North West
Local Area Plan
A Vision for the Future

Chapter 1
GROWTH...CHANGE...FUTURE

1.1 Introduction
1.2 About the Local Area Plan
1.3 The Locality
1.4 Historical Context
1.5 Population and Demographic Change
1.6 Metropolitan Planning Context
1.7 Community Issues
1.8 Issues Papers and Background Research

Chapter 2
LOCAL AREA ACTIONS

2.1 Liveable
2.2 Invest
2.3 Green
2.4 Connected

Chapter 3
IMPLEMENTATION

3.1 Overview and Implementation
3.2 Statutory Planning Framework
3.3 Assets and Infrastructure
A Vision for the Future

This Local Area Plan sets out the vision for the North West Local Area to strengthen its role as an important economic and transport connection to the West Central Subregion’s Global Economic Corridor and the West Central Industrial Belt. It balances the demands for future growth with the need to protect and enhance environmental values, and it ensures adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

This Local Area Plan will inform changes to the statutory planning framework and infrastructure priorities, and by 2031, we will see a North West Local Area that boasts eight distinctive precincts to support a diverse and healthy community:

- The Chester Hill Village Centre will continue to function as the largest shopping precinct servicing the northern suburbs of the North West Local Area. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station and civic spaces. The south side of the precinct will provide a conveniently located and highly valued community hub for the residents of the northern suburbs to gather and meet, comprising the multi-purpose community centre, library and meeting spaces.

- The Sefton Small Village Centre will support the residential growth of the Chester Hill Village Centre particularly along Waldron Road, a major public transport corridor. The built form will offer a range of medium and high density living set within a safe and high quality environment, whilst maintaining the low density historic character of Kara Street and Kerrinea Road. The local shops and Birrong Leisure Centre will service the day-to-day needs of residents and workers.
• The Bass Hill Small Village Centre will continue to function as a major shopping precinct along the Hume Highway Enterprise Corridor and the Remembrance Driveway landscape corridor. Medium and high density housing within a generous landscape setting, together with the long term development of a main street, will support the retail function of this precinct.

• The Georges Hall Neighbourhood Centre will continue to function as a small shopping precinct servicing the day–to–day needs of residents, a relaxing place where residents can catch up with neighbours and have a chat over coffee. The built form will maintain the low density neighbourhood character.

• The Villawood East Precinct will provide an opportunity for sustainable urban renewal that better connects to the neighbouring suburbs and makes a positive contribution to the Remembrance Driveway landscape corridor. The built form on the eastern side of the precinct will offer medium density housing around a new community facility at Thurina Park, a focal point for the community to gather and play. A new road will directly link this community hub to Miller Road and Bass Hill. The built form on the western side of the precinct will offer medium and high density living within the walking catchment of the Villawood Village Centre and railway station. The remainder of the precinct will continue to maintain the low density neighbourhood character set within a safe and high quality environment.

• The Neighbourhood Precinct will maintain the low density neighbourhood character, serviced by a good supply of neighbourhood parks, sporting fields and corner shops. This precinct will offer a wide range of recreation, leisure and tourism opportunities for residents and visitors, particularly along the Georges River, The Crest, the Dunc Gray Olympic Velodrome and the Sefton Recreation Corridor. This precinct will also make a positive contribution to protecting the heritage and biodiversity values of the living spaces and corridors.

• The Sefton and Villawood Industrial Precincts will continue to support the West Central Industrial Belt stretching from Chullora to Smithfield. These precincts are vital to the City of Bankstown’s position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form is primarily multi–storey industrial development set within a safe and high quality environment that provides appropriate buffers to neighbouring dwellings. The redevelopment of the Villawood Immigration Detention Centre to a modern facility will also support the employment function of the precincts.

• The Hume Highway Enterprise Corridor is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North West Local Area will form an impressive western gateway that promotes the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor and incorporating public art. The built form will supplement the landscape corridor, with multi–storey hospitality and enterprise activities at Bass Hill and to a lesser extent, the redevelopment of the Lansdowne business zone.
Top Ten Priority Actions

- Plan for Additional Dwelling Growth in the Chester Hill Village Centre and Sefton Small Village Centre
- Encourage Opportunities for the Renewal of the Villawood East Precinct
- Protect the Heritage Character of the North West Local Area
- Make Key Facilities More Sustainable for Community Services
- Plan for Employment Activities in the Industrial Precincts
- Maximise Access and Useability of Parks in the Centres
- Embellish the Remembrance Driveway Landscape Corridor
- Redevelop and Expand the Chester Hill Railway Station
- Transform Waldron Road into the Main Street for the Chester Hill Village Centre and the North West Local Area
Chapter One

Growth...Change...Future
1.1 Introduction

The North West Local Area is strategically located within a major economic and green corridor that services the City of Bankstown and the wider West Central Subregion.

The State Government and Bankstown City Council identify the North West Local Area as a preferred location for residential and employment growth due to its proximity to jobs, shops, public transport and community facilities. By 2031, the North West Local Area is expected to grow by 4,925 residents and 2,363 dwellings.

Accommodating this growth will have its challenges as it will necessitate change to the urban environment whilst providing for more housing choice. Council is responding to this challenge by undertaking comprehensive strategic planning to ensure the movement network, job opportunities, open space provision and community facilities support the growth areas.

In addition, Council is analysing the existing urban context and environmental impacts including housing types, items of heritage significance, biodiversity, stormwater management and railway noise to ensure the growth areas are compatible with the local character in an environmentally responsive manner.

Council’s long term aim is to see the North West Local Area continue to prosper as part of the economic and transport corridor that connects the Bankstown CBD with the West Central Subregion’s Global Economic Corridor. It is also Council’s aim to see the North West Local Area transform into a model of sustainable renewal. This Local Area Plan highlights the priority actions to achieve the desired outcomes. It complements Council’s other Local Area Plans and underpins Council’s forthcoming amendments to the statutory planning framework and infrastructure priorities.
1.2 About the Local Area Plan

The City of Bankstown is changing in response to population growth, increased community expectations and environmental constraints. By 2031, the City of Bankstown is expected to grow by 22,000 dwellings and 6,000 new jobs. To address these challenges we need to plan ahead to meet the changing needs of residents, businesses, workers and visitors.

In 2009, Council decided to prepare Local Area Plans for the seven localities that make up the City of Bankstown. These localities combine the suburbs and environmental catchments of distinctive physical character. Together the seven Local Area Plans, as shown in Figure 1, will provide a comprehensive strategic planning framework for the City of Bankstown to 2031.

The objectives of the Local Area Plans are primarily to set out the vision and spatial context for the distinctive localities, specify the best ways to accommodate residential and employment growth, and outline the delivery of supporting infrastructure, facilities and open space. Linking the Local Area Plans are the citywide directions (i.e. Liveable, Invest, Green and Connected) of the Bankstown Community Plan.

This Local Area Plan sets out the vision for the North West Local Area to 2031, and provides a detailed list of priority actions to guide the community, planners, businesses, government and developers about appropriate directions and opportunities for change. This Local Area Plan also focuses on sustainability in the broad sense, which means planning for change that is environmentally, socially and economically sustainable.

As part of the plan making process, Council consults with the community, business and other interested people and groups. Council also researches current policies, targets and best practice at the local, state and national levels, and may undertake supplementary studies to further identify issues and possible solutions.

This Local Area Plan recognises there are many other initiatives that may make a place more sustainable. Council will deliver numerous other actions such as service delivery, community support and advocacy through the Bankstown Community Plan.

REFERENCE DOCUMENTS: Other Plans and Studies used in the development of this Local Area Plan

- Metropolitan Plan for Sydney 2036 (Department of Planning & Infrastructure 2010)
- Residential Development Study (BCC 2009)
- Employment Lands Development Study (BCC 2009)
- North West Local Area–Issues Paper (BCC 2012)
- Urban Design Study (GMU 2012)
- Community Facilities Needs Study (Elton Consulting 2012)
- Traffic & Parking Study (Cardno 2012)
- Community Engagement Report (Straight talk 2011)
- Economic Feasibility Study (Hill PDA 2011)
- European Heritage Study (Sue Rosen & Associates 2011)
- Noise Study (EMGA Mitchell McLennan 2011)
- Preliminary Site Investigations (Douglas Partners 2011)
- Hume Highway Corridor Strategy (BCC 2005)
- Biodiversity Study (BCC & Eco Logical Pty Limited 2002)
FIGURE 1  Local Area Plans

North West

North Central

Specialised Centre

CBD

South West

South East

North East
1.3 The Locality

The North West Local Area includes the suburbs of Bass Hill, Chester Hill, Georges Hall, Lansdowne, Sefton and Villawood. It is bound by the Parramatta and Auburn Local Government Areas 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.

The local area is predominantly characterised by low density residential dwellings. It also contains a village centre at Chester Hill, a small village centre at Sefton, a neighbourhood centre at 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 economic corridor which forms part of the wider West Central Industrial Belt.

The Sefton and Villawood Industrial Precincts provide the majority of employment land in the local area, outside of the centres. These are located in the northern portion of the local area and provide around 196 hectares of employment land.

The Hume Highway Enterprise Corridor 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 the Sydney CBD and Liverpool. Sections of the Hume Highway support a range of economic activities consistent with the enterprise corridor concept for arterial roads with high traffic volumes.

Within the local area are eight precincts of distinctive functional and physical character as shown in Table 1. These precincts offer an effective base to developing desired future character for the locality, as well as the priority actions and mechanisms to implement the citywide directions at the local level. Figure 2 shows the precincts of the local area and Figure 3 shows the key characteristics.
<table>
<thead>
<tr>
<th>Precincts</th>
<th>Key characteristics</th>
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<tbody>
<tr>
<td><strong>Chester Hill Village Centre</strong></td>
<td>The 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. The railway line splits the village centre and Chester Hill Road provides the only north–south pedestrian/vehicle access to both sides. The railway station is the focal point and main gateway to the village centre, however it is not accessible for people with mobility constraints. The area north of the railway line is characterised by the retail core. The vibrant retail areas are located at the Chester Square shopping centre and along Waldron Road. These areas comprise a supermarket and a good range of shops and services (post office and banks). Most shops are traditional shop top housing, around 6 metres wide and 35 metres deep with servicing from the rear. The area south of the railway line is characterised by community facilities (including the multi–purpose community centre, library, school and RSL Club) and residential properties. Open space in the village centre include Nugent Park and Abbott Park. The character and subdivision pattern of the residential transitional area surrounding the retail core indicates a layout common to most suburbs developed during the 1950s in Western Sydney. The streets are 10 metres wide with a 3.8 metre nature strip and are primarily lined with single storey houses in a generous landscaped setting. There are pockets of 3 storey walk–ups and dual occupancies, and some streets have planted road blocks to impede through traffic. A good network of pedestrian footpaths is provided in the area and crossing points are provided at key locations. Cycle routes linking Bankstown and Parramatta exist within the village centre however these routes are poorly marked.</td>
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<tr>
<td><strong>Sefton Small Village Centre</strong></td>
<td>The small 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 small village centre developed in the 1920s with the extension of the Bankstown railway line. The railway line splits the small village centre and the accessible railway station provides the only pedestrian access to both sides. Vehicle access to both sides is via the underpasses at Hector Street and Woods Road, which are located outside of the retail core. Today, the small village centre lacks retail activity and a ‘sense of place’. It is the proximity to the Chester Hill Village Centre which significantly hinders the ability for Sefton to become an independent centre as the centres are in direct competition. The recent introduction of the sound attenuation walls for the</td>
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Southern Sydney Freight Line also disrupts the visual connectivity between the two sides of the railway line.

The residential transitional area surrounding the retail core is a mix of 3 storey walk-ups and single storey houses in a generous landscaped setting. The south--west corner around Kara Street and Kerrinea Road contains historic homes from the early development of the small village centre.

The pedestrian network in Sefton is generally well serviced by a grid street network which includes wide footpaths. The open space in the village centre is Jim Ring Reserve and the Birrong Leisure Centre, and the fig tree on the south side of the railway line contributes to the landscape character.

**Bass Hill Small Village Centre**

The small village centre is generally bound by the Hume Highway to the north, Johnston Road to the south, Carysfield Park to the east and Arundle Road to the west.

The small village centre is segregated into long north--south segments sandwiched between the Hume Highway and Johnston Road, and is located along a regional bus route.

Bass Hill Plaza is a full scale indoor shopping mall (anchors include supermarkets and a department store) which dominates this centre and the local customer catchment area. Located adjacent are large landholdings (such as the Twin Willows Hotel and caravan park site) and the Remembrance Driveway landscape corridor. There is new housing stock at the former drive--in theatre site, and the large landholdings offer opportunities for medium and high density mixed use development.

At present, the small village centre 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 to the surrounding area. There is poor east--west pedestrian/vehicle links between the Bass Hill Plaza and the large landholdings.

**Georges Hall Neighbourhood Centre**

The neighbourhood centre is located in the south--west of the local area and comprises a supermarket, shops, school and community facilities.

Bankstown Airport is to the south. The neighbourhood centre is mainly accessed through Henry Lawson Drive and Haig Avenue.

The surrounding residential streets are generally tree lined in a permeable street layout and the low density dwellings have a regular setback to the street.
TABLE 1  cont...

<table>
<thead>
<tr>
<th>Precincts</th>
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<tr>
<td><strong>Villawood East Precinct</strong></td>
<td>The suburb of Villawood is made up of residential, industrial and commercial land activities and is divided between the Bankstown and Fairfield Local Government Areas. The Villawood Village Centre is located west of Woodville Road and within the Fairfield Local Government Area. The village centre includes a supermarket, shops and railway station. The Villawood East Precinct is within the City of Bankstown and is bound by Woodville Road to the west, Hume Highway to the south and Miller Road to the east. The Villawood East Precinct is predominantly low density housing and is characterised by single storey houses in a mix of fibro and brick construction. Within the housing stock there is a variety of 2–3 storey walk-ups, with evidence of some recent development characterised by 2 storey houses, dual occupancies and bedsit accommodation. There are a variety of open spaces, including small local parks that serve the immediate neighbourhood, and sporting fields including Thurina Park, Goondah Reserve and play space on Alcoomie Street. It also includes the Wran Leisure Centre. Pedestrian, cycle and vehicle links between the Villawood East Precinct and the nearby Chester Hill and Bass Hill centres are poor with no formal connections provided from this residential area to the commercial centres. Pedestrian access is generally around the street network. Some streets have footpaths on one side of the road, while many have no footpaths.</td>
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<p>| <strong>Neighbourhood Precinct</strong> | The majority of housing development across the Neighbourhood Precinct occurred during the 1940s–1960s. The majority of residential lot sizes are between 500m² and 1,200m². There are very few residential lot sizes less than 500m² and the majority of these are located near the Chester Hill Village Centre and the Bass Hill Small Village Centre. The most recent development is in the form of housing estates, seniors housing, dual occupancies and villas dispersed across the Neighbourhood Precinct. Today, the majority of the precinct continues to be characterised as low density housing of 1 dwelling per lot. Dispersed throughout the Neighbourhood Precinct is some non–residential land uses including schools and small groups of 2 storey shop top housing that serve the day–to–day needs of residents. Also dispersed throughout the Neighbourhood Precinct are regional and local open spaces, including the Mirrambeena Regional Park, The Crest and the Dunc Gray Olympic Velodrome, which are some of Western Sydney’s most significant regional parks. |</p>
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<td><strong>Industrial Precincts</strong></td>
<td>The Sefton and Villawood Industrial Precincts form part of a larger stretch of employment land (known as the West Central Industrial Belt), which extends from Chullora to Smithfield.</td>
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<td>The Sefton Industrial Precinct contains around 33 hectares of industrial zoned land adjacent to the Sefton railway station. The Sydney Water Supply Pipeline prevents the integration of this precinct with the Regents Park Industrial Area to the north. The small industrial lots and poor access to arterial roads inhibits investment in larger integrated industrial activities.</td>
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<td></td>
<td>The Villawood Industrial Precinct contains around 163 hectares and accommodates 8% of the total employment across the City of Bankstown. Key assets of the precinct are its proximity to the Leightonfield railway station, the intermodal terminal and the Chester Hill Village Centre. The large lots provide opportunities for new investment and renewal. The State Government’s strategic planning identifies this precinct as forming part of Sydney’s significant freight industry clusters.</td>
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<td></td>
<td>Supplementing this precinct is the redevelopment of the Villawood Immigration Detention Centre. The centre will be the principal referral centre for all mainland operations providing a range of accommodation options, together with an open air museum adjacent to Gurney Road.</td>
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<tr>
<td><strong>Hume Highway Enterprise Corridor</strong></td>
<td>The Hume Highway Corridor is a national and historical landmark. Commissioned by Governor Macquarie in 1813, the corridor today functions as a national highway linking Sydney with Canberra and Melbourne. It is also the front door to the City of Bankstown with over 62,000 motorists travelling through this section of the highway every day, and it is a major investment and employment zone for the City of Bankstown.</td>
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<td></td>
<td>The section of the corridor known as the ‘Meccano Set Gateway’ forms the western gateway to the City of Bankstown and extends from Woodville Road to Miller Road. It contains the street tree plantings and memorials as part of the Remembrance Driveway landscape corridor, and historic milestones from the colonial period. The Lansdowne business zone and the rear fences to the Villawood East precinct do not present well to the corridor.</td>
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<td></td>
<td>The section of the corridor through Bass Hill extends from Miller Road to Australia Street. The highway splits Bass Hill with the south side of the highway containing the Bass Hill Small Village Centre and Carysfield Park. The north side of the highway contains hospitality (Rydges Hotel and motels) and highway related activities. The Remembrance Driveway landscape corridor continues through this section of the highway and intersects with the Duck River biodiversity corridor.</td>
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**TABLE 1 cont...**
FIGURE 2  Precincts in the North West Local Area
FIGURE 3 Key Characteristics of the North West Local Area

Key
- Chester Hill Village Centre
- Sefton Small Village Centre
- Bass Hill Small Village Centre
- Georges Hall Neighbourhood Centre
- Villawood East Precinct
- Villawood Village Centre
- Industrial Precincts
- Major Attractions and Schools
- West Central Economic Corridor
- Open Space
- Remembrance DriveWAY Landscape Corridor
- Bankstown Railway Line and Southern Sydney Freight Line
- Regional Bus Route
1.4 Historical Context

The original inhabitants of the Bankstown and Canterbury area are believed to be the Gwealag, Bidjigal and Dharug people. Europeans first came to Bankstown in 1795 and established a farming and timber getting community, which provided valuable food and resources for Sydney town as it grew from a struggling colony to a thriving global city.

The opening of the railway line from Regents Park to Cabramatta in 1924 introduced the Chester Hill, Sefton and Villawood railway stations. This saw a marked increase in commercial development around the stations with the early construction of shops on the north side of Chester Hill and the south side of Sefton. The area however remained sparsely settled with isolated houses surrounded by vacant lots.

During World War II, the Commonwealth Government built Bankstown Airport and the Leightonfield railway station to service an industrial precinct associated with the war effort. Industries included the Villawood munitions factory and the Hawker de Havilland plant to produce ammunitions, tanks and planes.

The post–World War II period saw the commencement of an immense social transformation in the North West Local Area with a shift from a rural to suburban environment, as well as a change in the cultural base as thousands of European immigrants settled in the area. From 1948–1954, civil industries replaced the defence facilities in the area known as the Villawood Industrial Precinct. This created demand for housing in the North West Local Area to accommodate a growing workforce. The Housing Commission responded to the housing shortage by constructing 5,851 dwellings, the highest in Sydney at the time. This included the Villawood East Precinct, which is located within the former industrial precinct associated with the war effort. The Commonwealth Government also responded by constructing the Villawood Migrant Hostel.

Population growth saw the Chester Hill shopping centre prosper and by 1959 the centre had a supermarket, shops, banks and library. Sefton continued to lag behind Chester Hill.

Today, the North West Local Area continues to be a place of population growth in liveable neighbourhoods (refer to Figure 4) and is strategically located within a major economic corridor that services the City of Bankstown and the wider West Central Subregion.

![Figure 4: Historic Net Dwelling Growth in the North West Local Area](image)

![Figure 5: Current Population](image)
1.5 Population and Demographic Changes

The North West Local Area currently accommodates 38,094 residents mostly in Chester Hill, Bass Hill and Georges Hall (refer to Figure 5). The population is primarily young and middle aged with the exception of Villawood, where a large percentage of residents are aged over 50 years. Nearly 40% of households are families with children. This reflects the population age profile and the low density character of the local area.

There is also a higher proportion of low income households in the North West Local Area compared to the City of Bankstown, particularly in Villawood.

The proportion of high income households increases south of the Hume Highway, reflecting the recent development in Bass Hill and Georges Hall.

The population of the North West Local Area is expected to grow at a moderate rate reaching 43,000 residents by 2031 (refer to Figure 6). As with the remainder of Sydney, the proportion of residents aged over 60 years will increase to around 20%, and this trend is likely to result in smaller household sizes.

The North West Local Area will require more dwellings, jobs and infrastructure to meet the needs of this growing population, with consideration given to the socio-economic status as this can influence people’s method of travel and the types of community facilities required to meet their needs. The economic analysis indicates the strong demand for houses, medium density housing and seniors housing will remain. Home units in and around the centres will increase as a proportion of new dwellings entering the market.

FIGURE 6 Population Changes by Suburb
1.6 Metropolitan Planning Context

The Metropolitan Plan is the long term strategic plan for the growth of Sydney to 2036. In the next 25 years, Sydney is expected to grow by 1.7 million people, who will live in 770,000 new homes and work at 760,000 new jobs.

The Plan divides metropolitan Sydney into 10 subregions. The City of Bankstown is in the West Central Subregion, which also includes the Auburn, Fairfield, Holroyd and Parramatta Local Government Areas (refer to Figure 7). The West Central Subregion is required to accommodate some 96,000 new homes and 98,000 new jobs. Table 2 outlines the directions and dwelling target for the City of Bankstown.

At present, the Department of Planning & Infrastructure is preparing a new Metropolitan Strategy, which is proposing to review the population, housing and employment targets for subregions. It aligns land use planning with the State Government’s Long Term Transport Master Plan and Infrastructure Strategy to deliver new jobs and housing at the same time as infrastructure such as transport, schools and health services.

<table>
<thead>
<tr>
<th>TABLE 2</th>
<th>NSW Government Planning Policy</th>
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<tbody>
<tr>
<td><strong>Policy Areas</strong></td>
<td><strong>Targets and Policy Settings</strong></td>
</tr>
</tbody>
</table>
| **Growing and renewing centres** *(Metropolitan Plan for Sydney 2036)* | • Locate at least 80% of all new homes within the walking catchments of centres with good public transport.  
• Focus activity in accessible centres.  
• Support clustering of businesses and knowledge–based activities in Major Centres and Specialised Centres. |
| **Housing** *(Draft West Central Subregional Strategy)* | • Plan for increased housing capacity targets in existing areas.  
• Councils to plan for sufficient zoned land to accommodate dwelling targets through Principal LEPs. Dwelling targets for local government areas to 2031 are Parramatta (21,000); Bankstown (22,000); Fairfield (24,000); Auburn (17,000); and, Holroyd (11,500). |
<table>
<thead>
<tr>
<th>Discussion points</th>
<th>Community aspirations</th>
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| **Provision of local services and facilities**        | • More facilities/services aimed at local youth and elderly.  
• Better promotion of what services Council provide to different sectors of the community.  
• Develop more parks and green open space.  
• There were suggestions of a local cinema and more child care.  |
| **Improve traffic movement and public transport**     | • Slow down through traffic in local street e.g. speed bumps.  
• Additional parking required near the train station and around local shops.  
• Investigate resident parking schemes in and around the Chester Hill Village Centre.  
• Improve traffic movement through Chester Hill.  
• Improved public transport services and connections – including a direct train to the Sydney CBD from Villawood and better bus links to Bass Hill.  
• Improve access across local government boundaries, including a bike path on Sydney Water land from Regents Park to Woodville Road. It could be expanded to link with the centres and Jim Ring Reserve.  
• Advocate for an accessible station at Chester Hill.  |
| **Upgrade Streets**                                   | • Improve or in some cases install street lighting and upgrade footpaths.  
• Review pedestrian crossings as some may need to be signalled.  |
| **Maintain amenity**                                  | • Maintain small scale development and sense of community in the neighbourhood areas.  |
| **New housing**                                       | • New housing should be located near public transport and village centres.  
• Facilitate the consolidation of land in village centres to promote redevelopment.  
• Some in the community support higher residential development in Chester Hill while some would like to limit the extent of high density development.  
• Duplex, townhouses and terraces are acceptable housing types as they complement existing housing. Single dwellings are a preference.  
• Consider the relationship of the Villawood Village Centre with Villawood East in terms of proximity and planning controls.  
• Support open space areas that will complement higher density living in Villawood East.  
• Promote housing that is high quality, energy and water efficient and affordable.  
• Provide a variety of housing forms to allow for ‘ageing in place’.  |
| **Protect heritage**                                  | • Consider an urban conservation area for Sefton.  |
| **Community facility and public domain improvements** | • More footpaths in Villawood to encourage walking and cycling.  
• Upgrades are required to the Wran Leisure Centre.  
• There is a need for indoor sporting facilities.  
• Support additional multi–function community space in Villawood East.  
• Support connections between centres and Villawood and improved public landscaping.  |
| **Industrial lands**                                  | • Consider redeveloping land in Sefton Industrial Precinct to allow development.  
• Consider rezoning land around Leightonfield railway station to encourage redevelopment.  |
| **Bass Hill**                                         | • Redevelopment of the Bass Hill Plaza site should support mixed use development.  
• Request a review of height limits and dwelling targets.  
• Activation of the Bass Hill Plaza interface with the Hume Highway.  |
1.7 Community Issues

The Bankstown Community Plan and the North West Local Area–Issues Paper identify community aspirations and issues on the function and growth of the local area. The consultation involved residents, businesses and community service providers, and included online discussion forums, ‘kitchen table’ discussions and drop-in sessions.

The consideration of these issues will help to define the local area we want to see by 2031. Table 3 sets out a snapshot of the community aspirations.

This Local Area Plan recognises there are many other initiatives that may consider community aspirations such as service delivery, community support and advocacy through the Bankstown Community Plan.

1.8 Issues Paper and Background Research

The North West Local Area–Issues Paper is the first document under the Local Area planning process. The Issues Paper outlines the current situation, the projected demand for housing and employment, and the implications of this demand for future planning. Council commissioned specialist studies to inform the Issues Paper and include:

- Urban Design Study (GMU 2012)
- Community Facilities Needs Study (Elton Consulting 2012)
- Traffic & Parking Study (Cardno 2012)
- Community Engagement Report (Straight talk 2011)
- Economic Feasibility Study (Hill PDA 2011)
- European Heritage Study (Sue Rosen & Associates 2011)
- Noise Study (EMGA Mitchell McLennan 2011)
- Preliminary Site Investigations (Douglas Partners 2011)

Council exhibited the Issues Paper to the community and stakeholders. Council noted the Issues Paper at the Ordinary Meeting of 24 July 2012 with further information collated as a result of submissions received during the exhibition. The Issues Paper and background research form the basis of the Local Area Plan.
Chapter Two

Local Area Actions
The North West Local Area is and will continue to be a place of population growth in high quality liveable neighbourhoods. Most residents live in older style houses, as well as a mix of dual occupancies, villas, home units and seniors housing near the centres.

Based on demographic trends, the North West Local Area is expected to grow by another 4,925 residents and 2,363 dwellings by 2031.

The Liveable Actions aim to continue to have a local area that is well planned by concentrating around 60% of the 2,363 dwellings within the walking catchments of the village and small village centres. Locating a greater proportion of residents closer to public transport and services will make the local area a more liveable and attractive place as it achieves the following sustainability principles derived from Government and Local Council policies:

- A local area that encourages urban renewal, sustainable development and housing affordability to create places where people want to live.
- A local area that makes it easier for residents to go about their daily activities by making more activities available in the one location such as centres and community hubs.
- A local area that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling.
- A local area that protects its heritage and reduces pressure for development in physically constrained and less accessible locations.

Supporting this growth will be housing choice and a range of community infrastructure such as civic spaces, community facilities and library. As a ‘City Maker’, Council will continue to take an active role in delivering quality community infrastructure that meets the needs of a diverse and growing population.
Plan for Additional Dwelling Growth in the Chester Hill Village Centre and Sefton Small Village Centre

Based on demographic trends, the Chester Hill Village Centre and Sefton Small Village Centre will accommodate the greatest dwelling growth in the North West Local Area to 2031.

Council’s research looked at existing and future land capacity to identify areas within the walking catchment of the Chester Hill Village Centre (i.e. a 600 metre radius measured from the railway station) and the walking catchment of the Sefton Small Village Centre (i.e. a 400 metre radius measured from the railway station) that can best cope with intensification and population growth as shown in Table 4. The research looked at land uses, building age, physical and amenity constraints, historic construction rates, market trends and proximity to public transport and infrastructure.

The research found the extent and capacity of the existing mixed use zone in the village and small village centres are adequate to accommodate most of the dwelling target subject to some increased density changes in the residential transitional area surrounding the two centres. The age and quality of the housing stock in the residential transitional area together with the close proximity to the retail cores, community facilities and public transport offers the opportunity for higher density revitalisation.

In addition, the research looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character for the precincts. For the mixed use zone, the research assumed shop top housing with basement car parking when calculating the floor space provision. Table 5 provides a breakdown of the planning control changes that would best achieve the dwelling target for the precincts.

IMPLEMENTATION

- Amend Bankstown LEP.
- Amend Bankstown DCP.
### TABLE 4  Potential land capacity in the Chester Hill Village Centre and Sefton Small Village Centre

<table>
<thead>
<tr>
<th>Precincts</th>
<th>Current planning controls</th>
<th>Existing dwellings</th>
<th>Research findings</th>
</tr>
</thead>
</table>
| **Chester Hill Village Centre** | The mixed use zone permits houses, dual occupancies, villas, home units and shop top housing. The floor space ratio ranges from 1:1–2:1 and the height limit is 5 storeys plus loft.  
The high density residential zone permits houses, dual occupancies, villas and home units. The floor space ratio is 1:1 and the height limit is 3 storeys plus loft.  
The low density residential zone in the transitional areas permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft. | 1,632             | The structure plan (refer to Figure 8) indicates the capacity of this precinct is good. There is the opportunity to create a distinct and well balanced built form by concentrating taller and higher densities near the centre along the Waldron Road and Chester Hill Road spines.  
There is the potential for the built form to strengthen the retail core on the north side of the railway line with increased densities and building heights along Waldron Road (a major public transport corridor) and in the transitional areas surrounding the Chester Square shopping centre. The built form transition extends to Abbott Park for increased activation and natural surveillance.  
Much of the housing stock on the south side of the railway line is reaching the end of its life cycle and there is the potential to increase densities to match the north side. The higher densities are primarily along Chester Hill Road perpendicular to the railway line, with medium and high density living in the transitional areas adjacent to the community facilities and school. |
| **Sefton Small Village Centre** | The mixed use zone permits houses, dual occupancies, villas, home units and shop top housing. The floor space ratio ranges from 2:1–2.5:1 (subject to lot consolidation) and the height limit is 6 storeys.  
The high density residential zone permits houses, dual occupancies, villas and home units. The floor space ratio ranges from 0.6:1–1:1 and the height limit is 3 storeys plus loft.  
The low density residential zone in the transitional areas permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft. | 698               | The research findings indicate Sefton is in direct retail competition with Chester Hill, and this proximity is preventing Sefton from becoming a true centre. The findings indicate Sefton should become an extension of Chester Hill for future residential expansion with some local shops to support the industrial precinct to the north–east.  
The structure plan (refer to Figure 8) indicates the capacity of this precinct is good based on the current planning controls (i.e. FSR and building height).  
Higher densities are concentrated along Helen Street perpendicular to the railway line to minimise exposure to the rail freight line and associated noise walls. An increase in development opportunities will require a review of the current lot consolidation control.  
To recognise the historic character of the area, the low density character in Kara Street and Kerrinea Road should remain. |
TABLE 5  Distribution of dwelling target in the Chester Hill Village Centre and Sefton Small Village Centre

<table>
<thead>
<tr>
<th>Precincts</th>
<th>Desired housing characters</th>
<th>Dwelling target to 2031 based on planning control changes</th>
<th>Suggested planning control changes (refer to Figure 9)</th>
</tr>
</thead>
</table>
| Chester Hill Village Centre | To have high density living within easy walking distance of the railway station and retail core, and medium density living in areas that form a transition to Abbott Park and neighbouring low density areas. | 725                                                                 | For the High Density Mixed Use Zone:  
  • Focus on high density shop top housing to achieve the dwelling target. Remove the low density options.  
  • Increase the building envelope to 3:1 FSR and 8 storeys at the railway station and Waldron Road. Increase the building envelope to 2.5:1 FSR and up to 6 storeys in the remainder of the retail core.  
  • Reduce the minimum lot width to 18 metres to achieve the higher floor space provision. This aims to encourage high quality development with the most efficient parking layout possible. Otherwise, a 2:1 FSR will apply.  
For the High Density Residential Zone:  
  • Focus on home units and townhouses to achieve the dwelling target. Remove the low density options.  
  • Increase the building envelope to 1.75:1 and 6 storeys along Wellington Road adjacent to the school, and increase the building envelope to 1:1 FSR and 4 storeys in the remainder of the zone.  
  *Introduce a Medium Density Residential Zone to transitional areas, with a focus on terrace and town houses (0.75:1 and 3 storeys).*|
| Sefton Small Village Centre | To have high density living within easy walking distance of the railway station, and medium density living in transitional areas that extend to Chester Hill whilst retaining detached housing in Kara Street and Kerrinea Road. | 164                                                                 | For the High Density Mixed Use Zone:  
  • Focus on high density shop top housing to achieve the dwelling target. Remove the low density options.  
  • Increase the building height to 6 storeys to match the 2.5:1 floor space provision.  
  • Increase the building height to 4 storeys to match the 2:1 floor space provision.  
  • Reduce the minimum lot width to 18 metres to achieve the higher floor space provision. This aims to encourage high quality development with the most efficient parking layout possible. Otherwise, a 2:1 FSR will apply.  
For the High Density Residential Zone:  
  • Focus on home units and townhouses to achieve the dwelling target. Remove the low density options.  
  • Increase the building envelope to 1:1 FSR and 4 storeys.  
  *Introduce a Medium Density Residential Zone to transitional areas, with a focus on terrace and town houses (0.75:1 and 3 storeys).* |
FIGURE 8  Chester Hill Structure Plan

Key

- Chester Hill Transport Hub
- Sefton Railway Station
- Retail Core
- Retail/Pedestrian Spine
- Pedestrian Link
- Residential Transitional Area
- Community Hub
- School
- Open Space
- Regional Bus Route
- Local Bus Route
- Walking Catchment of Chester Hill Village Centre and Sefton Small Village Centre
- Planted Road Blocks
FIGURE 9  Indicative density and height distribution to achieve the dwelling target

Key
- Centre Boundary
- High Density Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Storey Limit
New mixed use housing in the Chester Hill Village Centre

New medium and high density housing in the residential transitional area
Plan for Additional Dwelling Growth in the Bass Hill Small Village Centre

Based on demographic trends, the Bass Hill Small Village Centre will accommodate moderate dwelling growth in the North West Local Area to 2031.

Council’s research looked at existing and future land capacity to identify areas within the walking catchment of the Bass Hill Small Village Centre (i.e. a 400 metre radius measured from the Bass Hill Plaza) that can best cope with intensification and population growth as shown in Table 6. The research looked at land uses, building age, physical and amenity constraints, historic construction rates, market trends and proximity to public transport and infrastructure.

The research found the extent and capacity of the existing mixed use and flat zones in the small village centre are adequate to accommodate the dwelling target. A key issue is the lack of a ‘sense of place’ with the long term opportunity to create an east–west main street that improves the image and internal circulation network of the centre.

In addition, the research looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character for the precincts. Table 7 provides a breakdown of the planning control changes that would best achieve the dwelling target for the precinct.

IMPLEMENTATION

• Amend Bankstown LEP.
• Amend Bankstown DCP.
The mixed use zone permits houses, dual occupancies, villas, home units and shop top housing. The floor space ratio ranges from 1:1–2:1 and the height limit is 4 storeys.

The high density residential zone permits houses, dual occupancies, villas and home units. The floor space ratio is 1:1 and the height limit is 4 storeys.

The low density residential zone in the transitional areas permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft.

The research findings reinforce the structure plan for Bass Hill based on the Hume Highway Corridor Strategy. The retail core is concentrated on the south side of the highway around the Bass Hill Plaza, primarily to improve safety and minimise pedestrian activity across the highway.

The structure plan (refer to Figure 10) aims to create a ‘sense of place’ with the introduction of an east–west spine or main street characterised by retail uses on the ground floor and residential uses above. The main street should create connections through the centre from Wynyard Avenue to Carysfield Park, and from the main street to Handle Street. Walking and cycling links, bus interchange and better street lighting should supplement the main street.

The structure plan also indicates the capacity of this precinct is good based on the current planning controls. Higher densities are focussed on the large landholdings with a direct frontage to the Hume Highway. This will focus density along the main street in a generous landscaped setting that enhances the Remembrance Driveway landscape corridor.

The development at the former drive-in theatre site indicates market interest for low density housing in the remainder of the precinct.
<table>
<thead>
<tr>
<th>Precincts</th>
<th>Desired housing characters</th>
<th>Dwelling target to 2031 based on planning control changes (refer to Figure 11)</th>
<th>Suggested planning control changes (refer to Figure 11)</th>
</tr>
</thead>
</table>
| Bass Hill Village Centre | To have high density living in proximity to the Bass Hill Plaza that promotes the long term development of a main street, and low density living in areas adjacent to Johnston Road.                                                                 | 640                                                                                                                                                                                                                                           | For the High Density Mixed Use Zone:  
  - Focus on high density shop top housing to achieve the dwelling target. Remove the low density options.  
For the High Density Residential Zone:  
  - Increase the building height at No. 713 Hume Highway to 5 storeys (not including the 2 storey buffer) to create an anchor at the end of the main street.  
  - Focus on home units and townhouses to achieve the dwelling target. Remove the low density options. |
FIGURE 10 Structure Plan for the Bass Hill Small Village Centre
FIGURE 11 Indicative density and height distribution to achieve the dwelling target

Key

- Centre Boundary
- High Density Mixed Use
- High Density Residential
- Two Storey Buffer
- Low Density Residential
- Storey Limit
Maintain the Neighbourhood Character of the Georges Hall Neighbourhood Centre

Council’s research proposes to maintain the low density character of the Georges Hall Neighbourhood Centre. The current character provides the centre with a small scale village atmosphere that is compatible with the surrounding low density neighbourhood area. It is therefore proposed to maintain the current mixed use zone, which permits a 1:1–2:1 floor space ratio and a 2 storey (plus loft) height limit. There is the opportunity to create a well balanced built form by permitting a 2:1 FSR across the centre.

In terms of future growth, the research found the capacity of this precinct is limited due to the proximity to the Bankstown Airport (building height and ANEF restrictions) and access to public transport.

IMPLEMENTATION

- Amend Bankstown LEP.
Encourage Opportunities for the Renewal of the Villawood East Precinct

The Housing Commission developed the Villawood East Precinct during the 1950s as a housing estate and as a result the dwellings are fairly homogenous, characterised mostly by single storey houses. Within the housing stock, there is a variety of 2–3 storey walk-ups, with recent development characterised by 2 storey houses, dual occupancies and bedsit accommodation.

The research recognises this precinct is a key asset in the local area. Whilst Council can meet the dwelling target mostly within the centres, the research does identify this precinct as a focus for regeneration and renewal based on the proximity to the Villawood railway station and key community facilities, and Council’s policies in relation to residential development.

The structure plan (refer to Figure 12) indicates there is the opportunity to create a distinct and well balanced built form on the eastern and western sides of the precinct. The redevelopment of the precinct will need to consider the history of previous land uses.

Eastern side of the precinct

The Wran Leisure Centre is a key community asset located at Goondah Reserve in Gundaroo Street. The Wran Leisure Centre currently accommodates a swimming pool, squash courts, tennis courts and multi-purpose hall. However, this facility is more than 30 years old and annual visitation to this facility is very low. In 2012, the level of visitation was around 6–7 times less than visitations to the Revesby and Birrong Leisure Centres. The location of the facility within the precinct makes it difficult to access for residents in the North West Local Area as the street network in this precinct is convoluted, with limited access points. The design and layout of the facility also makes it difficult to retrofit to meet current and future community needs.

The research indicates a point in time when Council will need to redevelop the entire facility due to the building age and structural limitations. There is an opportunity as part of any future redevelopment to review the location and design of the facility to meet current and future community needs. The preferred option is to have a new community facility at Thurina Park, which is the primary community focal point in this precinct. This option would co-locate the facility with the park and school, allowing opportunities for the sharing of
spaces and services consistent with best practice. It also locates the facility closer to Miller Road, with the addition of a new road to provide better access for residents outside of this precinct. The study area around the proposed new road will be subject to further investigation.

To facilitate the new community facility, Council may divest the current site of the Wran Leisure Centre. Goondah Park, which is around 2 hectares, would remain as a park. The new community facility would also allow for medium density housing around Thurina Park as it becomes a key asset in the local area. There is merit in providing for higher density development around key assets, such as community facilities, to increase opportunities for people to live close to services and facilities.

**Western side of the precinct**

The Villawood Village Centre contains mixed use and flat zones that permit 6–8 storey residential development. The research indicates the renewal of the established flat zone in Urana Street could achieve a building height up to 6 storeys. This height recognises the permissible height around the Villawood Village Centre and does not exceed the maximum height permissible in the Chester Hill Village Centre, to maintain a hierarchy of built form in the local area. The remaining streets in the transitional area could support medium density housing with a focus on 3 storey terrace houses and town houses with a good presentation to the Remembrance Driveway landscape corridor.

Council will need to consider the future status of the property at No. 131 Biloela Street, which extends along the western edge of the industrial precinct. It currently duplicates the street network but provides poor pedestrian access to the flat zone. This presents Council with the potential to divest land (through sale or land swap) to create a more direct and safer link from Biloela Street to Binna Burra Street.

**Remainder of the precinct**

The majority of residents in the remainder of this precinct are located away from the walking catchments of the Villawood Village Centre and the Bass Hill Small Village Centre. The other alternative option is the Leightonfield railway station although the industrial precinct forms a barrier to the station for most residents. As such any redevelopment of the remainder of this precinct should be consistent with Council’s approach to the Neighbourhood Precinct due to the distance to public transport and services.

---

**IMPLEMENTATION**

- Amend Bankstown LEP.
- Amend Bankstown DCP.
- Urban Renewal Program: Enhance facilities at focal points and work with other service providers to support opportunities for co-location.
- Property Divestment Program: Allocate funds to implement actions under the Urban Renewal Program.
- Property Acquisition Program.
FIGURE 12  Structure Plan and indicative density and height distribution for the Villawood East Precinct.
Plan for Additional Dwelling Growth in the Neighbourhood Precinct and the Hume Highway Enterprise Corridor

Based on demographic trends, the Neighbourhood Precinct will accommodate some dwelling growth in the North West Local Area to 2031, mostly in the form of dual occupancies, villas and seniors housing dispersed throughout the precinct. To a lesser extent, the section of the Hume Highway Enterprise Corridor that runs through the local area will also accommodate some dwelling growth, namely the neighbourhood shops located along the highway.

The research found the current planning controls are adequate to accommodate the dwelling target with the potential for some density changes to certain neighbourhood shops as shown in Table 8. In addition, the research looked at the building envelopes and housing types needed to achieve the dwelling target in keeping with the desired housing character for the precincts. Table 9 provides a breakdown of the planning control changes that would best achieve the dwelling target for the precinct.

**IMPLEMENTATION**

- Amend Bankstown LEP.
- Amend Bankstown DCP.
### TABLE 8  Potential land capacity in the Neighbourhood Precinct and the Hume Highway Enterprise Corridor

<table>
<thead>
<tr>
<th>Precincts</th>
<th>Current planning controls</th>
<th>Existing dwellings</th>
<th>Research findings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbourhood Precinct &amp; Hume Highway Enterprise Corridor</td>
<td>The low density residential zone permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft. The mixed use zone permits houses, dual occupancies, villas, home units and shop top housing. The floor space ratio ranges from 0.5:1–1.5:1 and the height limit is 2 storeys plus loft.</td>
<td>9,469</td>
<td>The capacity of this precinct has potential to accommodate growth as much of the housing stock is reaching the end of its life cycle, having been built during the 1940s–1960s. There is the potential for low density housing (such as houses, dual occupancies, villas and seniors housing) in a dispersed pattern across the suburbs. There is also the potential for increased height at certain neighbourhood shops to match the floor space provision, and for increased densities at Nos. 977–987 Hume Highway in keeping with the Hume Highway Corridor Strategy.</td>
</tr>
</tbody>
</table>

### TABLE 9  Distribution of dwelling target in the Neighbourhood Precinct and the Hume Highway Enterprise Corridor

<table>
<thead>
<tr>
<th>Precincts</th>
<th>Desired housing characters</th>
<th>Dwelling target to 2031 based on planning control changes</th>
<th>Suggested planning control changes</th>
</tr>
</thead>
</table>
| Neighbourhood Precinct & Hume Highway Enterprise Corridor | To retain the low density detached character whilst allowing some medium density mixed use development at certain neighbourhood shops. | 834 | For the Low Density Residential Zone, retain the current planning controls. 
For the Medium Density Mixed Use Zone:
- Focus on medium density housing to achieve the dwelling target. Remove the low density options. 
- Delete the split floor space provision (based on the mix of land uses within a development) and apply a maximum floor space provision. 
- Increase the building height to 3 storeys to match the 1:1–1.5:1 FSR at certain neighbourhood shops. 
- Increase the building envelope at Nos. 977–987 Hume Highway to 1.5:1 FSR and 4 storeys. |
Protect the Heritage Character of the North West Local Area

This action aims to retain the nine heritage items currently listed in the Bankstown LEP. These items are located across the local area and include the Homestead, Carysfield Hall, houses, the Villawood Immigration Detention Centre, the Sydney Water Supply Pipeline and colonial milestones.

The heritage review, undertaken to ensure that growth responds to the local character of the area, also identifies the following properties as having local significance (refer to Figure 13):

- The former church at No. 73 Batt Street in Sefton is locally significant due to its capacity to demonstrate the historic themes of religion and social institutions.
- The houses at No. 30 Bent Street in Chester Hill and No. 41 Proctor Parade in Sefton are 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.
- The houses at Nos. 5, 10, 11, 16, 18, 20 and 26 Kara Street in Sefton retain stylistic traits of the Inter War Spanish Mission, Romanesque and Mediterranean architectural styles and in association with other similar houses in Kerrinea Road (Nos. 4 and 5) make a significant contribution to the character of the area.
- The houses at Nos. 4 and 5 Kerrinea Road in Sefton retain stylistic traits of the Inter War Spanish Mission and Mediterranean architectural styles and in association with other similar houses in Kara Street (Nos. 5, 10, 11, 16, 18, 20 and 26) make a significant contribution to the character of the area.
The houses at Nos. 136, 138, 140, 146 and 148 Rodd Street in Sefton are constructed in the Inter War Georgian Revival architectural style and in association with each other make a significant contribution to the character of the area.

The heritage review is based on criteria set by the NSW Heritage Office and includes seven criteria:

- An item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area).
- An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the cultural or natural history of the local area).
- An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).
- An item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the cultural or natural history of the local area).
- An item possesses uncommon, rare or endangered aspects of NSW’s cultural or natural history (or the cultural or natural history of the local area).
- An item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places; or cultural or natural environments.
- An item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places; or cultural or natural environments.

There is the potential for protection through an appropriate mechanism, namely the listing of the former church and houses in the Bankstown LEP.
FIGURE 13 Current and potential heritage items in the North West Local Area

Key
- Green: Current heritage items
- Orange: Potential heritage items

- Sydney Water Supply Pipeline
- Villawood Immigration Detention Centre
- Milestone
- No. 30 Bent Street
- No. 73 Batt Street
- No. 201A Rodd Street
- Nos. 10, 16-18, 20 & 26 Kara Street
- Nos. 5 & 11 Kara Street
- Nos. 4 & 5 Kerrinea Road
- Nos. 136-140 & 146-148 Rodd Street
- Nos. 41 Proctor Pde
- No. 1A Lionel Street
- No. 59 Johnston Road
- No. 7 Henry Lawson Drive
- No. 2 Sussman Avenue
Lead the Way with Better Standards of Building Design

This action aims to achieve well designed mixed use and residential development that makes the most of the location and provides interesting active street frontages in the centres. This is vital to strengthening the liveability of the centres.

The Department of Planning & Infrastructure has issued statewide policies to achieve good urban design, namely the Residential Flat Design Code and BASIX. Council is committed to build on these policies and to customise the design controls to further enhance the character and appearance of the centres in the local area.

There are certain changes Council could make to the design controls to achieve the desired built form outcomes, namely:

- A review of setbacks to correspond with the diverse character of the streets.
- A review of external appearances and signs to improve the quality and image of development in the centres.
- The insertion of development controls relating to medium density housing (such as terrace houses and town houses) in the residential transitional areas.
- A review of the off–street parking requirements to reduce car dependence in proximity to public transport and enable viable development.
- The insertion of setback controls to protect future residents from noise generated by the Southern Sydney Freight Line. Based on the location of the freight line, this equates to a 30 metre setback on the north side of the railway corridor and 40 metres on the south side. However, the setback distance is subject to building construction. Should medium and high density occur within 40 metres of the freight line, this would require improved building construction.

The economic analysis supports the proposed changes to improve the feasibility of development. The economic analysis also indicates that where it is impractical for commercial development in the retail core to meet the off–street parking requirements, Council may allow multi–storey public car parks to accommodate the commercial related parking spaces with planning agreements contributing to the cost.

IMPLEMENTATION

- Amend Bankstown DCP.
- Amend the Planning Agreements Policy.
L8  Make Key Facilities More Sustainable for Community Services

The City of Bankstown’s social infrastructure includes public and privately owned education, health and community facilities. Community facilities can add considerably to the development of strong and resilient communities by providing places where people from a diverse range of backgrounds can learn, celebrate, socialise and support each other.

This action aims to provide high quality facilities and services at focal points that will serve the long term needs of the community consistent with the Bankstown Community Plan (refer to Figure 14). The facilities that currently provide a valuable range of services to the Chester Hill, Sefton and wider communities and will support growth in the North West Local Area include:

- The community hub at the Chester Hill Village Centre (south side of the railway line) comprising the multi-purpose community centre and the redevelopment of the library site to provide additional library and meeting spaces.
- The Bill Lovelee Youth Centre at Abbott Park with the potential to expand the facility to become a multi-purpose centre with a health, well being and fitness focus.
- The KU Chester Hill Pre-School at No. 157 Waldron Road in Chester Hill.
- The Birrong Leisure Centre and Jim Ring Reserve with the potential to provide additional meeting, activity and recreational spaces to serve the long term needs of the community in Sefton.
- Opportunities for the provision of local civic space as part of any plans for the expansion of the Bass Hill Small Village Centre.

The co-location of services at focal points and an understanding of the future community profile means some other facilities in the local area will become surplus to the community and Council’s needs. A review of the current supply of facilities based on best practice found some facilities are randomly located and are most likely a legacy of land ownership rather than strategic planning. As such, these facilities do not address the criteria for visual prominence, integration with other activity generating uses, accessibility, useability and building conditions.

This action therefore identifies the following poorly located facilities (refer to Figure 14) as inadequate and limited in their capacity to support future community needs with the aim to divest these sites:
• The Chester Hill Girl Guides Hall at No. 159 Waldron Road in Chester Hill is located relatively close to the Bill Lovelee Youth Centre. There is the opportunity to co-locate the Girl Guides services with the Chester Hill community hub or make greater utilisation of the Bill Lovelee facility.

• The Chester Hill First Scouts Hall at No. 1 Baden Avenue in Bass Hill does not meet many of the criteria for community facilities, and any current activities could co-locate at the Chester Hill Community Hub.

• The former Sefton Girl Guides Hall at No. 52A Waldron Road in Sefton is a vacant site located in an obscured position on a battle-axe block with a distinct lack of observation from the street and lack of natural surveillance. This vacant site is providing no community benefit and represents a liability for Council and a potential safety risk for the community.

• The Roundabout Youth Centre comprises meeting and outdoor activity spaces, and is located at No. 104 Carlingford Road in Sefton adjacent to the industrial precinct. The facility is ageing and does not meet current requirements.

In 2004, Council adopted the Sefton Village Masterplan with the intended outcome of rezoning this site to mixed use as a more effective way to use this site to reactive the retail core. The Masterplan proposes to co-locate the services at other facilities in Chester Hill or the Birrong Leisure Centre. This action will implement Council’s resolution. It also creates the opportunity to locate certain community services in a shop from within the retail core of the Sefton Small Village Centre as a way of continuing the provision of youth services in the area and an attractor in the centre.

• The Sefton Community Centre at No. 73 Batt Street in Sefton is located in a residential area around 1.5km from the Sefton railway station. The location does not meet best practice for community facilities. The facility is a former church and small hall and requires increasing levels of maintenance. The community centre is split over two buildings and the site includes a large area of open space in the form of a ‘backyard’. Currently there is high usage, however a new facility at Jim Ring Reserve adjacent to the men’s shed or the Birrong Leisure Centre can accommodate these activities. The former church on the site is proposed to be heritage listed in the Bankstown LEP and future development on the site will not be able to impinge on its curtilage through dwarfing or overshadowing.

• The vacant house at No. 100 Woods Road in Sefton does not meet the criteria for community facilities as it is not visually prominent, integrated with other facilities or well located in terms of convenient access. It is surplus to the needs of community service provision.

• The Bass Hill Scouts Hall at No. 2 Johnston Road in Bass Hill is in a poor location with a low rate of usage. The environmental sensitivity of the surrounding land may limit the reuse of this building.

**IMPLEMENTATION**

• Amend Bankstown LEP.

• Urban Renewal Program: Enhance facilities at focal points and work with other service providers to support opportunities for co-location.

• Property Divestment Program: Allocate funds to implement actions under the Urban Renewal Program.
FIGURE 14  Community facilities in the North West Local Area
Consolidate Existing Facilities to Make an Early Education and Health Precinct in Georges Hall

The suburb of Georges Hall provides a range of community facilities including a senior citizens centre at No. 188 Birdwood Road, and early education and health facilities at Nos. 198–200 Birdwood Road and Nos. 5–7 Beale Street (refer to Figure 14).

There is an opportunity to co-locate the early education and health facilities at a central location within the Georges Hall Neighbourhood Centre and would involve the consolidation of Wright Park with neighbouring properties to create a community precinct.

The divestment of the properties at Nos. 5–7 Beale Street may help to fund the potential acquisition of additional land at Wright Park to support the function of the new precinct.

IMPLEMENTATION

• Urban Renewal Program: Enhance Wright Park as the focal point for an early education and health precinct and work with other service providers to support opportunities for co-location.

• Property Divestment Program: Allocate funds to implement actions under the Urban Renewal Program.

• Property Acquisition Program.
A number of schools within the local area received funding under the Commonwealth Governments ‘Building The Education Revolution’ Nation Building Stimulus Package for the construction of new facilities. A condition of this funding requires that new facilities must be made available for general community use. This action aims to enable these facilities to partially accommodate some of the uses occupying existing Council facilities and/or assist in catering for future demand. Council should lead the way by setting up a forum with school principals to manage access to these facilities.

**IMPLEMENTATION**

- Develop partnerships with local schools.
Consolidate Existing Facilities to Make an Early Education and Health Precinct in Georges Hall

Key

L1 Plan for Additional Dwelling Growth in the Chester Hill Village Centre and Sefton Small Village Centre
L2 Plan for Additional Dwelling Growth in the Bass Hill Small Village Centre
L3 Maintain the Neighbourhood Character of the Georges Hall Neighbourhood Centre
L4 Encourage Opportunities for the Renewal of the Villawood East Precinct
L5 Plan for Additional Growth in the Neighbourhood Shops
L6 Protect the Heritage Character of the North West Local Area
L7 Make Key Facilities More Sustainable for Community Services
L8 Consolidate Existing Facilities to Make an Early Education and Health Precinct in Georges Hall
2.2 Invest

The North West Local Area is strategically located within a major economic corridor to the West Central Subregion’s Global Economic Corridor and the West Central Industrial Belt. According to employment trends, the largest employment sector in the North West Local Area is manufacturing, followed by transport, warehousing and retail activities. Opportunities exist for the intensification of employment activities, in particular the Sefton and Villawood Industrial Precincts.

The Invest Actions aim to strengthen the role of the North West Local Area in servicing the City of Bankstown and the wider West Central Subregion, which is a location that most residents in the subregion can comfortably travel to within 30 minutes of public transport.

Locating jobs closer to home will make the local economy stronger and more diverse as it will achieve the following sustainability principles derived from Government and Local Council policies:

- A local area that strengthens the customer base for local businesses.
- A local area that makes more efficient use of infrastructure.
- A local area that supports sustainable transport by giving workers, residents and customers the option of taking public transport, walking and cycling.
- A local area that promotes healthier communities by reducing travel times, and enabling residents to spend more time at home or enjoying leisure activities.
- A local area that can adapt to workforce and demographic changes, particularly as an ageing population will develop different employment and consumption patterns.
- A local area where new dwellings supplement the employment functions of the centres and industrial precincts.

Supporting this growth will be a range of public domain and landscape improvements to enhance the centres and industrial precincts as attractive employment and investment destinations.
Plan for Additional Retail Growth in the Centres

The retail core in the Chester Hill Village Centre is primarily located in Waldron Road and the Chester Square shopping centre (anchored by Woolworths). Recent surveys indicate a 6% retail vacancy along Waldron Road. There is a need to extend the retail core in the Chester Hill Village Centre to meet future demand. This demand can be met by extending the mixed use zone along the south side of Waldron Road to Arcadia Road (to reflect the north side) and by including special use land (community and parking purposes) as part of the mixed use zone.

This is very different from the Sefton Small Village Centre which suffers from high retail vacancies. There is no opportunity to extend the mixed use zone in this centre other than the inclusion of the Roundabout Youth Centre site and the Helen Street car park, which is consistent with the Sefton Village Masterplan adopted by Council.

It is understood the Bass Hill Plaza is trading well, and together with the adjoining large landholdings represent a long term development opportunity for the Bass Hill Small Village Centre. There is the opportunity to extend the mixed use zone to the properties at Nos. 731–737 Hume Highway and Nos. 41–43 Carey Street as part of the east–west retail spine.

The extent of the local shops in the Neighbourhood Precinct and the highway related uses in the Hume Highway Enterprise Corridor are sufficient to meet future needs.

IMPLEMENTATION

- Amend Bankstown LEP
Plan for Employment Activities in the Industrial Precincts

The Sefton and Villawood Industrial Precincts form part of the West Central Industrial Belt, which extends from Chullora to Smithfield. These precincts are vital to the City of Bankstown’s position and future economic success in the West Central Subregion. The research identifies opportunities to enhance the industrial precincts to meet future demand.

The Sefton Industrial Precinct contains large parcels of land close to the Sefton railway station providing opportunities for industrial activities. This precinct is experiencing renewal with recent new industrial activities and the master planning of Jensen Park. The ongoing renewal should retain the current industrial zone to accommodate future potential employment generating activities, particularly low cost and start up opportunities for businesses.

The Villawood Industrial Precinct is identified by the State Government as a strategic industrial precinct for freight and logistic activities. This precinct is experiencing renewal with recent new industrial activities such as strata factory units and the remediation of the former Orica site. The ongoing renewal should retain the current industrial zone to accommodate future potential employment generating activities, particularly low cost and start up opportunities for businesses.

Amendments to Bankstown LEP should also retain the current large lot subdivision pattern as a way to accommodate future potential employment generating activities, together with the green buffers to neighbouring dwellings.

Other enhancements within the Villawood Industrial Precinct should focus on the land around the Leightonfield railway station to contribute to the attractiveness and accessibility of this precinct for employment activities. This opportunity can be undertaken as part of the Industrial Area Improvement Program, adopted by Council in 2010. The main objective of this program is to make the industrial precincts across the City of Bankstown more attractive and better functioning places to do business and work. The program focuses on improving public domain areas such as roads, footpaths, gateways to the industrial precincts, public car parks and open spaces.

The redevelopment of the Villawood Immigration Detention Centre to a modern facility will also enhance the employment function and image of this precinct.

IMPLEMENTATION

- Amend Bankstown LEP.
- Industrial Area Improvement Program.
Strengthen the Image and Amenity of the Centres

The Town Centre Improvement Program is a Council initiative which results in major improvements to public domain and infrastructure in centres across the City of Bankstown. The main objective of this program is to make the centres more attractive places to work and invest. The program focuses on improving public domain and main streets, which include improvements to civic spaces and gathering spaces, footpath widening, new street trees, better street lighting, new street furniture, murals and public art.

The TCIP is a three tiered program with the large growth centres in the first tier. Large allocations of funding between $1–2 million are available for works. To date, Council completed capital upgrade works in the Sefton Small Village Centre (north of the railway line). In the Chester Hill Village Centre, Council completed streetscape upgrades at Sundale Place and is currently upgrading the library and the surrounding public domain. In 2014–15, Council is proposing to upgrade the public domain around Nugent Park.

The second tier focuses on neighbourhood centres, typically 5–10 shops. Many of the small centres in the North West Local Area fall under this category. The third tier is small works providing new inexpensive infrastructure such as bins, seats and some planting.

This action aims to continue to seek opportunities to apply the TCIP in the North West Local Area.

IMPLEMENTATION

• Town Centre Improvement Program
FIGURE 16 Invest Action Plan

Key
11 Plan for Additional Retail Growth in the Centres
12 Plan for Employment Activities in the Industrial Precincts
2.3 Green

Open spaces, neighbourhood parks and playing fields provide important public places for people to exercise, relax and socialise. The North West Local Area contains a well established open space network, which includes the Mirrambeena Regional Park, the Sefton Recreation Corridor and The Crest.

As the population in the local area is projected to grow to 43,000 residents by 2031, it is essential to adapt the supply and function of the open spaces to meet changing needs, whilst protecting the plants and animals that share these spaces if the local area is to move towards a more sustainable urban environment.

The Green Actions aim to deliver an adequate supply of open spaces to sustain population growth by ensuring neighbourhood parks are within easy walking distance (around 400 metres) of residential areas. Locating open spaces closer to residents will contribute to the liveability of the local area as it will achieve the following sustainability principles derived from Government and Local Council policies:

- A local area that provides a wide range of multi-functional open spaces to serve different community needs, whilst protecting the biodiversity values of the open spaces and corridors.
- A local area that contributes to the health and well being of residents by providing safe, accessible and well connected open spaces.

At the same time, Australians currently emit more than 550 million tonnes of greenhouse gases each year. About 20% is generated through everyday activities such as heating, cooling, cooking, lighting, driving the car, running appliances, travelling and from household rubbish decaying in landfill. Other impacts include air and water pollution and soil erosion. Creating a Green City involves the reduction of the City’s ecological footprint. The Green Actions will look at ways to reduce the amount of energy, water and other resources consumed, and the pollution and waste produced.
Maximise Access and Useability of Parks in Centres

A significant proportion of dwelling growth in the North West Local Area will occur in centres. This action aims to take a more qualitative approach that addresses demand, needs and opportunities. More emphasis is essentially placed on upgrading existing open spaces in and around centres to a higher quality with more recreational diversity and capacity (refer to Figure 17).

Chester Hill Village Centre

The Chester Hill Village Centre is served by two significant open spaces, Nugent Park and Abbott Park.

There is a small open space adjacent to the railway station known as Nugent Park. The railway line divides the park and this creates a distinction between the function and embellishment on each side.

The section of the park on the north side of the railway line relates to the commercial interfaces and bus interchange. There are opportunities for this land to have some commercial activity framing a plaza to provide an attractive civic space that complements the public transport interchange and shops. The section on the south side functions as a local park and relates more to the community uses and residential areas. Future embellishment should reinforce this character and improve connections to the library and multi-purpose community centre.

There is also poor community access to Abbott Park as the access is limited to Banool Street. A fence and bunding currently impede access from Waldron Road and Miller Road due to sporting competition requirements. There is the opportunity to provide direct and safe access through the landscape interface on Waldron Road.
Sefton Small Village Centre

The Sefton Recreation Corridor incorporates Jensen Park, Jim Ring Reserve, Maluga Park, Birrong Leisure Centre and the Sefton Golf Course. A significant proportion of dwelling growth in the Sefton Small Village Centre will occur within easy walking distance of this open space. This action aims to provide better community access to this recreation corridor by:

- Providing additional meeting, activity and recreational spaces at the Birrong Leisure Centre and Jim Ring Reserve to serve the long term needs of the community in Sefton. This includes the relocation of services from the Roundabout Youth Centre and the Sefton Community Centre to this district park.
- Implementing the Jensen Park masterplan.
- Allowing commercial uses that supplement the sporting, recreational and leisure uses of this district park, whilst reviewing the uses at the Sefton Golf Course site as part of a Recreation Strategy.

The Sefton Recreation Corridor also forms part of the Duck River biodiversity corridor with consideration given to remnant natural areas and stormwater flood risk management.

Bass Hill Small Village Centre

Carysfield Park adjoins the Bass Hill Small Village Centre and is a significant open space asset for the local community. As the centre grows to accommodate additional housing, there is an opportunity to provide better access for residents to the park.

Adjacent to Carysfield Park is The Crest, which includes remnant bushland, open parkland and a major multi-purpose sporting complex with high standard facilities such as the Dunc Gray Olympic Velodrome, criterium cycling track, athletics track and sporting fields. The velodrome and criterium cycling track is the cycling hub of Sydney and a major sporting asset for Australia. There is the opportunity to optimise the community benefits of this area similar to Bicentennial Park by exploring a broad range of uses and development potential as part of The Crest Activation Project.

G1 IMPLEMENTATION

- The Crest Activation Project
- Amend Plan of Management.
- Open Space Improvement Program–Capital Works.
FIGURE 17  Open spaces in the North West Local Area
G2 Ensure Open Space is Accessible to Residents

The open space analysis indicates a majority of dwellings in the local area are within easy walking distance (around 400 metres) of the current supply and distribution of open space, with only small gaps in the northern and central portion of the local area.

Improving access to the following non–Council open spaces can resolve the gap in the northern portion of the local area:

- The Guildford Public School sporting field, which fronts Woodville Road and Parkham Avenue in Chester Hill is currently underutilised. Council can investigate access arrangements with the school to enable the use of this land by residents.
- Campbell Hill Pioneer Reserve on the north side of the Sydney Water Supply Pipeline is within the Parramatta Local Government Area. Connection improvements could provide convenient access to the facilities in this regional park such as picnic areas and playgrounds.

Improving access in the central portion of the local area would require the acquisition of land to provide a neighbourhood park in the area bound by Bambridge Street, Marks Street, Orchard Road and Jocelyn Street in Chester Hill.

Further actions which would improve access to open space in the neighbourhood areas include:

- Rezoning special use land and road reserves that are currently informally used as open space such as the land at the corner of Campbell Hill Road and Virgil Avenue in Chester Hill and the land bound by Chester Hill Road and Marks Street in Bass Hill. Amendments to Bankstown LEP should rezone these areas to recognise the contribution as green spaces in the urban area.
- Improving access to existing open space by addressing physical barriers.

The open space analysis also identifies certain open spaces that do not meet environmental or future population needs with the aim of divesting these sites:

- The open space at No. 1 Baden Avenue in Bass Hill is limited in size to cater for the recreation needs of the community.
- The open space at No. 51 Beatty Parade in Georges Hall is limited in size and access to cater for the recreation needs of the community.
- The open space at No. 34 Surrey Avenue in Georges Hall is adjacent to good quality parks and is surplus to the recreation needs of the community in this area.
Maximise the Recreational and Ecological Functions of the Mirrambeena Regional Park

The Mirrambeena Regional Park is the largest open space in the North West Local Area (around 134 hectares) and incorporates the Lansdowne Reserve, Shortland Brush, Flinders Slope, Lake Gillawarna and Garrison Point. This action aims to strengthen the recreational and ecological functions to ensure this regional park is capable of sustaining population growth in the long term, and will review the plan of management to explore the following improvement works:

- Maximise regional foreshore access.
- Maximise recreation and tourism activities along the Georges River to optimise the community benefits of the open space areas, and cater for a range of community events, functions and food and drink premises that supplement the active recreational amenity.
- Protect remnant natural areas and restore where possible the natural character of features such as riverbanks and watercourses.
- Optimise the conservation and educational value of the corridor’s Aboriginal and European heritage characteristics.

IMPLEMENTATION

- Amend Bankstown LEP.
- Open Space Improvement Program–Capital Works.
- Property Acquisition Program.
- Property Divestment Program.
Embellish the Remembrance Driveway Landscape Corridor

The Remembrance Driveway landscape corridor extends through the City of Bankstown to commemorate the Australian Forces who served since World War I. The Remembrance Driveway is an important landmark that characterises the Hume Highway Enterprise Corridor.

This action aims to retain and embellish the section of the Remembrance Driveway landscape corridor from Woodville Road to Australia Street, consistent with the Hume Highway Corridor Strategy (refer to Figure 20). The Strategy identifies the following works:

- Locate public art at gateway sites.
- Landscape any gaps in the corridor to create a tree canopy on both sites of the highway. This includes front setbacks on public and private land.
- Create a historical interpretive trail.
- Link the Remembrance Driveway landscape corridor with the Duck River biodiversity corridor.
- Create a landscape design to introduce colour between Woodville Road and Miller Road.
- Create a theme for street tree planting, signs and public art in Bass Hill.
- Use signs, memorial features, public art and banner poles to signify the entries to the Hume Highway and Georges River Corridors.
- Retain all existing open spaces.

IMPLEMENTATION

- Open Space Improvement Program–Capital Works.
The high value biodiversity land and waterways in the North West Local Area incorporates remnant native vegetation and threatened communities of flora and fauna such as (refer to Figure 21):

- Parks covered by Council’s Bushland Plans of Management.
- Ecologically sensitive sites identified in the Bankstown Development Control Plan 2005.
- Certain remnant native vegetation on private land.
- Lansdowne Reserve and The Crest / Bellevue Reserve which the State Government identifies as ‘Priority Conservation Lands’ in Western Sydney for the recovery of the endangered Cumberland Plain ecological communities.

The open space analysis also identifies biodiversity corridors, which are linear landscape features that connect two or more larger patches of habitat for native plants and animals and assist in allowing movement and gene flow among native flora and fauna. These biodiversity corridors include the Sydney Water Supply Pipeline, the Sydney Water Supply Pipeline to Lansdowne, Georges River, The Crest to Lansdowne, The Crest to the M5 Motorway and the Duck River Corridor.

Council will continue to assess and evaluate the conservation values of these areas and the information will inform high level planning consistent with the Bankstown Community Plan’s vision for a city that protects the biodiversity value of its open spaces and corridors.

**IMPLEMENTATION**

- Amend Bankstown LEP.
- Amend Bankstown DCP.
At present many residential and commercial buildings are energy inefficient, comparatively expensive to run, use more water than necessary, and can be made of materials that damage our health and the environment. Environmentally sustainable design is an approach that considers each building project from the initial planning stage to eventual decommissioning. There are five fundamental principles of environmentally sustainable design: orientation and structure design efficiency, energy efficiency, water efficiency, materials efficiency and indoor air quality. Improving building designs can save energy, water and money, while creating a more enjoyable and comfortable place to work and live. Council is proposing to lead the way in terms of environmentally sustainable design, with the refurbishment of the Chester Hill multi-purpose community centre and library as recent examples.

The public domain works will also incorporate environmentally sustainable design, such as water sensitive landscape features, native vegetation and materials. This issue will be considered from the initial planning stage to eventual decommissioning. Water sensitive urban design principles will be incorporated into planning controls as a means to support improved water quality and less run-off.

**IMPLEMENTATION**

- Amend Bankstown DCP.
- Open Space Improvement Program–Capital Works.

**Support Opportunities for Community Gardens**

Council supports the established community garden at the corner of Waldron Road and Hector Street in Chester Hill, and will encourage the revitalisation of other outdoor spaces with landscape and community gardens.

**IMPLEMENTATION**

- Environment and Education Program.
FIGURE 18  Green Action Plan

Key

**G1** Maximise Access and Useability of Parks in Centres

**G2** Ensure Open Space is Accessible to Residents

**G2** Improve Access to Non-Council Open Spaces

**G2** Improve Access in the Central Portion of the Local Area

**G2** Open Spaces which do not meet Current and Future Needs

**G3** Maximise the Recreational and Ecological Functions of the Mirrambeena Regional Park

**G4** Embellish the Remembrance Driveway Landscape Corridor

**G5** Protect and Manage Local and Regional Significant Conservation Lands

**C7** Support Opportunities for Community Gardens
2.4 Connected

The North West Local Area contains public transport corridors and state roads that traverse south–west Sydney. These include the Bankstown Railway Line, Hume Highway, Woodville Road and Henry Lawson Drive.

Despite the connections to the public transport network, the North West Local Area remains a dominant car based environment. With three out of every four residents leaving the City of Bankstown for work, the vast majority of travel is by private vehicles, with only 20% of journeys by public transport and 4% by walking and cycling.

The Connected Actions aim to promote sustainable transport by increasing the share of work journeys by public transport to 28% and cycling to 5%.

Promoting public and active transport will make the North West Local Area a more liveable and healthier place as it will achieve the following sustainability principles derived from Government and Local Council policies:

- A local area that manages the various, and sometimes competing, functions within the street environment.
- A local area that encourages public transport use, particularly for commute trips, to keep Sydney compact and moving.
- A local area that slows the growth of greenhouse gas emissions by reducing the number of car journeys to access jobs and services.
- A local area that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling.
- A local area that makes more efficient use of infrastructure.
- A local area that provides sustainable transport options to minimise vulnerability to increasing fuel costs.

At the same time, the Connected Actions will integrate the policies for public transport, active transport, traffic and parking to support the function and servicing of the centres within the local area.
Redevelop and Expand the Chester Hill Railway Station

The Chester Hill railway station is the principal gateway to the Chester Hill Village Centre. The station functions as a rail/bus interchange, providing public transport connections to Bankstown and Parramatta. By 2031, there will be 12,870 residents within the suburb catchment of the railway station. The Metropolitan Plan recognises there must be adequate transport capacity to sustain this growth, particularly if the target is to increase the share of work journeys by public transport to 28%.

To make more efficient use of infrastructure, Council will work with RailCorp and Transport for NSW to develop a masterplan for the redevelopment and expansion of the Chester Hill railway station and the surrounding land. The masterplan is to be based on the following intended outcomes:

- Provide Chester Hill with an accessible station to provide direct and safe access for commuters, pedestrians, cyclists and people with disabilities.
- Provide better connections to the rail/bus interchange and neighbouring civic spaces.
- Provide development opportunities for a gateway development in the space above the railway station with retail and pedestrian orientated activities at street level.

Council will also advocate for more frequent rail and bus services in the North West Local Area to allow for long term growth in commuter movements.

IMPLEMENTATION

• Urban Renewal Program: The first stage is to prepare a masterplan for the Chester Hill Railway Station Precinct.
Work with State Government to Improve Public Transport Services in the North West Local Area

The Metropolitan Plan is looking to identify and protect key corridors for the future expansion of the transport network. This long term investigation includes a possible transport corridor from Parramatta to Hurstville (via Chester Hill and the Bankstown CBD) to cater for travel demand and growth. This action will see Council work in collaboration with the State Government on the possibilities of this initiative, and whether the statutory protection of the transport corridor will flow to the local environmental plan.

IMPLEMENTATION

- Urban Renewal Program.
C3 Transform Waldron Road into the Main Street for the Chester Hill Village Centre and the North West Local Area

Main streets refer to the ‘shopping street’ with a continuous row of shops, businesses and restaurants, some of which may have dwellings or businesses above the ground floor. The location of main streets is generally along a recognised major thoroughfare that can also function as a major public transport route. Main streets rely on the support of pedestrians and public transport, and limited on-street parking can be available either on main streets or in nearby side streets.

This action aims to transform Waldron Road (between Campbell Hill Parade and Arcadia Road) into the main street for the Chester Hill Village Centre and the North West Local Area. The benefits in having a main street are as follows:

- It creates a lively main street with a range of uses and activities and a pleasant pedestrian experience.
- It defines the local identity and reflects the community’s history and sense of place.
- It generates private investment in businesses and commercial properties, and public investment in infrastructure to increase the vitality of the retail core.

The following are opportunities to create a vibrant and attractive main street:

- Ensure the main street is the most pleasant experience for pedestrians with protection from the weather and high quality public domain finishes.
- Encourage continuous active frontages along the main street.
- Provide generous footpath widths for greater pedestrian volumes and space for outdoor dining, public art and street furniture.
- Design the street to support sustainable transport such as cycle lanes, buses and walking.
- Allow monitored on-street parking to support local businesses, encourage movement and activity through the main street and improve safety.
- Divert through traffic around the retail core.
- Install bike parking facilities.

C3 IMPLEMENTATION

- Urban Renewal Program.
Provide a Balanced Flow of Transport Options to the Chester Hill Village Centre and the Sefton Small Village Centre

This action aims to better connect the street network in and around the Chester Hill Village Centre and the Sefton Small Village Centre. Connected networks make places easier to navigate and lead to sustainable neighbourhoods that prioritise sustainable modes of transport over individual modes, and provide a more even spread of vehicle traffic throughout the area and so avoid the need for distributor roads without frontage development.

The traffic analysis indicates the centres are well serviced by the street grid, footpaths and laneways. The street grid is operating at acceptable levels with the exception of the Waldron Road / Hector Street intersection and the Waldron Road / Chester Hill Road intersection during peak hours. The queuing at these intersections is caused by inconsistent traffic light phasing along Waldron Road. Council will advocate Transport for NSW to improve the phasing to avoid congestion.

To support growth, the traffic analysis initially proposed a traffic management approach in two stages based on the current street grid, which includes retaining the planted road blocks on certain streets. The first stage involves the following measures:

- Convert the roundabout at the intersection of Waldron Road and Priam Street to traffic signals.
- Reconfigure the Chester Hill Road approach to the intersection of Waldron Road and Chester Hill Road to create a through and shared through/right lane on the eastbound approach and a through and shared through/left lane on the westbound approach.
- Reconfigure the intersection of Waldron Road and Hector Street Chester Hill Road to create three lanes on each Waldron Road approach and provide an additional short right turn lane on the northbound approach.

The second stage would involve the following measures:

- Convert the roundabout at the intersection of Chester Hill Road and Proctor Parade to traffic signals.
- Convert the existing priority controlled intersection at Chester Hill Road and Wellington Road to a roundabout.
- Replace the mid-block signalised pedestrian crossing on Waldron Road with traffic signals at the intersection of Waldron Road and Bent Street.
- Reconfigure the bus bay on Waldron Road (westbound) as part of the neighbouring park.
- Explore the option of clearways during peak hours.
However, a traffic management approach will not solve traffic problems. Therefore a more integrated approach is proposed to divert through traffic around the retail core, allowing route choice and flexibility. This is likely to involve the removal of planted road blocks in certain streets. This integrated approach also prioritises the use of more sustainable forms of transport (public transport, walking and cycling) to reduce car dependency and may alleviate the need to carry out some of the suggested improvements under the traffic management approach.

This action will see Council work with the State Government and the community on the possibilities of this initiative, together with a further analysis of the integrated approach.

**Enhance Accessibility across the North West Local Area**

This action aims to improve accessibility across the North West Local Area to enable residents to reach desired services, activities and destinations. The traffic analysis indicates most of the local road network can operate satisfactorily based on the projected residential and employment growth subject to the following improvements:

- Advocate Transport for NSW to improve the operation of the Meccano Set intersection. This includes introducing a right-hand turn from Henry Lawson Drive to the Hume Highway to improve access into the City of Bankstown and the local area.
- Advocate Transport for NSW to widen Henry Lawson Drive to facilitate regional north–south connections.
- Advocate Transport for NSW to reconfigure the intersections at Orchard Road / Hume Highway and Chester Hill Road / Hume Highway in Bass Hill to facilitate north–south connections across the highway.
- Improve pedestrian access to the bus stops that form part of the regional bus route along the Hume Highway.
- Improve north–south regional cycle connections across the Hume Highway (between Walshaw Park and The Crest).
- Improve pedestrian and cycle links between Villawood, the Chester Hill Village Centre and the Bass Hill Small Village Centre.
- Concentrate road based freight on key routes where it would not have an unacceptable impact on local streets.

To meet the challenges of population growth, Council is also implementing a more integrated approach to road and street design in the local road network. The intended outcome is to reframe the issue of transport so that it is no longer seen as separate from, but rather integral to, urban planning and design.
Develop a Parking Management Strategy which Supports the Function of the Centres

The Chester Hill Village Centre provides the most parking in the local area, with 185 time restricted on-street spaces, 211 off-street spaces in five Council car parks and 219 private off-street spaces (namely the Chester Square Shopping Centre and Chester Hill RSL). The traffic analysis indicates the parking supply is highly utilised with around 82% occupied at midday and 60% occupied in the evening. As most spaces are time restricted, usage of the parking supply is mostly by visitors (shoppers and businesses) rather than commuters.

The analysis also shows the existing supply can accommodate parking demand from the growth in the village centre however there may be significant circulation around the centre as users attempt to find a car park at peak times. The preferred approach is to allow gradual increases in capacity at convenient locations around the centre. This allows different management strategies to be applied for each car park, and the construction of a multi-storey car park (based on developer contributions) at the Weemala Road car park to service the north side of the railway line where the bulk of the parking demand will be generated. Under this approach, the Priam Street car park is surplus to Council’s needs and is more appropriate as a redevelopment site.

The Sefton Small Village Centre provides mostly unrestricted on-street spaces to service shoppers and visitors. The traffic analysis indicates the parking supply is utilised with around 60% throughout the day. The traffic analysis suggests improving the turnover by introducing time restrictions, and resurfacing the Council car park (located on Helen Street north of the railway station) to supplement the parking supply. This car park could also accommodate additional spaces (based on developer contributions).

The traffic analysis also found the Bass Hill Small Village Centre and the Georges Hall Neighbourhood Centre provide adequate parking to cater for current and future demands. However, there does appear to be some parking conflicts between the Georges River Grammar School and commercial parking demands in Georges Hall during school drop-off and pick-up times. The traffic analysis suggests the provision of a ‘kiss and ride’ location along Tower Road on the south side of the school.
FIGURE 19  Connected Action Plan

Key

C1  Redevlop and Expand the Chester Hill Railway Station
C3  Transform Waldron Road into the Main Street for the Chester Hill Village Centre and the North West Local Area
C5  Enhance Accessibility across the North West Local Area
C6  Develop a Parking Management Strategy which Supports the Function of the Centres
3.1 Overview and Implementation

This Local Area Plan sets out the vision for the local area that balances the demands for future growth with the need to protect and enhance environmental values and ensure adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

By 2031 we will see a local area that boasts eight distinctive precincts to support a diverse and healthy community:

- The Chester Hill Village Centre will continue to function as the largest shopping precinct servicing the northern suburbs of the North West Local Area. The built form will offer a wide range of medium and high density living within easy walking distance of the accessible railway station and civic spaces. The south side of the precinct will provide a conveniently located and highly valued community hub for the residents of the northern suburbs to gather and meet, comprising the multi-purpose community centre, library and meeting spaces.

- The Sefton Small Village Centre will support the residential growth of the Chester Hill Village Centre particularly along Waldron Road, a major public transport corridor. The built form will offer a range of medium and high density living set within a safe and high quality environment, whilst maintaining the low density historic character of Kara Street and Kerrinea Road. The local shops and Birrong Leisure Centre will service the day-to-day needs of residents and workers.

- The Bass Hill Small Village Centre will continue to function as a major shopping precinct along the Hume Highway Enterprise Corridor and the Remembrance Driveway landscape corridor. Medium and high density housing within a generous landscape setting, together with the long term development of a main street, will support the retail function of this precinct.

- The Georges Hall Neighbourhood Centre will continue to function as a small shopping precinct servicing the day-to-day needs of residents, a relaxing place where residents can catch up with neighbours and have a chat over coffee. The built form will maintain the low density neighbourhood character.
• The Villawood East Precinct will provide an opportunity for sustainable urban renewal that better connects to the neighbouring suburbs and makes a positive contribution to the Remembrance Driveway landscape corridor. The built form on the eastern side of the precinct will offer medium density housing around a new community facility at Thurina Park, a focal point for the community to gather and play. A new road will directly link this community hub to Miller Road and Bass Hill. The built form on the western side of the precinct will offer medium and high density living within the walking catchment of the Villawood Village Centre and railway station. The remainder of the precinct will continue to maintain the low density neighbourhood character set within a safe and high quality environment.

• The Neighbourhood Precinct will maintain the low density neighbourhood character, serviced by a good supply of neighbourhood parks, sporting fields and corner shops. This precinct will offer a wide range of recreation, leisure and tourism opportunities for residents and visitors, particularly along the Georges River, The Crest, the Dunc Gray Olympic Velodrome and the Sefton Recreation Corridor. This precinct will also make a positive contribution to protecting the heritage and biodiversity values of the living spaces and corridors.

• The Sefton and Villawood Industrial Precincts will continue to support the West Central Industrial Belt stretching from Chullora to Smithfield. These precincts are vital to the City of Bankstown’s position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form is primarily multi-storey industrial development set within a safe and high quality environment that provides appropriate buffers to neighbouring dwellings. The redevelopment of the Villawood Immigration Detention Centre to a modern facility will also support the employment function of the precincts.

• The Hume Highway Enterprise Corridor is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North West Local Area will form an impressive western gateway that promotes the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor and incorporating public art. The built form will supplement the landscape corridor, with multi-storey hospitality and enterprise activities at Bass Hill and to a lesser extent, the redevelopment of the Lansdowne business zone.

Table 10 summarises the changes to the statutory planning framework and infrastructure priorities to achieve the desired character for the precincts. The implementation mechanisms primarily involve changes to the local environmental plan, development control plan and capital works program over the next 5–15 years, with more detailed explanations in Sections 3.2 and 3.3. The implementation mechanisms will ensure adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

This Local Area Plan applies to 2031 with periodic checks on the progress of the priority actions. Council may make necessary refinements in response to changing circumstances.
## TABLE 10 Summary of Changes

<table>
<thead>
<tr>
<th>Actions</th>
<th>Precincts</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1 Plan for Additional Dwelling Growth in the Chester Hill Village Centre and Sefton Small Village Centre</td>
<td>X X</td>
<td>X</td>
</tr>
<tr>
<td>L2 Plan for Additional Dwelling Growth in the Bass Hill Small Village Centre</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>L3 Maintain the Neighbourhood Character of the Georges Hall Neighbourhood Centre</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>L4 Encourage Opportunities for the Renewal of the Villawood East Precinct</td>
<td>X X X</td>
<td>X X X</td>
</tr>
<tr>
<td>L5 Plan for Additional Growth in the Neighbourhood Precinct and the Hume Highway Enterprise Corridor</td>
<td>X X X X</td>
<td>X X X X</td>
</tr>
<tr>
<td>L6 Protect the Heritage Character of the North West Local Area</td>
<td>X X</td>
<td>X</td>
</tr>
<tr>
<td>L7 Lead the Way with Better Standards of Building Design</td>
<td>X X X X X X X X X X X</td>
<td>X X X</td>
</tr>
<tr>
<td>L8 Make Key Facilities More Sustainable for Community Services</td>
<td>X X X X</td>
<td>X X X</td>
</tr>
<tr>
<td>L9 Consolidate Existing Facilities to Make an Early Education and Health Precinct in Georges Hall</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>L10 Liaise with Schools Regarding Shared Access to School Halls</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>I1 Plan for Additional Retail Growth in the Centres</td>
<td>X X X</td>
<td>X</td>
</tr>
<tr>
<td>I2 Plan for Employment Activities in the Industrial Precincts</td>
<td></td>
<td>X X X</td>
</tr>
<tr>
<td>I3 Strengthen the Image and Amenity of the Centres</td>
<td>X X X X X X X X X X X</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 10  cont...

<table>
<thead>
<tr>
<th>Actions</th>
<th>Precincts</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1 Maximise Access and Useability of Parks in Centres</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>G2 Ensure Open Space is Accessible to Residents</td>
<td></td>
<td>X X X X X X</td>
</tr>
<tr>
<td>G3 Maximise the Recreational and Ecological Functions of the Mirrambeena Regional Park</td>
<td></td>
<td>X X</td>
</tr>
<tr>
<td>G4 Embellish the Remembrance Driveway Landscape Corridor</td>
<td></td>
<td>X X</td>
</tr>
<tr>
<td>G5 Protect and Manage Local and Regional Significant Conservation Lands</td>
<td></td>
<td>X X</td>
</tr>
<tr>
<td>G6 Lead the Way with Environmental Sustainable Design</td>
<td>X X X X</td>
<td>X X X X X X X</td>
</tr>
<tr>
<td>G7 Support Opportunities for Community Gardens</td>
<td></td>
<td>X X</td>
</tr>
<tr>
<td>C1 Redevelop and Expand the Chester Hill Railway Station</td>
<td>X</td>
<td>X X</td>
</tr>
<tr>
<td>C2 Work with State Government to Improve Public Transport Services in the North West Local Area</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>C3 Transform Waldron Road into the Main Street for the Chester Hill Village Centre and the North West Local Area</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>C4 Provide a Balanced Flow of Transport Options to the Chester Hill Village Centre and the Sefton Small Village Centre</td>
<td>X X</td>
<td>X X</td>
</tr>
<tr>
<td>C5 Enhance Accessibility across the North West Local Area</td>
<td>X X X X</td>
<td>X X X X X X X</td>
</tr>
<tr>
<td>C6 Develop a Parking Management Strategy which Supports the Function of the Centres</td>
<td>X X</td>
<td>X</td>
</tr>
</tbody>
</table>

Chester Hill Village Centre, Sefton Small Village Centre, Bass Hill Small Village Centre, Georges Hall Neighbourhood Centre, Villawood East, Neighbourhood Industrial, Hume Highway Enterprise Corridor, Statutory Planning, Asset and Infrastructure, Advocate
3.2 Statutory Planning Framework

Local Environmental Plan

The Bankstown Local Environmental Plan is Council’s principal planning instrument to regulate the function and growth of the North West Local Area. The Local Environmental Plan provides objectives, zones and development standards such as floor space ratios, building heights, lot sizes and densities.

This Local Area Plan is proposing certain changes to the Local Environmental Plan to achieve the desired character for the precincts, namely:

- To strengthen the function of the Chester Hill Village Centre as the primary commercial and community centre in the North West Local Area.
- To integrate retail, commercial, residential and other development in accessible centres to maximise public transport patronage and encourage walking and cycling.
- To strengthen the industrial precincts to meet the current and future industrial needs of the City of Bankstown and the wider subregion.
- To provide a range of residential densities and housing types to meet the changing housing needs of the community.
- To enable the provision of a wide range of multi-functional community facilities and open spaces to serve community and visitor needs, whilst protecting the biodiversity values of open spaces and corridors.
- To protect the heritage elements of the North West Local Area.
- To provide sufficient floor space to accommodate future employment and housing growth, and to provide an appropriate correlation between the floor space and building height standards.
- To accommodate taller buildings in the village and small village centres and provide an appropriate transition in building heights to neighbouring areas.
- To encourage the consolidation of certain land for redevelopment.

Table 11 summarises the changes to the Local Environmental Plan.
<table>
<thead>
<tr>
<th>Actions</th>
<th>Proposed Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zones</td>
<td></td>
</tr>
</tbody>
</table>
| L1      | Chester Hill Village Centre and Sefton Small Village Centre  
|         | • Extend the high density mixed use zone along Waldron Road to Arcadia Road, and rezone special use land (community and parking purposes) to a high density mixed use zone.  
|         | • Upzone the residential growth areas with a focus on the high and medium density residential zones in transitional areas.  
|         | • Rezone the Roundabout Youth Centre site and Helen Street car park to a high density mixed use zone.  
|         | • Remove the low density options in the high density mixed use and high density residential zones. |
| II      |                  |
| L2      | Bass Hill Small Village Centre  
|         | • Rezone the land at Nos. 731–737 Hume Highway to a high density mixed use zone.  
|         | • Remove the low density options in the high density mixed use and high density residential zones. |
| L4      | Villawood East Precinct  
|         | • Upzone land with a focus on the medium density residential zone in transitional areas and around key community facilities.  
|         | • Remove the low density options in the high density residential zone. |
| L5      | Neighbourhood Precinct and Hume Highway Enterprise Corridor  
| G2      | • Remove the low density options in the medium density mixed use zone.  
| G5      | • Rezone the land at No. 1 Baden Avenue in Bass Hill, and No. 34 Surrey Avenue in Georges Hall to a low density residential zone.  
|         | • Rezone special use land and road reserves that are currently informally used as open space. |
| I2      | Industrial Precincts  
<p>|         | • Extend the light industrial zone to the National Archives at No. 120 Miller Road in Villawood. |</p>
<table>
<thead>
<tr>
<th>Actions</th>
<th>Proposed Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development</td>
<td></td>
</tr>
<tr>
<td>Standards</td>
<td></td>
</tr>
</tbody>
</table>
| L1            | **Chester Hill Village Centre**  
• In the high density mixed use zone, increase the building envelope to 3:1 FSR and 8 storeys at the railway station and Waldron Road. Increase the building envelope to 2.5:1 FSR and up to 6 storeys in the remainder of the retail core. Reduce the minimum lot width to 18 metres to achieve the higher floor space provision otherwise a 2:1 FSR will apply.  
• In the high density residential zone, increase the building envelope to 1.75:1 and 6 storeys along Wellington Road adjacent to the school, and increase the building envelope to 1:1 FSR and 4 storeys in the remainder of the zone.  
• In the medium density residential zone, apply a 0.75:1 and 3 storey building envelope. |
| L1            | **Sefton Small Village Centre**  
• In the high density mixed use zone, increase the building height to 6 storeys to match the 2.5:1 floor space provision. Increase the building height to 4 storeys to match the 2:1 floor space provision. Reduce the minimum lot width to 18 metres to achieve the higher floor space provision otherwise a 2:1 FSR will apply.  
• In the high density residential zone, increase the building envelope to 1:1 FSR and 4 storeys.  
• In the medium density residential zone, apply a 0.75:1 and 3 storey building envelope. |
| L2            | **Bass Hill Small Village Centre**  
• Increase the building height at No. 713 Hume Highway to 5 storeys (not including the 2 storey buffer) to create an anchor at the end of the main street. |
### Table 11 cont...  Key changes to the Local Environmental Plan

<table>
<thead>
<tr>
<th>Actions</th>
<th>Proposed Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Standards</td>
<td></td>
</tr>
<tr>
<td>L3</td>
<td><strong>Georges Hall Neighbourhood Centre</strong></td>
</tr>
<tr>
<td></td>
<td>• In the high density mixed use zone, apply a 2:1 FSR across the centre.</td>
</tr>
<tr>
<td>L4</td>
<td><strong>Villawood East Precinct</strong></td>
</tr>
<tr>
<td></td>
<td>• In the high density residential zone, increase the building height to 6 storeys.</td>
</tr>
<tr>
<td></td>
<td>• In the medium density residential zone, apply a 0.75:1 and 3 storey building envelope.</td>
</tr>
<tr>
<td>L5</td>
<td><strong>Neighbourhood Precinct and Hume Highway Enterprise Corridor</strong></td>
</tr>
<tr>
<td></td>
<td>• In the medium density mixed use zone, delete the split floor space provision (based on the mix of land uses within a development) and apply a maximum floor space provision.</td>
</tr>
<tr>
<td></td>
<td>• In the medium density mixed use zone, increase the building height to 3 storeys to match the 1:1–1.5:1 FSR at certain neighbourhood shops.</td>
</tr>
<tr>
<td></td>
<td>• Increase the building envelope at Nos. 977–987 Hume Highway to 1.5:1 FSR and 4 storeys.</td>
</tr>
<tr>
<td>L6</td>
<td>List identified buildings of local heritage significance.</td>
</tr>
<tr>
<td>G9</td>
<td>Map areas of significant biodiversity value for future protection.</td>
</tr>
</tbody>
</table>
Development Control Plan

The Bankstown Development Control Plan supplements the LEP by providing additional objectives and development controls to guide the function, appearance and amenity of development. The development controls include architectural design, setbacks, amenity, landscaping, energy efficiency, access and off-street parking requirements.

The Local Area Plan is proposing certain changes to the Development Control Plan to achieve the desired character for the precincts, namely:

- To facilitate a high standard of urban design and pedestrian amenity that contributes to achieving a sense of place for the community.
- To ensure the built form contributes to the physical definition of the street network and public spaces.
- To customise setbacks to correspond with the diverse character of streets and acoustic noise from the Southern Sydney Freight Line.
- To ensure buildings are well articulated and respond to environmental and energy needs.
- To achieve more sustainable development by reducing car dependence in proximity to public transport.

Table 12 summarises the changes to the Development Control Plan.

Plans of Management

The Local Government Act requires Plans of Management to govern the use, development and maintenance of community land. This Local Area Plan is proposing certain changes to the Plans of Management to provide a wide range of multi-functional open spaces to meet community needs, namely:

G1 Maximise Access and Useability of Parks in Centres.

G3 Maximise the Recreational and Ecological Functions of the Mirrambeena Regional Park.
Table 12  Key changes to the Development Control Plan

<table>
<thead>
<tr>
<th>Actions</th>
<th>Proposed Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Envelopes</td>
<td>L1-L5 Insert storey limits.</td>
</tr>
<tr>
<td></td>
<td>L7 Insert development controls relating to medium density housing (such as terrace houses and town houses) in the residential transitional areas.</td>
</tr>
<tr>
<td>Setbacks</td>
<td>L7 Customise the building setbacks to correspond with the diverse character of the streets.</td>
</tr>
<tr>
<td>Residential Amenity</td>
<td>L7 Insert building setbacks to protect residents from noise generated by the Southern Sydney Freight Line.</td>
</tr>
<tr>
<td>Urban Design</td>
<td>L7 Revise the controls relating to external appearance and signs to improve the quality and image of commercial centres.</td>
</tr>
<tr>
<td></td>
<td>G6 Revise the controls to improve the energy efficiency of development and implementation of water sensitive urban design.</td>
</tr>
<tr>
<td>Access</td>
<td>L7 Revise the off-street parking requirements to achieve more sustainable development by reducing car dependence in proximity to public transport. Where it is impractical for commercial development in the retail core to meet the off-street parking requirements, Council may allow multi-storey public car parks to accommodate the commercial related parking spaces with developer contributions (in the form of planning agreements) contributing to the cost.</td>
</tr>
</tbody>
</table>
3.3 Assets and Infrastructure

This Local Area Plan identifies a number of community infrastructure works and public improvements to improve the North West Local Area and support residential and employment growth.

Funding for these improvements will be through a range of mechanisms, namely:

- Development contribution levies under Section 94A of the Environmental Planning and Assessment Act.
- Funds from a Special Rate levy on commercial, retail and residential land in the local area.
- Council consolidated revenue.
- Rationalisation and redevelopment of Council owned assets.
- Grants from State and Federal Government agencies.

Some of the proposed improvements are already underway, while the Bankstown Community Plan provides detailed scheduling of many of the other works. Council’s future Community Plan will include a detailed program for the remainder of the works identified in this Local Area Plan.

Table 13 summarises the actions that would require funding under the Section 94A Plan and/or implementation by the State Government. Council will continue to lobby the relevant funding agencies to implement the proposed works.

<table>
<thead>
<tr>
<th>Council Programs</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Changes</td>
<td>L1, L2, L3, L4, L5, L6, L7, I1, I2, G2, G5, G6</td>
</tr>
<tr>
<td>Urban Renewal Program</td>
<td>L4, L8, L9, G4, C1, C2, C3</td>
</tr>
<tr>
<td>Open Space Program</td>
<td>G1, G2, G3, G4, G6</td>
</tr>
<tr>
<td>Environment and Education Program</td>
<td>G7</td>
</tr>
<tr>
<td>Plan of Management</td>
<td>G1, G3</td>
</tr>
<tr>
<td>Property Divestment Program</td>
<td>L4, L8, L9,G2</td>
</tr>
<tr>
<td>The Crest Activation Project</td>
<td>G1</td>
</tr>
<tr>
<td>Property Acquisition Program</td>
<td>L4, L9, G2</td>
</tr>
<tr>
<td>Industrial Area Improvement Program</td>
<td>I2</td>
</tr>
<tr>
<td>Town Centres Improvement Program</td>
<td>I3</td>
</tr>
<tr>
<td>Roads Program</td>
<td>C4, C5</td>
</tr>
<tr>
<td>Bike and Pedestrian Program</td>
<td>C5</td>
</tr>
<tr>
<td>Parking Program</td>
<td>C6</td>
</tr>
</tbody>
</table>
### Table 7  
Actions that require Local and State funding

<table>
<thead>
<tr>
<th>Actions</th>
<th>594A funding</th>
<th>State funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>L4 Encourage Opportunities for the Renewal of the Villawood East Precinct</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>L8 Make Key Facilities More Sustainable for Community Services</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>L9 Consolidate Existing Facilities to Make an Early Education and Health Precinct in Georges Hall</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>I2 Plan for Employment Activities in the Industrial Precincts</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>I3 Strengthen the Image and Amenity of the Centres</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>G1 Maximise Access and Useability of Parks in Centres</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>G3 Maxime the Recreational and Ecological Functions of the Mirrambeena Regional Park</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>G2 Ensure Open Space is Accessible to Residents</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>G4 Embellish the Remembrance Driveway Landscape Corridor</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>G6 Lead the Way with Environmental Sustainable Design</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>C1 Redevelop and Expand the Chester Hill Railway Station</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>C2 Work with State Government to Improve Public Transport Services in the North West Local Area</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>C3 Transform Waldron Road into the Main Street for the Chester Hill Village Centre and the North West Local Area</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>C4 Provide a Balanced Flow of Transport Options to the Chester Hill Village Centre and the Sefton Small Village Centre</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>C5 Enhance Accessibility across the North West Local Area</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>C6 Develop a Parking Management Strategy which Supports the Function of the Centres</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>