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Overview

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

Council must now plan for the future population that will reside, work or play in the City of Bankstown. This is the basis of the Local Area Plan (LAP) process. Bankstown City has been divided into seven local areas to ensure that local character informs all future plans. This Issues Paper refers to the South East Local Area which includes suburbs of Padstow, Padstow Heights, Revesby and Revesby Heights.

The LAP process will generate the following three key documents, which will be publicly exhibited for comment:

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

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

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

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

Local Context

The South East local area is located in the south east of the Bankstown LGA and includes the suburbs of Padstow, Padstow Heights, Revesby and Revesby Heights (Figure 1). The local area is generally bound by Canterbury Road and the M5 motorway to the north and residential streets to the west. The Georges River and its two tributaries, Salt Pan Creek and Little Salt Pan Creek, run along the southern boundary of the local area. The Salt Pan Creek corridor runs down the eastern side of the local area which gives the area a significant offering in terms of biodiversity and open space (Figure 2).

Council is also investing significant funds towards works along Little Salt Pan Creek which is highly valued and utilised by the local community. Both Little Salt Pan Creek and Salt Pan Creek are important biodiversity corridors.

The area is predominantly residential and generally set out in a grid like pattern. It contains two larger commercial centres Revesby and Padstow, which function as village centres within the City’s centres hierarchy.

There is a significant area of employment land in the north east of the study area, straddling the M5 motorway/Fairford Road intersection. This industrial precinct contributes significantly to employment in the area, providing an estimated 8,600 jobs.

The local area has good vehicular access to the Central Sydney, Sydney Airport and south western New South Wales via the M5 motorway which runs through the northern portion of the local area. Bankstown Airport is situated to the north west of the study area and is easily accessed via the M5 motorway. The commercial centre of Bankstown is situated to the north east of the study area and is accessed via Fairford Road.

Both Revesby and Padstow are on the Airport-East Hills Railway Line which provides an excellent transport link to Central Sydney/Sydney Airport. The local area also contains a number of local and regional bus routes which provide good access to regional centres such as Hurstville, Sutherland and Parramatta.
Figure 2: The South East Local Area

Source: BCC, 2012
South East Local Area: Now and in 2031

This section summarises the:

1. Current and forecast change in population and households in the Local Area.
2. The key objectives of the Federal, State and Local planning policies and obligations under those policies for Local Government.
3. Community aspirations for the Local Area.
1.1 Demographics – Now to 2031

1.1.1 Suburban Life Cycles

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

*Figure 3: Suburban Life Cycle*

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

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

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

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

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

1.1.2 Population

Current and Forecast Population

The South East local area had a population of around **31,700** residents in 2011 according to government census data. The area experienced modest growth since the
last census in 2006 where the population was around **29,500**. This rate of growth is comparable with the rate of growth of Bankstown City in the same period.

In the 2011, Padstow/Padstow Heights had a slightly higher share of the population with **16,600** residents while Revesby/Revesby Heights had **15,100**. This is 17 per cent of the total population of the Bankstown LGA.

**Figure 4: Small Area Population – Padstow/Padstow Heights, Revesby/Revesby Heights - 2011**

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

Population forecasting prepared for Council predicts that the South East local area will grow to around **35,400** residents by 2031. This is an increase of around **3,700** people and will be 16 per cent of the total growth expected for the Bankstown City LGA.

**Age Structure**

The 2011 age profile of the local area reflects an established population. In comparison to Bankstown City shows that there was lower proportion of people in the younger age groups (0 to 17 years) and a higher proportion of people in the older age groups (60+ years).
The forecast age structure is not expected to significantly change for age groups up to 50-59 years of age. However, there is a significant forecast increase identified for residents aged between 60 and 85. This is expected to be much higher than that forecast for Bankstown City as a whole and will have particular implications for the provision of appropriate housing and services for these residents.

There is also a more modest increase expected for 25 to 34 year olds and children between 5 and 11 years of age which is comparable with Bankstown City as a whole.

Figure 5: Age Structure – South East local area – 2006, 2011, and 2031

Source: ID, 2012

1.1.3 Household Characteristics

In 2011, the predominant household type was couple families with dependants (31 %) and couple families without dependants (22%). These households are forecast to continue growing with a higher rate of growth of couple families without dependants. There is also however a forecast growth in lone person households expected.
In comparison with Bankstown City in 2031, the South East local area would have a greater share of couple families without dependants and lone person households. This will have particular implications for the provision of appropriate housing for these groups.

Figure 6: Change in Household Type - South East Local Area - 2006, 2011, 2031

Source: 2012
1.1.4 Dwelling Characteristics

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

Dwelling type data categorises dwelling types into three categories:

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

The 2011 census data shows that people predominantly live in separate houses (81%), followed by medium density (18%) and high density 1%.

*Figure 7: Change in Dwelling Type - South East Local Area - 2001, 2006, 2011*

*Source: ID, 2011*
Table 1: Dwelling Types and Densities in Bankstown City

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

*Source: BCC, 2012*
The change in dwelling type for residents of the South East local area is intimately related to the kind of housing which is permissible in the City. Since 2001 there has been a consistent increase in the number of people living in medium density housing. Conversely, there are slightly fewer people living in separate houses as larger separate housing lots are redeveloped for medium density development or other lands become available for housing.

The proportion of people living in higher density in the local area shows a consistent but much smaller increase since 2001. This reflects the current planning policy which focuses higher density development in the CBD and limited sites within the Padstow and Revesby village centres.

In relation to average household size (persons per household), the South East Local Area had 2.7 people per dwelling in 2011. This is lower than the Bankstown City average of 3 people per dwelling. For the City and local area, average household size is expected to decrease to 2031. This in consistent with other trends including the expected increase in couple families with no dependants and lone person households.

*Figure 8: Average Number of People per Household – Revesby/Revesby Heights, Padstow/Padstow Heights, Bankstown LGA*
1.1.5 Summary

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

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

### Directions For Local Area Planning

**Demographics**

- Provide medium and high density dwelling options in the village centres. This will include a mix of shop-top housing, mixed used development, residential flat buildings, townhouses, and seniors housing.
- Ensure that adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

1.2 Policy Drivers and Vision

1.2.1 Policy Drivers

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

**Federal Government Cities Policy**

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

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

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

**NSW Government Planning Policy**

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

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

- The *Metropolitan Plan 2036* is the long term strategic plan for the growth of Sydney to 2036. The *Draft West Central Subregional Strategy* acts as a broad framework for the long term development of the subregion guiding government investment and linking local and state planning issues. Both of these documents are in the process of being reviewed.
The Bankstown LGA is currently located within the West Central subregion which also includes Auburn, Fairfield, Holroyd and Parramatta. The *West Central Subregion Draft Subregional Strategy* provides dwelling and employment targets for all councils in the subregion to house, and provides jobs for, the forecast population. Table 2 outlines the directions, and the dwelling and job targets for the Bankstown LGA.

**Table 2: NSW Government Planning Policy**

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

*These documents are currently under review.*

It is important to note that the State Government has released fundamental changes to the NSW planning system. Proposed changes have been outlined in a White Paper (circulated for discussion in April 2013) and accompanying draft legislation. The changes are likely to have a significant impact on the role of Local Government and the community in the strategic planning process. The key reforms proposed relate to the following areas:

- **Community participation** – Greater community input earlier in the planning process at the regional and subregional strategic planning stage.

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

- **Streamlined approval** – A suite of changes to the decision-making process, classification of local and State significant development, and reviews and appeals. The concept of strategic compliance is central to these changes.
- **Provision of Infrastructure** – Measures to facilitate different models for infrastructure delivery of local, regional and state infrastructure.

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

However, Council remains concerned that some proposed changes may undermine Council’s ability to meet the expectations of the community. These include expanding the scope of complying development, reducing the decision-making role of elected officials, and increasing the scope of appeals.

**Community Aspirations**

Extensive consultation was undertaken in 2010/11 to gather detailed community comments from the Local Area residents, business and community service stakeholders. The consultations aimed to:

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

The consultation included a public meeting held at the Padstow RSL (Dec 2010); Drop in sessions at the Padstow and Revesby Shopping centres (Dec 2010); Consultation with the business community and community service providers; and letter surveys.

The key messages from these consultations are summarised in Table 3.
Table 3: Summary of consultation messages

<table>
<thead>
<tr>
<th>Headline Message</th>
<th>Detailed Consultation Messages</th>
</tr>
</thead>
</table>
| High quality village centres which provide a range of retail and housing options. | • Good quality shopping centres with village atmosphere preserved  
• Increased residential and commercial development as long as the ‘twin centre’ relationship between Padstow and Revesby is maintained  
• A place where people look out for each other  
• Good quality developments  
• More diverse retail offer including:  
  o Cafe/ethnic/cosmopolitan options at Padstow shops  
  o Greater diversity of shops  
  o More night time trading  
• Management of traffic congestion and better conditions for pedestrians  
• Streetscape improvements and maintenance  
• Expand functions of community facilities to cater to all age groups  
• Suggestion of a plaza at Revesby Station |
| Retention of the unique character of neighbourhood areas                          | • Retain the low density character of the neighbourhood area  
• Preservation of the ‘garden suburb’ image                                                                                                                                     |
| Provide more housing options                                                     | • High density housing near transport nodes to: support local businesses; allow people to live within walking distance of shops; provide more housing options for first home buyers and those wishing to downsize from large detached homes  
• It should be noted there is a concern for some residents who worry that higher densities could lead to overcrowding, traffic congestion and lack of street parking for shoppers and visitors.  
• 4 storeys was mentioned in relation to possible heights for higher density development  
• More affordable housing options  
• Provide for additional villa houses and retirement villages for older people |
| High quality open space and access to environmental assets                       | • Linked open spaces as well as more paths along the river to make parks user friendly  
• Safe open space and parklands  
• Ensure water quality of Georges River  
• More trees                                                                                                                       |
| Better transport and infrastructure                                             | • Improve traffic movement in peak hours  
• More parking with longer time limits for the Padstow and Revesby shopping centres and around schools. Sufficient parking for housing and commercial developments  
• Retain regional bus routes stopping at Padstow and suggestions for local bus services to target the aged (Note: this is also relevant for other people with mobility impairment and parents with young children)  
• Ensure that infrastructure and facilities can accommodate new population  
• Concern was expressed about the loss of express services from Padstow to the City and the impact of this on the centre. New housing should be located near public transport and village centres |
| Provide more job opportunities                                                   | • Provision of job opportunities                                                                                                                                             |
| Better management of industrial activities                                        | • Bankstown/Padstow Industrial Area - More off-street car parking to contain industrial activities such as car repairers.                                                                                                       |

Source: BCC, 2010 - 2011
Some community aspirations challenge the government strategic planning policies in relation to new housing. To achieve State and local planning policy, and accommodate smaller households, the impact of higher density development on local area character and traffic will need to be discussed further as the Local Area Plan develops. It should be noted that higher densities will mostly be considered in and around the village centres and that the heights and built form of such development is yet to be confirmed. Infill development in residential areas is currently occurring in the local area through low density dual occupancy and villa development.

1.2.2 Council’s Policy and Vision

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

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

These plans and studies are discussed in more detail below.

Bankstown Community Plan (2011)

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

A comprehensive community engagement strategy was undertaken targeting all of the different community groups within the local area. The results of this community engagement were used to inform the vision and strategy for the next 10 years. A number of distinctive themes emerged from the community engagement and these were used to develop key objectives for the Bankstown LGA. Four of these themes – Liveable, Connected, Green, Invest - are directly relevant in the development of the LAP.
**Liveable**
- A city that is well planned, attractive and sustainable
- A city that provides affordable, attractive and sustainable housing
- A city with high quality community assets
- A city that protects and promotes its history and identity

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

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

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

**Provide**
- A city with high quality services catering for day-to-day needs
- A city that meets community health and wellbeing needs
- A city that is clean and safe

**Enjoy**
- A city that is harmonious, inclusive and welcoming
- A metropolitan, vibrant and dynamic city
- A city with a broad range of recreation and leisure opportunities
- A creative city that provides artistic and cultural opportunities

**Lead**
- A city with an engaged community
- A city with an innovative, responsive and well managed Council
The Council also identified a number of ‘Beacon Ideas’ which would go beyond the ‘business as usual approach’ to achieving the City Directions. For example:

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

**Residential Development Study (2009)**

Council’s Residential Development Study (RDS) was developed as part of a memorandum of understanding with the Department of Planning & Infrastructure in recognition of the need to plan for population growth identified in the Metropolitan Plan. The Metropolitan Plan identified a dwelling target of 22,000 additional dwellings by 2031 for the Bankstown LGA.

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

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

For the South East Local Area, the most appropriate locations for additional dwellings are within the Revesby and Padstow village centres. The dwellings targets for these centres are shown in Table 4.
Table 4: South East Local Area – Centres – Dwelling Targets (2031)

<table>
<thead>
<tr>
<th>Village Centres</th>
<th>Existing No. of Dwellings</th>
<th>Additional Dwelling Targets (2031)</th>
<th>Total by 2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revesby</td>
<td>1697</td>
<td>790</td>
<td>2487</td>
</tr>
<tr>
<td>Padstow</td>
<td>1253</td>
<td>940</td>
<td>2193</td>
</tr>
<tr>
<td>Total</td>
<td>2950</td>
<td>1730</td>
<td>4680</td>
</tr>
</tbody>
</table>

Source: BCC, 2009

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

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

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

- A key direction of planning policy is to focus future housing growth in village centres that offer good access to public transport and good connections between centres. Revesby and Padstow are both centres which are identified for this kind of growth.

- Infill development will be supported in the neighbourhood areas with a target of 6060 additional dwellings by 2031

Employment Lands Development Study (2009)

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

Significant parts of the employment offer for the Bankstown LGA are located within the Local Area. This section is discussed in further detail in the 'Invest' Section.
1.2.3 Summary

There are two centres within the Local Area that are identified in strategic planning as village centres, namely: Revesby and Padstow. The strategic direction is for centres such as these to continue to accommodate the majority of the population growth.

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

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

**Directions For Local Area Planning**

*Policy Drivers*

- Ensure future development addresses Federal, State and Local strategic planning policies.
- Ensure all strategic work reflects the *Community Strategic Plan* vision and directions.
Section 2
Issues

This section summarises the current issues facing the South East Local Area and provides directions to inform the LAP.
Section 2

2.1 Liveable

The Community Plan vision for 'Liveable' is:

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

2.1.1 Current Urban form

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

The existing urban form in the village centres and neighbourhood areas is discussed below.

*Revesby Village Centre*

The Revesby village centre is served by the Airport/East Hills Railway Line and accessed from the M5 and The River Road. The majority of retail and commercial activity is concentrated north of the railway line which is anchored by a supermarket (Woolworths) and specialist retail and commercial businesses. The centre provides significant on-street car parking in addition to a 720 space commuter car park. The Revesby Workers Club is the main land use south of the railway line.

The railway line traverses the centre. The River Road provides north-south access across the railway line while Revesby Rail Station provides pedestrian access across the railway line. There are no other crossings across the railway line in the centre (Figure 9).
The street pattern in the inner core of the centre is irregular. That is it is not a traditional grid pattern with north-south and east-west through roads. Simmons Street is a 10m wide winding road from Bransgrove Road through to a cul-de-sac dead end.

The street pattern in the south is comprised of the large land holding of the Revesby Workers Club development (between the railway corridor land and Bent Street) and a more traditional mainstreet area focused around Revesby Place, Macarthur Avenue and part of Blamey Street.
Residential development within the centre is comprised of predominantly low density dwellings houses with some higher density development (flats) north of the retail core. The current urban form in the retail core has been informed by the Revesby Urban Village Master Plan. This plan was adopted in 2001. Some higher density residential development was enabled under planning policies prior to 2001 (Figure 10).

*Figure 10: Revesby Centre Core - Land Use*

![Map of Revesby Centre Core - Land Use](image)

*Source: BCC Land Use Survey, 2007*

The age of buildings in the Revesby Village centre are predominantly between 1940 to 1960 with some newer development in the retail core (Figure 11).
Figure 11: Building Age - Revesby Village Centre:

Source: BCC Land Use Survey 2007

**Padstow Village Centre**

The Padstow village centre is anchored by a supermarket (Woolworths), a large hotel (Padstow Park Hotel) and a range of food and service retailers. Key assets of the centre include the large commuter parking station to the south of the railway line, the retail offer, open space and community facilities (Padstow Library and Carl Little Reserve) and the close proximity to the TAFE South Western Institute (Figure 12).
The street pattern in the Padstow village centre is generally a grid pattern with the centre focused around Cahors Road/Memorial Drive/Padstow Parade. There are two road crossings over the railway Line at Davies Road and Doyle Street. The Railway station provides pedestrian access across the railway line. Davies Road provides access to the eastern edge of the Bankstown CBD.

The centre has good quality public domain with Carl Little Reserve providing the entrance to the Padstow mainstreet for passengers alighting at Padstow Station. The
Padstow War Memorial opposite Carl Little reserve also provides an important landmark in the centres.

Residential development within the centre is predominantly low density separate houses with villa development in the northern part of the centre and higher density development (flats) south of the railway line.

Figure 13: Padstow Village Centre - Land Use

The age of buildings in the Padstow Village centre are predominantly between 1940 to 1960 with some newer development in the retail core.
Neighbourhood Areas

The neighbourhood areas are those areas outside the village centres (outside the 600m centre radius) and are characterised by the following predominant urban form elements (see Figure 15):

- Predominant dwelling type and lot size – The local area is predominantly low density dwelling houses on moderate to large lots. The majority of residential lots in South East neighbourhood areas are between 500sqm and 700sqm in size.
followed by lots between 700sqm and 1200sqm. Lots which are less than 500sqm in size tend to be located in the result of subdivision of dual occupancy sites.

- **Building Age** - The predominant building age in the neighbourhood areas is 1940-1960. Newer separate housing development (1960-1980) is located in the south of the local area closer to the Georges River.

- **Infill** - The predominant form of infill development in the neighbourhood areas has been dual occupancies which are dotted around the area. Row houses and villa development exist however comprise a smaller share. There are also some isolated flat developments which have resulted from previous spot rezoning.

- **Neighbourhood shops**, some with shop-top housing, which serve the day-to-day needs of residential areas within walking distance.

### Public domain

Council is also responsible for land used as public domain. These include footpaths, plazas, nature strips, public art and street trees. Good quality public domain contributes to a pleasant streetscape and provides spaces for the community to meet and to express itself. Council has enhanced the public domain in many village centres through its town centre improvement program.

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

### Guiding urban form

Council manages urban form through zoning, floorspace ratio, and development controls for buildings. These elements are discussed in more detail below.
Section 2

Figure 15: South East Local Area - Land Use

Source: BCC Land Use Survey, 2007
Zoning

Council’s mixed use and residential zones allow certain residential development and prohibit, or discourage, others. The mixed use and residential zones, and the housing type desired in those zones are summarised below (see Figure 16):

- **2(a) Residential Zone** – This zone is for separate houses, dual occupancies, villas and row houses. FSR is mostly 0.5:1.

- **2(b) Residential Zone** – This zone is for the above development and residential flat buildings. FSRs range from 0.75:1 to 1:1.

- **3(b) Business - Other Centres** – This zone is principally for residential flat buildings and residential which is part of a mixed use development (ground floors retail/commercial, residential above).

- **3(a) Business – CBD General** – This zone is only used in the CBD. This zone allows the above development however it seeks to facilitate high density residential flat buildings and residential which is part of a mixed use development (ground floors retail/commercial, residential above). FSRs range from 1:1 to 4.5:1.

State Government development controls allow certain types in the above zones including:

- Exempt and Complying development for Housing, Commercial and Industrial Development,

- Seniors Housing, and

- Types of Affordable Housing.

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

**Floor space ratio controls**

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

(i) Total area of all floors of a dwelling or building (also called floorspace), and

(ii) The area of the land it is built on.

For an FSR of 0.5:1 the ‘0.5’ refers to the floorspace of a dwelling or building while the ‘1’ refers to the land. This FSR means that the total floorspace of a dwelling or building must
not be more than 0.5 (or 50%) of the area of the land. On a 500m$^2$ lot this means the sum of all floors of a dwelling could be up to 250m$^2$.

Development Controls for Dwellings and Buildings

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

Council allows a maximum height of 2 storeys throughout the residential areas however greater heights are permitted on certain village centre sites. Setbacks vary depending on the type of dwelling or building proposed.
Figure 16: South East Local Area - Current Zoning

Source: Bankstown Local Environmental Plan 2001
2.1.2 New Dwelling Forms

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

New Dwelling Forms

The adopted dwelling targets in the Revesby and Padstow village centres will address a range of objectives including: accommodating forecast population growth, facilitating the process of household change, implementing the Community Plan vision for active village centres; and capitalising on existing public transport options.

Council is committed to facilitating multi-unit dwelling options within a core area of the village centre transitioning to the low density residential neighbourhood areas outside the village centre. The LAP will investigate appropriate multi-unit dwelling forms for:

- low-rise multi-unit residential development – 2 to 4 storeys
- medium-rise multi-unit residential development – 4 to 6 storeys

High-rise residential development may be considered in appropriate locations.

Catalyst Sites

Catalyst sites are those which provide the focus for renewal activity in a given area. In the Revesby village centre, the Revesby Workers Club and its approved redevelopment will provide the catalyst for new building types and activities in the centre. A substantial expansion of the Club was approved by Council in 2008. The redevelopment of the Revesby workers club includes the following works which are yet to be completed:

- A 120-room hotel;
- Alterations to existing Club facilities,
- New fitness centre and 'learn-to-swim' and health facilities;
- New neighbourhood shopping centre including a supermarket;
- Basement, at-grade and decked car parking; and associated access signage and landscaping works.

Other catalyst sites include land in the village centre which is ready for renewal that is owned by Council or large land holdings in private ownership.

### Directions For Local Area Planning

**Urban Form**

- Identify lots in and around the Revesby and Padstow village centres that are appropriate for mixed use and higher density development close to public transport and services. Consider catalyst sites identified previously by Council.

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

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

- Consider public domain improvements and connectivity across the local area.

#### 2.1.3 Housing Affordability

Enhancing housing affordability within a given area is a complex issue as there are various groups in the community who need affordable houses to buy or rent. There are various levels of housing affordability needs within a community and the options they can access as shown in Figure 17.

The needs chart shows that certain groups will require affordable housing including groups that will grow according to the demographic analysis. The demographic analysis shows there will be an increase in lone person households. The Bankstown LGA
Section 2

contains a high proportion of key workers in unskilled or semi-skilled in particular, technicians and trades workers, machinery operators and drivers and labourers.

The Bankstown LGA is currently identified as an affordable location for home buyers and private renters and as an alternative to the high purchase and rental values in areas closer to the Sydney CBD. While this is a strength, it should be noted that it addresses just one of the groups who require housing affordability and not the groups identified in Figure 17.

The Federal Government is also providing policy and schemes to facilitate the delivery of affordable housing. This includes the existing National Rental Affordability Scheme which offers monetary incentives on the delivery of each additional affordable dwelling subject to rents being capped for a period of up to 10 years. This provides an incentive for private sector developers to construct new dwellings in partnership with public housing providers.

Figure 17: Who Needs Housing Affordability?

Source: Affordable Housing Forum, 2011 (P. Phibbs & N. Gurran)
In addition, the Federal Department of Families, Housing, Community Services and Indigenous Affairs have formed the *Housing Affordability Fund* to investigate ways to increase housing affordability by reducing the cost of building new homes in Australia.

The NSW Government has formed the Affordable Housing Taskforce to address housing affordability and to develop an *Affordable Housing Choice* policy. The taskforce is consulting with public and private sector stakeholders to understand what affordable housing is, what obstacles exist to its provision, what opportunities there are to deliver the range of affordable housing types. The taskforce acknowledges that a 'one-size fits all' approach will not be able to address this issue due to the following:

- The many different types of housing which may be required.
- The many different stakeholders who are affected.
- The need to carefully plan to integrate the development into the local area.

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

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

**Directions For Local Area Planning**

*Housing Affordability*

Consider opportunities for addressing housing affordability through a greater understanding of the issue within the LGA.
2.1.4 Heritage

There are currently only two heritage items in the South East local area, both in Revesby which are listed on the local heritage register. These are:

- **84 The River Road, Revesby** (c.1895 brick building). This is the Revesby Public School site. The heritage significance component of the site the nineteenth century Revesby Public School building and additions that were made to it prior to World War I and during the 1920s.

![Image: Revesby Public School Building]

- **4 Tompson Road, Revesby** - “The Pah” (c.1896, Victorian house rendered brick, rare). “The Pah” is a single storey dwelling that demonstrates characteristics of the so-called Victorian Filigree style. These include extensive use of cast iron associated with the verandah and some rich Italianate detailing (particularly in chimneys). The roof is hipped and is covered with terracotta tiles. The manner in which it extends over the verandahs that are found three sides of the house, if original, recalls Colonial era dwellings but also anticipates the Federation Bungalow style. Walls are lined externally with cement render that is coursed to resemble ashlar and rise above a plinth. French doors across the front of the house and windows are protected by timber shutters. The verandah floor is lined with colourful tessellated tiles contained by a nosing that may be constructed out of worked slate. Steps linking the verandah and ground at the front of the house are contained by low balustrades and decorative brick piers.
• **Cattle Duffers Flat** is an open space area enclosed by cliffs and is a small, half-moon shaped sandy flat on the Georges River. It is open with scattered stands of small trees. The name may have been inspired by true events of cattle thieving however there is no primary historical evidence for the activity to have taken place on this site.
The NSW State Government also identifies items of State heritage significance by listing properties and places on the **State Heritage Register** and by listing properties, places or artefacts on **State agency heritage registers**. There are no State Heritage items on the south west local area however there are items listed on Railcorp, Sydney Water and Energy Australia State agency heritage registers as follows:

- **The East Hills Reservoir (Elevated)** is one of a small group of reinforced concrete reservoirs on concrete piers. The reservoir demonstrates the growing demand for water in Sydney suburbs. The listing includes the reservoir and all associated pipework, valves and valve houses to the property boundary.

  ![Image: East Hills Reservoir is located in Padstow Heights](image)

- **The Padstow Railway Station Group**, inclusive of the 1931 platform building and island platform, is of local heritage significance. Padstow Railway Station has historical and associational significance for its role as the impetus for the suburbanisation of Padstow and its role as a transport hub for the suburb of Padstow since 1931, and as a major public capital works project completed as an unemployment relief project during the Great Depression, and as the site of the “Turning of the first sod” ceremony beginning the construction of the East Hills line in 1927 and the official opening ceremony for the East Hills Line in 1931 by NSW Premier Jack Lang. The Padstow Railway Station 1931platform building is of aesthetic significance as an austere 1930s platform building with simple Inter-war Art Deco detailing and fine brick workmanship that is evocative of the effects of the Depression on building programs for NSW Railways. Padstow Railway
The **Revesby Railway Station Group** - including the 1931 Platform 1/2 and Platform 1/2 building - is of local heritage significance. Revesby Railway Station is of historical significance as a major public work completed as an unemployment relief project during the Great Depression, and as a major transport hub for the suburb of Revesby since 1931. Revesby Railway Station is of aesthetic significance as an austere 1930s railway building with simple Art Deco detailing and fine brickworkmanship that is evocative of the effects of the Depression on building programs for large organisations such as the NSW railways. Revesby Railway Station is representative of the cohesive collection of 10 East Hills line railway stations from Turrella to East Hills, notable for the high level of integrity of its 1931 Platform 1/2 building.
• **Electricity Substation No. 1226.** The Fall substation is a small purpose designed and constructed Interwar structure. It was built by the Bankstown Municipal Council as a part of a small electricity undertaking run by the Council between 1923 and 1955. It is representative of the approach to distributing electricity by a suburban council operating an independent electricity network in the first half of the 20th century. It is one of a number of former Bankstown Municipal Council substations still operating as a part of the electricity network.
A heritage review completed for Council sets out the history of lands along the East Hills Railway Line and their heritage significance. This following information is from that study. The lands which comprise the South East local area were originally part of land granted by Governor Macquarie to graziers in the 1830s.

Suburban development began in earnest in the South East local area in the 1920s with the East Hills Park Estate, described as a ‘fine residential area’. Other areas came online when the East Hills rail line opened in the 1930s.

There are buildings in the Padstow Village Centre which are from this early period of development and as such are of high heritage significance. Shops at number 13 to 15 Faraday Road, and 61 Padstow Parade opposite were originally constructed in late 1940s as general store/grocery and butcher shops. These buildings are identified by the parapet decorating the top of the brickwork. Other buildings from this period include 47 and 55 Howard Street, and 2, 8, and 53-55 Padstow Parade.

The Revesby commercial precinct was developed in the decades following the Second World War and subsequent subdivision of surrounding lands. The Revesby village centre was developed much later than Padstow in the 1950s.

In addition to the shops in the Padstow village centre, the heritage study identifies these residential properties in Revesby as being intact and historically significant dwellings and worthy of identification as heritage items:

- 158 The River Road: This item is of local significance and is a rare and representative example of the California Bungalow architectural style in the Bankstown LGA. The exterior of the building retains a high degree of integrity of original design and materials.
- 42 Milperra Road: This item is of local significance and is a rare and representative example of the early twentieth working class housing in the Bankstown LGA. The item remains intact in a substantial garden setting.
- 43–45 Beaconsfield Street: This item is of local significance and is a very good example of quality residential development in Revesby during the inter war era. The exterior retains a high degree of integrity of original planning and materials. This item also demonstrates the residence and shop arrangement that occurred in residential areas during the mid twentieth century.

(see Figure 18 and Figure 19)
Figure 18: Heritage Items and Heritage Significant Properties - South East

Source: BCC, 2012; BLEP 2001
Figure 19: Heritage Items and Heritage Significant Properties – Village Centres Detail

Source: BCC, 2012; BLEP, 2001
2.2 Social Infrastructure

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

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

Provide: A city with high quality services catering for day-to-day needs; A city that meets community health and well-being needs.

Liveable: A city with high quality community assets.

Invest: A city that meets the demand for professional and specialised employment opportunities.

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

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

2.2.1 Education Facilities

The Bankstown LGA has a significant number of public and private schools in addition to tertiary educational establishments. Table 5 provides a summary of all educational establishments in the Bankstown LGA and those in the Local Area. There are fourteen
(14) educational establishments in the Local Area comprising of public and private schools.

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

<table>
<thead>
<tr>
<th>Type</th>
<th>BCC Total</th>
<th>SE Local Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children’s Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long Day Care, Preschools</td>
<td>9</td>
<td>3</td>
<td>KU Padstow Park Children’s Centre (Long Day Care); KU Padstow Preschool; KU Revesby Preschool [Note: Buildings owned by Council with Ku providing the educational service]</td>
</tr>
<tr>
<td>Public Schools</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Schools</td>
<td>28</td>
<td>5</td>
<td>Padstow North Public School; Padstow Park Public School; Padstow Heights Public School; Revesby Public School; Revesby South Public School</td>
</tr>
<tr>
<td>High Schools/Senior Schools</td>
<td>11</td>
<td>1</td>
<td>Sir Joseph Banks High School - Comprehensive, co-educational secondary school.</td>
</tr>
<tr>
<td>Private Schools - Religious and Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Christian</td>
<td>44</td>
<td>3</td>
<td>St Luke’s Primary School; St Therese Primary School; De La Salle College Revesby*</td>
</tr>
<tr>
<td>Islamic</td>
<td>4</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Other (Special Needs)</td>
<td>2</td>
<td>2</td>
<td>Broderick Gillawama School; Caroline Chisholm Special School</td>
</tr>
<tr>
<td>Public Tertiary Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>University of Western Sydney, Macarthur (Milkerra Campus)</td>
<td>1</td>
<td>0</td>
<td>Undergraduate courses include early childhood education, psychology, social work, translation and commerce. Post-graduate courses include Teachers of English to Speakers of Other Languages (TESOL), Interpretation and Translation and Traditional Medicine.</td>
</tr>
<tr>
<td>South Western Sydney Institute (TAFE): Campuses in Bankstown CBD, Padstow and Chullora</td>
<td>3</td>
<td>1</td>
<td>Padstow Campus is a metropolitan Centre of Excellence for Horticulture, encompassing arboriculture, bush regeneration, conservation land management, floristry, landscaping, parks and nursery courses. The Padstow College Aeroskills Centre is one of Australia’s largest trainer of non-military aircraft maintenance engineers in Australia. Bankstown Campus offers specialist qualifications in environmental science and sustainability studies and major provider of off-the-job training for the banking and finance industry. Other specialist areas include animal care, business administration, hairdressing, taught at our new five state-of-the-art hairdressing and beauty salons, and tourism and hospitality qualifications, such as event management and travel. Chullora Campus offers a comprehensive range of courses in construction carpentry and joinery, carpentry, residential building studies, electrical, metal fabrication and welding, fitting and machining, industrial electronics, plumbing and sheetmetal.</td>
</tr>
</tbody>
</table>

Source: BCC Community Directory, 2012. *De La Salle College is located within the South West local area but being at the South East boundary is included in this list.
The education establishments are currently permitted in residential, business and special use zones. The location of new facilities, or expansion of existing facilities, is dependant on the availability of land, forecast growth in the relevant age groups and State and local planning policy.

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

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

### Directions For Local Area Planning

**Education**

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

### 2.2.2 Health Facilities and Services

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

**Table 6: Health Facilities and Services – City and South East Local Area**

<table>
<thead>
<tr>
<th>Facility/Service Type</th>
<th>BCC Total</th>
<th>SE Local Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Health Facilities:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospitals</td>
<td>1</td>
<td>0</td>
<td>Bankstown-Lidcombe Hospital - Specialise in Gastroenterology and Liver Services, Aged Care, Allied Health, Cancer Services, Critical Care, Diagnostic Services, Drug and Alcohol Services, Medical Services, Mental Health, Outpatient Clinics, General Surgical Services, Obstetrics and Gynaecology and Paediatrics</td>
</tr>
<tr>
<td>Ambulance Station</td>
<td>1</td>
<td>0</td>
<td>Bankstown Ambulance Station</td>
</tr>
<tr>
<td>Aged Care Facilities:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nursing Homes</td>
<td>16</td>
<td>5</td>
<td>Beechwood Aged Care; Bankstown City Aged Care Yallambee Village; Holy Spirit Revesby; Casa Mia Aged Care Facility; Southhaven Aged Care Facility.</td>
</tr>
<tr>
<td>Council Facilities:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Early Childhood Health Centres</td>
<td>6</td>
<td>1</td>
<td>Padstow Early Childhood Health Centre (Council)</td>
</tr>
<tr>
<td>Medical and Health Centres:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medical Centres</td>
<td>10</td>
<td>1</td>
<td>Revesby Family Clinic</td>
</tr>
<tr>
<td>Health Centres</td>
<td>3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Source: BCC Community Directory, 2012; *www.agedcareguide.com.au*

The Local Area has 8 dedicated health facilities that comprise nursing homes, early childhood health centres, medical centres and health centres. Council owns the early childhood facility however this service is run by the State Government. Health services are also be provided in other private retail or commercial buildings.

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

The health facilities are permitted in residential, business, industrial and special use zones. The provision of health facilities depends on the needs identified within a community (including forecast need), the availability of land and funding sources.
Council recognises the contribution of the health sector to jobs and in its services to the community. While there is an opportunity to provide supporting land uses adjacent to major health facilities (such as hospitals) there are interface issues to be managed. The traffic impacts of large health facilities are a particular concern given the volume of traffic they can introduce into an area. These impacts need to be managed appropriately.

**Directions For Local Area Planning**

*Health*

- Manage the interface of residential areas with major health facilities
- Ensure Council continues its commitment to support community health services in the Local Area.

### 2.2.3 Community Facilities

**Community Facilities Provision – Principles and Objectives**

Community facilities can be broadly defined as:

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

In 2010 Bankstown City Council commissioned an external consultant to undertake a Community Facilities Study: Padstow – Revesby Area. The general principles described in this study for the development of Community Facilities are accepted as Council’s ongoing objectives for Community Facilities across the City. The future development of community facilities in the City of Bankstown should:

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

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

These objectives are:

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

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

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

The following tables indicate the **Core Objectives and Delivery Streams** under which community facilities can be categorised and the corresponding Council and Non-Council facilities that can support those service outcomes.
Table 7: City Pride and Citizenship - Core Objectives and Delivery Streams

<table>
<thead>
<tr>
<th>Core Objective: City Pride and Citizenship</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery Streams</strong></td>
</tr>
<tr>
<td>Civic Spaces</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
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<td></td>
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<tr>
<td></td>
</tr>
<tr>
<td>Community Services Facilities</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Knowledge and Culture</td>
</tr>
<tr>
<td></td>
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<tr>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Core Objective: Health and Social Well-being</th>
<th>Supporting Facilities Council</th>
<th>Supporting Facilities Non Council</th>
<th>Council facilities/assets in SE Local Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Health Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Respite and Refuge Centres</td>
<td>Neighbourhood Centres</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Women’s Health Clinic</td>
<td>Neighbourhood Centres</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td>Children’s Health Service Facilities</td>
<td>Neighbourhood Centres</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>MOW Distribution Centre</td>
<td>Neighbourhood Centres</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Senior Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Citizens Services</td>
<td>Local Churches</td>
<td>(see Community Centres)</td>
<td></td>
</tr>
<tr>
<td>Ethnic Aged Day Care Facility</td>
<td></td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Men’s Shed</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Children’s Facilities</strong></td>
<td>OOSH Facility</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Pre Schools</td>
<td>Long Day Care Centre</td>
<td>Revesby</td>
<td></td>
</tr>
<tr>
<td>Kindergartens</td>
<td></td>
<td>Padstow</td>
<td></td>
</tr>
<tr>
<td>Playgroup Facilities</td>
<td>Local Churches</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Youth Facilities</strong></td>
<td>YMCA</td>
<td>PCYC</td>
<td>Revesby YMCA</td>
</tr>
<tr>
<td>Scouts Halls</td>
<td>Scouts Association</td>
<td>Revesby and Padstow</td>
<td></td>
</tr>
<tr>
<td>Guides Halls</td>
<td>Guides Association</td>
<td>Padstow</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Core Objective: Fitness and Leisure</th>
<th>Supporting Facilities Council</th>
<th>Supporting Facilities Non Council</th>
<th>Council facilities/assets in SE Local Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Outdoor Sports Facilities</strong></td>
<td>Regional Sports Facilities</td>
<td>Bankstown Showground</td>
<td></td>
</tr>
<tr>
<td></td>
<td>District Sports Facilities</td>
<td>UWS Sports Ground</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local Sports Facilities</td>
<td>Tennis Centres</td>
<td>Padstow - Padstow Park Facility; Playford Park Facility; Stuart Street Reserve Facility</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Revesby - Armour Park Facility; Neptune Park Facility;</td>
</tr>
<tr>
<td><strong>Indoor Sports and Leisure Facilities</strong></td>
<td>Bankstown Basketball Stadium</td>
<td>Dance Studios</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dunc Grey Velodrome</td>
<td>Gymnasiuums and Fitness Centres</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cricket Centre of Excellence</td>
<td>School Halls/COLA’s</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Leisure centres</td>
<td></td>
<td>Revesby Leisure Centre</td>
</tr>
<tr>
<td><strong>Aquatic Centres</strong></td>
<td>Aquatic Centres</td>
<td>Indoor Learn to Swim Centres</td>
<td>Revesby - Armour Park Facility</td>
</tr>
<tr>
<td><strong>Social Recreation Infrastructure</strong></td>
<td>Cycleways</td>
<td>Dept of Roads and Maritime</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Play and Exercise Equipment</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Skateparks</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Walking trails</td>
<td>National Parks &amp; Wildlife Lands</td>
<td>Georges River National Park</td>
</tr>
<tr>
<td></td>
<td>Remote Control Hobbies</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Foreshore Infrastructure</strong></td>
<td>Boardwalks</td>
<td></td>
<td>Georges River National Park</td>
</tr>
<tr>
<td></td>
<td>Public Wharves</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Public Boat Ramps</td>
<td>Boat Ramps</td>
<td></td>
</tr>
</tbody>
</table>

* Serviced by City-Wide Facility or Asset

Source: BCC, 2012
The community facilities offer in the local area includes not only Council facilities but also numerous State Government and private recreation facilities.

Schools are also a provider of halls and other facilities constructed as part of the Building the Education Revolution (BER) program. Many of these halls and facilities are currently accessed by the public. Council recognises that local resident’s social, cultural and recreation needs are largely serviced by private, State Government and religious facilities within our community. To provide the appropriate mix of community facilities in the right locations in the future, Council must have a greater understanding of the role and partnership potential with private service providers.

There are also other facilities which provide opportunities for social interaction such as community gardens.

Figure 20 shows the location of these facilities in the South East local area.
Section 2

Figure 20: Community Facilities - South East Local Area

Source: BCC, 2012
An Appropriate Benchmark for Provision

Provision of community facilities should be based on an appropriate benchmark and sound needs analysis. The standard community facilities provision benchmark was developed by the NSW Department of Planning and Infrastructure for the purpose of planning for the South West and North West Growth Centres precincts in western Sydney. These outer suburban areas differ significantly from established areas such as the South East local area in terms of urban form and the community profile.

Given this, Council is in the process of developing Bankstown-specific criteria and benchmarks to ensure the needs of the community are met with adequate provision and access to either Council or private community facilities.

The standard benchmarks provided below are used as an indicator only as each Local Area in the Bankstown Local Government Area will have unique requirements (Table 10).

Table 10: Benchmark Analysis + Schools and private rec clubs

<table>
<thead>
<tr>
<th>Provision Type</th>
<th>Benchmark (No. Per popln)</th>
<th>Demand for Southern local areas</th>
<th>Current Provision in Southern local areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Youth Facility</td>
<td>1 per 20,000</td>
<td>2.9 Youth Centres</td>
<td>1 (Revesby YMCA)</td>
</tr>
<tr>
<td>Community Centre - local and district</td>
<td>1 per 6,000 (local)</td>
<td>2.9 district level community centres or 9.5 local community centres or a mixture of both</td>
<td>9 (Halls - Revesby Community Centre; Endeavour Hall; Padstow 1st Scout Hall; Padstow 2nd Scout Hall; Revesby Scout Hall; Padstow Heights Scouts; Padstow Guides; Senior Citizens Centres: (Panania &amp; Padstow)</td>
</tr>
<tr>
<td></td>
<td>1 per 20,000 (district)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Branch Library</td>
<td>1 per 33,000</td>
<td>1.4 district library or 1.7 branch library</td>
<td>2 (Panania &amp; Padstow Branch Libraries)</td>
</tr>
<tr>
<td>District Library</td>
<td>1 per 40,000</td>
<td>(See above)</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: Precinct Development Code, Department of Planning, 2006; Elton Consulting, 2010 *South East and South West local areas.
Section 2

Asset Condition

Most of Council’s existing community facilities buildings were constructed in the early 1960s and 1970s with the exception of Padstow Park Progress Hall which was opened in 1921 and Endeavour Hall (formerly Revesby Progress Hall) constructed in the mid 1920s adjacent to the then Revesby Town Centre.

At their time of construction most of the facilities were built for single purpose users such as Scouts or Senior Citizens and generally take the form of a single hall area with minimal amenities such as public toilets and a kitchen. This simple layout and lack of storage and segregated spaces restricts the ability for multi purpose and simultaneous use by the community.

Many of the facilities have undergone significant structural renovations. In most cases major building component such as roofs, floor, kitchens etc have been replaced and in some cases minor extensions have been added to buildings.

Generally the stock of buildings is structurally sound however community concerns are more likely to relate to aesthetics, compliance and functionality as many of the Community facilities fail to meet current relevant standards for public buildings. This is also the case for older outdoor and indoor pool facilities and some leisure centres.
Community facilities demand analysis

A community facilities demand analysis was prepared for Council by Elton Consulting for the southern local areas (South East and South West local areas). The study included a demand analysis which measured the provision of community facilities against the available provision benchmark discussed earlier.

Based on this benchmark analysis, Council has more facilities in the local area than required to service the future population.

While this indicates that the local area has a sufficient number of community facilities, the quality of the facilities offered and their primary role is a more important consideration for future planning.

To ensure we are providing high quality community facilities council needs to consider current trends in community facilities provision. The Elton study identifies the following trends:

- A move towards larger, multi-purpose facilities that can provide a higher quality and wider range of spaces and activities. This also addresses issues with some existing facilities which include maintenance and management costs, limited use, lack of flexibility in how spaces can be used, security issues and limited capacity for staffing.
- Location of facilities within centres to enhance accessibility and connectivity.
- Co-location or shared use of buildings amongst a number of service providers.
- Increasing role in contributing to overcoming social isolation and engendering a sense of belonging within a community.
- A move towards high quality design including enhanced energy and water efficient buildings which are accessible.
- Increasing partnerships with other public and private sector stakeholders to deliver multi-purpose community facilities.

Council assessed its current stock of community facilities in the local area with these trends in mind. This preliminary analysis found that while most facilities are located in the village centres, they do not address many aspects of current best practice as follows:
Section 2

- **Co-location** - Most facilities are single purpose or only occasionally have other uses.

- **Multi-purpose** - With the exception of the libraries and the YMCA, most facilities only service single user groups. Council has previously resolved to consider the construction of a multipurpose centre on Council-owned land at Macarthur Avenue within the Revesby village centre. High level planning for such a centre will inform the South East LAP.

- **Capacity and Usage** - Only seven of the 16 facilities are operating at their full capacity. These were Panania Library, Padstow Library, YMCA, Panania Early Childhood centre and Revesby Pre-school. The remainder have availability across the week and on weekends.

- **Accessibility** - Nine of the 16 facilities are not accessible (i.e. do not provide access for the mobility impaired). The remainder which do provide access to the principle entrance contain areas within the building which are not accessible.

- **High quality design** – The facilities are mostly single storey buildings between 35 and 45 years old with the exception of Endeavour Hall (former Revesby Progress Hall) and the Padstow Progress Hall which are both over 80 years old. The facilities generally do not address current energy and water efficiency standards however they are structurally sound.

Council will review this preliminary analysis in light of the findings of the community facilities study. It is clear that given the age and limitations of the current stock, an opportunity exists to review the community facilities offer in the local area. This review will ensure the location and quality of facilities meets the needs of the future population. This can align with opportunities for urban renewal identified previously in this paper.
Directions For Local Area Planning
Community Facilities

Consider opportunities to enhance the offer of community facilities in the Local Area according to an appropriate benchmark and needs analysis.

Consider opportunities to integrate the provision of community facilities with urban renewal within the Revesby and Padstow centres. This will include further consideration of a multipurpose centre on Council owned land on Macarthur Street within Revesby Village Centre.

Consider opportunities to facilitate access to community facilities provided by private and government stakeholders.

Ensure that there are adequate sports and community facilities to meet local and district needs.
2.3 Connected

The Community Plan vision for 'Connected' is:

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

2.3.1 The Street Network – Movement and Activity

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

The challenge is to balance the demand for increased personal mobility and economic growth with the need to provide adequate public places and an acceptable quality of life for all our residents. This means acknowledging the dual functions of a street, as a link between destinations (movement function) and as a destination in itself (activity function).

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

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

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

A sample of different mobility chains are provided in Figure 21.

Figure 21: Mobility Chains

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

The Revesby centre is built around the Revesby railway station which is the main intermediate terminus on the Airport & East Hills line of the CityRail network. It is currently serviced by both all-stations and faster limited-stop trains.

The improvements to the railway station as part of the Kingsgrove to Revesby Quadruplication project have resulted in lifted access to station platforms with streetscape works on the Blamey Street side of the Station. The Quadruplication project involved the construction of a second pair of tracks and associated bridge and station works required to allow for a physical separation of local (all stops) and express services operating on the East Hills Line.

Revesby Rail Station (from Marco Avenue)

Revesby Railway Station (from Blamey Street)
The Padstow centre is built around the Padstow railway station which is a key station on the Airport & East Hills line of the CityRail network. It is currently serviced by both all-stations and faster limited-stop trains.

There are dedicated multi-storey commuter car parks provided free of charge in both the Revesby and Padstow village centres:

- Revesby Commuter Car Park – This commuter car park provides 720 spaces of which 588 are commuter parking spaces. Entry is off Simmons Street and The River Road.

- Padstow Commuter Car Park – This multi-storey car park provides 300 spaces, lifts and toilet facilities. Council is also working with Railcorp to develop another multi-storey commuter car park with ground floor retail in Padstow (Cahors Road).

This commuter car parking is augmented by at-grade commuter car parking provided by Council in Revesby (sites off Marco Avenue).
Bus Services

Local bus services which service Padstow and Revesby are operated by Veolia Transport and connect the local area with destinations within Bankstown and also to regional centres:

- Padstow - Local bus services provide access between Bankstown CBD and One Tree Point, Hurstville and Cronulla via Padstow. There are also bus services from Miranda and Milperra which terminate at Padstow.
- Revesby - Local bus services provide access between Bankstown CBD and Panania, East Hills and Revesby Heights via Revesby.

Service frequency for the routes above varies between 20 and 60 minutes during the peak hour which is very low compared to other Sydney region (e.g. service frequency in the eastern (Randwick, Bondi), mid - western (Marrickville, Leichhardt) and lower north shore (Chatswood, Mosman) suburbs are about 5 – 10 buses during the peak hour.

While the local bus services provide access to the village centres and regional centres they are often servicing similar areas and running parallel to existing regional or express routes rather than feeding each other.

Regional bus services are provided by Veolia Transport on behalf of the State Government under the Metrobus program. Metrobus services operate 7 days a week, departing every 10 minutes during weekday peak hours and every 15 - 20 minutes at most other times. Services operate less frequently after evening peak. The routes are:

- M91 route connects Parramatta with Hurstville via Bankstown CBD and Padstow village centre.
- M92 route connects Parramatta with Sutherland via Bankstown CBD and Padstow.

While the M91/92 provides an important regional link, the service route is slow and takes over one hour to reach Parramatta. Also, the larger metro buses are running below capacity and are therefore underutilised.

Taxi zones are provided in both town centres in the vicinity of the railway station. Usually only one taxi rank in a village centre provides patrons with equitable access to available services.
Public domain

The character and quality of public domain infrastructure (footpaths, seating, nature strips, etc) varies between, and within, the Revesby and Padstow village centres and north and south of the railway line.

Revesby Village Centre

In the Revesby village centre, north of the railway line, town centre improvements to parts of Selems Parade and Marco Avenue (north of the railway line) include:

- Paved footpaths along Selems Parade and Marco Avenue
- Widened footpaths along the length of Selems Parade. The treatment of the intersection of Selems Parade with Marco Avenue includes an extended kerb area with landscaping and seating.
- Landscaped traffic island between Abel Reserve and the retail/commercial strip on Marco Avenue
In relation to land between Marco Avenue and the Revesby Railway Station, Council has identified the opportunity to provide a high quality public space with better pedestrian linkages to connect the rest of the village centre and Abel Reserve. This is documented in the current DCP 2005 which identifies the desired urban form for this area as ‘public domain’:

The public domain will be a visually cohesive, safe and functional public space in the Town Centre that will be a vibrant meeting and gathering place for the local community and visitors. The public domain will also be a place for the expression of culture and ideas through artworks, market days and public festive activities.

(Bankstown Residential DCP 2005)

The Revesby village centre, south of the railway line, has benefitted from town centre improvements to Blamey Street which have provided paving and landscaping. Streetscape improvements to Revesby Place have occurred in a more isolated manner with new paving associated with a mid-block mixed use development at 5-7 Revesby Place.
Similarly to the Revesby village centre, pedestrian infrastructure within the Padstow village centre varies across the railway line.

The centre south of the railway line contains a larger concentration of retail and commercial floorspace than north of the railway line and contains many of the centres historical commercial buildings. Previously completed town centre improvement works by Council has resulted in paved footpaths along all retail and commercial frontages to Padstow Parade/Faraday Road/Howard Road.

Works associated with the Kingsgrove to Revesby Quadruplication project included new footpaths along Howard Road towards the Padstow commuter car park.
Cycling infrastructure

The Community Plan includes a direction to “provide affordable and environmentally friendly transport options for the community”. Cycling, along with walking, is one of the most environmentally friendly forms of transport available.

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

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

On and Off-street Parking

On-street parking is generally restricted in both the village centres (e.g. one or two hour parking during the day time Monday – Friday and half day on Saturday). The time restricted on – street parking spaces near to the town centre precincts are generally full during peak demand.
Parking appears to be adequate in the Padstow village centre. During a site inspection undertaken for BCC in the pm peak period about 60 – 70% of on–street parking was occupied. Currently 900 angle parking is provided on Banks Street for the rail commuters. However, the parking for commuters on Howard Road (at the rear of the RSL) has been removed to make room for the Kingsgrove to Revesby Quadruplication project. This parking will be relocated to Cahors Road.

In Revesby village centre, most of the on-street parking is provided on the northern side of the station. Parking is generally a combination of parallel and angle parking.

Figure 22 shows an analysis of on-street car park usage in Revesby village centre. The data shows that the maximum parking occupancy occurred either at 9.00am or 3.45pm count. However, even during the peak times, use of on-street parking spaces did not reach capacity.

Figure 22: Analysis of on-street car parking usage – Revesby Village Centre - North and South of Railway Line.

Source: ARUP, 2010 (on behalf of BCC)
2.3.3 Road Infrastructure

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

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

- **State Roads** – Fairford Road/Davies Road/Alfords Point Road and Henry Lawson Drive.
- **Regional Roads** – Alma Road; Faraday Road; Uranus Road; Tower Street; The River Road; Sphinx Avenue; Watson Road; Gibson Avenue; Beaconsfield Street; Queen Street.
- **Local Roads** - All other roads.

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

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

- **Arterial Roads**;
- **Major Collectors**;
- **Minor Collectors**;
- **Major Access Roads**; and
- **Minor Access Roads**.
Council is in the process of ascribing the relevant road category to every road in the local area for both *existing* and *desired* movement function. Some key areas to benefit from this analysis will be transport hot-spots such as The River Road and Blamey Street.

The River Road is an arterial road that can be accessed directly by residential lots more than 19 different local roads. The *movement function* of The River Road as an arterial road conflicts with the *activity function* of land adjacent to this road which is in predominantly low-density residential dwellings; with some parts of the road within the Revesby centre.

A clear understanding of the role of each section of road according to its class will provide an input in to the movement/activity analysis (discussed previously in section 2.3.1) and will allow Council to provide specific design guidelines for the various movement/activity types across the local area and City-wide.

### 2.3.4 Planning for the future

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

Council will also consider ways to enhance the transport options to and from the village centres and the local area through the LAP process.
### Directions For Local Area Planning

*Connected*

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

The Community Plan vision for ‘Green’ is:

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

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

2.4.1 Biodiversity

The Local Area supports significant local and regional biodiversity values and features. The area includes the largest number and extent of high value biodiversity lands in the Bankstown LGA.

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

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

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

Council’s Biodiversity Strategy identified seven corridors as occurring within or partly within the Local Area (see Figure 23). These include:

- Salt Pan Creek Corridor
- Georges River Corridor
- Crest to Little Salt Pan Creek
- Morgans Creek Corridor
- M5 Corridor
- Northeast Corridor

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

Remnant Native Vegetation

Within the Local Area there are 654 patches of remnant native vegetation greater than 1000sqm in size within the Local Area (Figure 24). Smaller patches of unmapped native trees also remain in the area. The remnant native vegetation is essential for the conservation and management of biodiversity, but it continues to be progressively lost from urban areas as a result of development, fragmentation or degradation due to the effects of threatening processes.

Some of the mapped remnants occur within Council parks, but a significant number also occur on private land.
Figure 23: Biodiversity Corridors

All native vegetation communities provide important habitat for native plants and animals, some of which are listed as endangered at a State, National or International level. Of the 654 mapped patches, 95 have been identified as Endangered Ecological Communities (EEC's) scheduled and protected under the NSW Threatened Species Conservation Act 1995 (TSCA) and/or the Commonwealth Environmental Planning and Biodiversity Conservation Act 1999 (EPBCA).

EEC’s identified in the area include:

- Coastal Saltmarsh
- Cooks River/Castlereagh Ironbark Forest
- Sydney Freshwater Wetlands
- River Flat Eucalypt Forest
- Shale Gravel Transition Forest
- Swamp Oak Floodplain Forest
- Swamp Sclerophyll Forest

Threatened Native Plant and Animal Species

Recorded sightings of threatened species and populations in the South East local area include:

- Threatened flora (Scheduled) – 4 species recorded: *Deyeuxia appressa*; *Acacia pubescens*; *Persoonia nutans*; and *Wilsonia Backhouse*
- Threatened fauna (Scheduled) – 7 Species recorded: Eastern free-tail bat; Grey-headed Flying-fox; Powerful Owl; Red-crowned Toadlet; Regent honeyeater

Council is also required to ensure that the actions contained within Recovery Plans or Priority Action Statements prepared for species, populations and ecological communities scheduled under the TSCA and EPBCA are implemented in accordance with its land use, management and planning responsibilities.
Figure 24: Remnant Vegetation - South East Local Area

Source: *DECCW (2009) Native Vegetation of the Sydney Metropolitan Catchment Management Authority - DRAFT*
Biodiversity and Land Use

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

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

Council will continue to assess and evaluate the conservation value of land in the Local Area and the LGA. Incorporating biodiversity values within urban areas has the added benefit of improving the amenity of the local area for residents and visitors. This information will inform any high level concept plans for urban renewal which come out of the LAP process.

Directions For Local Area Planning

Biodiversity

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

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

The Local Area is located within the stormwater catchments of Fairford Road, Padstow, Davies Road which drain to the Georges River via Salt Pan Creek and Little Salt Pan Creek which drains to the Georges River directly.

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

- Flooding and flood mitigation
- Sea-level rise and climate change
- Stormwater and riverine water quality
- Vegetation communities and biodiversity
- Riparian corridor and aquatic habitat health.

Flooding and Flood Mitigation

Riverine Flooding

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

The Georges River Floodplain was divided into the following three flood risk precincts in the Georges River Flood Risk Management Study and Plan being high, medium and low flood risk precincts (Figure 25).
Section 2

Figure 25: Riverine Flooding - South East Local Area

- High Flood Risk precinct - the part of the floodplain which has hazardous depths or hazardous velocities in the 1 in 100 year flood event.

Source: BCC, 2012
- Medium Flood Risk Precinct - the part of the floodplain immediately outside the high flood risk precinct but within the 100 year flood event extent.
- Low Flood Risk Precinct - the part of the floodplain outside of the medium flood risk precinct (i.e. above the 1 in 100 year flood event extent) which is subject to flooding under the Probable Maximum Flood (PMF) event.

In the local area, riverine flooding affects land that is immediately adjacent to Little Salt Pan and Salt Pan Creeks and the Georges River. Much of the land that is affected by the high flood risk precinct is in public ownership and as such associated risks on residents and businesses have been minimised.

The key recommendation of the *Georges River Flood Risk Management Study and Plan* was the inclusion of a Flood Risk Management chapter into the DCP. The flood risk management DCP does not permit intensification of development in a high flood risk precinct. Other recommendations included flood warning enhancements, improved emergency management operations and improved public awareness of flooding. The plan considered but did not recommend structural options to reduce flood risk due to high capital costs, low economic benefits and / or significant environmental issues.

**Sea Level Rise and Climate Change**

Areas affected by riverine flooding will be affected by the NSW Government’s sea level rise planning benchmarks. Although a draft study indicates that changes in flood extents due to sea level rise are quite small, flood levels will increase due to sea level rise. If changes to rainfall patterns due to climate change are considered, flood levels will be further increased. Further information and recommendations for sea level rise and climate change will be included in the Sea Level Rise Impact Assessment for the Georges River and the Mid Georges River Flood Risk Management Study and Plan.

The Local Area Plan needs to consider the impacts of sea level rise and climate change on the local area and the recommendations contained in these reports.
Stormwater Flooding

Stormwater is the water that flows down our gutters and drains when it rains. While new developments are often designed to detain water, there is still a considerable amount of run-off collected from exiting driveways, roofs, roads and pavements. This generates a substantial amount of water flowing into the drainage network that needs to be managed.

Stormwater management requires ongoing planning, construction and maintenance, to:

- reduce the impact of localised flooding
- reduce pollution from developed areas reaching waterways
- collect stormwater for reuse as irrigation on, for example, playing-fields
- reduce erosion of creeks
- improve the general drainage system
- educate businesses, residents and industries on stormwater issues

Stormwater flooding affects the catchment of Fairford Road, Padstow, Davies Road and Little Salt Pan Creek. Consequently, any new development in these areas will need to consider the impact of stormwater flooding (see Figure 26).

Council is in the process of completing flood risk management plans for Salt Pan Creek and the Mid Georges River will outline a series of actions to reduce flood risk for current and future development. The actions may include changes to planning controls, community education programs and measures to modify flooding or properties so that risk is reduced. The Salt Pan Creek Floodplain Risk Management Plan is nearing completion while the Mid Georges River Floodplain Risk Management Plan is in its introductory stages (refer to Figure 26).

Stormwater flooding affects parts of village centres and some residential lands across the Local Area. New development in the centres and infill development in these areas will need to consider these impacts.

Revesby Village Centre

The Revesby village centre is located in the Little Salt Pan Creek stormwater catchment. Under-capacity culverts under the railway line have resulted in a stormwater high flood
risk precinct occurring immediately upstream of the railway line directly affecting the Revesby Village Centre.

After draining under the railway, stormwater generally follows south east to meet the Georges River. The Local Area Plan should consider the localised high flood risk located immediately upstream of the railway and continuing downstream to the Georges River.

**Padstow Village Centre**

The Padstow Village Centre is only marginally affected by the medium stormwater flood risk precinct. However a high flood risk precinct exists at the very downstream end of the drainage line, just downstream of Davies Road. Other areas within Padstow Heights area have localised areas of flooding within the high flood risk precinct.

**Stormwater Levy**

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

In 2011/12 financial year, the levy funded stormwater pollution prevention audits and commercial and industrial premises audits to identify opportunities for stormwater quality improvement and use on site. The levy also funded the preparation of the Mid Georges River Flood Risk Management Study and Plan.
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Water Quality Considerations

Impacts on the quality of stormwater and riverine water from urban and industrial development can have impacts on aquatic habitats. Stormwater run-off can carry topsoil, chemicals, rubbish, nutrients and other pollutants such as oil and grease off roads.
Stormwater can also infiltrate and overwhelm sewage systems, cause sewerage to overflow to waterways and contaminate it with pathogens and nutrients. Even at low levels:

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

**Directions For Local Area Planning**

**Waterways**

- Ensure that Council leads by example and that opportunities for water quality improvements are considered as part of Council's works. Also ensure that Council works do not exacerbate or increase flood impacts.

- Ensure the growth areas for future housing and jobs do not exacerbate existing flooding.

- Review opportunities to improve water quality in the Local Area, particularly by incorporating water sensitive urban design principles into Council's planning controls.

- Consider appropriate land use and development controls along the foreshore of the Georges River and its tributaries. This will include potential to enhance public domain links across the City.
2.4.3 Open Space

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

Public open space has considerable social benefit to the community as it provides a setting for social interaction, celebration and events. This strengthens the social and cultural identity of a community creating a sense of place and belonging.

Maintaining a network of public open space can also provide environmental benefits including conservation of the natural environment, biodiversity, air and water quality. Contact with natural environment can increase community enjoyment of, concern for and care for the local environment.

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

Figure 27 shows the location of existing open space parcels in the local area.
Figure 27: Open Space Lands

Source: BCC, 2012
Table 11: Open Space Assets [refer to Figure 27]

<table>
<thead>
<tr>
<th>Open Space Asset Name</th>
<th>Number</th>
<th>Open Space Asset Name</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Playford Park</td>
<td>1</td>
<td>The River Reserve</td>
<td>26</td>
</tr>
<tr>
<td>Carl Little Reserve</td>
<td>2</td>
<td>Cox Reserve</td>
<td>27</td>
</tr>
<tr>
<td>Stuart Street Reserve</td>
<td>3</td>
<td>Fox Reserve</td>
<td>28</td>
</tr>
<tr>
<td>Padstow Park and Irene Jones Bushland Reserve</td>
<td>4</td>
<td>Uranus Reserve</td>
<td>29</td>
</tr>
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<td>Clarke Reserve</td>
<td>5</td>
<td>Spence Reserve</td>
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<tr>
<td>Cutting Reserve</td>
<td>6</td>
<td>Montgomery Reserve</td>
<td>31</td>
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<td>Redgum Reserve</td>
<td>7</td>
<td>Cuthbert Reserve</td>
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<td>Werona Reserve</td>
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<td>Tyalgum Reserve</td>
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<td>Salt Pan Reserve</td>
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<td>Oxley Reserve</td>
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<td>Patterson Reserve</td>
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<td>Rorie Reserve</td>
<td>11</td>
<td>Unnamed Reserve - 6a Pambula Avenue</td>
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<td>Berrima Reserve</td>
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<td>Abel Reserve</td>
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<td>Unnamed Reserve - 23 Dilke Road</td>
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<td>Paul Calderon Reserve</td>
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<td>Villiers Reserve</td>
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<td>Wilberforce Reserve</td>
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<td>Bernard Road Reserve</td>
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<td>Marco Avenue Open Space*</td>
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<td>Virginius Reserve</td>
<td>23</td>
<td>Greenway Reserve</td>
<td>48</td>
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<td>Unnamed - 24-30; 36 Centaur Street</td>
<td>24</td>
<td>Unnamed Reserve - 47 Daisy Street</td>
<td>49</td>
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<tr>
<td>Neptune Park</td>
<td>25</td>
<td>Napoli Reserve</td>
<td>50</td>
</tr>
</tbody>
</table>

Source: BCC, 2012. *Council has resolved to consider alternative uses for this land
Open Space in South East local area

The South East local area contains **98 hectares** of open space which services around 29,600 people. This open space offer is in addition to that offered by the Georges River National Park located within the precinct which is owned and managed by the State Government.

Table 12 shows the supply of open space by categorisation the small areas of Revesby/Revesby Heights and Padstow/Padstow Heights. The categories reflect the NSW Local Government Act 1993 categorisation. The South East is fortunate to have access to a large number of open space assets across many of the categories.

**Table 12: Open Space Categories and Provision - Small Areas within South East**

<table>
<thead>
<tr>
<th>Categorisation</th>
<th>Parameters</th>
<th>Revesby/Revesby Heights*</th>
<th>Padstow/Padstow Heights*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Area</td>
<td>Supports bushland, wetland, escarpment, watercourse or foreshore.</td>
<td>8</td>
<td>15</td>
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<tr>
<td>Sportsground</td>
<td>Supports organised and informal sporting activities</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>Park</td>
<td>Supports recreational activities and casual playing of games.</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>General Community Use</td>
<td>Supports recreation, physical, cultural and social gatherings of local community.</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Cultural Significance</td>
<td>Supports cultural history of the area (ie. Heritage listed parks)</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: BCC, 2012; *Small areas are comprised of the amalgamation of the suburbs identified. This reflects the geography at which population data is prepared for Council.

Demand Analysis

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

- Provision of open space against standard benchmarks
- Distribution of open space in the local area and City
- Current and future uses of open space based on identified trends
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These analyses are discussed in more detail below.

Provision of Open Space against standard benchmarks

Council has undertaken a preliminary analysis of open space provision using a standard benchmark developed by the Department of Planning and Infrastructure which is 2.83 hectares per 1,000 people.

Figure 28 shows how the provision of open space in the South East local area performs against this benchmark.

Figure 28: Population Growth and Provision of Open Space per 1,000 residents – 2006 to 2031 [Includes benchmark provision]

Source: ID Forecast, 2011; *DoP, 2012

The chart shows that the provision of open space in the South East local area is above the benchmark provision and that this will remain the case through to 2031. This means that in terms of total supply, there is sufficient land to cater for the future populations.
The Department of Planning and Infrastructure warns that such benchmarks should only be a starting reference point and that over reliance on such standards in lieu of rigorous and consultative research into the community’s requirements may produce unsatisfactory results in terms of rates of provision and the location of open space. For this reason Council will also consider the distribution of open space and key trends in relation to how open space is used by the community.

**Distribution of open space within the South East local area**

The ability of open space lands to be used for such purposes is affected by the distribution of the land throughout the local area. Council has completed a preliminary analysis which identifies the number of properties within 400m of an open space asset. This roughly equates to a 5 minute walk. The results of the accessibility analysis are shown in Figure 29.

The buffer analysis shows that most of the lands within the South East local area are within a 400m catchment around an open space area. There are three areas identified however which do not fall within these buffer areas. These gaps comprise 735 residential lots and are located in the local area as follows:

- **A** – Land north of the Revesby village centre,
- **B** – Land at Gibson Ave with the M5, and
- **C** – Land at the edge of the Padstow village centre.

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

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

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

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

**Social trends and challenges**

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

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

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

- **Age Profile** - Nationally it is acknowledged that Australia’s population is ageing. Nevertheless, the LGA remains an attractive location for the young to mature adult age group. The most populous age group continues to be 0-4 years old. By 2031 children 14 years and under will outweigh the general population of Bankstown City (Forecast id, 2010).

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

- **Cultural Identity** - One of the greatest strengths of the City is its unique culturally diverse community (BCC, 2009). Open space allows the opportunity for communities to engage with the natural and built environment, to celebrate the cultural identity of places and to foster social cohesion.

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

**Environmental trends and challenges**

The following environmental trends and challenges will affect open space provision:
Section 2

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

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

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

**Economic trends and challenges**

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

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

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

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

**Other trends and challenges**

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

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

- **Conflict of Use** - With the reduction in access to private open space as more people opt for apartment living, the role and importance of public open space is evolving. As the popularity of open space increases there is the potential for conflict of use between members of the community, with more people seeking to utilise the same location for such things as cycling, outdoor fitness, social gatherings, walking the dog or competing in sports competitions. It is likely that conflict of use will be a long term issue as the population grows and will need to be carefully managed to ensure no group is marginalised.

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

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

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

- **Open space land in private ownership** - A review of existing 6(a) – Open Space zoned land found 60 sites which are presently under private ownership. The majority of these parcels were either wholly or partly zoned or formed part of a road reserve.
  
  The BLEP includes a ‘land acquisition’ clause which states the owner of any land within Zone 5, 6(a) or 7 may request that the responsible public authority to acquire the land.

- **Open space land not currently zoned for this purpose** - Approximately thirteen community land open spaces in the South East local area are zoned for a purpose other than open space. These sites are Carl Little Reserve, Courtney Reserve, Narooma Reserve, Patterson Reserve, Redgum Reserve, Werona Reserves in Padstow and a number of unnamed reserves in Padstow and Revesby. The other zones include residential, special uses, business and light industrial zones. Formalising the open space zoning of these lands will be assessed as part of the LAP.

- **Open space land resolved for disposal** - Council has previously resolved to consider alternative land uses for specific sites which are currently zoned for open space use but which are not considered appropriate for that use due to access and other issues.
  
  One such site is Marco Avenue Open Space (also known as the ‘Whitehall’ site) south of Marco Avenue and adjacent to Amour Park (Open Space No. 40 in Figure 27). In February 2009, Council resolved to demolish existing structures and dispose of the site with funds from the sale being used for community purposes. This resolution, along with alternative land uses for this site will be considered as part of the LAP process.
Directions For Local Area Planning

Open Space

- Identify an approach for servicing areas outside a 400m walking catchment of an open space asset.

- Complete further needs analysis to understand the potential for open space land to cater for the range of needs within the Local Area.

- Consider appropriate land use/s for the Whitehall site as per Council’s resolution.

- Ensure valuable open space in the local area is appropriately zoned and managed and that this is reflected in the LAP.

- Consider opportunities for open space lands, or part of, to contribute to public domain links across the City.

2.4.4 Resource Management

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

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

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

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

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

- **Improved valuation and pricing of environmental resources.** Environmental and economic considerations are integrated into Council’s policies and decision-making processes.
The BEAP provides works projects, engagement projects and areas of advocacy related to Energy; Water; Biodiversity; Transport; Waste; and Sustainable Corporate Processes.

Other important policies and programs which support better resource management include Sustainable Urban Form and Future Proofing the City:

- **Sustainable Urban Form**

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

- **A Resilient Bankstown City**

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

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

  Council joined the International Cities for Climate Protection program in 1998. In November 2000, Council adopted a Climate Change policy to reduce Council Greenhouse Gas Emissions (GHG) emissions by 20% from 1995 levels by 2010, with a commitment to stabilising GHG from the Bankstown community at 1995

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

- **Green Infrastructure**

  Council has secured a Federal Government grant to assist in the delivery of a trigeneration plant for the Civic Tower. This project will eventually allow Council to generate its own power, heating and cooling for the Civic Tower and reduce its reliance on electricity from coal-fired power stations.

  This project is a sign of a new era in building design and function in Bankstown City and demonstrates Council’s commitment to adopting new technology which reduces the impacts of urban development on the natural environment.
### Directions For Local Area Planning

#### Resource Management

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

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

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

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

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

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

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

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

- Procedures for Council officers to follow when assessing rezoning and development applications for contaminated sites
- Council requirements for remediation
- Independent auditing requirements for contaminated sites

EPA Sites

The identification, and clean up, of highly contaminated sites is regulated by the State Government through the Environmental Protection Agency (EPA). The EPA provides a public register of sites in its care. Table 13 shows sites located within Revesby and Padstow while the category of contamination is shown in Table 14.
Table 13: EPA sites in Revesby and Padstow

<table>
<thead>
<tr>
<th>Site description and address</th>
<th>Activity that caused contamination</th>
<th>s60 form received?</th>
<th>OEH initial assessment</th>
<th>EPA site management class</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revesby</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bituminous Products 33-35 Violet Street</td>
<td>Chemical Industry</td>
<td>No</td>
<td>Completed</td>
<td>C</td>
</tr>
<tr>
<td>Caltex Service Station 181 The River Rd</td>
<td>Service Station</td>
<td>Yes</td>
<td>In progress</td>
<td>B</td>
</tr>
<tr>
<td>Dorf Clark Industries 194 Milperra Road</td>
<td>Metal Industry</td>
<td>No</td>
<td>Completed</td>
<td>H</td>
</tr>
<tr>
<td>Mirotone 21 Marigold St</td>
<td>Chemical Industry</td>
<td>No</td>
<td>Completed</td>
<td>C</td>
</tr>
<tr>
<td><strong>Padstow</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltex Service Station 115 Fairford Rd</td>
<td>Service Station</td>
<td>Yes</td>
<td>In progress</td>
<td>B</td>
</tr>
<tr>
<td>Exide site 55 Bryant Street</td>
<td>Other Industry</td>
<td>Yes</td>
<td>Completed</td>
<td>C D</td>
</tr>
<tr>
<td>Foseco Australia Pty Ltd 7 Stuart Street</td>
<td>Chemical Industry</td>
<td>Yes</td>
<td>In progress</td>
<td>A</td>
</tr>
<tr>
<td>Galvatech site 49 Gow Street</td>
<td>Metal Industry</td>
<td>Yes</td>
<td>Completed</td>
<td>D F</td>
</tr>
</tbody>
</table>

### Table 14: EPA Contaminated Sites - categories

<table>
<thead>
<tr>
<th>EPA site management class</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>The contamination of this site is being assessed by the EPA. Sites which have yet to be determined as significant enough to warrant regulation may result in no further regulation under the <em>Contaminated Land Management Act 1997</em>.</td>
</tr>
<tr>
<td>B</td>
<td>The EPA is awaiting further information to progress its initial assessment of this site.</td>
</tr>
<tr>
<td>C</td>
<td>The contamination of this site is or was regulated under the <em>Contaminated Land Management Act 1997</em>. Information about current or past regulatory action on this site can be found on the <a href="http://www.environment.nsw.gov.au/epa/index.htm">Record of EPA notices</a>.</td>
</tr>
<tr>
<td>D</td>
<td>The contamination of this site is or was regulated under the <em>Protection of the Environment Operations Act 1997</em>. Information about current or past regulatory action on this site can be found on the <a href="http://www.environment.nsw.gov.au/epa/index.htm">POEO public register</a>.</td>
</tr>
<tr>
<td>E</td>
<td>This is a premises with an operational underground petroleum storage system, such as a service station or fuel depot. The contamination of this site is managed under the <em>Protection of the Environment Operations Act 1997</em> and the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2008.</td>
</tr>
<tr>
<td>F</td>
<td>The contamination of this site is managed by a planning approval process. The consent authority is either the local council or a government agency, such as the Department of Planning.</td>
</tr>
<tr>
<td>G</td>
<td>Based on the information made available to the EPA to date, the contamination of this site is considered by the EPA to be not significant enough to warrant regulatory intervention.</td>
</tr>
<tr>
<td>H</td>
<td>Initial assessment completed. The contamination of this site is to be regulated by the EPA.</td>
</tr>
</tbody>
</table>


These sites must address EPA regulations as they are the Appropriate Regulatory Authority under the Contaminated Land Management Act.

**Implications for urban growth**

The implication for future development is that certain locations within the Local Area may need to consider the historic development of the locality and whether there is a potential for land contamination.
Section 2

In addition, if Council considers rezoning any of its sites from special use to another zone, this process is subject to State Environmental Planning Policy 55 (Remediation of Land). A preliminary site investigation (Phase 1 Environmental Site Assessment) may need to be undertaken to determine if the site is suitable for rezoning to a more sensitive use (e.g. residential).

Directions For Local Area Planning

*Land Contamination*

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

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

Road and Aircraft Noise

Noise sources in the local area must be managed to ensure that unacceptable impacts are appropriately mitigated and managed. These sources include road traffic noise and aircraft noise from Bankstown Airport (see Figure 30):

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

- **Aircraft Noise** is measured in terms of where the land falls within Australian Noise Exposure Forecast (ANEF) contours. Under the Ministerial Section 117 direction a rezoning for residential development is prohibited where the land falls within ANEF 25 contour or greater. Land in the local area is not affected by these contours. A small area of land in the northern part of the local area is within ANEF 20-25 contour.

Obstacle Height Limitations

The Obstacle Height Limitations are triggers for consultation with the Federal Government to ensure the safe operation path for aircrafts. Should development propose to exceed the heights set out in this mapping, Council must obtain Federal Government approval to do so. Figure 30 shows the extent of the height areas on the Local Area.
Bushfire Risk

Bushfire risk affects residential lands in proximity to the Georges River National Park (Figure 32). Council is in the process of reviewing bushfire risk in collaboration with the Rural Fire Service. Future planning will consider the impacts of bushfire risk on new development to ensure such risk is not increased.

Acid Sulphate Soils

Acid Sulphate Soils occur naturally in both coastal (tidal) and inland or upstream (freshwater) settings (Figure 33). Left undisturbed, these soils are harmless, but when excavated or drained, the sulfides within the soil react with the oxygen in the air, forming sulphuric acid. This acid, together with associated toxic elements (heavy metals and other contaminants), can kill plants and animals, contaminate drinking water and aquatic flora and fauna, and corrode concrete and steel.

In the South East local area, Class 1 soils (highest potential for acid sulphate soils) occurs generally within land immediately adjacent to the Georges River (Figure 33). These areas are unlikely to be identified for intensification of land use. Some Class 2 soils occur within residential areas. Future planning will consider the impacts of Acid Sulfate Soils on new development and ensure disturbance of these soils is minimised or not required.

Directions For Local Area Planning

Other Environmental Concerns

Ensure that areas identified for additional dwellings (including infill development in the neighbourhood areas) do not expose residents to unacceptable environmental impacts.
Figure 30: Noise Generating Sources – Road Traffic, Railway line and Aircraft Noise

Source: BCC, 2012
Section 2

Figure 31: Obstacle Height Limitations

Source: BCC, 2012; Commonwealth Civil Aviation Safety Authority (CASA)
Figure 32: Bushfire Risk - South East Local Area

Source: BCC, 2012
Figure 33: Acid Sulfate Soils - Class 1 to 5 - South East Local Area

Source: BCC, 2012
2.5 Invest

The Community Plan vision for 'Invest' is:

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

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

2.5.1 Access to Local and Regional Jobs

Employment offer in Bankstown City

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

In 2006, there were approximately 60,000\(^1\) jobs in the Bankstown LGA. The employment offer in Bankstown City is comprised of sectors which are expected to grow (see Figure 34) and sectors which are big employers but where only modest growth (or decline) are forecast (see Figure 35).

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\(^1\) 2011 data was not available at the time of reporting. This number could be as high as 70,000 if inflation for undercounting is applied.
Section 2

Figure 34: Growth Sectors - Bankstown City - 2006 and 2031

![Growth Sectors Chart]

<table>
<thead>
<tr>
<th>Sector</th>
<th>2006 Jobs</th>
<th>2031 Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health care and social assistance</td>
<td>5556</td>
<td>8409</td>
</tr>
<tr>
<td>Education and training</td>
<td>5498</td>
<td>7412</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>7478</td>
<td>9389</td>
</tr>
<tr>
<td>Other services</td>
<td>2711</td>
<td>4239</td>
</tr>
<tr>
<td>Accommodation and food services</td>
<td>3119</td>
<td>4411</td>
</tr>
<tr>
<td>Transport, postal and warehousing</td>
<td>5645</td>
<td>6917</td>
</tr>
<tr>
<td>Public administration and safety</td>
<td>1619</td>
<td>3617</td>
</tr>
</tbody>
</table>
The jobs in Bankstown City in 2006 located within the following key employment areas: Bankstown Airport/Milperra Specialised Centre; Bankstown-Lidcombe Hospital; Industrial Precincts in Bankstown-Padstow, Condell Park, Sefton, Chester Hill and Villawood; Chullora Industrial-Technology Park; Bankstown CBD and various village and neighbourhood centres.

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

Of the 60,000 jobs in Bankstown City around 19,000 were located in the southern local areas (South East and South West local areas combined). These jobs are predominantly located within the Industrial Precincts, UWS Milperra, Bankstown Airport, Bankstown Airport with a smaller share within the village centres.
Section 2

It is important to understand the job offer in Bankstown City. Supporting existing jobs and generating new job opportunities is an important consideration particularly in times of economic downturn being experienced locally and globally.

An analysis of the jobs offered in Bankstown South has been completed. Figure 36 to Figure 39 which follow demonstrates the following findings about Jobs in Bankstown South:

- Are predominantly accessed by people who live in the Bankstown South area (25% of jobs). A smaller share of people come from parts of Sutherland, Liverpool and other areas in Bankstown City (Figure 36)

- Are predominately in the Manufacturing and Construction sectors which while forecast for minor growth will remain key employment sectors to 2031. The job offer also provides jobs in the Retail trade, Education and Training, Accommodation and Food Services, Health Care and Social Assistance sectors which are our growth sectors (Figure 37).

- Have a good diversity of occupations across all sectors (Figure 38) but not within sectors (Figure 39). This can be due to the business model of certain sectors which may separate head office and warehouse activities for example. A summary of the top ten sectors in Bankstown South and the predominant occupation is as follows:

  o Manufacturing - Managers, Technicians and Trades Workers, Clerical and Administrative Workers, Machinery Operators and Drivers, and Labourers.

  o Retail Trade – Sales Workers.

  o Construction - Technicians and Trades Workers, Clerical and Administrative Workers.

  o Education and training – Professionals.

  o Accommodation and Food Services - Community and Personal Service Workers, Sales Workers, Labourers.

  o Health Care and Social Assistance - Community and Personal Service Workers, Clerical and Administrative Workers.

  o Wholesale Trade - Clerical and Administrative Workers, Sales Workers.

  o Other Services - Technicians and Trades Workers.
- Professional, Scientific and Technical Services – Professionals, Machinery Operators and Drivers.
- Transport, Postal and Warehousing - Machinery Operators And Drivers

Figure 36: Origin SLAs of workers travelling to Bankstown South for work* [Top ten locations]

Source: Transport Data Centre, 2006; Note: SLAs refers to ‘Statistical Local Areas’ as defined by the Australian Bureau of Statistics.
Section 2

Figure 37: Type of jobs offered in Bankstown South by Sector - 2006

Figure 38: Type of occupations – all jobs - Bankstown South

Source: Transport Data Centre, 2006; Note: SLAs refers to ‘Statistical Local Areas’ as defined by the Australian Bureau of Statistics.
Figure 39: Jobs by Occupation – Top Ten employment sectors - Bankstown South - 2006

Source: Transport Data Centre, 2006; Note: SLAs refers to ‘Statistical Local Areas’ as defined by the Australian Bureau of Statistics.

An analysis of the jobs which workers from Bankstown South access in other parts of Bankstown City and metropolitan Sydney was completed. Figure 40 to Figure 42 which follow demonstrates the following findings about the jobs offer outside Bankstown South:

- Inner Sydney (10%) and other parts of Bankstown City (10%) attract residents (see Figure 40).

- A large share of residents leave the area to access jobs in Inner Sydney as managers, professionals and clerical and administration workers (Figure 41).
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Figure 40: Destination SLAs of workers who reside in Bankstown South* [Top ten locations]

*Bankstown South SLA includes all lands south of M5

Source: Transport Data Centre, 2006; Note: SLAs refers to ‘Statistical Local Areas’ as defined by the Australian Bureau of Statistics.
Figure 41: Types of Occupations Bankstown South* Residents Access outside Bankstown South* (2006)

Source: Transport Data Centre, 2006; *Bankstown South SLA includes all land south of M5
Section 2

- Sectors outside Bankstown City attract workers from this area to sectors such as Professional, Scientific, and Technical Services, Finance and Insurance, Transport, Postal and Warehousing, Manufacturing, Education and training (see Figure 42).

Figure 42: Types of Jobs Bankstown South* residents access outside Bankstown South by Sector (2006)

Source: Transport Data Centre, 2006; *Bankstown South SLA includes all land south of M5
2.5.2 Bankstown/Padstow Industrial Precinct

The Bankstown/Padstow Industrial Precinct contains around 133 hectares of industrial zoned land. The precinct is split by Canterbury Road, the M5 and Davies Road with access to the M5 off Davies Road (Figure 43).

The precinct is strategically located on the M5 motorway and has a number of key assets and opportunities including the benefit of four key bus corridors (providing access to Burwood, Liverpool, Hurstville, and Miranda), and its proximity to the Bankstown CBD where future job and housing growth is proposed. Other assets include Homemaker City, as a key ‘bulky goods’ retail drawcard, proximity to the Bankstown-Lidcombe Hospital and proximity to Padstow village centre.

The precinct is characterised by large engineering companies, furniture manufacturers, food distributors, warehouses, smash repair workshops and bulky goods complexes.

An employment land audit undertaken in 2008 found that the precinct (including the land north of Canterbury Road) had a total of 1,040,000m2 of floorspace with most of this floorspace being used for Manufacturing (Heavy), Manufacturing (Light), Freight and Logistics and Local light industrial/urban support (see Figure 44 and Figure 45).

In 2006\(^2\), the precinct contained around 8,600 jobs, a slight increase since 2001. Some of the older manufacturing industries in the precinct are threatened by economic restructuring.

\(^2\) 2011 Employment Data will be available in March 2013
Section 2

Figure 43: Business and Industrial Areas – South East Local Area

Source: BCC, 2012
Figure 44: Employment Land Audit - Bankstown/Padstow Industrial Precinct

Source: SGS Economics and Planning 2008; Bankstown City Council 2008
Employment Lands Development Study

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

The study found that Bankstown City has the following industry sector profile and attributes:

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

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

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

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

The ELDS identified that as new economic opportunities emerge, the need for well positioned employment lands in Bankstown will need to be maintained and renewed. The ELDS provided three broad directions to renew and reposition Bankstown:

- **Enhance amenity while accommodating growth and change** – This is about positioning Bankstown for future residential investment and renewal. Rather than reacting to change it is important to set up the design standards and guidelines to ensure that the LGA is an exemplar of high amenity and sustainable development. New and higher value economic opportunities will follow this amenity upgrade.

- **Develop strategic assets** – UWS, the Airport and the key transport corridor of the M5 are important strategic assets for the LGA. Planning should recognise and seek to maximise economic outcomes from the presence of these assets.
Other assets are in or near the CBD, such as the Hospital and leisure, civic and education precincts. In the east the Enfield Intermodal Terminal will be a focus for new investment in freight and distribution technologies. Large businesses, such as Fairfax and Primo Smallgoods, play an important role in the local economy. These can also be the basis for additional economic development and renewal.

- **Modernise and Reposition Industry to build on Locational Advantage** – The LGA is strategically located in the metropolitan area – with good rail access to the Sydney CBD and 15 – 20 minutes from Sydney Airport on the M5. The southern and western parts of the LGA have areas with high natural amenity. Such advantages will become important as energy and fuel costs rise and higher amenity renewal opportunities further east diminish. Bankstown can be a focus for more sustainable, modern industries.

**Specific actions**

- **Exploring linkages between Bankstown/Padstow Industrial Precinct, and other strategic employment centres.** There are opportunities to investigate existing, or potential linkages between the Bankstown/Padstow Industrial Precinct and other strategic employment centres in the City and broader region. This will require an in-depth understanding of the role that current activities play in their respective sectors and the best way that opportunities for linkages can be explored.

- **Retain large lots in industrial areas adjacent to the M5 and focus on attracting transport and logistic companies needing good access to the Port and Airport.** The freight industry is changing rapidly and the approval of the Intermodal terminal at Enfield is likely to give a boost to freight related businesses. The availability of major transport links will be attractive to these businesses as long as there are lot sizes large enough to accommodate their operations.

- **Enhance functionality of key employment centres** - Actions include: Ensure appropriate road design in industrial precincts; Improve local amenity of town centres through improvements to streetscapes and maintenance programs; Improve amenity of industrial precincts through capital improvements as well as working with businesses to upgrade their own land and operations through the Place Improvement Program; Investigate options to improve safety, and
perceptions of safety, within employment centres; Promote alternative transport options to combat existing car parking pressure on car parking; Investigate new techniques of industrial ecology and environmental innovation to reduce greenhouse gas emissions in key industrial precincts.

**Industrial Area Improvement Program**

Council approved the Industrial Area Improvement Program in 2010. The main objective of the program is to make industrial areas across the Bankstown LGA more attractive places to do business and work.

The program focuses on improving public domain areas within industrial estates, such as roadways, footpaths, gateways (entry point to industrial areas), public car parks and parks. Opportunities for improvements to the Bankstown/Padstow Industrial Precinct could be undertaken as part of this program.
2.5.3 Village Centres

Village centres provide essential retail and commercial services. They can contribute to an area's sense of place providing the focus for an area as well as providing spaces for people to catch-up and spend time together.

The Revesby and Padstow village centres are active centres which provide a range of local and district level retail and commercial services. The centres both contain between 20,000 and 30,000 m² of retail and commercial floorspace with Revesby village centre having a slightly higher amount:

- Revesby village centre - 27,750sqm
- Padstow village centre - 20,490sqm.

Revesby Workers Club will add an additional 7,150m² of retail on the southern side of the railway including a supermarket, smaller format major retailers and specialty retail. This will increase the retail/commercial floorspace in the Revesby village centre to more than 30,000m².

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

Council will need to carefully consider future retail and commercial land uses given the proximity of the Revesby and Padstow village centres and the ‘pull’ of the new retail development approved at the Revesby Workers Club.

2.5.4 Neighbourhood Centres

Outside of the village centres and the industrial precincts, employment is provided in small neighbourhood centres across the Local Area. The neighbourhood centres in the suburban areas generally provide day-to-day services for the local residents and the workforce, such as takeaway shops and local grocery stores.
Neighbourhood shops are permitted in business zones. They can often include shop-top housing. Council will investigate the building envelopes of this kind of mixed use development as part of the LAP.

---

**Directions For Local Area Planning**  
*Invest*

Implement actions in the Employment Land Development Study related to:

- Exploring linkages between Bankstown/Padstow Industrial Precinct and other strategic employment centres.
- Modernise and reposition Industry to build on location advantage
- Enhance functionality of key employment centres

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

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

Support growth sectors and major employment sectors through appropriate land use and supporting strategies.

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

---

### 2.6 Summary of Local Area Directions

The table below provides a summary of the local area directions drawn from the detailed investigations (Table 15). These directions will be further refined to provide place-based directions for the village centres, neighbourhood areas and industrial precincts. The directions have been numbered for ease of referencing.
Section 2

Table 15: Summary of Local Area Directions

<table>
<thead>
<tr>
<th>Now and in 2031 Local Area Context</th>
<th>1. Demographics</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.1. Provide medium and high density dwelling options in the village centres. This will include a mix of shop-top housing, mixed use development, residential flat buildings, townhouses, and seniors housing.</td>
</tr>
<tr>
<td></td>
<td>1.2. Ensure that adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.</td>
</tr>
<tr>
<td></td>
<td>2. Policy Drivers</td>
</tr>
<tr>
<td></td>
<td>2.1. Ensure that future development supports Federal, State and Local strategic planning policies and examining the impacts on the urban character.</td>
</tr>
<tr>
<td></td>
<td>2.2. Ensure all strategic work reflects the community plan visions and directions.</td>
</tr>
<tr>
<td></td>
<td>3. Urban Form</td>
</tr>
<tr>
<td></td>
<td>3.1. Identify lots in and around the Revesby and Padstow village centres that are appropriate for mixed use and higher density development close to public transport and services. Consider catalyst sites identified previously by Council.</td>
</tr>
<tr>
<td></td>
<td>3.2. Investigate urban forms for higher density development and how these can retain the aspects of the village centres valued by the community.</td>
</tr>
<tr>
<td></td>
<td>3.3. Retain the low density character of the neighbourhood areas consistent with the Residential Development Study 2009.</td>
</tr>
<tr>
<td></td>
<td>3.4. Consider public domain improvements connectivity across the local area.</td>
</tr>
<tr>
<td></td>
<td>4. Housing Affordability</td>
</tr>
<tr>
<td></td>
<td>4.1. Consider opportunities for addressing housing affordability through a greater understanding of the issue within the LGA.</td>
</tr>
<tr>
<td></td>
<td>5. Heritage</td>
</tr>
<tr>
<td></td>
<td>5.1. Respond to the local character when considering the redevelopment of growth areas and in infill areas.</td>
</tr>
<tr>
<td></td>
<td>5.2. Consider mechanisms to protect items of historic significance as identified by the heritage review.</td>
</tr>
<tr>
<td></td>
<td>6. Social Infrastructure</td>
</tr>
<tr>
<td></td>
<td>6.1. Investigate opportunities to support the use of school facilities for community purposes.</td>
</tr>
<tr>
<td></td>
<td>6.2. Ensure interface issues between schools and residential areas are appropriately managed.</td>
</tr>
<tr>
<td></td>
<td>6.3. Manage the interface of residential areas with major health facilities.</td>
</tr>
<tr>
<td></td>
<td>6.4. Ensure Council continues its commitment to support community health services in the Local Area.</td>
</tr>
<tr>
<td></td>
<td>6.5. Consider opportunities to enhance the offer of community facilities in the Local Area according to an appropriate benchmark and needs analysis.</td>
</tr>
<tr>
<td></td>
<td>6.6. Consider opportunities to integrate the provision of community facilities with urban renewal within the Revesby and Padstow centres. This will include further consideration of a multipurpose centre on Council owned land on Macarthur Street within in Revesby Village Centre.</td>
</tr>
<tr>
<td></td>
<td>6.7. Consider opportunities to facilitate access to community facilities provided by private and government stakeholders.</td>
</tr>
<tr>
<td></td>
<td>6.8. Ensure that there are adequate sports and community facilities to meet local and district needs.</td>
</tr>
</tbody>
</table>

Source: BCC, 2013
Table 16: Summary of Local Area Directions (cont)

<table>
<thead>
<tr>
<th>Connected</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. Connected</td>
</tr>
<tr>
<td>7.1. Review the user hierarchy of our streets and places.</td>
</tr>
<tr>
<td>7.2. Identify the desired future function of our streets within our village centres while considering current condition</td>
</tr>
<tr>
<td>7.3. Identify ways to increase access and accessibility to and within our village centres for all users.</td>
</tr>
<tr>
<td>7.4. Increase travel options for the current and future population and encourage use of the most efficient mode for each trip purpose</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Green</th>
</tr>
</thead>
<tbody>
<tr>
<td>8. Biodiversity</td>
</tr>
<tr>
<td>8.1. Protect and manage locally and regionally significant conservation lands in the Local Area.</td>
</tr>
<tr>
<td>8.2. Consider the feasibility of implementing measures to integrate the objectives of the biodiversity corridors into current and future land uses.</td>
</tr>
<tr>
<td>8.3. Review opportunities to facilitate tree preservation / remnant vegetation preservation across the Local Area.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Waterways</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1. Ensure that Council leads by example and that opportunities for water quality improvements are considered as part of Council's works. Also ensure that Council works do not exacerbate or increase flood impacts</td>
</tr>
<tr>
<td>9.2. Ensure the growth areas for future housing and jobs do not exacerbate existing flooding.</td>
</tr>
<tr>
<td>9.3. Review opportunities to improve water quality in the Local Area, particularly by incorporating water sensitive urban design principles into Council's planning controls.</td>
</tr>
<tr>
<td>9.4. Consider appropriate land use and development controls along the foreshore of the Georges River and its tributaries. This will include potential to enhance public domain links across the City.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. Open Space</td>
</tr>
<tr>
<td>10.1. Identify an approach for servicing areas outside a 400m walking catchment of an open space asset.</td>
</tr>
<tr>
<td>10.2. Complete further needs analysis to understand the potential for open space land to cater for the range of needs within the Local Area.</td>
</tr>
<tr>
<td>10.3. Consider appropriate land use/s for the Whitehall site as per Council's resolution.</td>
</tr>
<tr>
<td>10.4. Ensure valuable open space in the local area is appropriately zoned and managed and that this is reflected in the LAP.</td>
</tr>
<tr>
<td>10.5. Consider opportunities for open space lands, or part of, to contribute to public domain links across the City.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Resource Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>11. Resource Management</td>
</tr>
<tr>
<td>11.1. Investigate approaches to implement water and energy efficiency to inform the local area planning process and contribute to meeting Council's sustainability targets. This may include mechanisms such as grey water infrastructure and water harvesting.</td>
</tr>
<tr>
<td>11.2. Ensure that actions in the LAP support appropriate development controls for future higher density development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.</td>
</tr>
<tr>
<td>11.3. Ensure that residents and business within the area are informed of, and encouraged to pursue, energy and water efficiency improvements.</td>
</tr>
<tr>
<td>11.4. Continue to identify ways to apply development control standards whose aim is to deliver greater sustainability outcomes.</td>
</tr>
</tbody>
</table>

Source: BCC, 2013
### Table 17: Summary of Local Area Directions (cont)

<table>
<thead>
<tr>
<th>Green</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>12. Land Contamination</strong></td>
<td>12.1. Consolidate information on historic land uses in the locality and whether these uses may have resulted in land contamination.</td>
</tr>
<tr>
<td></td>
<td>12.2. Undertake site contamination assessments of any special uses zoned land identified for urban renewal.</td>
</tr>
<tr>
<td><strong>13. Other Environmental Concerns</strong></td>
<td>13.1. Ensure that areas identified for additional dwellings (including infill development in the neighbourhood areas) do not expose residents to unacceptable environmental impacts.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Green</th>
<th>14. Invest</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14.1. Implement actions in the Employment Land Development Study related to:</td>
</tr>
<tr>
<td></td>
<td>14.2. Exploring linkages between Bankstown/Padstow Industrial Precinct and other strategic employment centres.</td>
</tr>
<tr>
<td></td>
<td>14.3. Modernise and reposition Industry to build on location advantage</td>
</tr>
<tr>
<td></td>
<td>14.4. Enhance functionality of key employment centres</td>
</tr>
<tr>
<td></td>
<td>14.5. Increase the population density within the village centres to increase demand for retail and commercial services and enhance local economic activity. Support small neighbourhood centres through land use and housing provisions.</td>
</tr>
<tr>
<td></td>
<td>14.6. Maintain and enhance the employment opportunities for residents and workers in the Local Area to provide more jobs closer to home.</td>
</tr>
<tr>
<td></td>
<td>14.7. Support growth sectors and major employment sectors through appropriate land use and supporting strategies.</td>
</tr>
<tr>
<td></td>
<td>14.8. Ensure that adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.</td>
</tr>
</tbody>
</table>

*Source: BCC, 2013*
Section 3

Summary of Opportunities and Constraints

This section provides greater detail on how the local area directions overlay on the village centres, neighbourhood areas and centres, and industrial precincts. In particular, the opportunities and constraints towards achieving the local area directions are discussed for the:

- Revesby Village Centre
- Padstow Village Centre
- Neighbourhood Areas
- Industrial Precincts
3.1 Opportunities and Constraints

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

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

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

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

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

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

Opportunities

The Revesby Village Centre is considered appropriate for urban renewal due to the following opportunities:

- Potential to enhance activity in the retail and commercial core.
- Urban renewal of lands within the centre which contains low density housing coming to the end of its life.
- Council-owned lands and major sites in private ownership which could provide catalyst redevelopment and public domain improvement opportunities. Council has previously identified the potential for enhanced public domain in the Revesby village centre and this will inform any future planning for this area.
- Revesby Station provides lift access across the rail line. There is an opportunity to expand the access Revesby Rail Station provides across the railway line as part of any renewal around the station.
- A centre already well-serviced by bus and rail infrastructure providing residents with access to public transport options and an opportunity to reduce reliance on private vehicles.
- Existing access to district and local level open space including the Amour Park Leisure Centre and Sportsground and opportunities. There is an opportunity to enhance and improve the open space offer in the centre.
- Existing access to district and local level community facilities including Revesby YMCA. There is an opportunity to enhance and improve the community facilities offer in the centre. Redevelopment of Council owned land on Macarthur Avenue for a multipurpose community centre.
- The village centre contains natural areas which support biodiversity values. There is an opportunity to enhance and improve the quality of biodiversity lands.
There is an opportunity to improve water quality to ensure the health of the Little Salt Pan Creek catchment.

**Constraints**

The Revesby village centre contains large areas of land with **moderate and low level constraints**.

Figure 46 maps these constraints within Revesby Village Centre while Table 18 to Table 21 describes how they affect the Centre. Consideration of these constraints shows that there is potential for urban renewal in the Revesby village centre.

**Table 18: High Level Constraints Analysis – Revesby Village Centre**

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Revesby Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Flood Risk Precincts (Riverine and/or Stormwater)</strong></td>
<td>High flood risk precincts, both riverine and stormwater, affect the eastern part of the Revesby village centre. The stormwater high flood risk precinct covers a greater area than the riverine high flood risk precinct.</td>
</tr>
<tr>
<td>The potential for loss of life and damage to property in such precincts is high and as such redevelopment of such lands is not supported.</td>
<td></td>
</tr>
<tr>
<td><strong>Recent building stock</strong></td>
<td>There are various parcels within the centre which contain newer building stock. These lots will be unlikely to be redeveloped in the short to medium term given the level of investment already outlayed by property owners.</td>
</tr>
<tr>
<td>Buildings from 1980 onwards are unlikely to redevelop for another 10-20 years and as such the development potential on those sites is reduced.</td>
<td>Revesby Workers Club is the exception. Redevelopment of this site has been approved and is in the pipeline.</td>
</tr>
</tbody>
</table>

*Source: BCC, 2012*
Section 3

Figure 46: Revesby Village Centre - Constraints Analysis

Source: BCC, 2012
### Table 19: Moderate Level Constraints Analysis - Revesby Village Centre

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Revesby Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Small lots with fragmented lot ownership</strong></td>
<td>Blocks around Selems Parade, north of Revesby Station, are comprised of very small lots with multiple owners. Incentives for lot amalgamation will be required to stimulate renewal of these blocks.</td>
</tr>
<tr>
<td>Precincts with multiple owners are often difficult to renew. This is due to the cost of a person acquiring enough land to consider redevelopment for higher density under Council’s current controls.</td>
<td></td>
</tr>
<tr>
<td><strong>Medium Flood Risk Precincts (Riverine and/or Stormwater)</strong></td>
<td>Around 40 per cent of the land within the centre is affected by stormwater medium flood risk precincts. The riverine medium flood risk precinct is confined to areas immediately adjacent to Little Salt Pan Creek. Design options must consider how any new building footprint would impact on the flood flows through the site.</td>
</tr>
<tr>
<td>Redevelopment on such lands will require consideration of flooding and this may affect the design of a new development which could also increase the cost of such development.</td>
<td></td>
</tr>
<tr>
<td><strong>Constrained Urban Form</strong></td>
<td>Many of the lots off Simmons Street and Lillian Crescent may be limited for higher density development. The narrow Simmons Street (10m wide) could not absorb additional traffic movements without causing congestion.</td>
</tr>
<tr>
<td>Some subdivision layouts and road widths make it difficult to consider intensification of housing. This includes properties around cul-de-sacs and properties adjacent to narrow roads which limit vehicle and pedestrian movements.</td>
<td></td>
</tr>
<tr>
<td><strong>Heritage Significance</strong></td>
<td>A heritage study has identified 158 The River Road as having heritage significance. Development controls will need to engage with this heritage significance.</td>
</tr>
<tr>
<td>Council’s heritage items, and potential heritage items and environmentally significant sites are highly valued and redevelopment of these sites is supported where the significance can be retained. Heritage significance presents both an opportunity and a constraint.</td>
<td></td>
</tr>
</tbody>
</table>

*Source: BCC, 2012*
Table 20: Moderate Level Constraints Analysis - Revesby Village Centre (cont.)

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

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Revesby Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties adjacent to major roads</td>
<td>The River Road is a sub-arterial road which carries significant traffic volumes. The State Government guidelines will need to be considered for any residential development along this corridor.</td>
</tr>
<tr>
<td>Traffic Generation</td>
<td>The Revesby village centre has been identified for urban growth and as such road network enhancements will need to be considered in the LAP.</td>
</tr>
<tr>
<td>Land Contamination</td>
<td>Special uses land around the railway station may be considered for urban renewal development. Land contamination assessment would be required. Sites identified by the EPA will also need to be cleaned up before alternative land uses can be considered.</td>
</tr>
<tr>
<td>Biodiversity Corridor*</td>
<td>The biodiversity corridor affects land on the edge of the centre. Council will consider how the lands within the corridor can contribute to the connection of areas of habitat.</td>
</tr>
<tr>
<td>Obstacle Height Limitation*</td>
<td>Most of the land within the Revesby centre has an OHL of 15.24m. This would be equivalent to a 5 storey building. This means that building heights greater than 15.24m require approval from the Commonwealth. Revesby Workers Club was approved in 2008 including an 8 storey high tower.</td>
</tr>
</tbody>
</table>

Source: BCC, 2012; * Not shown on constraints map however individual affectation map provided in Section 2
Table 21: Low Level Constraints Analysis - Revesby Village Centre

<table>
<thead>
<tr>
<th>Low level constraint: These constraints would not impede most forms of development.</th>
<th>Extent within Revesby Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low Flood Risk Precincts</strong>&lt;br&gt;This is the risk precinct at the edge of the floodplain. Most types of development can be considered with appropriate building standards and management measures.</td>
<td>This type of <strong>riverine</strong> flood risk precinct affects land in the Revesby village centre buffer.&lt;br&gt;This type of <strong>stormwater</strong> flood risk precinct affects land in the Revesby village centre buffer.</td>
</tr>
</tbody>
</table>

*Source: BCC, 2012*
3.3 Padstow Village Centre

**Opportunities**

The Padstow Village Centre is considered appropriate for urban renewal due to the opportunity to capitalise on, or explore, the following:

- Potential to enhance activity in the retail and commercial core.
- Proximity to strategic assets which attract people from the local area and metropolitan Sydney (Padstow TAFE; Bankstown/Padstow Industrial Precinct).
- Urban renewal of lands within the centre which contains low density housing coming to the end of its life.
- Council-owned lands and major sites in private ownership which could provide catalyst redevelopment and public domain improvement opportunities. Council has previously identified the potential for enhanced public domain in the Padstow village centre and this will inform any future planning for this area.
- Padstow Station provides lift access across the rail line. There is an opportunity to expand the access Padstow Rail Station provides across the railway line as part of any renewal around the station.
- A centre already well-serviced by bus and rail infrastructure providing residents with access to public transport options and an opportunity to reduce reliance on private vehicles.
- Existing access to district and local level open space including the Playford Park and Carl Little Reserve. There is an opportunity to enhance and improve the open space offer in the centre.
- Existing access to district and local level community facilities including Padstow Branch Library and Senior Citizens Centre. There is an opportunity to enhance and improve the community facilities offer in the centre.
• The village centre contains natural areas which support biodiversity values. There is an opportunity to enhance and improve the quality of biodiversity lands.

• There is an opportunity to improve water quality to ensure the health of the Little Salt Pan Creek catchment.

Constraints

The Padstow village centre contains large areas of land with moderate and low level constraints. Figure 47 shows these constraints within centre while Table 22 to Table 25 describes how they affect the centre. Consideration of these constraints shows that there is potential for urban renewal in the Padstow village centre.

Table 22: High Level Constraints Analysis - Padstow Village Centre

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Revesby Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Flood Risk Precincts (Riverine and/or Stormwater)</td>
<td>High flood risk precincts, both riverine and stormwater, affect the Padstow village centre. The riverine high flood risk precinct is confined to small areas on northern and southern points on the centre catchment boundary. The stormwater high flood risk precinct is more extensive throughout the centre.</td>
</tr>
<tr>
<td>Recent building stock</td>
<td>There are various lots within the centre which contain newer building stock. These lots will be unlikely to be redeveloped in the short to medium term given the level of investment already outlaid by property owners.</td>
</tr>
</tbody>
</table>

Source: BCC, 2012
Figure 47: Padstow Village Centre - Constraints Analysis

Source: BCC, 2012
**Table 23: Moderate Level Constraints Analysis - Padstow Village Centre**

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Padstow Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Moderate level constraints</strong>: Moderate and low level constraints can be addressed through design, implementation of building standards or specific land preparation works. As such they do not in themselves preclude urban renewal.</td>
<td></td>
</tr>
<tr>
<td>Small lots with fragmented lot ownership</td>
<td>Most of the business zoned land within Padstow is comprised of small lots with diverse ownership. Incentives for lot amalgamation will be required to stimulate renewal of these blocks.</td>
</tr>
<tr>
<td>Precincts with multiple owners are often difficult to renew. This is due to the cost of a person acquiring enough land to consider redevelopment for higher density under Council’s current controls.</td>
<td></td>
</tr>
<tr>
<td>Constrained Urban Form</td>
<td>There are few cul-de-sac lots within Padstow village centre. This creates an opportunity for urban renewal.</td>
</tr>
<tr>
<td>Some subdivision layouts and road widths make it difficult to consider intensification of housing. This includes properties around cul-de-sacs and properties adjacent to narrow roads which limit vehicle and pedestrian movements.</td>
<td></td>
</tr>
<tr>
<td>Riverine and Stormwater Medium Flood Risk Precincts</td>
<td>Around 25 per cent of the land within the centre is affected by the stormwater medium flood risk precinct with a small area on the north point of the centre catchment boundary being affected by the riverine high flood risk precinct. Design options must consider how any new building footprint would impact on these flood flows through the site.</td>
</tr>
<tr>
<td>Redevelopment on such lands will require consideration of flooding and this may affect the design of a new development which could also increase the cost of such development.</td>
<td></td>
</tr>
<tr>
<td>Heritage Significance</td>
<td>Heritage significant main street buildings have been identified in the centre. Development controls will need to engage with this heritage significance.</td>
</tr>
<tr>
<td>Council’s heritage items, and potential heritage items are highly valued and redevelopment of these sites is supported where the significance can be retained. Heritage significance presents both an opportunity and a constraint.</td>
<td></td>
</tr>
<tr>
<td>Traffic Generation</td>
<td>The Padstow village centre has been identified for urban growth and as such road network enhancements will need to be considered in the LAP.</td>
</tr>
<tr>
<td>A traffic study found that urban renewal will require road network enhancements to ensure the functionality of the network is maintained.</td>
<td></td>
</tr>
</tbody>
</table>

*Source: BCC, 2012*
Table 24: Moderate Level Constraints Analysis - Padstow Village Centre (cont)

<table>
<thead>
<tr>
<th><strong>Moderate level constraints:</strong> Moderate and low level constraints can be addressed through design, implementation of building standards or specific land preparation works. As such they do not in themselves preclude urban renewal.</th>
<th><strong>Extent within Revesby Village Centre</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Properties adjacent to major roads</strong>&lt;br&gt;Guidelines for development adjacent to major roads require that future development consider noise reduction measure in the design phase...</td>
<td>Davies Road is an arterial road which carries significant traffic volumes. The State Government guidelines will need to be considered for any residential development along this corridor.</td>
</tr>
<tr>
<td><strong>Land Contamination</strong>&lt;br&gt;Land contamination may require investigation and clean-up prior to supporting the use of land for sensitive land uses such as residential development.</td>
<td>Special uses land around the railway station may be considered for urban renewal development. Land contamination assessment would be required. Sites identified by the EPA will also need to be cleaned up before alternative land uses can be considered.</td>
</tr>
<tr>
<td><strong>Acid Sulphate Soils</strong>&lt;br&gt;These acidic soils oxidise when exposed to air and can cause building damage. Class 1 is the highest class of such soils down to Class 5. Soil treatment can make the land suitable for redevelopment.</td>
<td>The Padstow village is affected by Class 2, 4 and 5 acid sulfate soils. Technical studies would be required to assess impact of development on such lands.</td>
</tr>
<tr>
<td><strong>Obstacle Height Limitation</strong>&lt;br&gt;Any proposed development which is higher than the OHL requires approval from the Commonwealth Government.</td>
<td>Land within the Padstow village centre has an OHL of 15.24m (or around 5 storeys) to 45.76m (or around 15 storeys). It is highly unlikely that a 15 storey building would be proposed in this centre. These are triggers for approval from the Commonwealth.</td>
</tr>
</tbody>
</table>

Source: BCC, 2012; * Not shown on constraints map however individual affectation map provided in Section 2.
### Table 25: Low Level Constraints Analysis - Padstow Village Centre

<table>
<thead>
<tr>
<th>Low level constraint: These constraints would not impede most forms of development.</th>
<th>Extent within Padstow Village Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low Flood Risk Precincts</strong>&lt;br&gt;This is the risk precinct at the edge of the floodplain. Most types of development can be considered with appropriate building standards and management measures.</td>
<td>This type of <em>riverine</em> flood risk precinct affects lands adjacent to Salt Pan Creek which are generally outside of the Padstow village centre buffer.&lt;br&gt;This type of <em>stormwater</em> flood risk precinct affects parts of the local area.</td>
</tr>
</tbody>
</table>

*Source: BCC, 2012*
3.4 Neighbourhood Areas

The neighbourhood areas are the residential lands and other land use lands outside the village centres. They are served by the nearest village centre and by smaller neighbourhood centres comprised of a small strip of shops or a corner shop.

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

Council is currently exploring different infill development types to understand what types are most feasible to build and contribute to the streetscape of the neighbourhood area. This will assist in developing development controls for this type of housing.

Infill development in the neighbourhood areas will need to have regard to the high, moderate and low level constraints affecting the area.

Council will also consider opportunities to:

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

3.5 Bankstown/Padstow Industrial Precinct

The Bankstown/Padstow Industrial Precinct is an important employment precinct in the local area attracting local workers and workers from across Bankstown City and metropolitan Sydney. State and Local Government policy identifies the need to retain this land for employment land purposes.

The following opportunities are identified for this precinct:

• Implementation of the strategic directions and actions for this precinct within the approved Employment Land Development Strategy.
• Capitalisation on the proximity of the precinct to Padstow station and the ability to providing jobs within walking distance of a rail station.
• Development controls which allow the lands to attract modern industrial sector operators.
• Improvement of public domain within the industrial precinct.
• Enhance and improve water quality of Salt Pan Creek.
• Enhance and improve quality of open space and biodiversity value lands.

The Industrial Precinct contains large areas of land with moderate and low level constraints. Figure 48 shows these constraints within centre while Table 26 to Table 29 describes how they affect the precinct.
Figure 48: Bankstown/Padstow Industrial Precinct - Constraints Analysis

Source: BCC, 2012; EPA, 2012
**High level constraints:** New development on these lands is not appropriate as it will significantly impact an environmental process. The potential to mitigate, or ease, the impact is low either due to the cost of such mitigation or the impact that mitigation will have on the amenity of the locality. Development on land with such constraints is often prohibited by planning or other legislation.

**Table 26: High Level Constraints Analysis - Bankstown/Padstow Industrial Precinct**

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Industrial Precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Flood Risk Precincts (Riverine and/or Stormwater)</strong></td>
<td>High flood risk precincts, both riverine and stormwater, affect a small area on the north-eastern edge of the industrial precinct.</td>
</tr>
<tr>
<td>The potential for loss of life and damage to property in such precincts is high and as such redevelopment of such lands is not supported.</td>
<td></td>
</tr>
<tr>
<td><strong>Land Contamination that requires EPA sign-off</strong></td>
<td>There are 4 sites within the Industrial precinct which are listed on the EPAs contaminated sites public register. Future land use on these sites will need to consider any contamination found and remediation (clean-up) required.</td>
</tr>
<tr>
<td>These sites contain contamination is toxic to humans and as such the land will not be fit for sensitive land uses such as residential development, childcare centres, etc without remediation (cleaning up of the contamination). Often the cost of remediating such sites is significant. The State Government (EPA) regulates the clean-up of these sites.</td>
<td></td>
</tr>
<tr>
<td><strong>Recent building stock</strong></td>
<td>There are various lots within the centre which contain newer building stock. These lots will be unlikely to be redeveloped in the short to medium term given the level of investment already outlayed by property owners.</td>
</tr>
<tr>
<td>Buildings from 1980 onwards are unlikely to redevelop for another 10-20 years and as such the development potential on those sites is reduced.</td>
<td></td>
</tr>
</tbody>
</table>

*Source: BCC, 2012*
### Table 27: Moderate Level Constraints Analysis - Bankstown/Padstow Industrial Precinct

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Industrial Precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Small lots with fragmented lot ownership</strong></td>
<td>Concentrations of small lots are dispersed throughout the industrial precinct and reflect more traditional industrial land subdivision. Activity on these sites will be investigated for modern industrial purposes.</td>
</tr>
<tr>
<td>The ELDS identified the need to retain large lots as these better meet the needs of modern industrial sectors. Land use for small lots within the industrial precinct may not be attractive for some industrial activities.</td>
<td></td>
</tr>
<tr>
<td><strong>Medium Flood Risk Precincts (Riverine and/or Stormwater)</strong></td>
<td>The land within the precinct is partially affected by riverine and stormwater medium flood risk precincts. The stormwater medium flood risk precinct is more extensive across the centre. Design options must consider how any new building footprint would impact on the flood flows through the site.</td>
</tr>
<tr>
<td>Redevelopment on such lands will require consideration of flooding and this may affect the design of a new development which could also increase the cost of such development.</td>
<td></td>
</tr>
<tr>
<td><strong>Obstacle Height Limitation</strong></td>
<td>Land within the industrial precinct has an OHL areas of 15.24m (or around 5 storeys) to 45.76m (or around 15 storeys). It is highly unlikely that a 15 storey industrial building would be proposed in this precinct however, if this were the case any breach of the height limit proposed would trigger an approval required from the Commonwealth.</td>
</tr>
<tr>
<td>Any proposed development which is higher than the OHL requires approval from the Commonwealth.</td>
<td></td>
</tr>
<tr>
<td><strong>Acid Sulphate Soils</strong></td>
<td>The precinct is affected by Class 2, 4 and 5 acid sulfate soils. Technical studies need to be prepared for any development proposed on these sites.</td>
</tr>
<tr>
<td>These acidic soils oxidise when exposed to air and can cause building damage. Class 1 is the highest class of such soils down to Class 5. Soil treatment can make the land suitable for redevelopment.</td>
<td></td>
</tr>
</tbody>
</table>

*Source: BCC, 2012; * Not shown on constraints map.*
Table 28: Moderate Level Constraints Analysis - Bankstown/Padstow Industrial Precinct

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Industrial Precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interface with Residential Areas and Schools</strong></td>
<td>Moderate level constraints: Moderate and low level constraints can be addressed through design, implementation of building standards or specific land preparation works. As such they do not in themselves preclude urban renewal.</td>
</tr>
</tbody>
</table>

Source: BCC, 2012

Table 29: Low Level Constraints Analysis - Bankstown/Padstow Industrial Precinct

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Extent within Industrial Precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low level constraint:</strong> These constraints would not impede most forms of development.</td>
<td>This type of riverine flood risk precinct affects land adjacent to Salt Pan Creek. This type of stormwater flood risk precinct affects land in the local area.</td>
</tr>
</tbody>
</table>

Source: BCC, 2012
Section 4
Place - Based Local Area Directions

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

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

**Areas for New Housing**

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

Planning for this new housing will consider the Residential Development Study target for the Revesby village centres of 790 additional dwellings by 2031.

**Urban Form**

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

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

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

**Public domain**

The LAP will identify opportunities to enhance the public domain network within the village centre. This will include opportunities to provide plaza spaces within the centre and public domain features which connect the centre to open space.

**Jobs and Economic Activity**

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

Actions in Council’s Employment Land Development Study which support the above will be considered in the LAP.
### Catalyst Sites
Redevelopment of certain sites has the potential to kick-start the urban renewal in the village centre and as such is considered ‘catalyst sites’. These sites include:

- Council-owned land in the retail core.
- Revesby Station – Council will explore opportunities to build on the access across the railway line as part of any urban renewal around the station.
- Large land holdings in private ownership.

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

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

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

### Open Space Provision
The LAP will consider land use options for surplus open space land which does not contribute to environmental value, flood mitigation or public domain. This will include alternative land use options for the Whitehall site as previously resolved by Council.

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

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

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

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

The LAP will explore options for the redevelopment of Council owned land at Macarthur Avenue for the purposes of a multipurpose community centre as previously resolved by Council.
### Protecting our Environment

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

The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services.

The LAP will consider the implications of land contamination and natural processes such as acid sulphate soils.

### Protecting our Waterways

The LAP will ensure that any redevelopment and renewal opportunities focus on land affected by low to moderate level flooding.

The LAP will consider approaches to improvement of water quality by informing development control with water sensitive urban design principles.
Revesby Village Centre
Concept Structure Plan

- Gateway Site
- Opportunity Site
- Core Commercial Zone/Mixed Use
- High Density Residential
- Medium Density Residential/Transition
- High Flood Risk (Stormwater)
- High Flood Risk (Riverine)

- Bus Interchange (Location Indicative Only)
- Train Station
- Railway

Opportunity Sites:
1 - Public Plaza
2 - Community Hub
3 - Alternative uses
4.2 Padstow Village Centre

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

Planning for this new housing will consider the Residential Development Study targets for the Padstow village centre of 940 additional dwellings by 2031.

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

New development within the village centre will engage with the heritage significance of the village centre and incorporate this into any new urban form.

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

**Public domain**  
The LAP will consider opportunities to enhance the public domain network within the village centre. This will include opportunities to provide plaza spaces within the centre and public domain features which connect the centre to open space.

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

Actions in Council’s Employment Land Development Study which support the above will be considered in the LAP.
**Catalyst Sites**  
Redevelopment of certain sites have the potential to kick-start the urban renewal in the village centre and as such are considered ‘catalyst sites’. These sites include:

- Council-owned lands in the retail core.
- Padstow Station – Council will explore opportunities to build on the access across the railway line as part of any urban renewal around the station.

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

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

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

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

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

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

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

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

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

The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services.

The LAP will consider the implications of land contamination and natural processes such as acid sulphate soils.

Protecting our waterways

The LAP will ensure that any redevelopment and renewal opportunities focus on land affected by low to moderate level flooding.

The LAP will consider approaches to improve water quality by informing development control with water sensitive urban design principles.
Padstow Village Centre Concept Structure Plan

- Gateway Site
- Opportunity Site
- Core Business/Mixed Use
- High Density Residential
- Medium Density Residential/Transition
- High Flood Risk (Stormwater)
- High Flood Risk (Riverine)

Bus Interchange (Location Indicative Only)
Train Station
Railway

Opportunity Sites:
1. Community Hub & Plaza
2. Public Plaza
3. Active Frontage/Parking
### 4.3 Neighbourhood Areas

**Areas for New Housing**

The LAP will identify appropriate building envelopes and controls for infill development in the neighbourhood areas. This will include appropriate controls in areas affected by environmental constraint such as high flood risk, bushfire risk and high level acid sulphate soils.

**Urban Form**

Council will investigate urban forms for infill development and how these forms can retain the aspects of the neighbourhood areas valued by the community.

New development within the neighbourhood areas will engage with any identified heritage or environmental significance.

The LAP will identify appropriate building envelopes and development controls for future infill development which promotes high quality design, energy and water efficiency and provision of appropriate waste management services.

**Public domain**

The LAP will consider opportunities to enhance the public domain within the neighbourhood area in particular focusing on links to open space, neighbourhood shops and village centres.

**Jobs and Economic Activity**

The LAP will investigate the current provision of neighbourhood shops and the current and potential provision of shop-top housing.
**Integrated Transport**  
The LAP will review the movement and activity functions of each section of road in the local area and identify the desired future function of our streets.

The LAP will identify ways to increase access and accessibility to and within the neighbourhood areas.

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

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

The LAP will identify an approach for dealing with areas not within walking distance of an open space asset. This includes pockets of residential development south of Padstow centre, west of the Bankstown/Padstow Industrial Precinct and land in the northwestern part of the South East local area.

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

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

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

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

The LAP will identify appropriate controls to deliver high quality design, energy and water efficiency and provision of appropriate waste management services.

The LAP will consider the implications of land contamination and natural processes such as acid sulphate soils.
Protecting our waterways

The neighbourhood areas contain lands affected by high riverine and stormwater flood risk precincts. The LAP will ensure that any redevelopment and renewal opportunities focus on land affected by low to moderate level flooding.

The LAP will also consider approaches to improve water quality by informing development control with water sensitive urban design principles.

4.4 Bankstown/Padstow Industrial Precinct

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

The Employment Land Development Study prepared for Council will inform the LAP for the Bankstown/Padstow Industrial Precinct. This addresses local area direction 14.1.

Exploring linkages between Bankstown/Padstow Industrial Precinct and other strategic employment centres.

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

Modernise and reposition Industry to build on location advantage

- Retain large lots in Industrial Areas adjacent to the M5 and focus on attracting transport and logistics companies needing good access to the Airport and Port.
- Consider land uses in industrial zones and how they align with modern industrial sector processes.

Enhance functionality of key employment centres

- Ensure appropriate road design in industrial precincts. Ensure internal truck access is suited to the industry activities and use. Activity in the industrial precincts should be monitored. If there are early signs of increased Freight & Logistics activity detailed traffic studies will be required to determine where road upgrades are required to cope with high mass vehicles.
- Improve local amenity through regular maintenance programs. Improving amenity is vital to promoting Bankstown as a suitable location for businesses to locate.

- Investigate options to improve safety, and perceptions of safety, within employment centres. Improving safety around industrial precincts and centres will help promote ‘peace of mind’ from existing businesses, new businesses, employees and customers.

- Promote alternative transport options, such as public transport and car-pooling, to combat existing pressure on carparking. The use of alternative transport options is becoming more evident as private transportation costs continue to rise.

- Investigate new techniques of industrial ecology and environmental innovation to reduce greenhouse gas emissions in key industrial precincts. Various styles of eco-industrial park development exist ranging from industrial parks with single by-product exchange pattern or network of exchanges through to recycling business clusters, ‘Green Theme’ development and mixed use development. Major businesses within the LGA should be encouraged to act as pioneer in introducing these innovative approaches.
Section 5
Next Steps
Next Steps

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

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

DATA

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

COMMONWEALTH DOCUMENTS

Commonwealth Government, 2011, National Urban Policy

COUNCIL DOCUMENTS

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

STUDIES

Elton Consulting, 2011, Padstow and Revesby Community Facilities Needs Study
Phibbs, P. and Gurran, N., 2011, Affordable Housing Forum

STATE DOCUMENTS

NSW Government, 2007, Draft West Central Subregional Strategy
NSW Government, 2011, Metropolitan Plan 2036
NSW Government, 2011, NSW 2021 Plan
September 2013
Ordinary Council Report and Attachments
ITEM 4.8  Submissions to South East Issues Paper

ECM SUBJECT  Local Area Plan - South East

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

AUTHOR  City Planning and Environment

ISSUE
This report considers the issues raised during the exhibition of the South East Local Area Issues Paper and how these matters will inform the development of the South East Local Area Plan.

RECOMMENDATION  That –
1. Council note the issues raised in this report and detailed in Attachment A.
2. This feedback be considered as part of the development of the South East LAP.

BACKGROUND
Exhibition of the South East Issues Paper
At the Ordinary Meeting of 26 February 2013, Council resolved to exhibit the Issues Papers for the South East Local Area which includes the suburbs of Revesby, Revesby Heights, Padstow and Padstow Heights.

The exhibition took place from 1 May to 19 June 2013 and included:

- Newspaper advertisements.
- Information provided on the Council website and Council’s interactive website (www.haveyoursaybankstown/selap).
- Letters to properties within the Revesby and Padstow village centres.
- Displays at Council’s Customer Service Centre, Padstow Library and Panania Library.
- Drop-In Sessions where residents, businesses and other stakeholders were able to speak with relevant Council staff about the Issues Paper. These were held at: Panania Library, Padstow Library, Ashford Village Shops (Milperra), East Hills Business centre (East Hills), Revesby Village (Cnr of Selems
Ordinary Meeting of Council held on 24 September 2013
Page 2

Parade and Marco Avenue). Approximately 80 to 100 people in total attended the sessions.

- A resident focus group.

Submissions

Council received 27 submissions (with 10 of these being online submissions) during the exhibition period.

<table>
<thead>
<tr>
<th>Sender</th>
<th>Post, Email, Fax Submissions</th>
<th>Online Submission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>Business Operators/ Private Service Providers/ Developers</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>Government Stakeholders</td>
<td>6</td>
<td>-</td>
</tr>
<tr>
<td>Adjoining Councils</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17</strong></td>
<td><strong>10</strong></td>
</tr>
</tbody>
</table>

The haveyoursayBankstown website activity report shows a significant number of visits to these sites, and downloads of the Issues Paper document.

<table>
<thead>
<tr>
<th>Item</th>
<th>South East</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site visits</td>
<td>418</td>
</tr>
<tr>
<td>Page views</td>
<td>870</td>
</tr>
<tr>
<td>Visitors</td>
<td>265</td>
</tr>
<tr>
<td>Comments</td>
<td>3</td>
</tr>
<tr>
<td>Document downloads</td>
<td>322</td>
</tr>
</tbody>
</table>

It is clear from the statistics that online community engagement is an important way for the community to give Council feedback and for Council to engage with the community on strategic planning matters.

The feedback provided in all submissions is discussed in this report with detailed responses to submissions provided in Attachment A.

Resident Focus Groups

Council engaged StraightTalk to recruit participants, deliver and report on two community focus groups - one for the South West Local Area and another for the South East Local Area. The outputs of these focus groups will be used to inform the development of the draft LAPs, in addition to other consultation and studies.

Participants were selected at random by telephone recruitment and asked a series of screening questions to ensure a diverse mix of views in relation to density and transport. Eighteen participants were recruited for each focus group to ensure a minimum number of 12 participants at each focus group. Twelve participants attended the South East Local Area focus group.

The focus groups were focused on the topics of (i) increase residential density and (ii) approaches to transport planning. The objectives of the focus group were to:

- Residential Density:
  - Educate the community about the impacts of medium and high density on the urban and social environment
Understand community attitudes about the positive and negative impacts of high density and medium density development

- Explore views on preferences for medium density compared with medium/high density in local centres

- Approaches to Transport Planning:
  - Educate the community about conventional transport planning and possibilities for more people-focused transport planning.
  - Gain ideas and suggestions for a more people-focused environments.

The focus group was designed to capture outputs relating to the five objectives by using a combination of short briefing presentations and group discussions to explore the topics of density and transport in detail. The topics were chosen as density and transport were key issues raised in resident submissions.

Feedback on the workshop process showed that overall there was a very high level of satisfaction with the focus group process. Participants were most commonly complimentary about opportunities to participate in an engaging and appropriate way and felt they were able to have their say on these topics.

A detailed report is provided at Attachment B.

REPORT

South East Local Area – Issues Analysis

Issues raised in the submissions discussed one or more of the following topics:

- Renewal of Village Centres
- Increased Residential Density, Housing Choice and Housing Affordability
- Transport System and Accessibility
- Urban Form, Building Design and Catalyst Sites
- Open Space, Recreation and Community Facilities
- Local Economic Activity
- Public Domain, Arts and Culture
- Environmental Protection and Environmental Impacts
- Heritage significance
- Local and State Planning Processes

Resident submissions were generally positive about the proposed changes with the exception of some objections to increased residential density in the village centres. Government stakeholders and service providers supported the proposed changes.

The most common issues raised in submissions are:

- Increased Residential Density
- Transport System Issues and Accessibility
- Urban Form, Building Design and Catalyst Sites

1. Increased Residential Density, Housing Choice and Housing Affordability
There were a total of 10 submissions from South East residents and 4 submissions from government stakeholders which discussed increased residential densities in the village centres.

Six resident submissions support higher residential density. The benefits of higher density are generally considered to be:

- Greater demand on retail and commercial services in the centres which will stimulate local economic activity.
- Better utilisation of transport, open space and community facilities within the village centres.
- Potential to create vibrant, modern centres.
- Potential to provide more housing choice and affordability for future generations.

The four submissions which object to increased residential density were generally concerned that the 'village feel' of the Revesby and Padstow village centres would be lost and that there would be increased traffic impacts. Two of the 4 submissions identified that medium density development was acceptable however this should be capped at 4 storeys.

The outcomes of the resident focus group workshop in relation to residential density for the South East Local Area are as follows:

- **Density impacts**: Participants felt that increased density resulted in smaller dwellings, less private space and fewer social interactions. However, participants recognised that high density residents were less car dependent and had better access to services and facilities. Whilst some hoped that high density would provide opportunities for more public open space others feared it would result in 'more concrete' and felt more people living in close proximity to each other result in untidy properties.

- **Attitudes about high and medium density**: There were conflicting attitudes among participants in relation to density. Participants noted a wide range of positive elements of high density dwellings including that they are more affordable, require a lower level of maintenance and provide a more sustainable option to population growth. Participants felt that there was a better sense of community in medium density when compared to high density. In addition participants were pleased with the opportunities for urban renewal and more public and private space.

- **Preferences for medium verses medium/high density**: Participants were shown two scenarios - one showing a medium density scenario and a medium/high density scenario which concentrated renewal around the core part of the centre and therefore had a smaller renewal footprint. Participants were asked to identify a preferred density scenario for Padstow. Some felt medium density would be better for younger families and would reduce the impact on infrastructure. Others said that a medium/high density scenario provided more housing choice by providing time poor people with less space to maintain. This scenario also allows for low density development to remain in proximity to core retail/commercial areas.
Government and private sector stakeholder submissions raise the following recommendations as follows:

- **Transport for NSW** recommends that Council investigate locating new dwellings adjacent to existing transit nodes (specifically, rail stations and bus interchanges) to encourage public transport and reduce the impact on the road network.

- **NSW Health** would like Council to consider the increasing need for housing and accommodation that is appropriate for seniors and for the health and social services that are accessible to these groups in the community. Bankstown City Aged Care also supports the directions of the Issues Papers.

- **NSW Housing** supports Council’s recognition of the need for medium and higher density dwelling options.

- **NSW Dept. of Family and Community Services** would like Council to provide more low-cost housing options.

**Considerations for South East LAP**

The submissions from residents, business owners, service providers, landowners and government stakeholders highlight the following matters that will need to be addressed in the South East Local Area Plan (SE LAP):

- **Maximum building heights** – The SE LAP will need to consider appropriate heights within the centres which allow the delivery additional housing for future generations, addresses the role of the centre within the LGA and which addresses community expectations where ‘community’ includes all residents and business owners.

- **Appropriate locations for higher density development** – The SE LAP will need to consider appropriate locations for higher density which will retain the ‘village feel’ while allowing for change.

- **Private open space** – Medium and higher density have significantly reduced private open space. This may increase demand on public domain and open space for residents of such development. The SE LAP will identify ways to enhance public domain and public open space to address this growing demand.

- **Social Interaction** – High density residential development is equated with lower social interaction. Opportunities for social interaction will now be provided by the public domain and open space. The SE LAP will identify ways to enhance public domain and open space within the centres to provide opportunities for greater social interaction.

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

- **Low-cost housing options** – The demand for low-cost housing will grow. The SE LAP will need to identify opportunities to deliver low-cost housing in the centres and how Council can facilitate delivery of such housing.

- **Parking** – The demand for parking for residents, commuters and shoppers will grow as the population grows. The SE LAP needs to identify approaches to provide better access to, and from the centres while maintaining, or reducing, traffic impacts of car use.

2. **Transport System Issues**

Council received 9 submissions from residents and 4 submissions from government and private sector stakeholders which discussed transport system issues.

The **resident submissions** generally included:

- Requests for better public transport (especially bus services)
- Suggested road improvements
- Consideration for elderly or less mobile residents and provision of community transport for these residents
- Request for additional parking in the centre
- Requests for the Revesby Multi-storey car park to be patrolled to reduce incidents of graffiti, rubbish dumping and anti-social behaviour.

The outcomes of the focus group workshop in relation to approaches to Transport Planning in the South East Local Area are as follows:

- Participants demonstrated they the implications of the conventional approach to transport planning and the possibilities for more people focused transport. They felt that improvements to public transport was the starting point for creating a more people focused transport system. They also considered that Council should lobby the State Government to achieve this.

- Participants identified a wide range of opportunities to provide a more people-focused environment. These included better lighting, more seating, bike lanes and racks, as well as improvements to public transport connections and frequency.

**Government and private sector stakeholder submissions** request Council to also consider the following in relation to the transport system:

- *T4NSW* recommends that Council locate future dwellings in close proximity to transit nodes (rail stations and bus interchanges) to ensure that public transport use is encouraged and impacts on the road network reduced. They also want Council to undertake a comprehensive assessment of the transport impacts (addressing both the movement of people and goods) of additional dwellings in the village centres.

- *NSW Department of Family and Community Services* would like Council to consider needs of people with mobility issues in key centres.
ordinary meeting of council held on 24 september 2013

• *NSW Health* supports the direction for the generation of local jobs as this would benefit residents by encouraging active transport and minimising car usage. This will in turn increase community health and well-being.

• *Bankstown Aged Care* requested better bus service access to their facility on Hydrae Street (Yallambie Village).

**Considerations for South East LAP**

The submissions from residents, business owners, service providers, landowners and government stakeholders highlight the following matters that will need to be addressed in the South East Local Area Plan:

• **Higher densities in proximity to transport nodes** – The SE LAP will ensure that higher densities are located in proximity to railway stations and bus interchanges to support use of this mode by residents. This will ensure that public transport use is encouraged and impacts on the road network reduced as well as promoting community health and well-being.

• **Better public transport services and accessible facilities** – The SE LAP will advocate for enhanced public transport services and facilities to support urban growth. Features for people with mobility issues will inform any building design and works. This will include ensuring facilities are safe.

• **Increased transport mode options for the community** – The SE LAP will identify opportunities to increase the transport options available to the community in addition to location of increased density around transport nodes and enhanced public transport. This will include identification of gaps in the provision of good quality footpaths within the centre and opportunities to provide bike paths with connections to key destinations.

• **Parking requirements for medium and high density residential development** – The SE LAP will need to identify ways to address parking requirements for medium and higher density residential development which do not reduce the amenity of the streetscape (e.g garages dominating the street) or contribute to greater traffic congestion.

• **Commuter Parking** – The SE LAP will need to identify approaches to dealing with the growing demand for access to railway stations on the East Hills Line for current and future populations.

• **Arterial Road improvements** – The SE LAP will need to identify any required upgrading of major arterial roads required to support increased residential densities in the centres.

**3. Urban Form, Building Design and Catalyst Sites**

Council received submissions from 8 residents which recommended specific development controls for higher density development.
Maximum building heights for higher density development in resident submissions ranged from 4 to 12 storeys and 2 to 3 storey maximums for medium density development. FSRs proposed within the centre ranged from 3.5:1 up to 6:1.

Some resident submissions considered that a major issue for development, particularly in centres, is design quality. There should be a high standard of design quality for all centre development. Design quality contributes to the overall feel of centres and whilst largely subjective, it can add to the interest and appeal of a town centre. Submissions suggested that development be referred to a Council urban designer/architect for input or to an Architectural Review Panel.

In relation to catalyst sites, Council received submissions from *Henroth Investments, URBIS, NSW Housing* and resident submissions.

The submission from *Henroth Investments Pty Ltd* (on behalf of the owners of the existing Go-Lo site) included a concept design for the redevelopment of the existing Go-Lo site with two options:

- Option 1 includes the Council-owned forecourt land and includes a 3 storey podium with towers above. A mixed-use tower (retail on ground floor, residential above) of up to 11 storeys would bookend the development.
- Option 2 is limited to the Go-lo site and is comprised of a single 14 storey building at the interface with Council land and a 3 to 4 storey form for the remainder of the site.

*Henroth Investments Pty Ltd* believes that such a proposal would deliver housing choice as well as provide a catalyst for renewal of the Revesby Railway Station Forecourt area.

A submission from *URBIS* (on behalf of the owners of the Revesby Workers Club) seeks a flexible mixed-use zoning for property holdings on Brett Street. They also consider that Council’s Draft LEP (currently on exhibition) is an appropriate mechanism to resolve the Club’s existing use of the Revesby Bowling Club site as a registered club which is currently prohibited in the 2a) residential zone.

NSW Housing would like to work with Council to identify potential for renewal on their lands in the village centres and in the neighbourhood areas.

Two resident submissions identified the Woolworths car park as having potential to become an urban square with outdoor dining, retail and high density living. Other properties in Revesby were also identified as catalyst sites in a resident submission.

*Considerations for South East LAP*

The submissions from residents, landowners and government stakeholders highlight the following matters that will need to be addressed in the South East Local Area Plan:

- **Maximum building heights and FSRs** – The SE LAP will need to consider appropriate heights and FSRs within the centres which allow the delivery of additional housing for future generations, addresses the role of the centre within the LGA and which addresses community expectations where
‘community’ includes residents and business owners, as well as government stakeholders.

- **Further Analysis of Catalyst Sites** – The SE LAP will identify options for the catalyst sites which address the vision for the sites as high quality community spaces. This will include high level discussions with adjoining landowners.

- **Providing the right development for achieving design quality** – The LAP will identify the elements of design quality that can be affected by development controls and those which require other policies.

- **Work with NSW Housing to renew sites within village centres** – Sites in NSW Housing ownership within the village centres may have the potential to be provide sites for renewal. Council will work with NSW Housing to identify these opportunities as part of the development of the LAP.

- **Consider development potential in the neighbourhood areas** - Council’s existing controls in low density residential areas (the 2(a) Residential zone) already provide opportunities for medium density development (dual occupancy, villas, row houses) for sites that meet the minimum lot size and frontage controls. The LAP will identify approaches to ensure that infill development in the neighbourhood areas does not detract from the amenity of these areas.

4. **Other Issues Raised and Considerations for SE LAP**

The submissions also highlighted the following other matters that will need to be addressed in the South East Local Area Plan:

- **Open Space, Recreation and Community Facilities:**
  - Demand for recreational facilities – The LAP will identify whether the existing facilities can cater for current and future populations.
  - Open space demand – The LAP will clarify the amount of open space required to address the needs of current and future populations. This will include consideration of alternative uses for surplus lands, improved access to key parks and consideration of other park needs (e.g. dog-friendly parks).
  - Community Facilities - The LAP will identify the future role for out existing community facilities including identifying options for a multi-purpose community centre in the South of the LGA.

- **Local Economic Activity:**
  - The LAP will identify the extent of retail/commercial land within centres. This will include a review of controls for retail and commercial activity to ensure that the controls support business activity.

- **Public Domain, Arts and Culture:**
  - The LAP will identify opportunities to provide high quality public spaces for land within centres (footpaths, town squares, etc), land on the Georges River foreshore, and residential streets.

- **Environmental Protection and Environmental Impacts:**
o The LAP will consider threats posed by Bush Fire Prone lands.

- Heritage significance:
  o Heritage significance in the local areas - The LAP will identify properties and places which have heritage significance. Council will work with affected property owners to facilitate this process.
  
o The owner of 61 Padstow Parade, Padstow requests that the proposed heritage listing of their property be reconsidered. The Issues Paper does not currently confirm listing of this property. This will be considered as part of the development of the South East LAP and formalized as part of the Planning Proposal.

  Council will work with the landowner to discuss the opportunities and challenges of recognising the heritage significance of their property.

- Local and State Planning:
  o Evidence-based strategic planning - The LAP will set out a sound plan for the future of the local area which provides liveable centres and neighbourhood areas. The plan will be informed by specialist studies and will be informed by community consultation.

NEXT STEPS

The SE LAP will be informed by the feedback provided as set out in this report. This will require some additional investigations including:

- Urban design analysis to identify appropriate building heights and land uses in the centres. This analysis will also consider aspects such as building design and overshadowing.
- Retail floorspace demand to assess whether there is sufficient retail and commercial zoned land in the centre to support future populations.
- Analysis of the movement and activity functions of our streets, how this might change to 2031 and the implications of this for the local area.
- Open space analysis to identify the kind of spaces that will be required to 2031 and opportunities to improve access to key parks.

Feedback will be sought from the community on a draft South East LAP after reporting to Council in mid-2014. Other community engagement opportunities will also be considered at that time.

POLICY IMPACT

The South East Local Area Plan Issues Paper will inform the development of the South East Local Area Plan.

FINANCIAL IMPACT OF RECOMMENDATIONS

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

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

2. This feedback be considered as part of the development of the South East LAP.

ATTACHMENTS
A. Detailed Summary of Submissions
B. Focus Group Outcomes Report (FINAL)
CLR. PARKER:/CLR. GOLLEDGE
That –

1. Council note the issues raised in this report and detailed in Attachment A.
2. This feedback be considered as part of the development of the South East LAP.

CLR. DOWNEY:/CLR. DANIEL
That
1. Council note the issues raised in this report and detailed in Attachment A.
2. This feedback be considered as part of the development of the South East LAP.
3. As an integral part of the development of the South East Local Area Plan, Council ascertain what public infrastructure, resources and facilities will be required, who will be responsible for financing these items and when will this infrastructure and these services be made available or brought on line.

THE AMENDMENT ON BEING PUT BECAME THE MOTION.

THE MOTION WAS THEN PUT.

RESOLVED that –

1. Council note the issues raised in this report and detailed in Attachment A.
2. This feedback be considered as part of the development of the South East LAP.
3. As an integral part of the development of the South East Local Area Plan, Council ascertain what public infrastructure, resources and facilities will be required, who will be responsible for financing these items and when will this infrastructure and these services be made available or brought on line.

- CARRIED
### Summary of Issues

#### Resident Submissions

<table>
<thead>
<tr>
<th>Resident No.1</th>
<th>Council Response</th>
<th>City Directions</th>
<th>SE Directions</th>
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<tbody>
<tr>
<td>Supports higher density and recommends a 3:5:1 FSR in Swan Street to overcome unattractive spot rezoning development that has occurred in this street.</td>
<td>Detailed urban design analysis will consider the most appropriate FSRs for the centre which reflect its role in the centres hierarchy, the volume of growth supported by Council (based on the RDS targets), and the range of heights discussed in the submissions. The analysis will also consider the extent of renewal required in the centre and impacts of taller buildings such as overshadowing.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<tr>
<th>Resident No.2</th>
<th>Council Response</th>
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<th>SE Directions</th>
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</table>
| Does not support storey development in Padstow village centre. Increased traffic impacts, including noise would result. This resident also does not support Council amalgamations. The resident does support the proposed car park on Padstow Parade. They also request that trees removed as part of the Railway upgrade should be replaced. | Council acknowledges the value that residents place on the existing form and feel of their local areas and village centres. However, Council is required to consider the long term future of our village centres and local areas. Increased residential densities are necessary to:  
- Accommodate Future Generations  
- Provide for Household Change and demand for housing choice within the local area  
- Activate our centres and increase economic activity  
- Place people and houses close to transport, services, and facilities and jobs  
- Reduce the impacts of growth on our natural environment  
  Council is committed to careful consideration of how growth should occur and it is for this reason that the Local Area Planning approach was developed. This approach allows for detailed analysis of each local area and its particular characteristics to be understood and to inform the plan for that area. It also allows for community participation at each stage of the process. The eventual changes to the local areas and village centres will be specific to that local area.  
  Council also objects to Council amalgamations and has made representations to the State Government outlining the case for remaining a stand-alone LGA due to our size (190,000 people) and sound financial position.  
  In relation to the street trees, extensive tree planting, landscaping and off-sets were approved by Council as part of the redevelopment of the Station. Tree loses within the railway corridor did occur however this land is owned and managed by the former Railcorp (now Sydney Transport). | Liveable/Connected/Public Domain/Parking | Urban Form |
Resident No. 3 provides the following comments:

<table>
<thead>
<tr>
<th>Summary of Issues</th>
<th>Council Response</th>
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<tr>
<td>Resident No. 3 provides the following comments:</td>
<td>Council acknowledges the value that residents place on the existing form and feel of their local areas and village centres. While medium density may be acceptable, it will not deliver the volume of additional dwellings required to address forecast population growth and demand for housing choice. Council is committed to careful consideration of how growth should occur and it is for this reason that the Local Area Planning approach was developed. This approach allows for detailed analysis of each local area and its particular characteristics to be understood and to inform the plan for that area. It also allows for community participation at each stage of the process. The eventual changes to the local areas and village centres will be specific to that local area.</td>
</tr>
<tr>
<td>They also consider that the Whitehall site would be perfect for villas for the aged.</td>
<td>In February 2009, Council resolved to demolish existing structures and dispose of the site with funds from the sale being used for community purposes. This resolution, along with alternative land uses for this site will be considered as part of the LAP process.</td>
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<tr>
<td>In relation to transport, they recommend that commuter parking at Revesby Station be retained and that there be a lower speed limit in centre of 40km/h. Bransgrove Road should also be resurfaced.</td>
<td>Revesby Station Forecourt Area has been identified as a catalyst site. This will require further analysis of options and importantly the ability for existing uses to be accommodated on this site. Options for this site will be available for public comment as part of the exhibition of the South East Local Area Plan. Council will be taking a strategic approach to transport planning and analysis of issues. It can be the case that addressing a problem in one spot could create other problems in the same locality of a different kind. It is imperative that site-specific transport management works are informed by an understanding of the impact of such works on the transport system. It is acknowledged however that we wish to keep the village centres people-focused and lower speed limits could be part of that approach.</td>
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<tr>
<td>Resident No. 4 is concerned about cleanliness, graffiti and inappropriate use of the Revesby Multi-storey car park lifts. They would like to see the car park patrolled for these reasons.</td>
<td>Residents are encouraged to contact Council when they see this kind of behaviour occurring. Council’s graffiti cleaners are also on-call to deal with any new graffiti identified by residents. The car park operation and management is split between Council (Ground and first floor) and the Sydney Transport (upper floors). Council will also pass on these concerns to Sydney Transport.</td>
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<td>Summary of Issues</td>
<td>Council Response</td>
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<tr>
<td><strong>Resident Submissions (cont)</strong></td>
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<td>Resident No. 5 generally supports the items set out in the Issues Plan. They suggest that the definition of High and Medium Density should be a general definition across the board for the total council area. For the Padstow Village Centre area, they suggest no more than three storeys height for buildings.</td>
<td>Council's approach is to tailor high and medium density to the local areas and to the specific centres within which it will be located. High density appropriate in the Bankstown CBD for example, may not be appropriate within our village centres. This is also the case for medium density development. Council's current planning controls already impose a 3 storey height limit in the Padstow and Revesby village centres. The current building form is generally single to two storey buildings in the centre. This indicates that the potential for an additional storey or two is not sufficient incentive for landowners and developers to consider redevelopment of land in this centre.</td>
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<td>Resident No. 6 would like consideration to be given for seating, tables and benches so that all members of the community can come together for social events or to just catch up. Particularly along the river or in parks. They would also like the Picnic Point Boatshed to be upgraded or sold and turned into a cafe and have little cafes along the river so people can stop and rest in comfort.</td>
<td>The LAP will identify some priority works to parks and other open space areas including the river foreshore area to address expected use to 2031. Council will be considering elements such as seating, tables, benches as part of any detailed plans for embellishment of these areas.</td>
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<td>Resident No. 7 is supportive of additional development in close proximity to the station, shops and other amenities in Revesby village centre. They would also like to know if Council would consider relaxing frontage requirements to allow for greater development potential.</td>
<td>Council will be considering the kinds of development control that will deliver medium and higher density development within the village centres. This may or may not require changes to frontage requirements however any decisions made will be informed by urban design analysis.</td>
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<tr>
<td>Summary of Issues</td>
<td>Council Response</td>
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<tr>
<td><strong>Resident Submissions (cont)</strong></td>
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<td>Resident No. 8 believes it is imperative for council to significantly increase residential densities in close proximity to the centre.</td>
<td>Council notes the feedback provided. Council's adopted policies provide the direction for Council to consider increased residential densities and renewal. The scale of increased density must however be appropriate to each centre and reflect the role of the centre within the City.</td>
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<td>They consider the Revesby village centre to be key shopping centre of the south. Significant Council funds have been spent on the transport system in recent years so he feels that Revesby is more than capable of accommodating increased densities.</td>
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<td>They also consider that provision of greater densities in proximity to the centre would better utilise existing facilities and support existing retailers. Affordability of housing within the area for his children may be achievable with the provision of apartments that could be purchased or at least rented.</td>
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<td>Resident No. 8 believes much of the existing housing stock in proximity of the centre is looking tried and in average condition and in need of renewal. He feels it's time for Revesby to grow and develop into a revitalised vibrant modern centre that supports a sustainable population.</td>
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<p>| | Liveable | Urban Form |</p>
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<thead>
<tr>
<th>Summary of Issues</th>
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<tbody>
<tr>
<td><strong>Resident Submissions (cont)</strong></td>
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<td>Resident No. 9 provided a detailed submissions:</td>
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<tr>
<td>• Revesby has strong potential to develop as a town centre and the key centre for the southern Bankstown region.</td>
<td>Council's centres hierarchy identifies Revesby, Padstow and Yagoona as the key village centres in the City.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<tr>
<td>• Both Revesby and Padstow should accommodate taller development (limited to the town centres). Perhaps 8-10 storeys along Marco and Blamey Streets, and then step down in heights in the Revesby Town Centre. In Padstow, Cahors Road and Howard Road should accommodate 6-8 storey developments, limited to the Town Centre area.</td>
<td>Detailed urban design analysis will consider the most appropriate heights for the centre which reflect its role in the centres hierarchy, the volume of growth supported by Council (based on the RDS targets), the range of heights discussed in the submissions. The analysis will also consider the extent of renewal required in the centre and impacts of taller buildings such as overshadowing.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<tr>
<td>• Residential blocks immediately adjacent to the town centres should accommodate denser housing types. Council should investigate the development of terrace housing as an alternative to town houses. Such housing would allow for dense housing with street frontages, rather than town house developments that become internalised and do little for street activity.</td>
<td>The approach taken by Council is to concentrate higher density with the core business area and lands immediately adjacent to it. Terrace housing is considered an appropriate housing type for the City with a new housing zone - 2(c) Medium Density - being created to accommodate this kind of housing type. Its use within the Revesby and Padstow village centres will be explored as part of the urban design analysis.</td>
<td>Liveable</td>
<td>Urban Form</td>
</tr>
<tr>
<td>• Town Centre parks should be significantly enhanced to be of a high quality public open space that makes Town Centre living and working attractive. Parks should always be well kept, include outdoor gyms, children's play facilities and areas for both active and passive recreation. These parks include Little Reserve (Padstow) and Abel Reserve (Revesby).</td>
<td>The LAP will identify parks for embellishment and focus on those within the village centres which will have the greatest demand in future. The nature of the embellishments will need to be informed by a detailed analysis of community needs and the ability for Council to fund such works in the future.</td>
<td>Green</td>
<td>Open Space</td>
</tr>
<tr>
<td>• The car park at 48 Marco Parade (Woolworths Parking) has great potential to become an Urban Square with outdoor dining, retail and high density living.</td>
<td>This site has not been identified as a catalyst site by Council but will be considered further as part of the LAP.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<td>Summary of Issues</td>
<td>Council Response</td>
<td>City Directions</td>
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<td><strong>Resident Submissions (cont)</strong></td>
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<tr>
<td>• Facilities such as Revesby Pools should expand their offering to include integrated gyms and become health and fitness centres rather than just a swimming pool. Such facilities are popular in City of Sydney, Ryde and elsewhere.</td>
<td>Council provides a range of recreation facilities across the City. These facilities require significant investment to operate and maintain. Demand for new or upgraded facilities will need to be informed by a thorough analysis of needs in the local area to 2031. Council will be developing a Recreation Facilities Strategy to inform these decisions.</td>
<td>Liveable</td>
<td>Social Infrastructure</td>
</tr>
<tr>
<td>• Co-located community facilities are supported, particularly with regards to mixed use halls, performance spaces, and other facilities for events. These should be within the town centres and can be catalysts for town centre activity in the day and night.</td>
<td>Multi purpose facilities are considered to be an appropriate way for council to deliver services to the community. Council has resolved to consider a multi-purpose centre in the south of the LGA.</td>
<td>Liveable</td>
<td>Social Infrastructure</td>
</tr>
<tr>
<td>• The retail development of Revesby is supported. Council should also support a large format new supermarket in Padstow Town Centre to contain the pull factor of Revesby.</td>
<td>Council will undertake further investigation of the retail/commercial floorspace demand to inform the LAP. This analysis will assist Council to assess if there is sufficient land zoned for this purpose available to meet future demand.</td>
<td>Invest</td>
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<tr>
<td>• Work-Live apartment types should be encouraged in the Town Centres to allow for work-from home and start up opportunities.</td>
<td>Work-Live apartments, like all development types, require certain criteria to make them work. While they may work in more inner-City locations it is yet to be tested whether this form would be built in Bankstown, and if it would be the kind of development type that is in demand in this area. Additional investigations will be required to pursue this development type in the Revesby and Padstow village centres.</td>
<td>Liveable/Invest</td>
<td></td>
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<tr>
<td>• Council should investigate programs to allow creatives and non-profits to utilise vacant retail and commercial premises in town centres to keep them active. Such creatives and non-profits can be responsible for outgoing costs during the time a property is for lease.</td>
<td>This is a policy which has worked well in other suburban LGAs such as Parramatta and Newcastle for example where there are areas of high retail/commercial vacancy rates. The Revesby and Padstow village centres fortunately do not suffer from significant vacancy rates with most shops being tenanted and the centres showing a good level of activity. However some of the smaller centres could benefit from such a policy. Further investigation would be required to test this.</td>
<td>Invest</td>
<td>Invest</td>
</tr>
<tr>
<td>• Council should have a stronger public arts program, particular for Town Centres such as Revesby and Padstow. Public art should be creative, interactive and something that pulls the community into a Town Centre.</td>
<td>Council currently undertakes public arts works through its Town Centre Improvement Program (TCIP). In cases where public art is included in a program of works to a centre, this has allowed for significant community input and in many cases the community has contributed to the final designs for a mainstreet or centre. It is however acknowledged that Council does not currently have a public arts policy and that it may be an area for further investigation.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<td><strong>Resident Submissions (cont)</strong></td>
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<td>• One major issue for development, particular in town centres, is design quality. There should be a high standard of design quality for all town centre developments. Town centre developments should be referred to Council’s urban designer/architect for input. Design quality contributes to the overall feel of town centres and whilst largely subjective, it can add to the interest and appeal of a town centre.</td>
<td>The importance of good quality design cannot be understated. It assists in delivering housing that is functional but that also contributes positively to the character of an area. There are some key elements that inform good design such as the use of good quality materials, appropriate layouts, facade treatments and colour schemes and careful consideration of the locality. However, within a more flexible planning system proposed in the White Paper, securing such elements may be harder for Council to mandate. It will be imperative that the contributing factors to good design be properly understood by Council and the community and where possible implemented through the LEP, DCP and supporting policies.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<tr>
<td>• In terms of connectivity, there should be greater Revesby to Bankstown connections including high frequency buses.</td>
<td>It is acknowledged that North/South public transport connections are limited. Council will continue to advocate for improved north/south connections to provide better public transport options for our community.</td>
<td>Connected</td>
<td>Public Transport</td>
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<tr>
<td>• Potential ways to utilise the waterfront, particular publicly accessibly areas, should be investigated. Council could have a River Lights festival, with public 'illuminated' or creative art works along portions of the river. Artworks could be funded by the artist.</td>
<td>Council is committed to improved foreshore access along the Georges River and opportunities to provide this will be identified in the LAP.</td>
<td>Liveable</td>
<td>Social Infrastructure</td>
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### Resident Submissions (cont)

Some other potential catalysis sites proposed Resident No. 9 are:

- **Revesby town centre block between the River Road, Blamey Street, Blamey Place and Macarthur Avenue.** A block with large land holdings. Good potential for shop top housing development on the edge of the town centre. River Road dwellings opposite should be upzoned for terrace type housing with rear lane access off Montgomery Avenue.
- **The Revesby Police Station site and 133 The River Road** should be considered for medium density housing 2-3 story residential flat building development. Housing at 38-60 Salems Parade has strong potential for denser terrace type housing given they have rear lane access. These could also include studio-top garages off the rear lane to provide affordable housing/granny flat opportunities.
- **Housing from 22-38 Polo Street,** particular those that have or can have rear access, also have strong potential for terrace housing types.
- **48 Marco Street (Woolworths Parking site)** is a prime town centre location covered with a car park. This should accommodate an urban square, maintaining links to north of town centre, but providing a large urban open space surrounded by higher density development.
- **Padstow RSL site** – this is a large site with potential for redevelopment or expansion to include more community facilities with the RSL.
- **Low density housing on north side of Padstow Station** should be up zoned.

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<tr>
<th>Summary of Issues</th>
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<td><strong>Liveable</strong></td>
<td>Council has identified the following catalyst sites in the South East local area: Revesby - Revesby Station Forecourt, Community Land on Macarthur Street; Padstow - Community Land on Cahors Road and the future commuter car park site. A detailed urban design analysis will investigate options for these sites. Community feedback will be sought on these options during the exhibition of a South East Local Area Plan.</td>
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<td><strong>Urban Form</strong></td>
<td>Liveable</td>
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Resident Submissions (cont)

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<tr>
<th>Resident No. 10 raised the following detailed issues:</th>
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<tr>
<td>1. Bus route: (A) M91, M92 please include Revesby and Panania if possible. (B) Provide bus access to commute from Revesby to Burwood, Campsie, Ashfield, Cabramatta, or Liverpool.</td>
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<tr>
<td>2. There is little/no indoor sport centres in Revesby region for basketball, table tennis, squash court, or indoor tennis.</td>
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<tr>
<td>3. Please widen the Hedlund Street as it quite narrow for a car to pass that one way lane when both sides were occupied by parking cars in the daylight. The lane is the shortest access to Weston Street from The River Road as there is &quot;no right turn&quot; from the River Road to the Weston Street.</td>
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<tr>
<td>4. Convert the car space along both side of the Revesby Station into retail shops similar to Hurstville Station.</td>
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<tr>
<td>5. Have someone inspect the creek at McGirr Street Revesby as it was quite dirty and may block the flow of dirty water.</td>
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<tr>
<td>6. Where can you build higher than 2 level buildings (say 4 - 6 levels)? What are the requirements? Can you build it in the Beebe Avenue Revesby? Marco Avenue Panania near Panania Station?</td>
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<tr>
<td>7. Can you build a bridge connecting the South and North of the Revesby shopping centres eg connect Tarro Avenue to Marco Avenue to ease the flow of traffic and easy access for people who live south of Revesby station.</td>
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<th>Council's Response</th>
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<tr>
<td>1. Council will continue to advocate for improved bus services and opportunities to address gaps in services.</td>
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<tr>
<td>2. Council provides a range of recreation facilities across the City. These facilities require significant investment to operate and maintain. Demand for new or upgraded facilities will needs to be informed by a thorough analysis of needs in the local area to 2031. Council will be developing a Recreation Facilities Strategy to inform these decisions.</td>
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<tr>
<td>3. Council will be taking a strategic approach to transport planning and analysis of issues. It can be the case that addressing a problem in one spot could create other problems in the same locality of a different kind. It is imperative that site-specific transport management works are informed by an understanding of the impact of such works on the transport system.</td>
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<tr>
<td>4. Council has identified the Revesby Station forecourt area as a catalyst site which merits investigation of renewal options that include a public space. The scale of redevelopment in this location would be the outcome of further analysis. Council has invested significantly in the public domain around Blamey Street and while increased residential density is proposed it has not been identified as a catalyst site.</td>
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<tr>
<td>5. Feedback has been provided to Customer Service to follow-up on this matter.</td>
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<td>6. Council's current planning controls do not permit heights greater than 3 storeys with the exception of land within the Chester Hill Town Centre (Maximum of 5 storeys). This is also subject to minimum lot frontage requirements.</td>
</tr>
<tr>
<td>7. Council will be taking a strategic approach to transport planning and analysis of issues. It can be the case that addressing a problem in one spot could create other problems in the same locality of a different kind. It is imperative that site-specific transport management works are the result of an understanding of the impact of such works on the transport system. Bridges, especially bridges over railway lines require significant capital investment and as such the benefits of such investment need to be balanced against the benefit of those works. The LAP may identify such works or there may be works of higher priority for the centre.</td>
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<td><strong>Resident Submissions (cont)</strong></td>
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| Resident No. 11 is opposed to high rise or high density development in the northern side of the station in Banks street and others surrounding Banks St that are currently zoned 2(a). Medium to high density units will increase traffic, spoil the tranquillity of the streets, reduce privacy and sunlight to house dwellings, increase noise and generally spoil its visual aspects. If there has to be an increase in higher density housing in Padstow then they believe it needs to be on the Southern side of the train line primarily in the centre area where there are already a few higher density residential buildings. Other suitable locations are Revesby village centre and the Bankstown CBD. | Council acknowledges the value that residents place on the existing form and feel of their local areas and village centres. However, Council would not be doing its job if we did not consider the long term future of our village centres and local areas. Increased residential densities are necessary to:  
• Accommodate Future Generations  
• Provide for Household Change and demand for housing choice within the local area  
• Activate our centres and increase economic activity  
• Place people and houses close to transport, services, and facilities and jobs  
• Reduce the impacts of growth on our natural environment  
Council is committed to careful consideration of how growth should occur and it is for this reason that the Local Area Planning approach was developed. This approach allows for detailed analysis of each local area and its particular characteristics to be understood and to inform the plan for that area. It also allows for community participation at each stage of the process. The eventual changes to the local areas and village centres will be specific to that local area. | | Liveable | Urban Form |
| Resident No. 11 also feels that it is unfair to existing residents who bought in an area on the assumption that only low density residential house dwellings could be built only to have this changed. | | | |
| Resident No. 12 would like to have stream room in Birrong swimming | Council notes this submission. Associated activities at swimming pool facilities will be considered as part of any recreation facility strategy. | Green | Social Infrastructure |
Resident Submissions (cont)

Resident No. 13 provide a detailed submission which raised the following issues:

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<th>Summary of Issues</th>
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<tbody>
<tr>
<td>• Poor Road Layout in centres; Growth will lead to more cars; continue to prioritise pedestrians; River Road/Marco/Sphinx a key intersection</td>
<td>Council notes this feedback and is committed to enhancing the people-focused approach to transport management in the village centres.</td>
<td>Connected</td>
<td>Connected</td>
</tr>
<tr>
<td>• densities: low 1-2 storey; 2-3 medium, 4+ high (max 5-6 storey)</td>
<td>Detailed urban design analysis will consider the most appropriate heights for the centre which reflect its role in the centres hierarchy, the volume of growth supported by Council (based on the RDS targets), the range of heights discussed in the submissions. The analysis will also consider the extent of renewal required in the centre and impacts of impacts such as overshadowing.</td>
<td>Liveable</td>
<td>Urban Form</td>
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<td>• need to consider overshadowing of low density</td>
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<tr>
<td>• Increased density area should be expanded to Bransgrove Road</td>
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<td>• Transition areas should follow main roads</td>
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<td>• Mixed-use should have lower car parking rates</td>
<td>Council will be taking a strategic approach to transport planning and analysis of issues. This includes parking management. Getting people out of their cars requires more than just reduction of car parking rates. It means providing viable alternatives to the car - reliable and safe public transport, good quality and safe pedestrian and cycle paths, commuter and shopper parking that is well-located but does not displace other important land uses. Council will consider these issues in the development of its transport framework and supporting policies which will in turn inform the South East Local Area LAP.</td>
<td>Connected</td>
<td>Parking</td>
</tr>
<tr>
<td>• Potential for more retail floorspace</td>
<td>Increasing local economic activity is an important objective for our local areas. Potential for more retain floorspace will be assessed to ensure there is sufficient zoned land to accommodate future retail and commercial demand. This analysis will also consider the impact of current development controls on elements such as trading hours and the need for other activities to occur (e.g. produce markets)</td>
<td>Invest</td>
<td>Village Centres</td>
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<td>Summary of Issues</td>
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<td><strong>Resident Submissions (cont)</strong></td>
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<td>Resident No. 13 (cont)</td>
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<tr>
<td>- Need facilities for under 10's (skate, basketball, etc)</td>
<td>Council provides a range of recreation facilities across the City. These facilities require significant investment to operate and for maintenance required. Demand for new or upgraded facilities will need to be informed by a thorough analysis of needs in the local area to 2031. Council will be developing a Recreation Facilities Strategy to inform these decisions.</td>
<td>Liveable</td>
<td>Social Infrastructure</td>
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<td>Resident No. 14 considers that as the Padstow centre is built around Padstow train station, it is important for the growth area of Padstow and surrounding suburbs for any land within 300 metres of the Padstow train station be considered Core business / mixed use providing for high rise residential / commercial development. This subject land should provide for high density development with a minimum of 8 storeys and a maximum of 12 storeys. The floor space ratio range should be between 4.5:1 and 6:1. It is important that Council allow for high density and mixed use development options in the land that is within close proximity to Padstow train station. This will ensure that the village centre is vibrant, accommodate forecast population growth and capitalise on existing public transport options. By increasing the development density, it will create an increase in the population, which will result in an increased demand for retail and commercial services, enhancing local economic activity. In the Padstow Village Centre Concept Structure Plan it identifies 4 gateway sites. Of the 4 gateway sites, it appears that the Banks Street gateway site would be most suitable to increase development density as you approach the train station given its prominence, direct route along the train station line, high pedestrian and vehicle traffic flow (main arterial road and closest proximity to Bankstown CBD).</td>
<td>Council notes the feedback provided. Council's adopted policies provide the direction for Council to consider increased residential densities and renewal. The scale of increased density must however be appropriate to each centre, reflect the role of the centre within the City and ensure that amenity impacts are not significant (i.e overshadowing).</td>
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<td><strong>Resident Submissions (cont)</strong></td>
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<td>Resident No. 15 is the owner of a property identified as having heritage significance (61 Padstow Parade Padstow).</td>
<td>Over recent years due to the risk of public safety, deterioration from weather and age the facia has undergone substantial change.</td>
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<td>Growing demands of lessees to update their shopfronts and the public safety consideration arising from crumbling soft texture bricks which were the focal point of the late 1940’s designed building required removal and replacement of these bricks.</td>
<td>The Issues Paper does not currently confirm listing of this property. This will be considered as part of the development of the South East LAP and formalized as part of the Planning Proposal.</td>
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<td></td>
<td>Resident No. 15 requests that the proposed heritage listing of the property be reconsidered as the facia no longer resembles that of it original. Such a classification may hinder the progress of redevelopment and the asset value of the said property.</td>
<td>Council will work with the landowner to discuss the opportunities and challenges of recognising the heritage significance of their property.</td>
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16. Business Owner Submissions

The business owner supports the increased density of the area along the rail corridor to allow for unit/apartment construction. They also support the engagement with the community that Council has completed.

They would also like Council to encourage construction of Granny flats, encourage outdoor dining and review Trading Hours to keep customers in the centres.

Council is committed to enhancing local economic activity. We believe additional density in the centres will contribute to additional demand for goods and services in those centres. Council will consider the suggestions made as we develop the South East Local Area plan.

17. Revesby Community Action Group (Resident Advocacy Group)

The Community Action Group (CAG) does not support high density but finds that medium density may be appropriate with a 4 storey maximum height.

The CAG support redevelopment of Revesby Station forecourt area and the YMCA/Community Hall site south of the railway line. Whitehall site should be aged housing.

Council acknowledges the value that residents place on the existing form and feel of their local areas and village centres. While medium density may be acceptable, it will not deliver the volume of additional dwellings required to address forecast population growth and demand for housing choice.

Council is committed to careful consideration of how growth should occur and it is for this reason that the Local Area Planning approach was developed. This approach allows for detailed analysis of each local area and its particular characteristics to be understood and to inform the plan for that area. It also allows for community participation at each stage of the process. The eventual changes to the local areas and village centres will be specific to that local area.

The support for the catalyst sites is noted. Further analysis of options for these sites will be developed by Council and will be available for public comment as part of the exhibition of the South East Local Area Plan.
### Summary of Issues

<table>
<thead>
<tr>
<th>Number</th>
<th>Developer/ Landowner</th>
<th>Proposal</th>
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<tbody>
<tr>
<td>18.</td>
<td>Henroth Investments - On behalf of owners of Go-Lo Site</td>
<td>- Option 1 includes the Council-owned forecourt land and includes a 3 storey podium with towers above. A mixed-use tower (retail on ground floor, residential above) of up to 11 storeys would bookend the development. &lt;br&gt;- Option 2 is limited to the Go-lo site and is comprised of a single 14 storey building at the interface with Council land and 3 to 4 storey form for the remainder of the site. &lt;br&gt;Henroth Investments Pty Ltd believes that such a proposal would deliver housing choice as well as provide a catalyst for renewal of the Revesby Railway Station Forecourt area.</td>
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| 19.    | URBIS (on behalf of owners of Revesby Workers Club) | - Landowner seeks additional use for Revesby Bowling Club land to legitimize existing land use <br>- Landowner seeks a flexible mixed-use zoning for their land holdings on Brent Street | Council will consider the submission to add the additional use as part of the Standard Instrument exhibition; <br>Council will undertake urban design analysis of the southern side of the Revesby Village Centre to inform the LAP including large lots (or groups of lots) in single ownership. |

| 20.    | Liverpool City Council (Council) | - Supports Councils LAP approach <br>- Change title "Local Area Plan” as too close to "Local Plan" | Liverpool CC’s submission is noted. |

### City Directions

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<tr>
<td><strong>21. NSW Dept. of Family and Community Services (NSW Govt)</strong></td>
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<tr>
<td>• Community Needs - Council should work with public and private sector community care providers to ensure can meet the needs of future population.</td>
<td><strong>Community Needs</strong> – The South East LAP is a spatial plan. Detailed analysis of community care needs is undertaken by Council’s Community Planning and Development team who identify community needs and how Council can provide, or support, programs that address these needs. Any spatial requirements of such programs (such as dedicated facilities) would inform the South East LAP.</td>
<td>Liveable; Connected</td>
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<tr>
<td>• Facilities - Ensure facilities are accessible and skills available in design and works to facilitate this.</td>
<td><strong>Facilities</strong> - The issues paper direction to enhance the offer of community facilities in the local area will guide the future LAP.</td>
<td></td>
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<tr>
<td>• Housing - Need to provide low-cost housing options</td>
<td><strong>Housing</strong> - Council will work with NSW Housing to explore opportunities for renewal and housing delivery on their sites. Council does not have a policy of providing low-cost housing and has chosen to focus on the delivery of greater housing choice.</td>
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<td>• Mobility - Consider needs of people with mobility issues in key centres. This includes: adequate accessible local transport options, lighting and sign posting, additional seating and access ramps along village shopping strips; seating, shade and accessible toilet facilities in green spaces; additional disabled parking in commuter hubs, shopping centres and community facilities.</td>
<td><strong>Mobility</strong> - Council’s approach to transport systems will include consideration of people with mobility issues.</td>
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<td><strong>22. NSW Rural Fire Service (NSW Govt)</strong></td>
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</tr>
<tr>
<td>• Consideration in early planning stages to limiting the threat posed by Bush Fire including:</td>
<td>Council will consider threats posed by Bushfire Hazard in the development of the LAP. It should be noted that most change in the local area will be focused within the village centres which removes pressure to develop land along the Georges River which is whre most of the bushfire prone land is located.</td>
<td>Green</td>
</tr>
<tr>
<td>- Limiting the number of dwellings that are on the Bushland Interface</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Ensuring an adequate separation distances can be achieved between future dwellings and the mapped hazard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Reducing the Bush Fire hazard by applying the principals of Strategic Fire Management.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Managing areas within the mapped Bush Fire Hazard as park land or other uses to reduce the intensity of a fire in areas adjacent existing or future residential development</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Ensure that plans for revegetation do not increase the threat to existing or future dwellings.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 23. Transport for NSW (NSW Govt)

<table>
<thead>
<tr>
<th>T4NSW feedback:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Council should provide high number of dwellings adjacent to rail stations and bus interchanges.</td>
</tr>
<tr>
<td>• The following road and rail network upgrades will benefit the local area:</td>
</tr>
<tr>
<td>o Congestion management measures for Henry Lawson Drive - Peakhurst to Parramatta.</td>
</tr>
<tr>
<td>o M5 West Extension.</td>
</tr>
<tr>
<td>o Power supply on Airport line will result in 20 rail services per hour via Revesby.</td>
</tr>
<tr>
<td>• Council should prepare a TMAP.</td>
</tr>
<tr>
<td>• Commuter car parking land limits other land uses that could have greater public or economic benefits.</td>
</tr>
</tbody>
</table>

**Council's Response:**

Council wishes to take a strategic approach to transport planning. Council is developing a transport framework which aims to facilitate a change in transport and land use planning as well as our approach to infrastructure provision. This framework will assist in the development of specific policies for walking, cycling, parking, traffic calming, street design, and traffic management. The framework, and associated policies, will inform the development of the South East Local Area Plan to ensure that our urban growth is supported by a well-planned and managed transport system. This will require careful consideration of the challenges ahead including the provision of greater access to, and from, our village centres without exacerbating traffic impacts.

Council will consult with T4NSW regarding any proposed changes to the Revesby Station Forecourt Area.

**City Directions**  
Connected

**SE Directions**  
All Connected Directions

### 24. Bankstown City Aged Care (Service Provider - Private)

| Supports Directions set out in the Issues Paper. |
| Requests good bus access to their property Yallambe at Hydræ Street, Revesby. |
| Requests better access to their properties. |

**Council's Response:**

Council notes the support for the LAP process. Council will consider how to improve bus access to key destinations in the development of the LAP.

**Liveable**  
Social Infrastructure/Urban Form

### 25. NSW Health (NSW Govt)

**NSW Health supports the directions in the Issues Paper. They also suggest that Council focus more attention on:**

- Housing Affordability – Council should consider the increasing need for housing that is appropriate for seniors.
- Social infrastructure – Council should develop a Community Plan to promote the use of Council’s facilities.
- Connected – consider cycling infrastructure to safely connect people with destinations.

**NSW Health also suggests two new directions be included: 'Health and Well-being' and 'Community Safety and Security'.**

**Council's Response:**

Council notes the support for urban renewal in the village centres. Council will consider the areas identified by NSW Health in the development of the LAP.

**Liveable**  
Urban Form
<table>
<thead>
<tr>
<th>Summary of Issues</th>
<th>Council's Response</th>
<th>City Directions</th>
<th>SE Directions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>26. NSW Housing (NSW Govt)</strong></td>
<td>Council will work with NSW housing to identify renewal opportunities within the Revesby and Padstow village centres.</td>
<td>Liveable</td>
<td>Urban Form</td>
</tr>
<tr>
<td>• Supports need for medium and higher density.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Advises that it owns 9-10% of properties in the South East and South West local areas and could assist in delivering new housing on these sites.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>27. NSW Heritage Division (Office of Environment and Heritage)</strong></td>
<td>Council has reviewed all existing heritage items in the development of the Standard Instrument LEP. Council has focused the review efforts in the village centres as these are the locations likely to undergo the most change over the next 20 years. Where budgets and timing permits Council will review the potential for heritage significance outside of the local area centres.</td>
<td>Liveable</td>
<td>Heritage</td>
</tr>
<tr>
<td>NSW Heritage Division encourages Council to review the heritage study and update the heritage schedule of the LEP to include items and/or conservation areas identified as having heritage significance.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supports the heritage directions in the Issues Papers and also encourages Council to:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Ensure that any new development or infill development is appropriate to the local character. Council should use appropriate development controls and heritage provisions in DCPs.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Review all heritage items or significant heritage sites located in the vicinity of the study areas which may be affected.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
South East and South West Local Area Plans

Report on outcomes of focus groups for Bankstown City Council

DATE
12 August 2013
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Executive summary

Bankstown City Council (Council) is responsible for strategic planning in the Bankstown Local Government Area (LGA). As one of the largest councils in NSW, it has the challenge of delivering over 100 services and maintaining infrastructure and facilities to meet community expectations within fixed budgets.

The Bankstown LGA population is forecast to increase by almost 13% of the existing population by 2031, an increase by over 24,000 residents. Council must plan for the impact of future population growth, this means managing community expectations about future development and growth in the local government area (LGA), whilst ensuring council continues to consider the community’s vision for their city.

To deliver the vision outlined in its Community Plan 2021, and plan for future growth at a local level, Council has developed a comprehensive and inclusive Local Area Plans (LAPs) process. As part of this process, Council must consult with local residents, business and other interested stakeholder and community members.

There are several opportunities for community consultation in the LAP process to ensure the final LAPs have extensively considered the views of the community. Council engaged Straight Talk to recruit participants for, deliver and report on two community focus groups - one focused on the South West LAP and another on the South East LAP. The outputs of these focus groups will be used to inform the development of the draft LAPs, in addition to other consultation feedback and studies.

Focus groups recruitment

Participants were selected at random by telephone recruitment and asked a series of screening questions to ensure a diverse mix of views in relation to density and transport. Eighteen participants were recruited for each focus group to ensure a minimum number of 12 participants at each focus group. 14 participants attended the South West LAP focus group and 12 participants attended the South East LAP focus group.

Focus groups process

The objectives of the focus groups were to:

1. **Density impacts**: Educate the community about the impacts of low and high density on the urban and social environment

2. **Attitudes about high and medium density**: Understand community attitudes about the positive and negative impacts of high density and medium density development

3. **Preferences for medium versus medium and high density**: Explore views on preferences for medium compared with medium/high density in local centres

4. **Conventional and people focused transport**: Educate the community about conventional approaches to Transport Planning and the possibilities for more people focused transport

5. **People focused environment**: Gain ideas and suggestions for a more people focused environment.
The focus group was designed to capture outputs relating to the five objectives by using a combination of short briefing presentations and group discussions to explore the topics of density and transport in detail.

Focus groups outcomes

Objective 1 - Density impacts: Participants at both focus groups identified that increased density results in smaller dwellings, less private space and fewer social interactions. South West LAP participants felt that car dependency was an issue, regardless of the scale of the density, whilst South East LAP participants felt that people were less dependent on cars with high density. Although all participants agreed that higher density would result in better access to services and facilities South West LAP participants felt that these would be less personalised and higher demand would result in longer waiting times.

Objective 2 - Attitudes about high density and medium density: Overall, there were conflicting attitudes about high density and medium density. All participants felt that high density provided an opportunity for cheaper and affordable housing. Some South East LAP participants also felt that high density was beneficial to manage future population growth and it offers choice for people that do not want maintenance costs. South West LAP participants identified more negatives about high density, in particular expressing concern about overcrowding and limited parking. All participants felt that there was a better sense of community in medium density when compared to high density. In addition participants were pleased with the opportunities for urban renewal and more public and private space.

Objective 3 - Preferences for medium versus medium and high density: South West LAP participants preferred the medium density only scenario for Panania regardless of the fact that medium density would be further out from the train station. South East LAP participants did not agree on their preferred density scenario for Padstow. Whilst some felt medium density would be better for younger families and would reduce impact on infrastructure others said the medium and high density scenario provided more choice by providing time poor people with less space to maintain close to the centre, whilst facilitating opportunities for more low density closer to the centre.

Objective 4 - Conventional and people focused transport planning: All participants demonstrated they understood the possibilities for more people focused transport but felt that improvements to public transport was the starting point for creating a more people focused transport system. Participants at both focus groups recommended that Council lobby State government for better public transport.

Objective 5 - People focused environment: Participants identified a wide range of opportunities to provide a people focused environment. These included footpath improvements, better lighting, more seating, bike line and racks, as well as improvements to public transport connections and frequency.

Focus groups evaluation

Overall there was a very high level of satisfaction with the focus group process. Participants were most commonly complimentary about opportunities to participate in an engaging and appropriate way and felt the facilitator allowed them and others to have a say.
Next steps

Straight Talk recommends that Council genuinely review and consider all community suggestions when developing the draft LAPs for the South West and South East local areas.

To maintain integrity and develop relationships with community members it is recommended that Council send two follow up communications to participants:

- One thanking each participants for their attendance at the focus group and providing an overview of the next steps, including a copy of the outcomes report
- One with a copy of the draft LAP and advise the community how they can provide feedback on the draft document.
1 Introduction

Background

Bankstown City Council (Council) is responsible for strategic planning in the Bankstown Local Government Area (LGA). As one of the largest councils in NSW, it has the challenge of delivering over 100 services and maintaining infrastructure and facilities to meet community expectations within fixed budgets.

The Bankstown LGA population is forecast to increase by almost 13% of the existing population by 2031, an increase by over 24,000 residents. Council must plan for the impact of future population growth, this means managing community expectations about future development and growth in the local government area (LGA), whilst ensuring council continues to consider the community’s vision for their city.

Council’s Community Plan 2021 provides a vision for a city that is liveable, connected, green, provides well serviced centres and facilities, is enjoyable to live in, attracts investment and leads by example.

To deliver the vision outlined in its Community Plan 2021, and plan for future growth at a local level, Council has developed a comprehensive and inclusive Local Area Plans (LAPs) process. As part of this process, Council has divided the LGA into seven precincts to ensure that local character, amenity and environment are reflected in individual LAPs.

The objectives of the LPAs are:

- To implement the Metropolitan Plan and citywide strategic studies
- To set out the vision and spatial context for the distinctive localities that make up the City of Bankstown
- To specify the best ways to accommodate residential and employment growth
- To outline the delivery of supporting infrastructure, facilities and open space
- To inform changes to the statutory planning framework and infrastructure priorities.

Local Area Plans process

As part of the plan making process, Council must consult with local residents, business and other interested stakeholder and community members. There are several opportunities for community consultation in the LAP process to ensure the final LAPs have extensively considered the views of the community. These are shown on the following page.
South West and South East Local Area Plans

The South West local area is located in the south west of the Bankstown LGA and includes East Hills, Milperra, Panania and Picnic Point. The local area is bound by the Georges River to the south and west, Bankstown Golf Club lands, the Milperra Industrial precinct and the University of Western Sydney’s Bankstown Campus to the north, and the Revesby and Revesby Heights residential areas to the east.

The South East local area is located in the south east of the Bankstown LGA and includes the suburbs of Padstow, Padstow Heights, Revesby and Revesby Heights. The local area is bound by Canterbury Road and the M5 motorway to the north and residential streets to the west. The Georges River and its two tributaries, Salt Pan Creek and Little Salt Pan Creek, run along the southern boundary of the local area.
Council produced draft Issues Papers for the South West and South East local areas for consultation in April 2013. Between early April and 19 June 2013 there were a number of opportunities for participants to view and comment on these LAPs including:

- Visiting Council's customer service centre or local libraries (Panania to view the South West LAP and Padstow to view the South East LAP)
- Participating in Council's online forum at www.haveyoursaybankstown.com.au
- Visiting and providing feedback at one of Council's drop in sessions:
  - South West LAP drop-in sessions: 30 May (10am - 12pm at Panania Library), 1 June (10am-12pm at Ashford Village Shops) and 5 June (4pm-6pm at East Hills Business Centre)
  - South East LAP drop-in sessions: 4 June (10am-12pm at Padstow Library) and 6 June (5pm-7pm at Revesby Village mainstreet).

Prior to Council developing the draft South West and South East LAPs they identified the need to undertake further consultation with local residents to explore the opportunities and challenges for urban density and transport in further detail.

Council engaged Straight Talk to recruit participants for, deliver and report on two community focus groups - one on the South West LAP and another on the South East LAP. The outputs of these focus groups will be used to inform the development of the draft LAPs, in addition to other consultation and studies.

The objectives of the focus groups were to:

1. **Density impacts:** Educate the community about the impacts of low and high density on the urban and social environment
2. **Attitudes about high and medium density** : Understand community attitudes about the positive and negative impacts of high density and medium density development
3. **Preferences for medium versus medium and high density:** Explore views on preferences for medium compared with medium/high density in local centres
4. **Conventional and people focused transport:** Educate the community about conventional approaches to Transport Planning and the possibilities for more people focused transport
5. **People focused environment:** Gain ideas and suggestions for a more people focused environment.
Details of the focus groups are provided below.

<table>
<thead>
<tr>
<th>LAP</th>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Number of participants</th>
</tr>
</thead>
<tbody>
<tr>
<td>South West</td>
<td>15 July 2013</td>
<td>6.15pm - 8.45 pm</td>
<td>Milperra Community Hall, 128 Ashford Avenue, Milpera</td>
<td>14</td>
</tr>
<tr>
<td>South East</td>
<td>18 July 2012</td>
<td>6.15pm - 8.45 pm</td>
<td>Padstow Progress Hal, 11 Ryan Road, Padstow</td>
<td>12</td>
</tr>
</tbody>
</table>

Participants were selected at random by telephone recruitment and asked a series of screening questions to ensure a diverse mix of views in relation to density and transport. Eighteen participants were recruited for each focus group to ensure a minimum number of 12 participants at each focus group. A copy of the promotional communications, including the recruitment script and confirmation letter is in Appendix A.

A summary of demographic information of participants is provided below.

**South West LAP focus group**

- 43% (6) of participants were from Bankstown, 29% (4) from Revesby, 21% (3) from Milperra and 7% (1) from Condell Park
- 64% (9) were aged 50 - 64, 22% (3) were 65 or older and 14% (2) were 35-49 years. No under 35 year olds attended the workshop
- There was a relatively even mix of genders - 57% (8) were male and 43% (6) were female
- 21% (3) of participants spoke another language
- The majority 93% (13) lived in a house.

**South East LAP focus group**

- 58% (7) of participants were from Revesby and 42% (5) were from Bankstown
- 42% (5) were aged 65 or older, 33% (4) 35-49 years and 25% (3) 50-64 years
- There was a relatively even mix of genders - 58% (7) were female and 42% were male
- 42% (5) of participants spoke another language
- 58% (7) lived in a house and 42% (5) live in a semi-detached dwelling.

At the start of each focus group participants were asked how long they had lived in the LGA to gain an understanding of the number of years of local knowledge in the room. The results were impressive, participants at the South West LAP focus group had lived in the LGA a combined 624 years and participants at the South East LAP focus group had lived in the LGA a combined 328 years, demonstrating a high level of experience and understanding of local character, amenity and other local area issues.
## Methodology

The focus group was designed to capture outputs relating to the five objectives (see Section 1) by using a combination of short briefing presentations and group discussions to explore the topics of density and transport.

An outline of focus group sessions, activities and timescales is provided below. Further detail on each activity is included in the outcomes section. In addition, detailed agendas and presentations are included in Appendix B and Appendix C.

<table>
<thead>
<tr>
<th>Session</th>
<th>Content</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Introductions and overview</strong></td>
<td>• Welcome and introductions from Straight Talk and Bankstown Council</td>
<td>6.15pm - 6.30pm (15 minutes)</td>
</tr>
<tr>
<td></td>
<td>• Overview of the workshop process from Straight Talk.</td>
<td></td>
</tr>
<tr>
<td><strong>Density</strong></td>
<td></td>
<td>6.30pm - 7.30pm (1 hour)</td>
</tr>
<tr>
<td>Density briefing</td>
<td>Short presentation from Council on the need for increased residential density, future residential density in Blacktown and types of low, medium and high density.</td>
<td>6.30pm - 6.40pm (10 minutes)</td>
</tr>
<tr>
<td>Objective 1: Density impacts</td>
<td>Facilitator led group discussion and activity on the impacts of low and high density on the urban and social environment.</td>
<td>6.40pm - 6.50pm (10 minutes)</td>
</tr>
<tr>
<td>Objective 2: Attitudes about high and medium density</td>
<td>Facilitator led group discussion and activity about the positive and negative impacts of high density and medium density development.</td>
<td>6.50pm - 7.20pm (30 minutes)</td>
</tr>
<tr>
<td>Objective 3: Preferences for medium versus medium and high density</td>
<td>Facilitator led group discussion and activity using maps of the local area to explore preference for medium vs. mediums/high density.</td>
<td>7.20pm - 7.30pm (10 minutes)</td>
</tr>
<tr>
<td>Session</td>
<td>Content</td>
<td>Timing</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Transport</td>
<td>Short presentation from Council on the problems of the current transport system, and an explanation of the car focused vs. people focused models to transport planning.</td>
<td>7.30pm - 8.30pm (1 hour)</td>
</tr>
<tr>
<td>Transport briefing</td>
<td>Short presentation from Council on the problems of the current transport system, and an explanation of the car focused vs. people focused models to transport planning.</td>
<td>7.30pm - 7.45pm (15 minutes)</td>
</tr>
<tr>
<td>Objective 4: People focused transport</td>
<td>Short presentation from Council on the community about possibilities for more people focused transport</td>
<td>7.45pm - 7.55pm (10 minutes)</td>
</tr>
<tr>
<td>Objective 5: People focused environment</td>
<td>Facilitator led group discussion to explore ideas and suggestions on how to adapt a local setting to make it a more people focused environment.</td>
<td>7.55pm - 8.25pm (30 minutes)</td>
</tr>
</tbody>
</table>
| Wrap up              | Facilitated question and answer session  
Focus group reflections and feedback.                                                                                                    | 8.25pm - 8.45pm (20 minutes)  |
3 South west focus group outcomes

A summary of the key findings is provided within this section of the report. This has been grouped and analysed by focus group session, as listed below:

- **Objective 1:** Density impacts
- **Objective 2:** Attitudes about high and medium density
- **Objective 3:** Preferences for medium vs. medium/high density
- **Objective 4:** Conventional and people focused transport
- **Objective 5:** People focused environment.

**Outcomes - at a glance**

1. **Density impacts:** Participants identified that increased density results in smaller dwellings, less private space and fewer social interactions. Car dependency was seen to be an issue, regardless of the scale of the density and although participants higher density result in better access to services and facilities they felt that these would be less personalised and higher demand would result in longer waiting times.

2. **Attitudes about high and medium density:** Participants felt that high density provided an opportunity for cheaper and affordable housing; however half of the group expressed concerns about overcrowding and limited parking. There were fewer comments about medium density. The opportunities for more affordable housing and opportunities for people to downsize were identified as positives. Regardless of density participants raised concerns about the lack of parking.

3. **Preferences for medium verses medium and high density:** Participants preferred the medium density only scenario for Panania regardless of the fact that medium density would be further out from the train station.

4. **Conventional and people focused transport planning:** Participants demonstrated they understood the possibilities for more people focused transport and advised that more frequent public transport would be required to encourage more people to ditch their cars.

5. **People focused environment:** Participants identified a wide range of opportunities to provide a people focused environment. These included suggestions to improve parking and accessibility, public transport improvements, footpath improvements, bike paths and creating opportunities for place making.
Outcomes - the detail

Objective 1: Density impacts

Following a short presentation from Council on the types of density participants were asked to collectively fill in a matrix to outline what they thought to be the characteristics of low density and high density residential development on the urban and social environment.

The matrix, populated with participant responses, is below:

<table>
<thead>
<tr>
<th></th>
<th>Low density</th>
<th>High density</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Size of dwelling</strong></td>
<td>• Larger dwellings</td>
<td>• Smaller dwellings</td>
</tr>
<tr>
<td></td>
<td>• Detached dwellings</td>
<td>• Not more than a few bedrooms.</td>
</tr>
<tr>
<td></td>
<td>• Several bedrooms.</td>
<td></td>
</tr>
<tr>
<td><strong>Amount of private open space</strong></td>
<td>• Often include a front yard or backyard and sometimes balcony.</td>
<td>• A balcony if the person if you are lucky.</td>
</tr>
<tr>
<td><strong>Car dependency</strong></td>
<td>• High dependency - many families have up to three cars</td>
<td>• High dependency but not quite as high as in low density - people use their cars regardless of the level of residential density</td>
</tr>
<tr>
<td></td>
<td>• Several people that have cars for personal use and business use.</td>
<td>• Not enough parking spaces in new residential developments.</td>
</tr>
<tr>
<td><strong>Social interactions</strong></td>
<td>• More likely to have social interactions because people have a front yard.</td>
<td>• More challenging</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• A lot more renters - these generally care less about building maintenance.</td>
</tr>
<tr>
<td><strong>Access to facilities and services</strong></td>
<td>• Generally further away</td>
<td>• Generally closer but less personalised</td>
</tr>
<tr>
<td></td>
<td>• Access to health services - you don't have to wait as long for the doctors as you do in high density because there is less demand.</td>
<td>• Often at transport centres which have better access to facilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• People with a family have to travel by car regardless of proximity.</td>
</tr>
</tbody>
</table>
Participants felt that increased density resulted in smaller dwellings, less private space and fewer social interactions. Car dependency was seen to be an issue regardless of the scale of the density, with some participants feeling cars are essential because people are time poor. Although participants acknowledged that with higher density comes better access to services and facilities they felt that these would be less personalised and higher demand would result in longer waiting times.

**Objective 2: Attitudes to high and medium density**

To explore participant views on medium and high density in great depth, and expose participants to alternative views on density, participants were asked to identify the positive and negative features of medium density and high density. The de Bono hats thinking approach method was used to encourage participants to consider different opinions in a detailed and cohesive way. An explanation of the two de Bono hats used is provided in Appendix D.

Participants used 'post-it' notes to record their thinking for both medium density and high density - as demonstrated on the images below.

### High density

There were more negative than positive comments in relation to high density. Participants felt that high density provided an opportunity for cheaper and affordable housing, however half of the group expressed concerns about overcrowding and limited parking.

**Positive comments** included:

- Cheaper and affordable housing (6 comments) - particularly useful for low income earners
Lower maintenance costs (2 comments)
Provides more housing for growing population (2 comments)
There are no positives (2 comments).

**Negative comments** included:
- Too many people and overcrowding (7 comments)
- Not enough parking (6 comments)
- Not enough open and recreational space (3 comments)
- Negative impact on access to services and facilities (3 comments)
- Building quality is poor (3 comments)
- Insufficient infrastructure for increased density (2 comments)
- Rubbish builds up around them (2 comments)
- Fewer opportunities for social interaction (1 comment)
- Safety of children on balconies (1 comment)
- Balcony washing unsightly (1 comment)
- Lack of space for children to play (1 comment).

**Medium density**

There were fewer comments about medium density. The opportunities for more affordable housing and opportunities for people to downsize were identified as positives of medium density, however participants still expressed concern about there not being enough parking or open space with medium density.

**Positive comments** included:
- Cheaper and affordable housing - particularly useful for younger people entering the market (3 comments)
- Opportunities for people to downsize and still have something similar in style and space (2 comments)
- Villas and townhouses are a nice idea, no duplexes (1 comment).

**Negative comments** included:
- Not enough parking (5 comment)
- Not enough open and recreational space (2 comment)
- Lack of space for children to play (2 comments)
- Sewerage and water pipes have not been upgraded (2 comment)
- Concern about accessibility to top level units with no lifts (1 comment)
- People have too many belongings for smaller houses (1 comment)
Objective 3: Preferences for medium versus medium and high density

To explore preferences for density within Bankstown local centres - participants were shown two density scenarios for Panania.

1. Medium density only
2. Medium and high density

Council explained that they had already resolved to put 440 additional dwellings in Panania in order to address population growth and household change needs and meet housing targets set by the State government but the density of these dwellings had not been determined. Council went onto explain the medium and high density scenario takes up less footprint than the medium density only scenario.

Participants were asked to comment on maps for each scenario, these are included in Appendix E.

Participants continued to raise concerns about high density. Overall, participants preferred the medium density only scenario regardless of the fact that medium density would be further out from the train station.

Medium density only

Participants identified several positive aspects of the medium density only scenario including:

- More income for retailers (1 comment)
- Fits in better with the surrounding area zoning (1 comment)
- Provides more housing and space (1 comment)
- More affordable housing (1 comment)

Some participants raised concerns about parking (1 comment), services (1 comment), facilities (1 comment) and infrastructure (1 comment). These were issues consistently raised regardless of the density scenario.

Medium and high density

Specific concerns about the medium and high density scenario included:

- Panania will 'become a slum' and 'rubbish will increase' (2 comments)
More people will mean more cars (3 comments)
- It depends on if there is enough parking (2 comments)
- Will there be enough access to health services (2 comments)
- High density near to low density looks ugly (1 comment)
- Congestion (1 comment)
- Not enough open space (1 comment).

These comments demonstrate that participants were most concerned with the aesthetics associated with higher density development and impacts on local services and infrastructure. Discussions also identified that participants were concerned about the impact of high density on the quality of life of younger and older people with view that higher density means less space for younger people to play and provide accessibility issues for older people.

Objective 4: Conventional and people focused transport

Participants were presented with a series of images to demonstrate the possibilities for people focused transport.

During the briefing some participants said they liked the idea of light rail connections to major centres. Council explained that they would need to lobby the state government for light rail and it was not a realistic option at the local council level.

Objective 5: People focused environment

Participants were asked to discuss how Maclaurin Avenue in East Hills might become more people focused. Several participants were unfamiliar with the street and therefore participants were asked to discuss their ideas for creating a more people focused environment in Bankstown more generally.

The ideas are shown in the wordle below.
**Additional feedback**

During the focus group participants were given the opportunity to raise additional issues by 'posting-up' their comments on an 'other issues' butchers paper.

The issues raised follow:

| Widen Station Street. | How does Bankstown Council overcome public opinion on high density development? | When does the other railway line open? |
4 South east focus group outcomes

A summary of the key findings is provided within this section of the report. This has been grouped and analysed by focus group session, as listed below:

- **Objective 1**: Density impacts
- **Objective 2**: Attitudes about high and medium density
- **Objective 3**: Preferences for medium vs. medium/high density
- **Objective 4**: Conventional and people focused transport planning
- **Objective 5**: People focused environment

### Outcomes - at a glance

1. **Density impacts**: Participants felt that increased density resulted in smaller dwellings, less private space but and fewer social interactions. However, participants recognised that high density residents were less car dependent and had better access to services and facilities. Whilst some hoped that high density would provide opportunities for more public open space others feared it would result in 'more concrete' and felt more people living in close proximity to each other result in untidy properties.

2. **Attitudes about high and medium density**: There were conflicting attitudes among participants in relation to density. Participants noted a wide range of positive elements of high density dwellings including that they are more affordable, require a lower level of maintenance and provide a more sustainable option to population growth. Participants felt that there was a better sense of community in medium density when compared to high density. In addition participants were pleased with the opportunities for urban renewal and more public and private space.

3. **Preferences for medium verses medium and high density**: Participants did not agree on their preferred density scenario for Padstow. Whilst some felt medium density would be better for younger families and would reduce impact on infrastructure others said the medium and high density scenario provided more choice by providing time poor people with less space to maintain close to the centre, whilst facilitating opportunities for more low density closer to the centre.

4. **Conventional and People focused transport planning**: Participants demonstrated they understood the possibilities for more people focused transport and felt that improvements to public transport was the starting point for creating a more people focused transport system and that Council should lobby the State government.

5. **People focused environment**: Participants identified a wide range of opportunities to provide a people focused environment. These included better lighting, more seating, bike line and racks, as well as improvements to public transport connections and frequency.
Outcomes - the detail

**Objective 1: Density impacts**

Following a short presentation from Council on the types of density Participants were asked to collectively fill in a matrix to outline what they thought to be the characteristics of low density and high density residential development on the urban and social environment.

The matrix, populated with participant responses, is below:

<table>
<thead>
<tr>
<th></th>
<th>Low density</th>
<th>High density</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Size of dwelling</strong></td>
<td>• Larger dwellings</td>
<td>• Smaller dwellings</td>
</tr>
<tr>
<td></td>
<td>• More granny flats.</td>
<td>• More units.</td>
</tr>
<tr>
<td><strong>Amount of private open space</strong></td>
<td>• More private open space</td>
<td>• There is a need to compensate for the lack of private open space</td>
</tr>
<tr>
<td></td>
<td>• More greenery in general</td>
<td>• Hope to see greenery around units -there are opportunities</td>
</tr>
<tr>
<td></td>
<td>• Yard areas.</td>
<td>• Balcony and hard services.</td>
</tr>
<tr>
<td><strong>Car dependency</strong></td>
<td>• Increased car dependency</td>
<td>• Less car dependency - people can walk to get a coffee in the morning</td>
</tr>
<tr>
<td></td>
<td>• People need to drive to station to catch public transport rather than just walk to station.</td>
<td>• Doesn't increase public transport - its poor everywhere</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Some people are reliant on their cars regardless of density.</td>
</tr>
</tbody>
</table>
### Objective 2: Attitudes to high and medium density

To explore participant views on medium and high density in great depth, and expose participants to alternative views on density, participants were asked to identify the positive and negative features of medium density and high density. The de Bono hats thinking approach method was used to encourage participants to consider different opinions in a detailed and cohesive way. An explanation of the two de Bono hats used is provided in Appendix D.

Participants used 'post-it' notes to record their thinking for both medium density and high density - as demonstrated on the images on page 23.

<table>
<thead>
<tr>
<th></th>
<th>Low density</th>
<th>High density</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Social interactions</strong></td>
<td>• More likely to see neighbours walking past</td>
<td>• Less likely to interact with neighbours</td>
</tr>
<tr>
<td></td>
<td>• There is a greater sense of community</td>
<td>• Likely to hear your neighbours but not talk to them.</td>
</tr>
<tr>
<td></td>
<td>• This is similar for medium density</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• You can associate people with the houses they live in</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Increasingly difficult to socialise with neighbours because people are</td>
<td></td>
</tr>
<tr>
<td></td>
<td>more time poor.</td>
<td></td>
</tr>
<tr>
<td><strong>Access to facilities and</strong></td>
<td>• Fewer opportunities to access services.</td>
<td>• Higher concentration of services</td>
</tr>
<tr>
<td><strong>services</strong></td>
<td></td>
<td>• Bigger market - greater supply because there is more demand.</td>
</tr>
<tr>
<td><strong>Other comments</strong></td>
<td>No additional comments.</td>
<td>• Untidy - washing off verandas and more rubbish</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• More concrete.</td>
</tr>
</tbody>
</table>

Participants felt that increased density resulted in smaller dwellings, less private space and fewer social interactions. However, participants recognised that high density residents were less car dependent and had better access to services and facilities. Whilst some hoped that high density would provide opportunities for more public open space others feared it would result in 'more concrete' and felt more people living in close proximity to each other result in untidy properties.
Participants used 'post-it' notes to record their thinking for both medium density and high density - as demonstrated on the images below.

**High density**

There was roughly an even number of positive and negative comments in relation to high density.

**Positive comments** included:

- Cheaper and affordable housing (3 comments) - access to slightly cheaper start in the market
- Improved services due to increased demand (1 comment)
- A lifestyle choice (1 comment)
- Urban renewal of run down areas (1 comment)
- Increases economic activities (1 comment)
- Sustainability - increased housing supply for growing population (1 comment)
- Support for local centres (1 comment)
- Housing choice (1 comment)
- Reduced dependence on cars (1 comment)
- Easier to access services (1 comment)
- Increase transport availability (1 comment)
- Less space to clean (1 comment)
Extra rate collection for Council (1 comment).

**Negative comments** included:
- Congestion of 'enclaves' (2 comments)
- Increased crime (1 comment)
- Social isolation (1 comment)
- Could become a slum (1 comment)
- No garden (1 comment)
- Untidy -washing on balconies (1 comment)
- Collect of people that don’t care about the environment (1 comment)
- Limited neighbourhood watch (1 comment)
- Parking meters on streets so residents don’t take up all parking (1 comment)
- Units tenanted have a lack of pride (1 comment).

**Medium density**

There were more positive than negative comments about medium density when compared with high density. Participants felt that there was a better sense of community in medium density when compared to high density. In addition participants were pleased with the opportunities for urban renewal and more public and private space.

Comments reflected there were conflicting opinions in relation to density. When discussing the negative aspects. Some participants identified that residents in medium density housing would be more car dependant, have less services and be more expensive than high density. Other participants identified that residents in medium density housing would have less on street parking and small building footprints than low density.

**Positive comments** included:
- Sense of community - recognised at the local shops (4 comments)
- Urban renewal (2 comments)
- Renewal of rundown houses, replaces with new duplexes and villas (2 comments)
- More green open space (2 comments)
- More private space (2 comment)
- More space than high rise (1 comment)
- Lifestyle (1 comment)
- More choice (1 comment)
- More affordable than low density (1 comment)
- More child friendly than high rise (1 comment)
Opportunity to have pets (1 comment)
Better off-street parking compared with high rise (1 comment).

Negative comments included:

- Less off-street parking spaces than low-density (3 comments)
- Small building footprints (1 comment)
- Reduced access to services when compared with high density (1 comment)
- More car dependent than high density (1 comment)
- Not as good value for money as high density (1 comment).

Objective 3: Preferences for medium versus medium and high density

To explore preferences for density within Bankstown local centres - participants were shown two density scenarios for Padstow.

1. Medium density only
2. Medium and high density

Council explained that they had already resolved to put 940 additional dwellings in Padstow, as requirement to meet housing targets set by the State government but the density of these dwellings had not been determined. Council went onto explain the medium and high density scenario takes up less footprint than the medium density only scenario.

Participants were asked to comment on maps for each scenario, these are included in Appendix E.

Participants did not agree on their preferred density scenario. Whilst some felt medium density would be better for younger families and would reduce impact on infrastructure others said the medium and high density scenario provided more choice by providing time poor people with less space to maintain. Participants also identified that medium and high density would allow more low density closer to the centre.

Medium density only

Positive aspects of the medium density only scenario included:

- More parking for everyone (1 comment)
- Better for younger families that want more space (1 comment)
- High density will encourage more high density in the area (1 comment)
- Better for older people that don’t feel save in lifts (1 comment).
Medium and high density

Positive aspects of the medium and high density scenario included:

- Alternatively more space leaves more room for public open space (1 comment)
- Better for people that are time poor that don’t want to have to maintain a yard or their property (1 comment)
- Provides more opportunities for low density to closer to the centre (1 comment).

Objective 4: Conventional and people focused transport

Participants were presented with a series of images to demonstrate the possibilities for people focused transport.

During the briefing some participants said that improvements to public transport was the starting point for creating a more people focused transport system and that Council should lobby the State government.

Objective 5: People focused environment

To create initial discussion about possible opportunities for people focused streets in Bankstown generally.

The ideas are shown in the wordle below.

Participants liked the concept of a people focused environment but mentioned that this should not prevent people using cars that are time poor - ‘People focused travel should be an option, not a requirement for residents.’
Next, participants were asked to discuss their ideas for how to make Cahors Road in Padstow more people focused. Ideas included:

- 'Security light at crossing'
- 'Unground power lines'
- 'Wider footpaths and narrowed road'
- 'More street trees'
- 'Consistent paving'
- 'Definitely no road humps'
- 'More cafes'.

- 'Bike lanes and racks'
- 'Disabled parking spaces'
- 'Different types of shops'
- 'Better lighting'
- 'Safety cameras'
- 'Bus stops with shelters and seats near to library'
- 'Surveillance cameras'.

**Additional feedback**

During the focus group participants were given the opportunity to raise additional issues by 'posting-up' their comments on an 'other issues' butchers paper.

The issues raised follow.

- **What are Council’s views on having granny flats in older houses?** Council advised they are permitted.
- **Is there a plan for an integrated bike network?** Council advised they do have plans.
- **Does one level of the high density have to be affordable?** Council advised they do not require any affordable housing in high density developments.
- **Is Council stopping the pensioner discounts on rates for the future?** It would make it difficult for older people to pay their rates.
- **We need a crossing at the Rivers Road.**
- **Lower and longer speed bumps. There are too steep.**
- **Council should provide incentives for developers to build senior housing.**
- **The Pedestrian access from Padstow station needs to be marked as a pedestrian crossing.**
- **Bring back the bus service along Turvey Street.**
- **I think the government are overstepping the mark. Forcing elderly to go into smaller houses can be a negative for grandparents who want to spend more time with their children.**
- **Provide more facilities and services for younger people - the swimming pool was taken away.**
Evaluation and next steps

Evaluation

At the end of the workshop individual feedback was obtained using a feedback form to explore participant satisfaction with the workshop including suggestions about how the session might be improved. All participants completed the feedback form.

Overall there was a very high level of satisfaction with the focus group process. This is demonstrated by the graph below.

Participants were most commonly complimentary about opportunities to participate in an engaging and appropriate way and felt the facilitator allowed them and others to have a say.

Overall, the average ratings for all the statements ranged from 4.0 to 4.6 (out of a 5 point rating scale where 5 equaled ‘strongly agree’ and 1 ‘strongly disagree’). There was very little variance in scores between focus groups - quantitative feedback was only slightly more positive at the South West LAP focus group, whilst qualitative feedback was more positive at the South East LAP focus group.
Improvements

When asked whether they had any suggestions about how the focus group could have been improved participants at the South West LAP focus group mentioned the following.

- A microphone for speakers (2 comments)
- Clearer dictation of presenters (2 comments)
- Recruit a more diverse spread of age groups (2 comments)
- No improvements - 'It took a lot of tact and effort from Straight Talk to keep the discussion to the topics and clearly move people away from hobby horses. Well done!' (1 comment).

Participants at the South East LAP focus group did not identify any improvements and instead left positive feedback, included as verbatim below.

- 'Thoroughly interesting and well facilitated'
- 'No, it was very good'
- 'Have the forum more often so residents of the area can have their say'
- 'No, very well done'.

Other feedback

Eight other comments relevant to the local area plans were written on the feedback forms, these are below.

<table>
<thead>
<tr>
<th>South West LAP focus group</th>
<th>South East LAP focus group</th>
</tr>
</thead>
<tbody>
<tr>
<td>'The focus group provided plenty of suggestions regarding improvements to Blacktown CBD'</td>
<td>'Lacking of parking'</td>
</tr>
<tr>
<td>'Request that State government and adjoining councils provide their views and/or support on the matters mentioned in discussion’</td>
<td>'Stronger communication regarding the plan to ensure the population is aware of the plan'</td>
</tr>
<tr>
<td>'Good on Council for thinking it through carefully'</td>
<td>'Transport and health need improving'</td>
</tr>
<tr>
<td></td>
<td>'Lighting on the streets need to be improved for better safety and vision for drivers and pedestrians'</td>
</tr>
<tr>
<td></td>
<td>'Thank you for the opportunity'</td>
</tr>
</tbody>
</table>
Next steps

Straight Talk recommends that Council genuinely review and consider all community suggestions when developing the draft LAPs for the South West and South East local areas.

Participants demonstrated a high level of interest in continuing to be involved in the LAP process. To maintain integrity and develop relationships with community members it is recommended that Council:

- Send a follow-up communication thanking each participant for their attendance at the focus group and providing an overview of the next steps (e.g. how the outcomes will be considered), include a copy of the consultation outcomes report
- Send subsequent communication with a copy of the draft LAP and advise the community how they can provide feedback on the draft document.