents and visitors to access open space regardless of level of mobility levels), access to parks can be limited by roads, some surrounding land uses, typography, and limited pedestrian pavements and cycleways.

Council currently owns and manages 81 open spaces within the local area, with a combined area of 286.66 hectares (see Figure 20). Of the 81 open spaces, six require further detailed analysis to determine the appropriate land use and classification. This would be undertaken as part of the preparation of the Bankstown Open Space Strategy.

The local area contains the ‘Mirrambeena’ regional park, which is one of Western Sydney’s most significant regional parks.

All open space land within the local area is currently zoned for that purpose. Council is obliged to provide, plan for, and manage open space assets for...
community use through the relevant provisions of the Local Government Act 1993, the Environmental Planning and Assessment Act 1979 and a range of Federal, State and Local strategic planning policies.

Council has broadly assessed the level of supply of open space and what is required to meet future demand using a standard benchmark of 2.83ha per 1,000 people. This analysis shows that Council has 8.03ha per 1000 people of land zoned for open space. On the basis of the standard, the local area exceeds the standard benchmark by close to threefold. Population growth will see a change in age structure and therefore consideration will need to be given to the types, facilities and services required by the changing community.

A catchment based assessment, based on an access radius of 400m (see Figure 20) indicates that there are five pockets where long term planning for open space provision should be considered:

- Campbell Hill Road, Wolumba Street, Priam Street and Arlewis Street.
- Gurney Road, Minmai Road and Warrawidgee Road.
- Immediately to the east of Sefton High School (Munro Street, Roosevelt Ave and Lorando Ave).
- Vicinity of the intersection of Waldron Road and Hector Street, Chester Hill.
- Vicinity of McCelland Street and Chester Hill Road, Chester Hill.

While these gaps exist it should be noted that more than 80% of dwellings have access to a park or reserve within 400m.
Section 2 - Issues

Figure 20: Open space 400m catchment analysis

Source: BCC Open Space Planning, January 2012.
The quality of the land for the purposes of current and future open space provision is a more important aspect to consider. Open space best practice seeks to broaden the offer and quality of open space assets:

- Greater diversity in activities.
- Wider array of participants.
- Participation across a wider period of the day and week.
- Growth in concern for the protection of, but more recreational use of, the natural environment.
- Increased community awareness of the role of recreation and open space in promoting health.
- Demand for higher quality, safer and more accessible facilities.

The aim for the provision of open space within the local area will be to provide a park within a walking catchment of 400m from most dwellings.

**Directions For Local Area Planning**

*Open Space*

- Identify an approach for dealing with areas not within walking distance of an open space asset.
- Complete further needs analysis to understand the potential for open space land to cater for the range of needs within the local area.
2.3.4 Resource Management

The forecast growth in population and employment will increase demands on water and energy services. While these are not managed by Council, Council is committed to improving the Bankstown LGA's environment and is saving energy and water and improving the natural environment and biodiversity through many of its sustainability projects. Waste management is managed by Council and there are many programs currently run by Council which aim to reduce waste to landfill and increase recycling.

An area of concern is dealing with the potential impacts of climate change. 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 can guide on ground actions to prepare for and hopefully lessen the local impacts of climate change.


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. The primary document amongst these is the *Bankstown Environmental Action Plan* (BEAP), outlining Council's plan for growing the Bankstown LGA in a sustainable manner.

The BEAP sets out the environmental targets Council will strive towards. The 2009/2010 State of Environment Report finds that Council has performed well in
relation to some indicators. Council will continue to strive to meet the targets in the other target areas.

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.

**Directions For Local Area Planning**

*Resource Management*

- Identify ways for the local area planning process to contribute to meeting Council's sustainability targets

- 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.
2.3.5 Land Contamination

During World War II, the Commonwealth Government National Security Regulations led to substantial infrastructure and industrial development in the local area. The construction of the Bankstown Airport was followed by the development of industries associated with the war effort, including the Villawood munitions factory, the Hawker de Havilland plant, and the expansion of the Chullora railway complex which was adapted to produce munitions; manufacture tanks, ships’ propellers and the Beaufort Bomber. Defence department housing, roads, and other infrastructure rapidly made an impact on the area. More temporarily, vacant building lots were equipped with search-lights and anti-aircraft guns.

Land was resumed west of Miller Road for defence purposes as was Chester Hill Park. Leightonfield Station was constructed in 1942 to provide access to the ammunition factories constructed in the area. The view was that after the war, the area would become a civil industrial precinct.

However after the war, the Commonwealth Department of Post-War Reconstruction had the provision of housing for defence personnel as a major priority. This saw some of the areas that were earmarked for the civil industrial precinct convert to housing areas.

The implication is future development at 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 addition, if Council considers rezoning any of its 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).
A Phase 1 contamination investigation was undertaken for ten selected Council sites in the local area currently zoned special use. The properties are:

- 188 Birdwood Road, Georges Hall
- 39 Helen Street, Sefton
- 104 Carlingford Street, Sefton
- 127 Waldron Road, Chester Hill
- 155 Waldron Road, Chester Hill
- 158 Virgil Avenue, Chester Hill
- 159 Waldron Road, Chester Hill
- 161 Waldron Road, Chester Hill
- 233 – 235 Wellington Road, Chester Hill
- 12 Chester Hill Road, Chester Hill

The objectives of the Phase 1 investigation are to assess the potential for contamination of the sites based on past and present site use, and to comment on the need for further investigation and/or management (if required).

The Phase 1 assessment concludes the sites are unlikely to be affected by acid sulfate soils (refer to Figure 21). Acid sulfate soils occur naturally in both coastal (tidal) and inland or upland (freshwater) settings. Left undisturbed, these soils are harmless, but when excavated or drained, the sulfides within the soil react with the oxygen in the air, forming sulfuric acid.
Section 2 - Issues

Figure 21: Acid Sulfate Soils

Source: BCC, 2012
The Phase 1 assessment also concludes the risk of soil or groundwater contamination is ‘low’ or ‘low to moderate’. For sites occupied by buildings, the potential contaminants identified relate to:

- potential for asbestos and/or lead based paints to have been used in the buildings in the past.
- potential for some imported fill to have been used within the site.

For sites currently used as car parks, the potential contaminants include the potential for:

- some imported fill to have been used within the site.
- polyaromatic hydrocarbons (PAH) including benzo(a)pyrene which are commonly associated with bitumen hardstand surfaces. However the contamination is most commonly associated with degradation of the bitumen, releasing particles into the surface soils. Contamination through leaching from the bitumen is unlikely.
- localised areas of fuel / oil leaks and spills, potentially impacting the surface soils.

Russ Wheeler Park was investigated and the potential contaminants identified relate to:

- the potential for either imported fill or demolition rubble from the water tower and pump house to have been used within the site following demolition.
- pesticides which may have been used on the site in the past since the area is largely covered by grass.
- the former pump house which may have contained an above ground fuel supply tank, or may have been regularly supplied with fuel. There is a potential for localised hydrocarbon impact in this area.
Section 2 - Issues

Directions For Local Area Planning

Land Contamination

Consider the historic uses in the locality and whether these uses may have resulted in land contamination.

Future development at certain locations within the local area may need to consider acid sulfate soils.

2.3.6 Others

There are a range of other environmental impacts that will need to be considered by future development in the local area, as set out below:

Noise

Southern Sydney Freight Line

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 (refer to Figure 22). 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.
Council commissioned a noise study which centred on an area in Chester Hill bound by Waldron and Wellington Roads to the north and south, Orchard Road to the west and Hector Street to the east. This area provides a section of railway corridor that is representative of railway noise from the freight line.

The study included unattended and attended noise monitoring to quantify and observe the existing ambient noise climate and influences from existing train operations. It established appropriate noise criteria for external and internal noise amenity and undertook calculations of existing and future train noise to determine suitable external offset distances and appropriate building design considerations, in accordance with relevant State noise guidelines.

The study found the internal noise levels from future freight operations are satisfied at a distance of 40m from the tracks. This is 40m from the SSFL track, so for the properties on the north side it is about 30m from the corridor as the SSFL track is located on the southern side of the existing tracks. However, this setback distance is subject to building designs incorporating a brick veneer type construction with closed windows, together with mechanical ventilation.

Should medium or high density residential development locate less than 40m from the SSFL tracks, then exceedances of the internal criteria will result for a standard brick veneer single glazing building. For these situations improved building construction is needed e.g. double glazing fixed and closed windows.

In addition, internal design layouts can improve on the above by setting bedrooms and living spaces away from the railway corridor and instead have kitchen and bathrooms and the like on the side of the railway corridor.

**Bankstown Airport**

Australian Noise Exposure Forecast (ANEF) currently affects land generally south of the Hume Highway (refer to Figure 22). This includes a small portion of land in Georges Hall, where the Australian Noise Exposure Forecast exceeds 25. Under the Ministerial Section 117 direction a rezoning for residential development is
prohibited where the ANEF exceeds 25. This land is currently mostly zoned for residential development in the form of houses.

Figure 22: Freight Line and Aircraft Noise

Source: BCC, 2012
Obstacle Height Limitations

The Obstacle Height Limitations (OLS) are triggers for consultation with the Federal Government about possibly exceeding these heights within the safe operation path for aircrafts. The Federal Government then advises if the exceedance is acceptable. Figure 23 shows the extent of the OLS on the local area.

Figure 23: Obstacle height limitations

Source: BCC, 2012
Section 2 - Issues

Bushfire Risk

Bushfire risk affects residential lands in proximity to Lansdowne Park and the Crest Sporting Reserve (refer to Figure 24). An area near Carysfield Park is also identified in the preliminary analysis. Future planning will consider the impacts of bushfire risk on new development and ensure such risk is not exacerbated. This will require collaboration with the Rural Fire Service.

Directions For Local Area Planning

Other Environmental Concerns

- Ensure redevelopment along the Southern Sydney Freight Line incorporates noise mitigation to provide residents with appropriate amenity.

- Ensure that areas identified for additional dwellings (including infill development in the neighbourhood areas) do not expose residents to unacceptable environmental impacts.
Figure 24: Bushfire Prone Land

Source: BCC, 2012
2.4 Invest

The Community Plan vision for 'Invest' is:

- A city that promotes long term economic and employment growth; A city that meets the demand for professional and specialised employment opportunities; A city of lifelong learners; A city that provides for a greater range of youth employment opportunities.

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.

2.4.1 Employment Land

There were around 70,000 jobs in the Bankstown LGA in 2006 located within the following employment areas: Bankstown Airport/Milperra Specialised Centre; Bankstown-Lidcombe Hospital; Industrial Precincts in Bankstown-Padstow, Condell Park, Sefton, Chester Hill and Villawood; Chullora Industrial-Technology Park; Bankstown CBD and various village and neighbourhood centres.

There are also important employment areas located within the West Central Subregion which provide additional jobs. These include the Western Sydney Employment Hub and industrial precincts at Granville. Jobs are also available in the other retail and commercial centres within the subregion such as the Parramatta regional centre.

In 2009, Council commissioned an Employment Lands Development Study (ELDS) to understand the nature of the economic and employment offer in the Bankstown LGA and to develop a strategy that will reposition the Bankstown LGA
as a key employment and development destination. The study found that the Bankstown LGA has the following industry profile and attributes:

- Manufacturing was the largest industry sector, with around 18,000 jobs, followed by retail trade and health and community services sector. The dominance of manufacturing in the Bankstown LGA is particularly clear when compared against the West Central Subregion and the Sydney metropolitan region. Around 8% of Sydney’s manufacturing jobs are in the Bankstown LGA.

- The Bankstown LGA is in a period of transition. Much of the area is undergoing industrial restructuring resulting in job losses, particularly in older manufacturing industries. These are yet to be replaced by significant new ‘higher order’ jobs. While there has been a reduction in manufacturing employment, ‘output’ from the sector remains strong suggesting that technological advancements are enabling the sector to produce more with fewer employees than previously.

- The Bankstown LGA has significant specialisations in key, often niche, manufacturing sub-sectors such as metal product, machinery and equipment manufacturing. Development in these sectors is important to the future success of the Bankstown LGA in terms of skills development and economic output. Other key sub-sectors, such as printing, publishing and aviation related industries will also have a continued role in a strong future for the Bankstown LGA.

- The Bankstown LGA contains a higher proportion of workers in unskilled or semi-skilled occupations than the Sydney CBD and surrounds. In particular, technicians and trades workers, machinery operators and drivers and labourers. Correspondingly, it has a lower proportion of workers in ‘higher-order’ occupations, such as managers and professionals, most of whom are concentrated in the manufacturing sector.
Section 2 - Issues

The study considered the above in association with an audit of existing uses on the zoned employment land within the LGA and future demand to develop the following high level strategic employment directions:

- Enhance amenity while accommodating growth and change.
- Develop strategic assets.
- Modernise and reposition industry to build on locational advantage.

Table 11: Top 10 Industry Sectors – North-West LGA.

<table>
<thead>
<tr>
<th>Industry Sector</th>
<th>Total</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>5,381</td>
<td>30%</td>
</tr>
<tr>
<td>Transport, postal &amp; warehousing</td>
<td>2,043</td>
<td>11%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>1,582</td>
<td>9%</td>
</tr>
<tr>
<td>Education &amp; training</td>
<td>1,474</td>
<td>8%</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>1,438</td>
<td>8%</td>
</tr>
<tr>
<td>Health care &amp; social assistance</td>
<td>1,137</td>
<td>6%</td>
</tr>
<tr>
<td>Construction</td>
<td>899</td>
<td>5%</td>
</tr>
<tr>
<td>Accommodation &amp; food services</td>
<td>677</td>
<td>4%</td>
</tr>
<tr>
<td>Other services</td>
<td>637</td>
<td>4%</td>
</tr>
<tr>
<td>Public administration &amp; safety</td>
<td>474</td>
<td>3%</td>
</tr>
</tbody>
</table>

Source: Place of Work Data (ABS, 2006). Note: this data is based on North West SLA which is larger than the North West local area and includes Condell Park/Bankstown Aerodrome, Yagoona and Birrong-Regents Park-Potts Hill

The Education and Training sector is the fourth largest employment sector in the north-west of the LGA providing 1,474 jobs and making up 8% of all jobs in 2006. These jobs include pre-school and school education, tertiary education and adult, community and other education jobs.

The Education and Training sector also employs the highest share of professionals in the local area with 42% of all professionals coming from this sector. These higher order jobs are important anchors for a range of associated employment within a region.
In adopting these directions and the actions of that study, Council has committed to actions which will inform future planning of land for industrial, retail and commercial land uses. These are discussed in detail below.

2.4.2 Industrial Lands

Council’s Employment Lands Development Study recognises that as new economic opportunities emerge the need for well positioned employment lands in Bankstown will need to be maintained and renewed.

The employment land in the local area, which includes the Sefton and Villawood Industrial Precincts, is part of a larger stretch of employment land extending from Chullora to Smithfield.

The Sefton Industrial Precinct contains about 33 hectares of industrial zoned land adjacent to the Sefton station. The Sydney Water Supply Pipeline prevents the integration of this Precinct with the Regents Park Industrial Area to the north. The smaller industrial lots and poor access to arterial roads inhibits investment in larger integrated industrial activities.

The Villawood Precinct includes approximately 163 hectares and accommodates around 8% of the total employment across the Bankstown LGA. Key assets of the Precinct are its proximity to the Leightonfield train station and Chester Hill village centre, and the precincts larger lots which provide opportunities for new investment and renewal. It has been identified in State strategic planning as making up part of significant freight industry clusters.

The ELDS identifies the following actions for the Sefton and Villawood Industrial Precincts:

- Monitor development in the Sefton Industrial Precinct and in the nearby area around Sefton station with a view to determining the most appropriate long term zoning of the area. The relevant actions which affect the local area are: consider the future of Sefton in an integrated approach with the adjacent
Section 2 - Issues

centres of Chester Hill and Villawood; retain existing large parcels of land close to Sefton train station; and consider retention of industrial zoning on land south of Carlingford Road, adjacent to the railway corridor.

• Enhance the functionality of the Villawood Industrial Precinct. The key actions are: provide for the future expansion of light industry and urban services activities on adjacent land when available; zone part of the precinct for light industrial uses; and develop a clear vision for development around the Leightonfield station.

Council approved the Industrial Area Improvement Program on 26 October 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 will focus 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 improvements to the Villawood and Sefton Industrial Area can be undertaken as part of this program.
Figure 25: Employment Distribution

Source: BCC, 2012
2.4.3 Village Centres

The Chester Hill village centre is served by the Bankstown and Inner West Lines with the majority of commercial activity concentrated north of the line. The north side of the centre contains the main retail activity, anchored by the Chester Square shopping centre and strip retailing along Waldron Road. The Chester Hill RSL, community facilities and open space are located south of the railway line.

The centre is strategically located in the Sefton to Villawood employment corridor.

The majority of existing commercial office space is walk-up shop top space and the quality of retail shops vary from older shops needing renovation to newer shops.

The ELDS identified Chester Hill village centre as a service node and hub for the Villawood Industrial Precinct with the potential to extend the commercial core.

The Sefton village centre is not identified in the ELDS however it is projected to become a village centre in the local area by 2031. This shopping centre suffers a high vacancy rate and low pedestrian traffic. It has been impacted by development in the Chester Hill shopping centre and is bisected by the railway line with no road across which limits connectivity. Nonetheless there is convenience based retail which mainly serves the local residents and to some extent workers in the Sefton industrial estate.

The Bass Hill village centre is not identified in the ELDS, however, it accommodates the Bass Hill Plaza, which comprises Woolworths, Target and other specialty stores. Adjoining the Plaza is a hotel and Hungry Jack’s outlet with extensive areas of car parking. This land is in single ownership and presents a long term development opportunity.
2.4.4 Neighbourhood Centres

Outside the village centres and the industrial precincts, employment is provided in the neighbourhood centres 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 shops and local grocery stores. The neighbourhood centres along Woodville Road and Hume Highway provide highway related services, such as drive-in restaurants and service stations. The neighbourhood centres in the local area are:

- 207-231 Miller Road, Bass Hill.
- 826-972 Hume Highway, Bass Hill.
- 101-109 Denman Road, Bass Hill.
- 360-366 Hector Street, Bass Hill.
- 63-79 Middleton Road, Chester Hill.
- 35-55 Arlewis Street, Chester Hill.
- 172-178 Hector Street, Chester Hill.
- 977-987 Hume Highway, Lansdowne.
- 27-47 Woodville Road, Villawood.
- 68-70B Miller Road, Villawood.
- 81-93 Miller Road, Villawood.
Directions For Local Area Planning

*Invest*

- Ensure the relevant actions from the employment lands study inform the Local Area Plan.
- Increase the population density in and around the centres to increase demand for retail and commercial services and enhance local economic activity.
- For the Sefton village centre, consideration must be given to its commercial and retail role in relation to the Chester Hill village centre.
Section 3
Summary of Constraints and Opportunities

This section summarises the local area wide issues identified in Section 2 on a precinct basis:

• Local wide area
• Chester Hill village centre
• Sefton village centre
• Bass Hill village centre
3.1 Constraints & Opportunities

3.1.1 Chester Hill Village Centre

Constraints

- A lack of vacant land available for redevelopment means that revitalisation of this centre will require the replacement of existing buildings over time.
- A fragmented lot ownership pattern is a significant constraint to achieving higher density as lot amalgamation is required to meet the current planning controls.
- The Southern Sydney Freight Line (SSFL) is a major noise generator and the impact of noise must be considered in any future development along the railway line to ensure amenity for future residents. The internal noise levels from future train operations is satisfied at 40m from the SSFL tracks, which equates to 40m south of the railway line and 30m north of the railway line.
- There are a number of cul-de-sac streets which limit vehicle and pedestrian movements.
- The railway line acts as a barrier, limiting north–south connectivity to Chester Hill Road or Hector Street on the eastern edge of the centre.
- There is little public open space in the centre, with only Nugent Park adjacent to the train station and Abbott Park on the western edge of the centre.
- The interface with the industrial land to the west of Orchard Road will need to be considered in any redevelopment along the road.
Figure 26: Opportunities and Constraints
• Some localised high risk stormwater flooding occurs immediately upstream of the railway line.

• If Council considers rezoning special use land, the potential contamination of the land must be considered.

• There are no bicycle or end of trip facilities in the centre.

• Directional signage for cycling is limited and poorly located.

• The train station is not an accessible station with any provision for the mobility impaired.

• Despite the existence of bus and train routes through the centre the service is poor as a result of limited services.

• Waldron Road / Hector Street intersection and Waldron Road / Chester Hill intersection currently operate above capacity, with congestion occurring in the AM and PM peak hours.

**Opportunities**

• The age and quality of existing housing stock coupled with access to retail outlets, commercial uses, community facilities and public transport offers Chester Hill opportunities for higher density development.

• There is an opportunity for improvements to the landscape character of the centre to provide shade and visual amenity in the street.

• To create a distinct ‘sense of place’ there is an opportunity for built form markers to announce the arrival into the centre at key intersections on major roads.

• There is an opportunity to balance the level of development on both sides of the railway line, whilst recognising the core commercial activities occur on the north side the railway line and the community uses occur on the southern side of the railway line.
• Council owns land within the centre and as such has the opportunity to review the uses of the properties and maximise opportunities for public parking, cycle facilities or development opportunity sites.

• The existing urban form and uses create the opportunity to expand the retail vitality of the main street retail strip along Waldron Road.

• As part of the increase in densities, there is opportunity to explore the redevelopment of the Chester Square shopping centre to provide a better interface with the centre.

• The centre is serviced by bus and railway infrastructure providing residents with access to public transport options and reducing the reliability on private vehicles. The constraint relates to provision of services as outlined above. There is an opportunity for Council to liaise with Transport for NSW to improve services.
3.1.2  Sefton Village Centre

**Constraints**

- Sefton lacks a ‘sense of place’ with little retail / commercial activity in the centre.

- The proximity of Sefton to the commercial core of Chester Hill is a challenge for it to become a vibrant and viable commercial centre.

- The installation of the noise attenuation walls along the railway line creates a visual barrier that further segregates the areas north and south of the line.

- Existing planning controls require the amalgamation of lots to enable development and this may be a significant deterrent for development to occur.

- The railway line embankment has been constructed across the natural drainage line and as such forms a barrier, creating an extensive high flood risk precinct behind the underpass affecting residential land and Jim Ring Reserve.

- The railway line is a barrier for north south pedestrian and cyclist movements

- Pedestrian crossing to the north side of the station tends to result in queuing as groups of school students cross the road.

- There is no pedestrian crossing facility on Hector Street outside the school.

- Despite the existence of bus and railway routes through the centre the service is poor due to limited services.

- The smaller industrial lots and poor access to arterial roads inhibits investment of larger integrated industrial activities in the Sefton Industrial Precinct. In addition, the Sydney Water supply pipeline prevents integration with the Regents Park Industrial Precinct.
Opportunities

• Sefton’s commercial activities compete with Chester Hill for vitality and as such there is the opportunity for Sefton to become a residential precinct or a satellite for any future expansion of Chester Hill, creating renewed possibilities for the centre. The introduction of more relaxed planning controls in terms of the need for lot amalgamation, parking and setbacks may be required to stimulate change in the centre.

• The close proximity of employment lands to the residential area provides the opportunity for Sefton to be a residential catchment that supports the employment lands.

• There is an opportunity to recognise and highlight items of heritage significance to contribute to a character for the centre.

• There is an opportunity for improvements to the landscape character of the centre to improve its overall image.

• Sefton is serviced by bus and railway infrastructure, including an accessible train station, providing residents with access to public transport options and reducing the reliability on private vehicles. The constraint relates to provision of services as outlined above. There is an opportunity for Council to liaise with Transport for NSW to improve services.
3.1.3 Bass Hill Village Centre

**Constraints**

- Bass Hill is segregated into long north-south segments sandwiched between the Hume Highway to the north and Johnston Road to the south.
- There is a lack of identity and ‘sense of place’ with the Bass Hill Plaza being the only recognisable marker. This shopping centre bears no relation to its surroundings as it presents a double tier car parking facility to its neighbours.
- There is limited east – west connectivity within the centre. The street network is convoluted with a mix of loops, cul-de-sac streets and no north – south connections across the Hume Highway.
- Access to the centre is limited as additional direct vehicle access from the Hume Highway will reduce the capacity of the highway.
- The Hume Highway is a major pedestrian barrier for north-south movements in Bass Hill.

**Opportunities**

- Access to retail outlets, commercial uses, open space and public transport offers Bass Hill opportunities for higher density development.
- Single large landholdings provide the opportunity to increase housing in the area and create further retail / commercial uses.
- The centre lacks a ‘sense of place’ however there is opportunity to allow for a mix of dwelling typologies and the introduction of a ‘main street’ or centre activity spine to produce a better urban design outcome and stronger sense of identity from the Hume Highway.
- There is an opportunity for improvements to the landscape character of the centres, particularly the Remembrance Driveway Landscape Corridor.
• There are key attractions in the centre, such as the school, Bass Hill Plaza, bus stops and open space to the east which provide opportunities for east–west links to be created.

Other areas

Constraints

• The population in the local area is projected to grow by up to 20% by 2031. Planning for future land use and development will need to consider how to accommodate the additional population.

• Maintaining higher order employees and viable employment lands is a consideration for local area planning.

• Some community aspirations challenge government strategic planning policies in relation to higher density housing in strategic areas, and the local area character and traffic will need to be discussed further in setting future directions.

• Parking conflicts occur at the Georges Hall neighbourhood centre during school terms, particularly between Georges River Grammar School and commercial parking demands.

• Pedestrian and cycle links between Bass Hill, Chester Hill and Villawood village centres are poor.

• The Chester Hill / McClelland and Marks Streets intersection experience a high level of crashes due to a misaligned geometry.

• Despite being a highly urbanised area, the local area supports significant local and regional biodiversity values and features, which need to be considered in identifying land for future housing and jobs. Council will need to continue to assess and evaluate the conservation values of land in the local area to inform future planning.

• Riverine flooding affects land that is immediately adjacent to Prospect Creek and the Georges River.
• A significant high flood risk has been created behind the railway crossing in Villawood due to an under capacity of the culverts.

• The local area contains land affected to some degree by a range of environmental constraints including:
  - ANEF which affects land south of the Hume Highway.
  - Obstacle height limitation related to the path of travel for aircraft.
  - Acid sulfate soils, affecting land generally along Prospect Creek.
  - Bushfire risk which affects land near Lansdowne Park and the Crest Sporting Reserve.
  - Potential land contamination.

**Opportunities:**

• There are nine heritage listed items in the local area and development must have regard to the heritage values of these items.

• The key directions for strategic planning policy from the local, State and Federal policies combined support:
  - economic development, employment opportunities and investment
  - more housing choice in accessible locations
  - ‘Liveability’ and infrastructure provision.
  - Improvements to the function of retail and commercial centres.
  - Improvements to the quality of, and access to open space and essential services.

• The promotion of sustainable development and protection of the natural environment.

• Improved transport options, connections, accessibility and mode share.

• Council’s Residential Development Study (2009) recommends 60% of new dwellings to be provided in centres and 40% provided as infill development.
within neighbourhoods. Centres in local area are recommended to provide the following dwelling targets:

**Table 12: Dwelling Targets**

<table>
<thead>
<tr>
<th>Suburbs</th>
<th>Centre type (2031)</th>
<th>Dwelling Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bass Hill</td>
<td>Small village centre</td>
<td>640 additional dwellings within a 400m radius</td>
</tr>
<tr>
<td>Chester Hill</td>
<td>Village centre</td>
<td>730 additional dwellings within a 600m radius</td>
</tr>
<tr>
<td>Sefton</td>
<td>Small village centre</td>
<td>151 additional dwellings within a 400m radius</td>
</tr>
</tbody>
</table>

Source: Bankstown Residential Development Study, 2009

- There are a range of schools, community health services and 17 community facilities within 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.
- There is an opportunity to develop Chester Hill to provide community facilities at a district level.
- The Villawood Industrial Precinct is identified in State strategic planning as part of significant freight industry clusters. It is a major employment area for the LGA, and its proximity to Leightonfield train station and Chester Hill village centre, coupled with its large lots provides the opportunity for new investment and renewal.
- Council currently owns and manages 81 parks within the local area and more than 80% of residents have access to a park or reserve within 400m from their home. Open spaces provide an amenity which can support higher density development.
- There is the opportunity for Local Area Plans to support appropriate development controls for future higher density development which promotes high quality design, energy and water efficiency.
- There is an opportunity to formalise key links and connections between Bass Hill, Chester Hill, Georges Hall, Sefton and Villawood.
Section 4
Summary of Local Area Directions

This section summarises the Directions into:

- Local Areas
- Place Based Precincts
4.1 Local Area Directions

This Issues Paper is informed by detailed investigations into the character of the local area. This includes the opportunities and constraints towards meeting the City Directions, meeting broader strategic planning objectives and meeting the needs of our community in 2031. The key areas investigated include:

- Housing and housing choice
- Local character including urban form and heritage.
- Activity within the commercial and retail centres and employment lands.
- Social infrastructure and open space.
- Management of the natural environment assets
- Traffic networks (including parking)

The table below provides a summary of the local area directions drawn from the detailed investigations. These directions will be used to inform the planning for the local area in the next stage of the process.
Table: Summary of Local Area Planning Directions

<table>
<thead>
<tr>
<th>Now and in 2031 Local Area Context</th>
<th>Demographics</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Provide medium density dwelling options to cater to the expected growth in smaller households and allow residents wishing to downsize to remain in the local area close to their family and other networks. This will include a mix of shop-top housing, mixed used development, dual occupancies, townhouses and home units.</td>
</tr>
<tr>
<td></td>
<td>Maintain and 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>Ensure that adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy Drivers</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ensure that future development supports Federal, State and Local strategic planning policies and examining the impacts on the urban character.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Liveable</th>
<th>Urban Form</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Identify land in and around the Chester Hill, Sefton and Bass Hill village centres that are appropriate for mixed use and higher density development close to public transport and services.</td>
</tr>
<tr>
<td></td>
<td>Investigate urban forms for higher density development and how these can retain the aspects of the village centres valued by the community.</td>
</tr>
<tr>
<td></td>
<td>Retain the low density character of the neighbourhood areas consistent with the Residential Development Study 2009.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing Affordability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Consider opportunities for addressing housing affordability through redevelopment sites and infill areas. A greater understanding of the issue within the LGA will need to inform this work.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Heritage</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Respond to the local character when considering the redevelopment of growth areas.</td>
</tr>
<tr>
<td></td>
<td>Consider mechanisms to protect items of historic significance as identified by the heritage review.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Social Infrastructure</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Investigate the use of school facilities for community purposes.</td>
</tr>
<tr>
<td></td>
<td>Ensure interface issues between schools and residential areas are appropriately managed.</td>
</tr>
<tr>
<td></td>
<td>Ensure Council continues its commitment to facilitate the provision of community health services in the local area.</td>
</tr>
<tr>
<td></td>
<td>Consider opportunities to enhance the community facilities offer in the local area according to recognised best practice.</td>
</tr>
<tr>
<td></td>
<td>Consider land use options for opportunity sites, such as the Roundabout Youth Centre.</td>
</tr>
<tr>
<td></td>
<td>Consider options to focus district-level community facilities in Chester Hill.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connected</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lobby the NSW Government for an accessible train station at Chester Hill and higher frequency of public transport service throughout the local area.</td>
</tr>
<tr>
<td></td>
<td>Consider the traffic implications of future development on the existing network and identify necessary improvements.</td>
</tr>
<tr>
<td></td>
<td>Consider a car parking strategy which accommodates sufficient off-street parking in the growth areas.</td>
</tr>
<tr>
<td></td>
<td>Provide improved links to reduce the reliance on private vehicles as the key mode of travel for local trips, such as pedestrian and cycle links.</td>
</tr>
</tbody>
</table>
Green

- **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.

- **Waterway**: Ensure the growth areas for future housing and jobs do not exacerbate existing flooding. Review opportunities to improve water quality in the local area, particularly by promoting and supporting water sensitive urban design principles into Council’s planning controls.

- **Open Space**: Identify an approach for dealing with areas not within walking distance of an open space asset. Complete further needs analysis to understand the potential for open space land to cater for the range of needs within the local area.

- **Resource Management**: Identify ways for the local area planning process to contribute to meeting Council’s sustainability targets. 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.

- **Land Contamination**: Consider the historic uses in the locality and whether these uses may have resulted in land contamination. Future development at certain locations within the local area may need to consider acid sulfate soils.

- **Other Environmental Concerns**: Ensure redevelopment along the Southern Sydney Freight Line incorporates noise mitigation to provide residents with appropriate amenity. Ensure that areas identified for additional dwellings (including infill development in the neighbourhood areas) do not expose residents to unacceptable environmental impacts.

Invest

- **Ensure the relevant actions from the employment lands study inform the local area plan.**

- **Increase the population density in and around the centres to increase demand for retail and commercial services and enhance local economic activity.**

- **For the Sefton village centre, consideration must be given to its commercial and retail role in relation to Chester Hill village centre.**
4.2 Place Based Precinct Directions

Council wants to ensure that the local area remains a place that is liveable, green, connected and facilitates investment for the current and future population. In addition to the Community Plan visions, locally specific key directions for the local area should guide the development of the area.

4.2.1 Chester Hill Village Centre

The following sets out the possible key guiding principles for the Chester Hill village centre, based on the opportunities and constraints, and directions outlined in this paper.

Due to the availability of services, facilities and public transport Chester Hill is considered to provide the best attributes to be the primary centre to accommodate residential growth within the local area. The Plan below sets out a structure for the future development of the centre. It shows the possible extent of the retail / commercial, community uses, gateway intersections and opportunities for housing growth.
Guiding principles

The overall principles to guide the future development of the Chester Hill village centre are:

- To create a distinct and well-balanced built form with higher densities and taller forms to locate in the centre and along Chester Hill and Waldron Roads. This will create a ‘bell curve’ effect generally transitioning from the centre down in height towards the periphery.
- To ensure building heights are consistent or transition with neighbouring buildings or buildings across the street.
- To strengthen the north precinct for the retail / commercial uses by extending mixed uses along Waldron Road, by reviewing parking facilities, by creating better links to other key destinations within the centre, i.e., Abbott and Nugent Parks, RSL and community centre and by reviewing planning controls, such as height, density and car parking.
- To strengthen the community facility precinct to the south of the centre.
- To create built form markers at key intersections to identify the entry points into the retail / commercial core, including the intersections of Virgil Avenue / Priam Street and Virgil Avenue / Campbell Hill Road in the north and the intersection of Chester Hill Road / Proctor Parade in the south.
- To provide increase opportunities for redevelopment in the retail / commercial core by reviewing planning controls, such as height, density and car parking.
- To allow for increased residential development south of the railway line around the community facilities.
- Allow for a sufficient setback south from the railway line to reduce the noise impact of the Southern Sydney Freight Line on the internal amenity of future dwellings. This could potentially include a green buffer and mature tree planting in the rear part of lots, south of the railway line.
Section 4 – Local Area Directions

• To provide opportunities for improved landscape character throughout the centre. An improved landscape character along Waldron and Chester Hill Roads can highlight the gateway character along these roads.

• Allow for higher densities around Abbott Park to create better natural surveillance and activation.

• Review existing public car parking in Chester Hill village centre to assist in the provision of more efficient parking and better utilisation of any spare capacity in the area. Ensure that sufficient parking spaces are provided for the area and that it can be strategically used to offset the provision of parking in specific areas to help encourage and stimulate development.

Land Uses

• A pattern of land uses is evident in the existing centre and any future growth will need to fit the pattern: North of the railway line is dominated by retail and commercial uses along Waldron Road (east-west direction), while the south of the railway line contain community facilities and educational establishments (north-south direction).

• Mixed use development (shops on the ground floor and residential units above) will continue to be encouraged in the retail/commercial core near the existing Chester Square shopping centre and along Waldron Road.

• Transition areas will need to be created between the retail/commercial core and the low density residential areas. The transition areas will be a mix of medium to high density residential uses, which will be distinguishable by the built form. The interaction between the low and medium density land uses should blend in.
**Density and Height**

- Continue to allow high density mixed use development and residential flat buildings at six storeys in the commercial core.

- Provide transition areas around the commercial core to create a ‘bell curve’ effect that generally transitions from 3-4 storeys down in height towards the neighbourhood areas.

- Consider medium density residential buildings along the railway corridor (Waldron Road and Wellington Street) to complete the connection between the Chester Hill and Sefton village centres.

- Consider using urban form to highlight key attributes in the village centre, such as Abbott’s Park, the Chester Hill Public School and the gateway sites.

**Connections**

- Improve cycle and pedestrian links are encouraged to better link Chester Hill and Sefton village centres.

- Explore improved cycle links along Chester Hill, Waldron and Campbell Hill Roads that can be configured either an on or off-street depending on physical possibilities. Cyclist end of trip facilities and storage, as well as parking should be provided with redevelopment of any sites.

- Create a more permeable and therefore walkable centre by allowing for greater development on sites that provide a public laneway.

- Create safer pedestrian movement across Chester Hill and Waldron Roads to improve connectivity across the centre.

- To improve pedestrian and cycle ways connectivity along Chester Hill Road, Waldron Road, and Wellington Road to link to schools, local public open spaces in a safe manner.
Figure 27: Chester Hill Structure Plan
4.2.2 Sefton Village Centre

The following sets out possible key guiding principles for Sefton centre, based on the opportunities, constraints and directions outlined in this paper.

**Guiding principles**

The overall principles to guide the future development of the Sefton village centre are:

- To promote Sefton as a satellite community at the periphery of the Chester Hill village centre.
- To reinforce the north-south retail spine along Helen Street.
- To amend planning controls, in particular those relating to frontage and minimum site area, setbacks and parking to facilitate viable redevelopment to occur within the centre.
- To recognise local significant properties and enhance the local character.
- To investigate the future opportunity for the Roundabout Youth Centre located at the intersection of Helen and Carlingford Streets.
- To improve the landscape and streetscape character with improved planting and mature trees along major roads.

**Land Uses**

- Land uses for the Sefton village centre would generally work with the existing planning controls applicable to the centre.
- The existing reserve north of Waldron Road and east of Hector Street is currently surrounded by the backs of residential properties with little visibility from the road. This is not a positive outcome. The site should be considered for an alternative use that is compatible with the surrounding properties. A
possibility is to rezone land for residential use and amalgamated with lots fronting Hector Street or Waldron Road.

- Mixed uses at the intersection of Helen Street and Wellington Road to the south of the railway line are encouraged to face Helen Street to avoid any visual impacts imposed by the recently installed sound walls.

- Uses to the north of the station at the intersection of Helen Street and Waldron Road are encouraged to be a mix of retail at ground level uses and residential above. Also consider land use options for opportunity sites, such as the Roundabout Youth Centre.

### Density and Height

- Retain building height and density controls for Helen Street (both on the north and the south side of the station) as the main street. The current controls allow between 3 and 6 storeys on certain land on Helen Street.

- Consider medium density residential buildings along the northern side of the railway corridor and Waldron Road, and provide transition areas to the low density properties towards the north. Waldron Road plays an important role in connecting Sefton and Chester Hill village centres.

- Consider increasing densities along the north-south corridor along Helen Street, and east-west corridor along Waldron Road (west of Helen Street).

### Connections

- Improve pedestrian links between the Sefton village centre and Jim Ring Reserve and the Birrong Aquatic Leisure Centre on the southern side of the railway line, and between the Sefton Station and Sefton High School to the north of the station.

- Improve cycle and pedestrian links between Chester Hill and Sefton village centres and consider cyclist end of trip facilities and storage, as well as parking should be provided with redevelopment of any sites.
• Improve landscape character along Wellington Road to minimise the visual impacts of the sound barriers.

**Heritage**

The contribution of the concentration of homes along Kara and Kerrinea Street that retain stylistic traits of Inter War Spanish Mission, Romanesque or Mediterranean architecture should contribute to the character along those streets.

*Figure 28: Sefton Village Centre Structure Plan*
4.2.3 Bass Hill Village Centre

The following sets out possible guiding principles for the Bass Hill village centre, based on the opportunities and constraints, and directions outlined in this paper.

Guiding principles

The overall principles to guide the future development of the Bass Hill village centre are:

- To improve the centre’s ‘sense of place’ with better connectivity across the centre.
- To increase visibility and a stronger presence along the Hume Highway with the continuation of the Remembrance Driveway Landscape Corridor in any redevelopment along the Highway.
- To use the existing street pattern and connection to the Hume Highway or to create a new entrance at the intersection with Chester Hill Road to better link the centre to the local area.
- To activate the edges of the shopping centre car park structure with edge retail and extend the shopping mall as part of the main retail strip.
- To provide opportunities for greater heights to encourage redevelopment across the centre, especially along the ‘main street’.
- To provide the opportunity for a formal bus interchange near the entrance to the ‘main street’ and the connection with the Hume Highway.
- To explore the provision of a potential pedestrian and vehicular link through the redevelopment plans of the caravan park for the future expansion of the ‘main street’ and improved connectivity.
- To improve the general landscape character of the centre and the streetscape character of the ‘main street’ with improved planting and mature trees.
**Land Uses**

- Retail / commercial uses are encouraged across the existing shopping plaza and immediately to the east. This can be treated as a new extension to the Plaza while providing an activated edge to the extension of Handle Street. Loading and servicing can take place along the private access next to the Plaza.

- The uses fronting the new main and secondary streets can be retail / commercial uses on the ground floor and residential uses above. Residential uses are proposed for the southern portion of Handle Street extension and at the west edge of the centre.

**Density and Height**

- Encourage 4-5 storeys on land fronting the Hume Highway and Carysfield Park to create an anchor at the end of the main street.

- The remainder of the centre, north of Johnston Road could remain 1-2 storey residential in character, however, given the opportunity for redevelopment, the existing residential lots could go up to 3 storeys in height.

**Connections**

- Encourage improved bus interchange closer to the Hume Highway entrance to Bass Hill Plaza.

- Improve the pedestrian link between Manuka Crescent and Carey Street.

- Reinforce all new streets with a strong landscape character and public domain improvements.

- Improve traffic intersections at Orchard Road / Hume Highway and Chester Hill Road / Hume Highway to facilitate north-south connections across the highway.
Section 4 – Local Area Directions

Figure 29: Bass Hill Village Centre Structure Plan
4.2.4 Infill Neighbourhood Areas

The neighbourhood residential areas and neighbourhood shops will remain unchanged. Most of the additional dwelling growth will be encouraged in the village centres where there is the capability and capacity. The steady growth in the infill neighbourhood areas will supplement the targets but to a lesser extent. This is likely to continue to be in the form of dual occupancies and villas.

Council must consider its strategic approach to the current supply and distribution of community facilities and open space to correspond with the residential growth areas.

4.2.5 Industrial Precincts

The industrial precincts are an important source of employment to retain and enhance. This is clearly set out in the NSW Metropolitan Plan and Council’s Employment Lands Development Study.

To strengthen the importance of the Sefton and Villawood precincts, a number of principles should be applied to manage the viability of the industrial precincts:

• Determine the most appropriate long term zoning for Sefton Industrial Precinct.
• Enhance functionality of Villawood Industrial Precinct.

Improve the amenity of the industrial areas through capital improvements as well as working with businesses to upgrade their land and operations through the Place Improvement Program.
Section 5
Submissions

This section summarises the exhibition of the Issues Paper and the submissions received.
5.1 Submissions

Council exhibited the North West Local Area Issues Paper between 23 May and 22 June 2012.

During the exhibition period, Council promoted the North West Local Area Issues Paper through:

- Drop-in sessions held at Bass Hill Plaza Shopping Centre, Chester Square Shopping Centre, Georges Hall Shopping Centre, Sefton Town Centre, and Villawood Wran Leisure Centre.

- Advertisements in the Torch Newspaper on 23 May and 13 June 2012.

- Notification letters to property owners and businesses in the village centres of Bass Hill, Chester Hill and Sefton.

- Public displays at the:
  - Chester Hill Library
  - Customer Service Centre
  - Council’s website
  - Council’s community engagement website that allows submissions to be written and sent online – www.haveyoursaybankstown.com.au/nwlap

Council received 16 submissions from business, state agencies and residents. The attached report contains a summary of the submissions, which Council considered at the Ordinary Meeting of 24 July 2012.
Section 5 – Submissions


ITEM 5.2 North West Local Area Issues Paper
ECM SUBJECT Local Area Improvement Plan - North West
COMMUNITY PLAN Bankstown Community Plan 2021 - Direction: Liveable Connect Green Invest
AUTHOR City Planning and Environment

ISSUE
This report summarises the exhibition of the North West Local Area Issues Paper and the submissions received to inform the next steps of the local area planning process.

RECOMMENDATION
That –
1. Council note the Summary of Submissions, as shown in Attachment A.
2. Council consider the issues raised as part of the development of the draft North West Local Area Plan.

BACKGROUND
Council is preparing Local Area Plans to implement the directions of the Metropolitan Plan 2036 and Council’s Residential Development Study 2009 and Employment Lands Development Study 2009.

The Local Area Planning (LAP) process commenced with the Bankstown CBD and the next local area that Council is working on is the North West. The North West local area includes the suburbs of Bass Hill, Chester Hill, Georges Hall, Lansdowne, Sefton and Villawood.

At the Ordinary Meeting of 27 March 2012, Council resolved that (Attachment B):
1. Council exhibit the North West Local Area Issues Paper for a minimum of 28 days.
2. The matter be reported to Council following the exhibition to consider submissions received.

This report is provided in response to the resolution (2) above.

REPORT
Public Exhibition
The public exhibition for the North West Local Area Issues Paper was held between 23 May and 22 June 2012.

During the exhibition period, Council promoted the North West Local Area Issues Paper through:

- Drop-in sessions held at Bass Hill Plaza Shopping Centre, Chester Square Shopping Centre, Georges Hall Shopping Centre, Sefton Town Centre, and Villawood Wran Leisure Centre.
- Advertisements in the Torch Newspaper on 23 May and 13 June 2012.
- Notification letters to property owners and businesses in the village centres of Bass Hill, Chester Hill and Sefton.

- Public displays at the:
  - Chester Hill Library
  - Customer Service Centre
  - Council’s website
  - Council’s community engagement website that allows submissions to be written and sent online – www.haveyoursaybankstown.com.au/nwap

Submissions

Council received sixteen submissions from businesses, State agencies and residents. See Attachment A for a summary of the submissions.

Fourteen of the submissions support the directions of the Issues Paper including increased densities in and around centres and the provision of supporting infrastructure.

Specific issues raised in the submission included:

- Impact of higher density development on traffic and parking;
- The need for better public transport services and an accessible station in Chester Hill;
- Future status of Villawood;
- Understanding housing affordability;
- Status of historically significant buildings;
- Access to community facilities and open space; and
- New issues raised including the consideration of public domain, role of neighbourhood centres, public toilets in Georges Hall centre, and updating technical figures.

1. Impact of higher density development on traffic and parking

Although most residents, State agencies and neighbouring councils are supportive of taller buildings around the train stations, some residents are concerned that higher density development may exacerbate some of the traffic congestion currently experienced in and around the Chester Hill and Sefton village centres. These include:
Section 5 – Submissions

- Traffic congestion and lack of parking in and around Chester Hill Square shopping centre.
- Traffic congestion on Sundays along Campbell Hill Road (next to Campbell Hill Reserve).
- Traffic congestion at the intersection of Waldron Road and Hector Street.
- Traffic congestion along Waldron Road through Chester Hill village centre.
- Traffic congestion at the intersection of Waldron Road and Chester Hill Road.

Further, some of the submissions suggest the following solutions to alleviate traffic congestion:

- Construct a new crossing over the Sydney Water pipeline on Chisholm Road and connecting with Rose Crescent.
- Right only lane for eastbound traffic on Waldron Road into Hector Street.
- Right only lane for northbound traffic on Hector Street into Waldron Road.
- Improve phasing of traffic lights along Waldron Road in the Chester Hill village centre, between the Chester Hill Hotel and Chester Hill Road intersection.
- Reopen cul-de-sac roads to reduce cars travelling on Waldron Road, such as Virgil Avenue at Hector Street, Virgil Avenue at Miller Road.
- Allowing traffic from Bass Hill Plaza shopping centre to enter Orchard Road.
- Extra northbound lane on Chester Hill Road over the railway.

The Issues Paper includes two directions that will investigate the issues raised in the submissions:

- Consider the traffic implications of future development on the existing network and identify necessary improvements.
- Consider a car parking strategy which accommodates sufficient off-street parking in the growth areas.

Council is finalising the traffic and parking study and will consider the issues raised as part of the LAP process.

2. The need for better public transport services and an accessible station at Chester Hill

Some residents and Fairfield City Council raise concerns that access to public transport and the frequency of services in the local area are poor. This includes the need for an accessible station at Chester Hill, inconsistent timetables between bus and train services, lack of park and ride facilities, long train trips to Sydney CBD via Bankstown, and infrequent train services.

In addition, the local area faces the following challenges:

- Transport for NSW states that programs have been established to deliver accessible and integrated transport structure at priority sites in Sydney. However, the public transport reviews do not identify the North West local
area as a priority area for an accessible station or improved public transport services.

- Bass Hill Plaza does not support the continued location of the bus interchange within the Plaza site as it reduces the exposure of the centre to the highway. The Plaza suggests relocating the bus interchange to an alternative site.

The Issues Paper identifies similar concerns as raised in the submissions, which includes a direction to lobby the State government for an accessible train station at Chester Hill and higher frequency of public transport service throughout the local area.

Council will consider opportunities to advocate for a formal bus interchange in Bass Hill village centre, an accessible train station in Chester Hill and more efficient public transport services when developing the LAP.

3. Status of Villawood

Housing NSW and Fairfield City Council discuss the potential role of Villawood to support additional population growth. The submissions support additional housing density in Villawood due to its proximity to the Villawood village centre, which is situated in the City of Fairfield. The Villawood village centre provides a train station, an Aldi supermarket and small shops.

However, Woodville Road is a major barrier between Villawood and the village centre. This division gives each side a distinct character and function.

As part of the next stage, Council will continue to investigate the future role of Villawood in the context of:

- Council’s Residential Development Study 2009, which identifies Villawood as a neighbourhood infill site. Council’s vision is for growth to occur through low density development such as dual occupancy and villas.
- The Housing NSW masterplan that is being prepared for Villawood, as part of the Housing Affordability Fund project.

4. Understanding housing affordability

Housing NSW and St George Community Housing Limited (SGCH) raise the need to address housing affordability in the local area as an issue. SGCH is a non-profit organisation that manages dwellings to be leased at below rental market value for income ranging from $33,000 for individuals to $120,000 for families with children (e.g. police officers and nurses).

SGCH raises the need to investigate opportunities for housing affordability as rental housing stock in the local area is very low compared to the Bankstown LGA, whilst demand for affordable housing in the local area for moderate income households is increasing.
Section 5 – Submissions

SOGCH suggests inclusion of affordable housing in all future redevelopment plans and infill developments by the adoption of an Affordable Housing Policy for the Bankstown LGA.

The Issues Paper identifies the need to investigate "opportunities for addressing housing affordability through redevelopment sites and infill areas. A greater understanding of the issue within the LGA will need to inform this work."

Council will investigate opportunities to enable housing supply and housing choice in the centres and neighbourhood infill areas to address this issue.

5. Status of historically significant buildings

The Issues Paper identifies 20 buildings of historic significance with the directions to:

- Respond to the local character when considering the redevelopment of growth areas.
- Consider mechanisms to protect items of historic significance as identified by the heritage review.

Submissions by the Heritage Council and the Chester Hill Neighbourhood Centre (CHNC) reinforce the importance of seeking opportunities to conserve heritage significant items in the local area.

The Heritage Council suggests the consideration of additional heritage items in the local area that have been identified through the s170 NSW State Agency Heritage Register and studies by the Commonwealth Departments, National Trust, State agencies, and Council, and the consideration of creating a heritage conservation area to highlight significant items in Sefton.

However, the property owner of No 20 Helen Street in Sefton objects to the potential heritage listing of the property due to the lack of historic significance of the property.

The heritage issues raised will be considered and further consultation with the property owners will be required during the development of the LAP.

6. Access to community facilities and open space

Some residents and Fairfield City Council are seeking improved access to open space and community facilities in the neighbouring local government areas (LGA), such as the Norford Park in the Parramatta LGA and Villawood Senior Citizens Centre in the Fairfield LGA. Chester Hill Neighbourhood Centre (CHNC) also raises concern that there are insufficient indoor recreational facilities in the local area.

The Issues Paper contains the following directions that will consider the issues raised:

- Consider opportunities to enhance the community facilities offer in the local area according to recognised best practice.
Consider options to focus district-level community facilities in Chester Hill

Identify an approach for dealing with areas not within walking distance of an open space asset

Complete further needs analysis to understand the potential for open space land to cater for the range of needs within the local area

The directions will lead to further investigation into providing better access to open space and community facilities that are close to home and in the neighbouring local government areas. Council will consider the community needs of open space and community facilities as part of the next stage of the local area planning process.

Next steps

The next step in the process is to prepare the draft Local Area Plan (LAP), which will set out the priority actions for the local area.

The LAP will also inform possible amendments to the statutory planning framework and infrastructure priorities to support the growing residential and employment population.

The development of the draft LAP will consider new information including new ABS census data. The draft LAP will be reported to the Council prior to the exhibition.

POLICY IMPACT

The Issues Paper and submissions received will inform the preparation of the Local Area Plan.

FINANCIAL IMPACT OF RECOMMENDATIONS

This matter has no financial implications for Council.

RECOMMENDATION

That –

1. Council note the Summary of Submissions, as shown in Attachment A.

2. Council consider the issues raised as part of the development of the draft North West Local Area Plan.

ATTACHMENTS

A. Summary of Submissions
B. Council Report dated 27 March 2012
Section 5 – Submissions

ATTACHMENT A – SUMMARY OF SUBMISSIONS

<table>
<thead>
<tr>
<th>No</th>
<th>Received from</th>
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<th>City Directions</th>
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<td>Stage Agencies:</td>
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<td></td>
<td>Heritage Council</td>
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<td>1</td>
<td></td>
<td>Amend the Green direction to incorporate the protection of the built environment.</td>
<td>The Heritage direction addresses this issue as it aims to protect historic significant buildings within the built environment.</td>
<td>Liveable</td>
<td>Heritage</td>
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<td>Include the following Commonwealth, State and potential heritage items in the Issues Paper:</td>
<td>The submission contains heritage significant items that are registered in the Commonwealth and State heritage registers. Council’s focus is to consider mechanisms to conserve the potential items that are currently unlisted.</td>
<td>Liveable</td>
<td>Heritage</td>
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<td>Commonwealth and State Register:</td>
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<td>1. Chester Hill Railway Station Group</td>
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<td>2. Villawood Migrant Centre, Mowera Road, Villawood</td>
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<td>3. Pipe Head to Potts Hill Pipeline, Frank Street, Sefton</td>
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<td>4. Sefton Railway Station Group</td>
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<td>5. Sefton Junction, Former Substation</td>
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<td>6. Carysfield Park Landscape Conservation Area, Bass Hill</td>
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<td>7. RAAF Station, Georges Hall (potential item)</td>
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<td>Potential local items:</td>
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<td>8. 8 Melrose Street, Chester Hill</td>
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<td>9. 88 Virgil Avenue, Chester Hill</td>
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<td>10. 2 Eliston Street, Chester Hill</td>
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<td>11. Sir Thomas Mitchell Road, Chester Hill</td>
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<td>12. 216 Henry Lawson Drive, Georges Hall</td>
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<td>13. Lansdowne/Lennox Bridge, Lansdowne</td>
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<td>14. First Walk, Second Walk, Villawood</td>
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<td>15. Villawood Estate Subdivision</td>
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<td>16. 151 Wellington Road, Sefton</td>
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<td>17. Sefton signal box</td>
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<td>LEP listed item: 18. Bankstown Aerodrome, Georges Hall</td>
<td>A conservation area for Sefton will be investigated as one of many options to preserve the local character during the preparation of the LAP.</td>
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<td>Liveable Heritage</td>
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<td></td>
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<td>Consider urban conservation area for Sefton.</td>
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<td>Liveable Heritage</td>
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<td>Impact of new planning controls on heritage items:  • For lot amalgamations, consider impact of new planning controls on heritage items.  • Consider DCP for Sefton to highlight items of heritage significance.</td>
<td>Council's current LEP 2001 includes planning controls to consider the impacts of new development on heritage items. This will not change as a result of the LAP.  If required, the formation of a DCP amendment for Sefton to protect heritage items will be considered in the context of the listing of potential heritage items.</td>
<td>Liveable Heritage</td>
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<td></td>
<td></td>
<td>Consider heritage items as opportunities and not constraints.</td>
<td>Heritage items are considered as opportunities and future LAP issues papers will reflect this consistently.</td>
<td>Liveable Heritage</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Transport for NSW</td>
<td>Public Transport and Infrastructure review:  • NSW Government announced a new Transport Access Program to deliver integrated transport infrastructure over four years. Facilities within the North West local area is not a priority area in the first stage. Accessible station at Chester Hill will be considered as part of the Program.  • Routes and timetables are being reviewed for rail and bus services by the Department.</td>
<td>Council will advocate to Transport for NSW for an accessible station at Chester Hill under the Transport Access Program and improved frequency of public transport services under the timetable reviews, which is consistent with the Connected directions of the Issues Paper.</td>
<td>Connected Connected</td>
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North West Local Area - Issues Paper 147
### Section 5 – Submissions

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| 3  | Housing NSW, and Department of Finance and Services (including SJB letter) | Housing NSW review of assets:  
- Housing NSW and Department of Finance and Services are preparing Master Plans for the State Assets in Chester Hill and Villawood East. LAP should consider redevelopment potential in Chester Hill and Villawood East Master Plans. | Council will consider the Master Plans being prepared for the Housing NSW assets in Chester Hill and Villawood as part of the LAP, in the context of the directions set out in the Issues Paper. | Liveable Connected Green | None |

**Suggestions for Chester Hill:**
- Opportunities to achieve higher residential densities in ageing detached dwellings along Waldron Road and Wellington Road in Chester Hill.
- Waldron Road retail shopping strip is supported.
- Support higher density in the village centre as the existing topography supports aged and disabled access.
- Support higher residential density as the existing grid allotment layout and orientation is suited.
- Support higher density in the village centre as it is well served by transport options.
- Support smaller lot subdivision outside the village centre to provide additional housing opportunities.

- The suggestions for Chester Hill village centre will be considered when preparing the LAP. The Issues Paper includes a Structure Plan for the Chester Hill village centre, which gives a broad direction for the future development of the centre.
- The development of the LAP will investigate how this direction will be achieved.

|  | Suggestions for Villawood:  
- Community facility: Support additional multi-functional community facilities in the area. | The submission is consistent with the directions for community facilities, open space, and provision of a variety of housing types. Council will consider the issues based on further investigation to be completed as part of the development of the LAP. | Liveable Green | Liveable Connected | Social Infrastructure Open Space Urban form Connected |
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<td>• Open space: Support open space areas that will support higher density living.</td>
<td>However, there is a need for the LAP to outline infrastructure works that will improve the relationship between private and public spaces, and how people use and enjoy public spaces. Council will incorporate public domain improvements when developing the LAP.</td>
<td>The role of the Villawood village centre and its relationship with Villawood will be investigated when developing the LAP.</td>
<td>This investigation will determine whether there should be changes to dwelling types and urban form in Villawood.</td>
<td></td>
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</table>
|    |               | • Built form:  
|    |               | o Support planning controls that promote housing that is high quality design, energy and water efficient and affordable.  
|    |               | o Opportunity to provide various forms of housing to allow the aging population to ‘age in place’. | | | |
|    |               | • Public domain improvements:  
|    |               | o Opportunities to improve the landscape character of the area.  
|    |               | o Public domain - Support increasing the vitality of the residential streetscape through street hierarchy and streetscape beautification.  
|    |               | o Support formalising key connections between Villawood, Chester Hill and Bass Hill Village Centres. | | | |
|    |               | • Urban form:  
|    |               | o Opportunities to redevelop near Villawood station, especially near Urana Street, for high density residential development and some local small scale retail and community facilities while recognising the commercial core area in the Villawood Village Centre to the west of | | |
## Section 5 – Submissions

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<td>Woodville Road.</td>
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<td>o Support increase in densities by increasing allotment yield.</td>
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<td>o Support allotment sizes to 350-400sqm.</td>
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<td>o Support built form markers to create a ‘sense of place’ and orientation within the suburb.</td>
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<td>o Support variety of dwelling types to accommodate aging population to stay in their local area.</td>
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<td>4</td>
<td>NSW Ministry of Health –</td>
<td>Suggestions for other parts of the local area where Housing NSW assets are concentrated:</td>
<td>Council’s priority is to provide greater housing choice in the village centres. The majority of the population growth is anticipated within the village centres, which are identified in the Residential Development Study 2009. For neighbourhood infill areas (properties outside of village centres), the Issues Paper highlights that Council will continue to allow dual occupancies and villa developments that will contribute to the supply of housing variety.</td>
<td>Liveable Connected Invest</td>
<td>Urban Form Connected Invest</td>
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<td></td>
<td>Community health services are located predominantly in the Bankstown CBD area and hospital</td>
<td>The submission is noted.</td>
<td></td>
<td>Liveable</td>
<td>Social Infrastructure</td>
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<tr>
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<td>Comments</td>
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<td>South Western</td>
<td>care at</td>
<td>The Ministry has no</td>
<td>Liveable</td>
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<td></td>
<td>Sydney Local</td>
<td>Bankstown-</td>
<td>plans to provide</td>
<td>Connected</td>
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<td>Health District</td>
<td>Lidcombe</td>
<td>public funded</td>
<td>Connected</td>
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<td>Hospital. Some</td>
<td>healthcare services</td>
<td>Invest</td>
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<td>provide ‘inreach’</td>
<td>to be located in the</td>
<td>Invest</td>
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<td>services to the North</td>
<td>North West local area</td>
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<td>West local area.</td>
<td>but continues to provide</td>
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<td>The Ministry has no</td>
<td>services from Bankstown CBD</td>
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<td>plans to provide</td>
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<td>Adjoining Councils:</td>
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<td>5</td>
<td>Auburn City</td>
<td>Supportive of the local area planning</td>
<td>The submission is noted.</td>
<td>NA</td>
<td>NA</td>
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<td></td>
<td>Council</td>
<td>process and seeks to be involved in</td>
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<td>the latter stages of the process.</td>
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<td>6</td>
<td>Liverpool</td>
<td>Supportive of Council’s directions for:</td>
<td>The submission is supportive of the issues under the Urban Form, Social Infrastructure, Connected and Invest sections.</td>
<td>Liveable</td>
<td>Urban Form Social Infrastructure Connected Invest</td>
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<tr>
<td></td>
<td>City Council</td>
<td>• A formal bus interchange at Bass Hill Plaza.</td>
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<td>Connected Invest</td>
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<td>• Activation of the Bass Hill Plaza interface.</td>
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<td>• Planning controls to support local hubs to encourage growth.</td>
<td>The LAP will be developed to consider a formal bus interchange within the Bass Hill village centre, opportunities of activating Bass Hill Plaza interface with the Hume Highway through a ‘main street’, and concentrating population growth in village centres.</td>
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<td>7</td>
<td>Fairfield City</td>
<td>Role of Villawood village centre:</td>
<td>The role of the Villawood village centre and its relationship with Villawood will be investigated when developing the LAP.</td>
<td>Liveable</td>
<td>Urban Form Connected</td>
</tr>
<tr>
<td></td>
<td>Council</td>
<td>• Consider Villawood Village Centre on Fairfield Council LGA and extend higher density within 600m radius.</td>
<td>This investigation will determine whether there should be changes to dwelling types and urban form in Villawood.</td>
<td>Connected</td>
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## Section 5 – Submissions

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<tr>
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<td>land in the Bankstown LGA.</td>
<td>The consistent application of zones in areas bordering other local government areas will be considered at the planning proposal stage following the adoption of the Local Area Plan.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<td>Standard LEP template zoning consistency:</td>
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<td>• Consider Zone R4 on Zone 2(b) area within the 600m radius of Villawood village centre.</td>
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<td>• Consider Zone R3 on Zone 2(a) areas within the 600m radius of Villawood village centre.</td>
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<td>• Consider applying Zone E2 Environmental Conservation for land with significant conservation values.</td>
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<td>• Consider applying Zone W2 Recreational Waterway to parts of the Georges River for potential recreational use.</td>
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<td>Transport services and accessible stations:</td>
<td>The submission supports the Connected directions that seek an accessible train station in Chester Hill and higher frequency in public transport services.</td>
<td>Connected</td>
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<td>• Support advocating Transport for NSW for accessible station at Chester Hill and improved train services.</td>
<td>Council’s support for an accessible station in Villawood will require further discussion with Fairfield City Council.</td>
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<td>• Consider supporting accessible station at Villawood Station with Fairfield Council.</td>
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<td>Consider supporting improved pedestrian access over Woodville Road with Fairfield Council.</td>
<td>The role of Villawood village centre needs to be determined in relation to Villawood before considering improvements over Woodville Road. This issue will be considered during</td>
<td>Connected</td>
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<td>the preparation of the LAP.</td>
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<td>It should be acknowledged that Woodville Road is a major barrier between Villawood and the village centre. The priority for improved crossing/access should be considered in the context of the existing crossings on Woodville Road - two traffic light crossing and an underpass.</td>
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<td>Access to community facilities over LGA boundaries, e.g. Villawood Senior Citizens centre.</td>
<td>Access to community facilities should be considered in the context of service provided rather than being limited to local government area boundaries. The LAP will investigate how community facilities could be better accessed over local government areas.</td>
<td>Liveable Social Infrastructure</td>
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<td></td>
<td>Consider increasing provision of open space if higher density is envisaged around Villawood.</td>
<td>The Issues Paper identifies a direction for open space that requires a needs analysis to understand the potential for open space land to cater for the range of needs within the local area.</td>
<td>Green Open Space</td>
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<td>Residents:</td>
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<td>8</td>
<td>Resident 1</td>
<td>Additional pressure on existing traffic congestion and parking conditions in Chester Hill and Sefton:</td>
<td>The Issues Paper identifies two directions under Connected that states that there is a need to consider the traffic implications and a car parking strategy for the existing and future conditions.</td>
<td>Connected</td>
<td>Connected</td>
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<td>• Traffic congestion is increasing around Virgil Avenue in Chester Hill, and Campbell Hill Reserve on Sundays.</td>
<td>The traffic and parking study is being finalised and the issues raised in relation to the Chester Hill village centre will be considered in the study. It is also noted that Campbell Hill Pioneer Reserve is located in the Parramatta LGA.</td>
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<td>• Parking is difficult to find around the Chester Square Shopping Centre car park.</td>
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<td>Concerned with high density living in Chester Hill and the effect on</td>
<td>The provision for high density living is consistent with the Residential</td>
<td>Liveable Urban Form</td>
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### Section 5 – Submissions

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<td>9</td>
<td>Resident 2</td>
<td>Poor train services and connections:</td>
<td>The issues raised are consistent with the directions identified under Connected, which seeks to advocate Transport for NSW for improved public transport services, and an accessible station in Chester Hill.</td>
<td>Connected</td>
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<td></td>
<td></td>
<td>• Train services must improve in the future. Direct train service to Sydney CBD from Villawood Station should be reinstated. Currently, it is more convenient to catch a train from Yagoona or Fairfield to Sydney CBD than catching a train from Chester Hill, Leightonfield and Villawood train stations.</td>
<td>In addition, the Issues Paper identifies opportunities in the Bass Hill Structure Plan to formalise a bus interchange in the village centre to promote efficient and safe use of public transport.</td>
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<td>• Bus services and transport linkages must improve in the future. Buses from Bankstown to Bass Hill do not match the timetable for the connecting buses from Bass Hill to Villawood.</td>
<td>Further, the submission by Transport for NSW informed Council that there are new programs that will identify and improve the public transport infrastructure and services.</td>
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<td>• Bus interchange is supported in Bass Hill. A bus stop on Johnston Road and the connecting bus stops in front of Bass Hill Plaza. Elderly people must walk through a car park to catch a connecting bus.</td>
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<td>• A new commuter car park would be ideal in Villawood village centre.</td>
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<td>Council should rezone the under-utilised industrial land around Leightonfield train station to encourage redevelopment.</td>
<td>This is not an issue that will be considered in the preparation of the LAP.</td>
<td>Invest</td>
<td>Invest</td>
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<td></td>
<td>Council’s Employment Lands Development Study 2009 suggests the retention of employment lands in the Villawood Industrial Precinct. The Issues Paper does not suggest changes to the area.</td>
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<td>Current issues:</td>
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<td>• Road repairs are required on Yungaburra Street.</td>
<td>These issues will be raised with the relevant Council units to consider as part of the on-going maintenance program.</td>
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<td>Connected</td>
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<td>• Wide and long streets such as Biloela Street should be managed to reduce opportunities for drag racing.</td>
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<td>• Support for local recycling depots like South Australia to reduce plastic bottle use.</td>
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<td>• Open spaces in Villawood needs to be better maintained and improved.</td>
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<td>Public domain issues:</td>
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<td>• More footpaths in Villawood to encourage walking and cycling, especially along Remembrance Drive.</td>
<td>Public domain improvements will be incorporated into the LAP and it will outline the infrastructure works needed to improve the relationship between public and private spaces, and establish how people use the public spaces.</td>
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<td>New Direction</td>
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<td>• Wran Leisure Centre needs work to look more inviting.</td>
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<td>10</td>
<td>Resident 3</td>
<td>Support business or mixed use development along Leicester Street.</td>
<td>The Structure Plan for Chester Hill village centre does not identify the mixed use precinct beyond the southern side of Leicester Street.</td>
<td>Liveable Invest</td>
<td>Urban Form Invest</td>
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## Section 5 – Submissions

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<td>11</td>
<td>Resident 4</td>
<td>Council owned car park on the north side of the Sefton Station needs to be maintained and resurfaced for a proper car park. Currently the car park is uncontrolled and leads to negative behaviour, difficulty with commercial waste management services and unhealthy environment during windy or wet weather.</td>
<td>This is an operational issue that will be forwarded to the relevant team in Council to action.</td>
<td>Connected</td>
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| 12 | Resident 5    | Improve access across local government boundaries:  
- Improve the road access from Chester Hill to Regents Park/Auburn/Lidcombe.  
- Consider a new crossing over the Sydney Water pipelines, e.g. From Chisholm Road to Rose Crescent, to improve road access from Chester Hill to Regents Park industrial area and station. This was proposed in 2000 but never completed.  
- Build a bike path from Regents Park to Woodville Road on Sydney Water pipelines land. It could be expanded to link with Jim Ring Reserve, Maluga Passive Park and the village centres. | The existing traffic congestion due to structural limitations will be investigated in the context of the traffic & parking study for Chester Hill and Sefton village centres. The study will establish the necessary traffic mitigation works to accommodate the existing and future population. In addition, there is merit in advocating Sydney Water to build a bike path adjacent to the pipelines and connecting to surrounding open spaces and village centres. This issue should be considered in the context of establishing pedestrian and cycle links. | Connected | Connected |
|    | Traffic congestion and possible solutions: | The suggested solutions will be part of the investigation into the traffic management around Chester Hill and | Connected | Connected |

156  North West Local Area - Issues Paper
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<td>• Heavy traffic congestion at the intersection of Hector Street and Waldron Road. Recent traffic management solutions to increase pedestrian safety on Wellington Street have caused more problems.</td>
<td>Sefton village centres. The traffic &amp; parking study will establish the necessary traffic mitigation works necessary to accommodate the existing and future traffic levels.</td>
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<td>• At the Waldron Road and Hector Street intersection, dedicated right turn lanes are required – from Waldron Road to Hector Street and Hector Street to Waldron Road.</td>
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<td>• Improve traffic light phasing along Waldron Road through Chester Hill.</td>
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<td>• Consider reopening closed residential roads, e.g. Virgil Avenue as the original intent may have changed. Virgil Avenue was closed to entice drivers to stop in the shopping centre when the shops were based along Waldron Road. Now, the Chester Square shopping centre dominates the shops and the residential streets should be reopened to reduce cars on Waldron Road. Other roads include:</td>
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<td>o Virgil Avenue at Miller Road</td>
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<td>o Orchard Road to allow vehicles that exit Bass Hill Plaza.</td>
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<td>• Consider an extra northbound lane over the railway on Chester Hill Road as you approach Waldron Road intersection.</td>
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<td>Support for an accessible station at</td>
<td>The Issues Paper identifies a direction</td>
<td>Connected</td>
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<td></td>
<td>North West Local Area - Issues Paper</td>
<td>Chester Hill.</td>
<td>under Connected that seeks to advocate for better public transport services and an accessible station at Chester Hill with the NSW Government. Transport for NSW has informed Council that has established the Transport Access Program to upgrade train stations. The LAP will advocate for an accessible station with Transport for NSW.</td>
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<td>Support for a commuter car park in Chester Hill.</td>
<td>When developing the LAP, Council will consider the parking needs in Chester Hill for now and the future. The final traffic &amp; parking study will establish the parking needs in the future.</td>
<td>Connected</td>
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<td>Council should facilitate consolidation of land in the village centres to promote redevelopment.</td>
<td>Council will review the development controls with current trends to address this issue.</td>
<td>Invest</td>
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<td></td>
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<td>Consider redeveloping the Sefton industrial precinct to allow mixed use developments.</td>
<td>The Employment Lands Development Study 2009 aims to retain the existing employment lands within the Sefton industrial precinct.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<td></td>
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<td>Support for better access to the open space available north of the Sydney Water pipeline.</td>
<td>When developing the LAP, Council will consider identifying improved access to open spaces within and outside of the LGA.</td>
<td>Green</td>
<td>Open Space</td>
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<td>Recent town centre improvements works at Chester Hill are deteriorating as State Agencies replace pavers with black bitumen.</td>
<td>Council is working with State agencies to rectify temporary construction works and reinstate the pavers to the original conditions.</td>
<td>Liveable</td>
<td>NA</td>
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<td></td>
<td>Council should be proactive to clean up the Sefton industrial areas and engage with owners to keep the properties tidy.</td>
<td>Council is continuing the Industrial Area Improvement Program and it includes Villawood and Sefton industrial areas.</td>
<td>Invest</td>
<td>NA</td>
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<td>13</td>
<td>Resident 6</td>
<td>20 Helen Street in Sefton - Does not support for heritage listing of the site. Further consultation sought during the local area planning process.</td>
<td>Council will consult the owners of properties that the Issues Paper identifies as having historic significance during the development of the LAP and the planning proposal. In addition, Council will review the significance at No 20 Helen Street in light of the preliminary heritage advice submitted by the owner. The owner also states that a “full heritage advice is presently being sought on the subject property and will be provided in due course. In light of this conclusion, it is requested that Council consider this matter further and throughout this process our client is given further opportunity to comment on matters relating to their property.”</td>
<td>Liveable</td>
<td>Heritage</td>
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Business and organisations:

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<td>14</td>
<td>Memocorp (Bass Hill Plaza)</td>
<td>Does not support the Remembrance Driveway Landscape corridor in front of the Bass Hill Plaza entrance as it minimises exposure and visibility along the Hume Highway.</td>
<td>The Hume Highway Corridor Strategy identifies the Remembrance Driveway landscape corridor as a national landmark for Council to retain.</td>
<td>Liveable</td>
<td>Open Space</td>
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<td>Does not support to proposed 'main street' running parallel to Hume Highway as there are opportunities to go up instead of east of the Plaza.</td>
<td>Council will review the concept of a ‘main street’ in the context of the urban design study when developing the LAP. The intended outcome of the ‘main street’ is to activate the village centre and provide a ‘sense of identity’.</td>
<td>Liveable Invest</td>
<td>Urban Form Invest</td>
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<td>Does not support the existing location of bus interchange at the entrance of Bass Hill Plaza as it minimises exposure and visibility from the Hume Highway. Memocorp proposes an interchange in an alternative location adjacent and outside of the Plaza site.</td>
<td>Council will consult the property owner when developing a formal bus interchange in the Bass Hill village centre when developing the LAP.</td>
<td>Connected</td>
<td>Connected</td>
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<td>Redevelopment of the Plaza site:</td>
<td>The suggested height limits for the Bass Hill village centre are not supported. Council will consider the height limits in the context of the Hume Highway Corridor Strategy, Residential Development Study 2009, and the urban design study.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<td>• Support for mixed use development on the Bass Hill Plaza site and planning controls that will allow 40 storeys along Hume Highway and 20 storeys along Johnston Road. However, Memocorp does not support affordable housing provisions due to contentious socio-economy impact and issues it inherits to disadvantage the Bass Hill community.</td>
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<td>Green</td>
<td>Resource Management</td>
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<td>• Support high quality design, energy and water efficiency and waste management systems development controls.</td>
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<td>Request Council to consult Bankstown Airport Limited regarding the Obstacle Height Limitations applying to the site. It is encouraged to allow the building height to increase to 150m (from the current 15-24m limit).</td>
<td>The Commonwealth Airports Act 1996 requires proponents to seek approval from the airport lessee at the development application stage. Therefore, the Commonwealth department and Bankstown Airport Limited have stated that it is not possible to discuss this issue at the LAP or planning proposal stage.</td>
<td>Liveable</td>
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<td>Request an increase in dwelling target for Bass Hill Village Centre.</td>
<td>This issue will be investigated in the context of the Residential Development Study 2009 and the recommendations of the urban design study during the preparation of the</td>
<td>Liveable</td>
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<td>LAP.</td>
<td>Request intersection improvements on Orchard Road and Hume Highway, rather than Chester Hill Road and Hume Highway through consultation with Memocorp.</td>
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<td>Realigning the intersection of Orchard Road and Hume Highway will be considered during the development of the LAP.</td>
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<td>More public on-street parking should be provided by Council and not on the Plaza site.</td>
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<td>To ensure that there is sufficient car parking spaces in the Bass Hill village centre, Council will continue to apply the appropriate parking rates for traffic generating developments. Depending on the status of the ‘main street’ concept, Council may investigate whether there are any possible opportunities for on-street parking to supplement the supply of off-street parking.</td>
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<td>Consider future development in the surrounding developments and its impact on the stormwater flooding characteristics of the site.</td>
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<td>Waterways</td>
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<td>Council has undertaken extensive flood modelling in the area and development controls are already established in the Bankstown Development Control Plan 2005.</td>
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<td>Any future development near Bass Hill Plaza will need to consider the existing development controls to minimise negative impacts on the surrounding properties.</td>
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<td>15</td>
<td>Chester Hill Neighbourhood Centre</td>
<td>The Chester Hill Neighbourhood Centre highlights an opportunity to recognise the Roundabout Youth Centre as a building that contributes to the character of the Sefton village centre. The reasons include that it is one of two skating rinks in Sydney and it holds considerable significance for families who grew up in the area and many families bring their children to skate on Friday nights.</td>
<td>The Roundabout Youth Centre is currently used for community purposes and leased to the Chester Hill Neighbourhood Centre. Whilst the Issues Paper identifies the need to provide a range of community facilities in the local area, it also identifies the need to consider land use options for opportunity sites, such as the Roundabout Youth Centre.</td>
<td>Liveable</td>
<td>Social Infrastructure</td>
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<td>The potential future use of the Roundabout Youth Centre will be investigated during the development of the LAP in the context of changing trends and the future provision of community facilities in the local area.</td>
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<td>Waldron Road is very busy and high density in Chester Hill Village Centre will make it worse. Traffic congestion is exacerbated by eastbound traffic on Waldron Road turning right into the Council car park on Waldron Road (opposite Commonwealth Bank – 130 Waldron Road).</td>
<td>The Issues Paper identifies a direction under Connected, which states that the traffic implications of future development on the existing network should be considered with the necessary improvements. A traffic &amp; parking study will confirm the traffic mitigation necessary to accommodate the existing and future population.</td>
<td>Liveable Connected</td>
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<td>There are no indoor sporting facilities in the local area.</td>
<td>At present, the Wran Leisure Centre provides indoor sporting facilities in the local area and this issue will be investigated as part of the development of the LAP.</td>
<td>Liveable</td>
<td>Social Infrastructure</td>
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<td>16</td>
<td>St George Community Housing Limited</td>
<td>Registered not-for-profit community housing providers offer rental properties at 74.99% of medium market rent to households within income ranges of $33,000 for individuals to $120,000 for families with children. ABS 2006 shows, 33.7% of rental properties owned by Housing NSW in Bankstown LGA, compared to 15.3% for the whole of Sydney. Consider affordable housing policy in</td>
<td>The Issues Paper identifies directions under Housing Affordability, which seeks further consideration on whether there are opportunities for addressing housing affordability gaps through redevelopment of site and infill areas, and to develop a greater understanding of the housing affordability issue.</td>
<td>Liveable Housing Affordability</td>
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|    | Bankstown LGA: | • Supports inclusion of affordable housing in all future redevelopment plans in the North West local area.  
• Consider adoption of an Affordable Housing Policy for the City of Bankstown. | | | |
Section 6
Next Steps

This section summarises the Local Area Planning stages after the Issues Paper.
The next part of the local area planning process will be to prepare the Local Area Plan. 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.
References

DATA

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

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Commonwealth Government, 2011, National Urban Policy

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Bankstown City Council, 2009, Employment Lands Development Study
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Bankstown City Council, 2011, Bankstown Community Plan

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NSW Government, 2007, Draft West Central Subregional Strategy
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NSW Government, 2011, NSW 2021 Plan