



# North East Local Area Plan





# Content

A Vision for the Future	5
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## 1

### Chapter 1

#### **GROWTH...CHANGE...FUTURE**

1.1	Introduction	10
1.2	About the Local Area Plan	11
1.3	Centres Hierarchy	13
1.4	The Locality	15
1.5	Historical Context	22
1.6	Population and Demographic Change	23
1.7	Metropolitan Planning Context	24
1.8	Community Issues	26

## 2

### Chapter 2

#### **LOCAL AREA ACTIONS**

<b>2.1</b>	<b>Liveable</b>	30
<b>2.2</b>	<b>Invest</b>	94
<b>2.3</b>	<b>Green</b>	100
<b>2.4</b>	<b>Connected</b>	110

## 3

### Chapter 3

#### **OVERVIEW AND IMPLEMENTATION**

3.1	Overview and Implementation	118
3.2	Statutory Planning Framework	122
3.3	Assets and Infrastructure	130



**Centres and neighbourhoods never stay the same. The North East Local Area of the 1960s was very different to today. It will also be very different in 2031. The decision we must face is whether we want to manage this change to create a liveable, green place or whether we allow change to occur in an ad hoc unplanned manner.**

**Council has amended the North East Local Area Plan in response to consultation with the community, industry, state agencies and key stakeholders. The submissions varied from some requesting more development and others requesting less. It is not possible to meet both of these expectations at the same time.**

**The intended outcomes of the proposed amendments to the North East Local Area Plan are to balance these different expectations and to respond to future challenges.**

**It is important to note that the North East Local Area Plan is more than a housing plan, it includes various actions to make our suburbs liveable, employment generating, green and connected for the future.**

# A Vision for the Future

This Local Area Plan sets out the vision for the North East Local Area: a place for people, a place which maintains the qualities and places that we value, a place which encourages jobs and sustainable urban renewal, a place with emphasis on urban design and connectivity.

This Local Area Plan establishes the vision through the strategic planning process in consultation with the community, industry, state agencies and key stakeholders. Understanding the context during this process is crucial to inform change and to establish the desired look and feel of the local area.

By 2031, we will see a North East Local Area that boasts seven distinctive precincts to support a diverse and healthy community. They are:

- The **Greenacre Small Village Centre** will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as the ‘heart’ of the local area.

Community Place is the central point from which the small village centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. Community Place will be home to a modern multi-purpose community facility, a place for people to come together for events and social activities.

The main street (Waterloo Road) is an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking. The main street will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Active street frontages will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre. Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a stunning platform from which to journey into the small village centre. Roberts Park will provide a conveniently located community hub for youth and sporting activities.

- The **Punchbowl Small Village Centre** will be a transit-oriented centre along the Sydenham to Bankstown Urban Renewal Corridor, a place that is well-used by commuters to catch the Sydney Metro. The accessible railway station is the focal point for local retail activity along the main streets (The Boulevard and Punchbowl Road), a great civic space which connects both sides of the railway line.
- The **Chullora Marketplace Precinct** will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor. The built form will maintain the prevailing character of the suburban neighbourhood in keeping with the amenity and infrastructure capacity of this precinct.
- The **Suburban Neighbourhood Precinct** will maintain the prevailing character of low-rise detached housing in a landscaped setting. New low-rise housing will be well-designed and will make a positive contribution to protecting the prevailing suburban character, as well as the heritage and biodiversity values unique to the local area.

The main street (Punchbowl Road) is a place that connects people, business and public transport. The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre. Quality open spaces and a regional cycle link along the rail corridor will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise.

The precinct will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise. Non-residential development will be limited to land uses that are compatible with the scale and unique characteristics of the precinct.

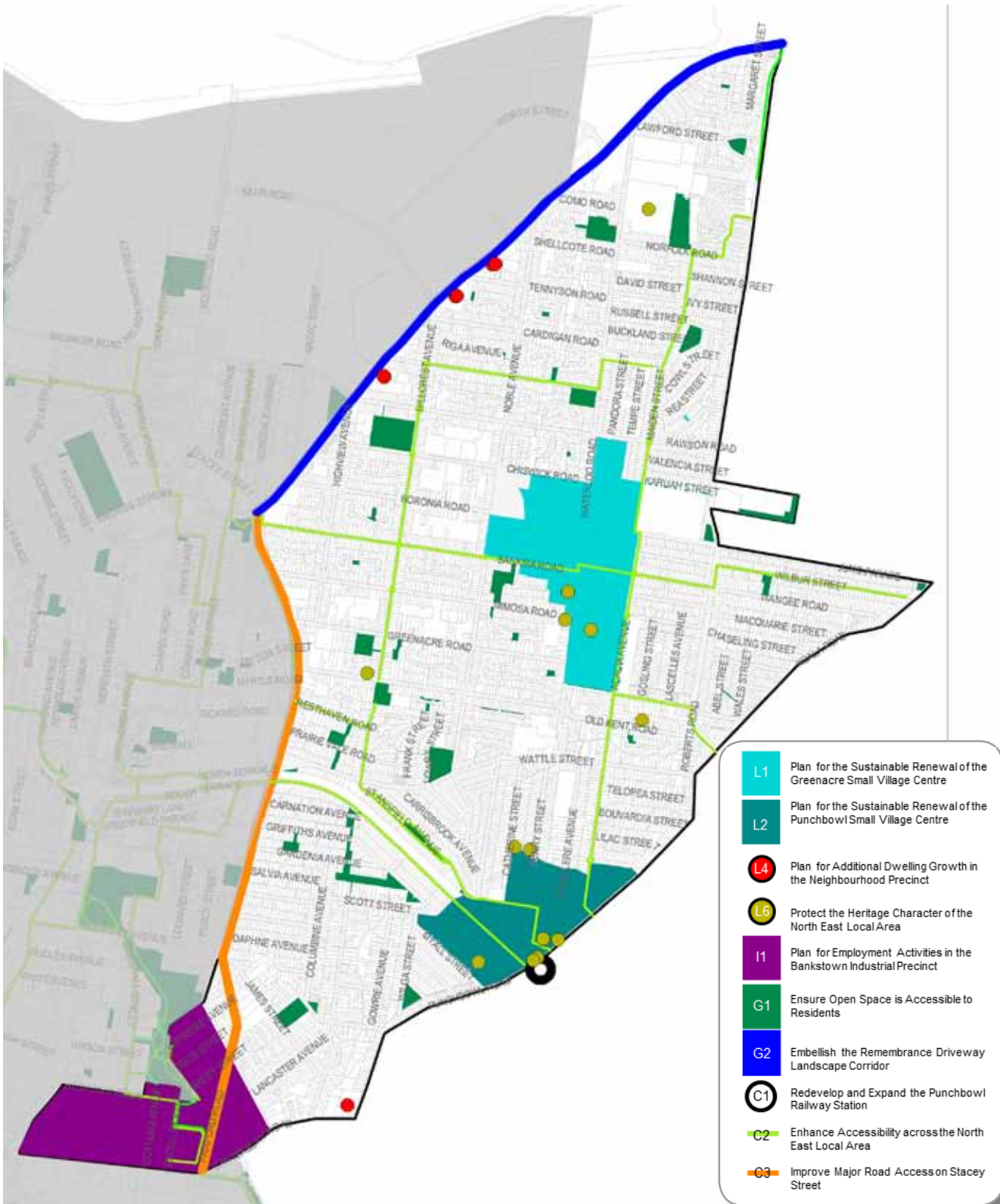


- The **Bankstown Industrial Precinct** will continue to support successful employment and economic activity as its primary role.

The precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form will be mostly contemporary industrial development set on large lots within a safe and high quality environment. Non-industrial development will be limited to land uses that are compatible with the primary employment role of the precinct.

- The **Hume Highway Enterprise Corridor** is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North East Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor. The built form will supplement the landscape corridor, with multi-storey enterprise activities along the south side of the highway.
- The **Canterbury Road Enterprise Corridor** is a major transport and freight corridor that will continue to function as a significant economic asset for the City of Bankstown. The built form will create a 'sense of place' through mixed use nodes at important intersections. The remaining parts of the corridor will continue to promote industrial, bulky goods and other highway related uses.

Top Ten Priority Actions







Chapter One

# Growth...Change...Future



## 1.1 Introduction

The North East Local Area is a unique and attractive place, a place where people value where they live and shop, and the landscapes that make them feel good. The local area is renowned for its strong sense of local identity and its strategic location within Sydney's major transport and freight corridors.

There is strong evidence the local area is emerging as a place of urban renewal and will experience growth over the next 15 years. By 2031, the local area is expected to grow by 3,252 residents to 34,819 residents.

Accommodating this growth will have its challenges and is likely to necessitate change to the urban environment. As a 'City Maker', Bankstown City Council is responding to this challenge by undertaking comprehensive strategic planning to ensure the local area transforms into a model of sustainable renewal whilst maintaining the qualities and places that we value.

Council's desired outcomes are to have the Greenacre Small Village Centre recognised as the 'heart' of the local area, to have the Punchbowl Small Village Centre capitalise on the residents and commuters passing through daily to catch the Sydney Metro, to have the small village centres and the industrial precinct continue to be places of employment, and to have liveable neighbourhoods with enhanced community and recreation opportunities.

This Local Area Plan highlights the priority actions to achieve these desired outcomes. This Local Area Plan complements Council's other Local Area Plans and underpins Council's statutory planning framework and infrastructure priorities. It also provides an important source of analysis and information in the assessment of planning proposals, pre-gateway reviews and development applications in the local area.

## 1.2 About the Local Area Plan

The City of Bankstown is changing in response to population growth, increased community expectations, market forces and environmental constraints. The City of Bankstown is expected to grow by 22,000 dwellings and 6,000 new jobs in the period 2006–2031. To address these challenges we need to plan ahead to meet the changing needs of residents, businesses, workers and visitors.

Council resolved to prepare Local Area Plans for the seven local areas that make up the City of Bankstown. These local areas combine the suburbs and environmental catchments of distinctive physical character. Together the seven Local Area Plans will provide a comprehensive strategic planning framework for the City of Bankstown to 2031.

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

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

As part of the plan making process, Council consults with the community, industry, state agencies and key stakeholders. Consultation has been and will continue to be a key component of planning for the local area. Council also researches current policies, targets and best practice at the local, state and national levels, and may undertake supplementary studies to further identify issues and possible solutions.

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

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

- Metropolitan Plan 'A Plan for Growing Sydney' (Department of Planning & Environment 2014)
- Residential Development Study (BCC 2009)
- Employment Lands Development Study (BCC 2009)
- North East Issues Paper (BCC 2013)
- Bankstown Heritage North East and North Central Heritage Review (Paul Davies Pty Ltd 2013)
- Hume Highway Corridor Strategy (BCC 2004)
- Urban Design Study (Conybeare Morrison 2014)
- Retail and Commercial Floor Space Needs Analysis (Hill PDA 2014)
- Market Feasibility Analysis (SGS 2014)
- Transport Study (GTA 2014)
- Bankstown FSR Review Report (JBA 2015)
- Centres Transport Action Plan (BCC 2015)
- Apartment Design Guide (Department of Planning & Environment 2015)
- Sydenham to Bankstown Urban Renewal Corridor Strategy (Department of Planning & Environment 2015)

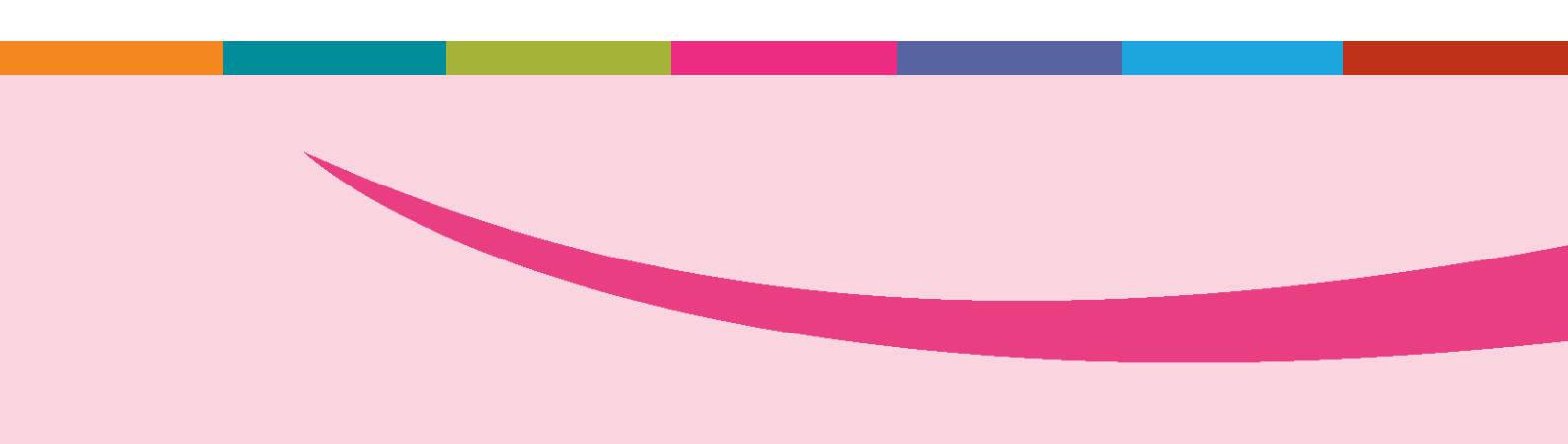
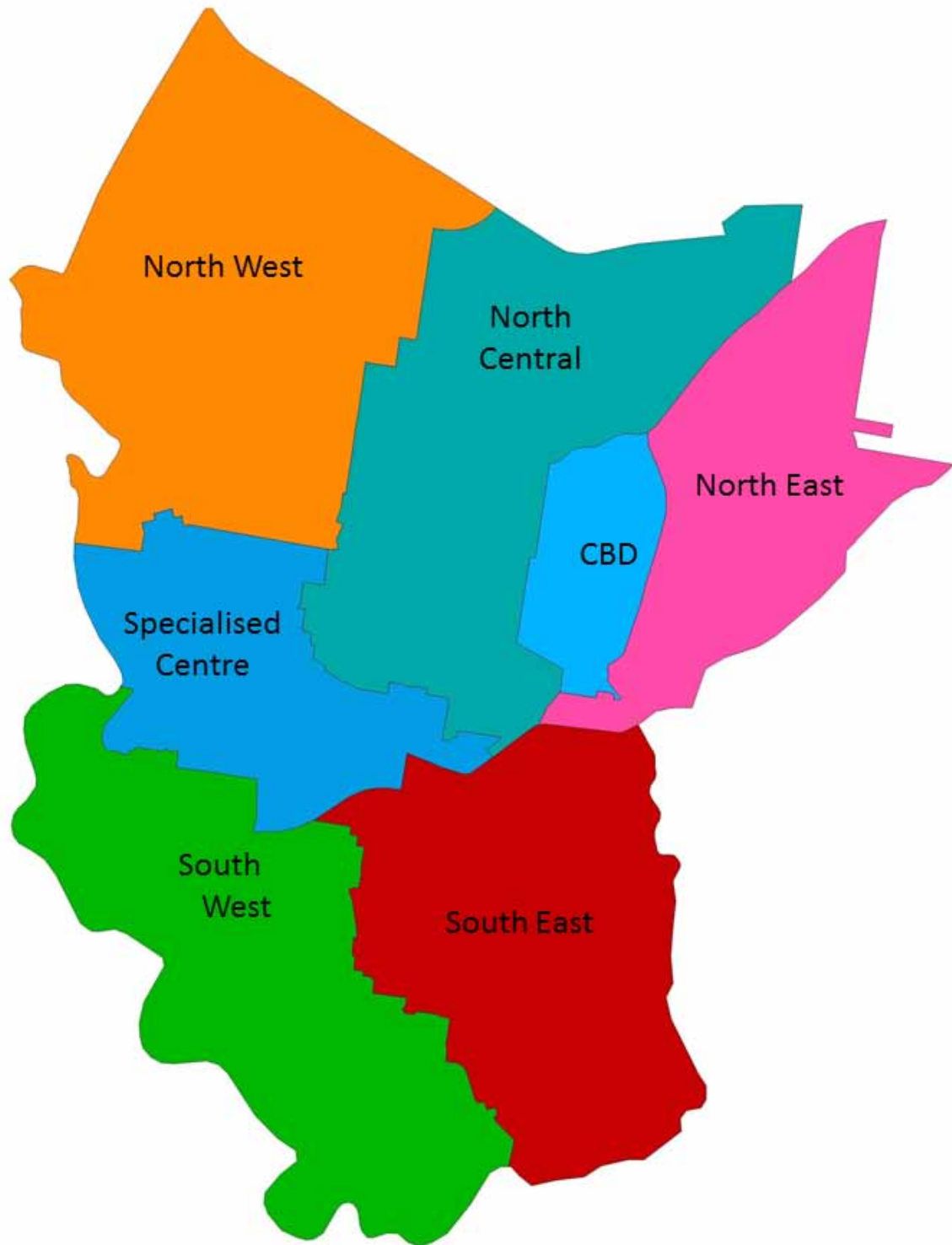


FIGURE 1 Local Areas



### 1.3 Centres Hierarchy

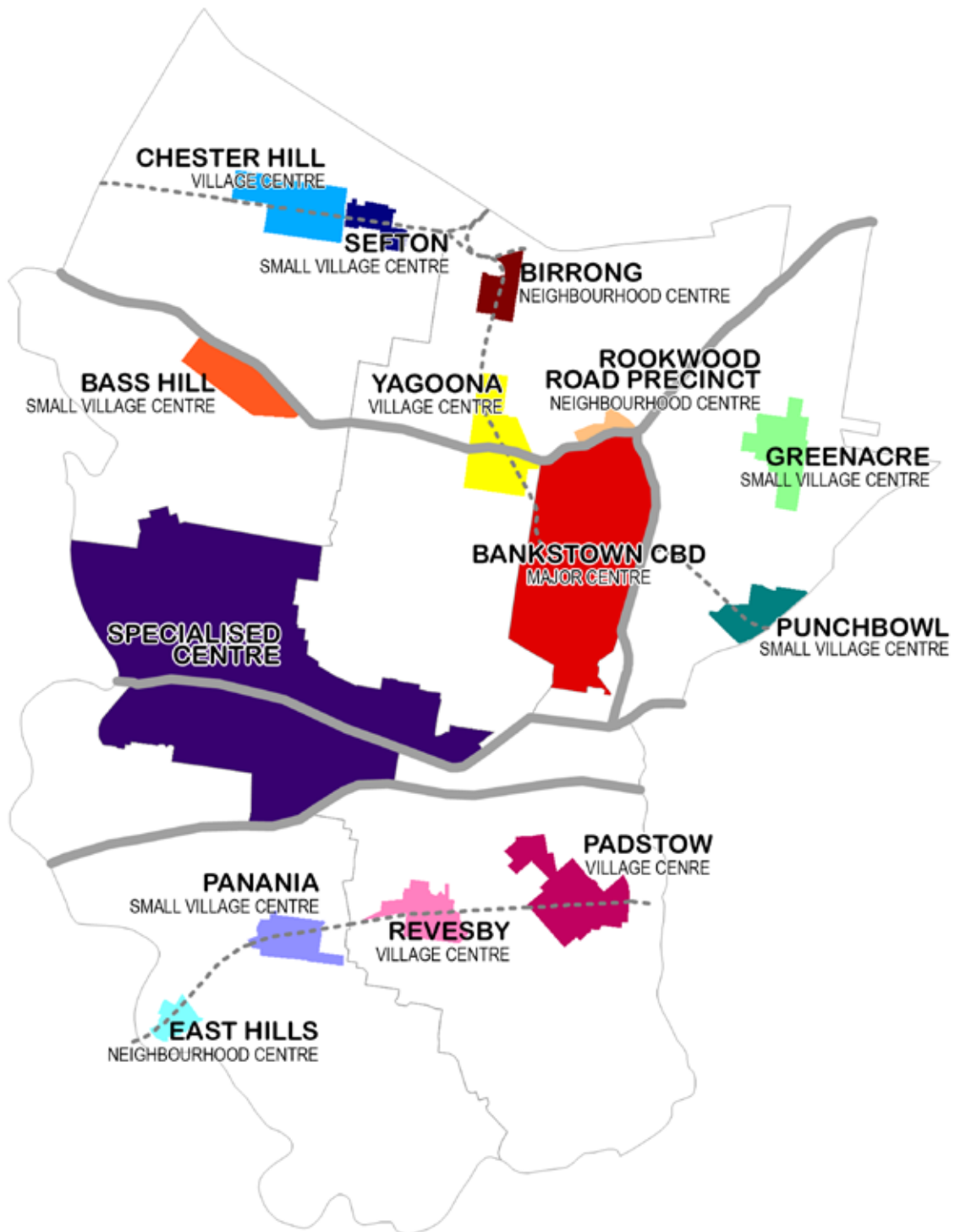
A strong centres hierarchy is vital to a liveable City of Bankstown. There is a diversity of centres ranging in size from the Bankstown CBD to village centres, small village centres and neighbourhood centres. Most of our larger centres are built around railway stations connecting them to opportunities and services within the City of Bankstown and the broader Sydney Metropolitan Region.

The North East Local Area Plan will implement the centres hierarchy set out in Council's Residential Development Study and reinforced in the Metropolitan Plan 'A Plan for Growing Sydney' and the North East Issues Paper. The centres, in order of their size and role in the hierarchy, are:

- **Bankstown CBD** is the cultural, social and economic heart of the City of Bankstown. The Metropolitan Plan nominates the Bankstown CBD as a strategic centre within Sydney's centres hierarchy. The Bankstown CBD attracts high quality design and architecture and contains the highest densities and tallest buildings in the City. The Bankstown CBD provides excellent transport options and the widest variety of retail and commercial opportunities, housing choice and jobs. The public domain within the Bankstown CBD provides high quality spaces for social interaction and enjoyment for residents, workers and visitors. The walking catchment is 1km measured from the railway station.
- **Small Village Centres** contain a range of retail and commercial opportunities, good transport options and some higher density residential and mixed use development along main streets. They can also contain some district level services such as community facilities and supermarkets. Our small village centres are Bass Hill, Greenacre, Panania, Punchbowl, Regents Park and Sefton. The walking catchment of small village centres is a 400 metre radius and can contain between 800 and 2,700 dwellings.
- **Neighbourhood Centres** service the immediate needs of the local community. They are comprised of small groups of shops with some containing supermarkets. They can often include shop top housing, residential flat buildings and multi dwelling housing around the shops. Our neighbourhood centres include Birrong, East Hills and Rookwood Road. The walking catchment of neighbourhood centres is a 150 metre radius and can contain between 150 and 900 dwellings.
- **Village Centres** provide a wide range of retail and commercial opportunities, excellent transport options and a diverse selection of higher density residential and mixed use development. The population within these centres are supported by good quality public spaces. The open spaces and community facilities in the centres will address the needs of the community. Our village centres are Chester Hill, Padstow, Revesby and Yagoona. The walking catchment of village centres is a 600 metre radius and can contain between 2,000 and 5,500 dwellings.



FIGURE 2 Centres Hierarchy



Centres	Hierarchy	Local Area Plan
<b>Bankstown CBD</b>	Major Centre	Bankstown CBD
<b>Chester Hill</b>	Village Centre	North West
<b>Padstow</b>	Village Centre	South East
<b>Revesby</b>	Village Centre	South East
<b>Yagoona</b>	Village Centre	North Central
<b>Bass Hill</b>	Small Village Centre	North West
<b>Greenacre</b>	Small Village Centre	North East
<b>Panania</b>	Small Village Centre	South West
<b>Punchbowl</b>	Small Village Centre	North East
<b>Regents Park</b>	Small Village Centre	North Central
<b>Sefton</b>	Small Village Centre	North West
<b>Birrong</b>	Neighbourhood Centre	North Central
<b>East Hills</b>	Neighbourhood Centre	North West
<b>Rookwood Road</b>	Neighbourhood Centre	North Central

## 1.4 The Locality

The North East Local Area includes the suburbs of Greenacre, Mount Lewis and part of Punchbowl. It is bound by the Hume Highway to the north, Roberts Road to the east, Canterbury Road to the south and Stacey Street to the west.

Within the local area are seven precincts of distinctive functional and physical character as shown in Table 1.

These precincts offer an effective base to developing the desired future character for the locality, as well as the priority actions and mechanisms to implement the citywide directions at the local level. Figure 3 shows the precincts of the local area and Figure 4 shows the key characteristics.



**TABLE I**

**Precincts in the Local Area**

<i>Precincts</i>	<i>Key characteristics</i>
<p><b>Greenacre Small Village Centre</b></p>	<p>The Greenacre Small Village Centre functions as the ‘heart’ of the local area. The Small Village Centre is generally bound by Chiswick Road to the north, Acacia Avenue to the east, Banksia Road and Roberts Park to the south and Noble Avenue to the west.</p> <p>The small village centre is the largest retail centre in the North East Local Area with 30,000m<sup>2</sup> of retail and commercial floor space. The vacancy rate is 2% indicating the centre is performing at a good level. The addition of an anchor supermarket (4,000m<sup>2</sup>) has increased the attractiveness of the centre. However, the proximity to the Bankstown CBD and Chullora Marketplace limits the role and expansion opportunities of Greenacre.</p> <p>Waterloo Road functions as the main street to the small village centre, and comprises supermarkets, restaurants, low rise (2–3 storey) shop top housing and a regional bus route. The retail base reflects the ethnic character of the area. Council recently invested in public domain improvements in the main street and McGuigan Place. The main street also contains a large quantum of parking both on–street parking and designated car parks.</p> <p>The community facilities are dispersed across the centre, namely at Community Place, Waterloo Road and Roberts Park. The community facilities and municipal pool are ageing and underutilised.</p> <p>Community Place is a large underutilised site in the heart of the centre located behind back fences, and there are safety and security issues. There are also poor linkages to the main street and suburban neighbourhood.</p> <p>The prevailing character of the suburban neighbourhood surrounding the main street is low–rise (2 storey) houses, dual occupancies and multi dwelling housing in a landscaped setting. The subdivision pattern indicates a layout common to most suburbs developed during the 1920s–1940s in Western Sydney. The suburban neighbourhood has experienced recent growth in schools.</p> <p>Boronia Road is a major east–west road link that trucks can use to access the Enfield Intermodal Logistics Centre. A major electricity easement corridor crosses through the centre in a north–south direction.</p>

TABLE 1 cont...

## Precincts in the Local Area

Precincts	Key characteristics
<p><b>Punchbowl Small Village Centre</b></p>	<p>The Punchbowl Small Village Centre is located on the boundary between the Bankstown and Canterbury Local Government Areas.</p> <p>The railway line runs in an east–west direction and creates a clear divide in the small village centre. A challenge is the lack of connectivity between the area north of the railway line and the main streets (The Boulevard and Punchbowl Road). Punchbowl Road provides north–south pedestrian / vehicle access over the railway line. The railway station also provides north–south pedestrian access over the railway line, however it is not accessible for people with mobility constraints. There are no other crossings over the railway line.</p> <p>The area north of the railway line is located in the Bankstown Local Government Area. It is predominantly characterised by low–rise (2–3 storey) shop top housing with 11,217m<sup>2</sup> of retail and commercial floor space. The vacancy rate is 11% indicating this side of the centre is underperforming. The facades of some traditional terrace shops on Punchbowl Road and Bruest Place have historic significance.</p> <p>The area south of the railway line is located in the Canterbury Local Government Area. The majority of the retail and community activity is concentrated on the southern side of the railway line including an anchor supermarket, community facilities and neighbourhood parks. The southern side also contains a large quantum of parking both on–street parking and designated car parks.</p> <p>The street pattern is generally a grid pattern. Public domain improvements have enhanced the street through street widening, realigned pedestrian crossings and a unique mural located on the Punchbowl Road retaining wall.</p> <p>The prevailing character of the suburban neighbourhood surrounding the main street is low–rise (2 storey) houses, dual occupancies and multi dwelling housing in a landscaped setting. The subdivision pattern indicates a layout common to most suburbs developed during the 1920s–1940s in Western Sydney. The suburban neighbourhood has experienced recent growth in schools.</p>
<p><b>Chullora Marketplace Precinct</b></p>	<p>The Chullora Marketplace is the focal point of this precinct. It is a large stand–alone shopping centre on Waterloo Road and comprises supermarkets, shops and 1,871 parking spaces. The trade area is mostly local residents and workers from the Chullora Technology Park.</p> <p>Adjoining the Chullora Marketplace is a school, light industries, neighbourhood parks and some houses. There is heavy traffic movement on Waterloo Road during school peak hours.</p>

TABLE 1 cont...

Precincts in the Local Area

<i>Precincts</i>	<i>Key characteristics</i>
<b>Suburban Neighbourhood Precinct</b>	<p>The majority of housing development across the Suburban Neighbourhood occurred during the 1920s–1940s. The majority of residential lot sizes are between 500m<sup>2</sup> and 700m<sup>2</sup>.</p> <p>The most recent development is in the form of low–rise (1–2 storey) dual occupancies, multi dwelling housing, seniors housing, housing estates and secondary dwellings dispersed across the Suburban Neighbourhood. Today, the majority of the precinct continues to be characterised as low density housing of 1 dwelling per lot.</p> <p>Dispersed throughout the Suburban Neighbourhood are some non–residential land uses including schools, places of public worship, light industries and small groups of low–rise (2 storey) shop top housing that serve the day–to–day needs of residents. Also dispersed throughout the Suburban Neighbourhood are sporting fields, neighbourhood parks and a major electricity easement corridor.</p>
<b>Bankstown Industrial Precinct</b>	<p>The Bankstown Industrial Precinct provides the majority of employment land in the local area, outside of the centres. This precinct forms part of the wider M5 Economic Corridor and plays an important role in servicing Sydney’s manufacturing, transport and bulky goods retail activities.</p> <p>Stacey Street divides the industrial precinct, and a challenge is the lack of connectivity between the northern part (between Stacey Street and Ruse Park) and the remainder of the precinct along Canterbury Road.</p>
<b>Hume Highway Enterprise Corridor</b>	<p>The Hume Highway Corridor is a national and historical landmark. Commissioned by Governor Macquarie in 1813, the corridor today functions as a national highway linking Sydney with Canberra and Melbourne. It is also the front door to the City of Bankstown with over 62,000 motorists travelling through this section of the highway every day. The enterprise corridor is a major investment and employment zone for the City of Bankstown.</p> <p>The section of the corridor through the North East Local Area (known as the ‘Greenacre Motor Alley’) extends from Stacey Street to Roberts Road. The south side of the highway comprises a mix of houses, motels, shops, car dealerships and large underutilised sites. The south side also intersects with the Cooks River biodiversity corridor. There is a poor environment (air quality, noise and visual amenity) due to traffic.</p>



TABLE I cont...	Precincts in the Local Area
<i>Precincts</i>	<i>Key characteristics</i>
	<p>At the intersection of the Hume Highway and Roberts Road is the Enfield Intermodal Logistics Centre, which is the major intermodal terminal for the West Central Industrial Belt. The role of the intermodal terminal within Sydney's freight network is to enable the growth of shipments through Port Botany and to divert a substantial portion of freight movements to Western Sydney from road to rail transport.</p> <p>The 60 hectare site comprises a wide range of transport related activities including an intermodal freight terminal, warehouses and light industries. The freight routes to the intermodal terminal include the Hume Highway, Roberts Road, Boronia Road and Juno Parade. A key challenge is the exposure of truck movements and noise to residents in the adjacent Suburban Neighbourhood Precinct.</p>
<p><b>Canterbury Road Enterprise Corridor</b></p>	<p>The Canterbury Road Enterprise Corridor is a major transport corridor that connects the City of Bankstown to the airport / port and Western Sydney. The corridor comprises industries and bulky goods premises.</p> <p>Key assets include the proximity to the M5 Motorway and Bankstown CBD. The poor image and amenity (air quality and noise) of the Canterbury Road Enterprise Corridor is a key challenge for this precinct. Canterbury Road is subject to possible future road widenings.</p>

FIGURE 3 Precincts in the North East Local Area

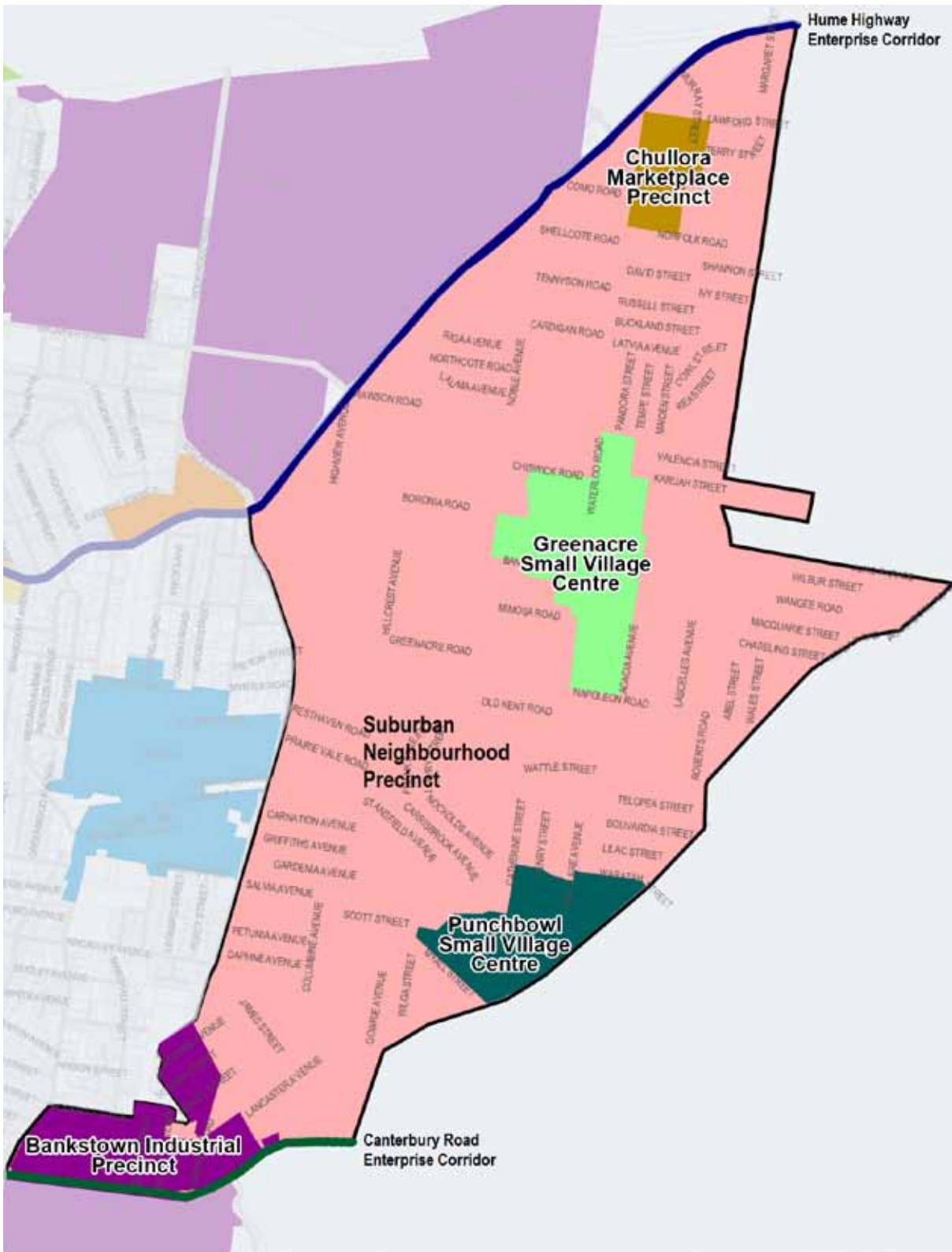
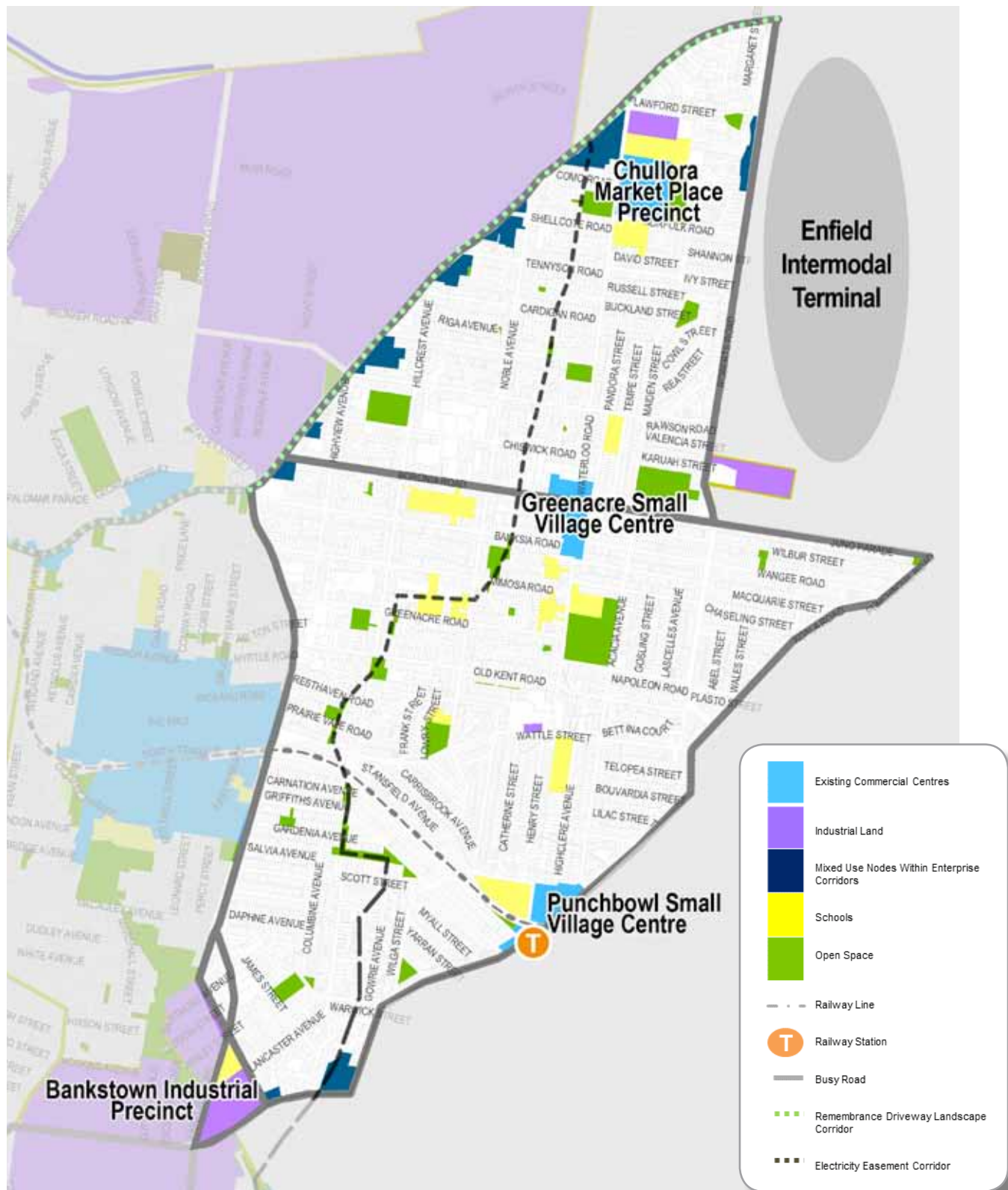


FIGURE 4 Key Characteristics of the North East Local Area



### 1.5 Historical Context

The original inhabitants of the Bankstown area are believed to be the Gwealag, Bidjigal and Dharug people.

Europeans first came to Bankstown in 1795 and established a farming and timber getting community, which provided valuable food and resources for Sydney town as it grew from a struggling colony to a thriving global city.

The opening of the Bankstown railway line coincided with two significant land subdivisions in the local area. The release of the Mount Lewis Estate and the Greenacre Park Estate in 1922

led to an increase in development activity with more than 300 houses constructed by 1924. The War Service Commission also acquired large areas of land following World War I to construct War Service Commission Homes for returned servicemen and their families.

The extension of the railway line to Punchbowl led to the construction of the railway station and shopping centre, which at the time included newsagents, butchers, drapers, boot repairers, grocers, confectioners and cinemas. By the end of the 1920s, Punchbowl became a substantially developed suburb dominated by Californian Bungalows.

The post-World War II period saw the shift from a semi-rural to suburban area with increased industrialisation. This created the demand for more new housing in the local area to accommodate a growing workforce. The cultural base also changed as migrants settled in the area.

Today, the North East Local Area continues to be a place of population growth in liveable neighbourhoods (see Figure 5) and is strategically located within a major economic corridor that services the City of Bankstown and the wider West Central Subregion.

FIGURE 5 Historic Net Dwelling Growth in the North East Local Area

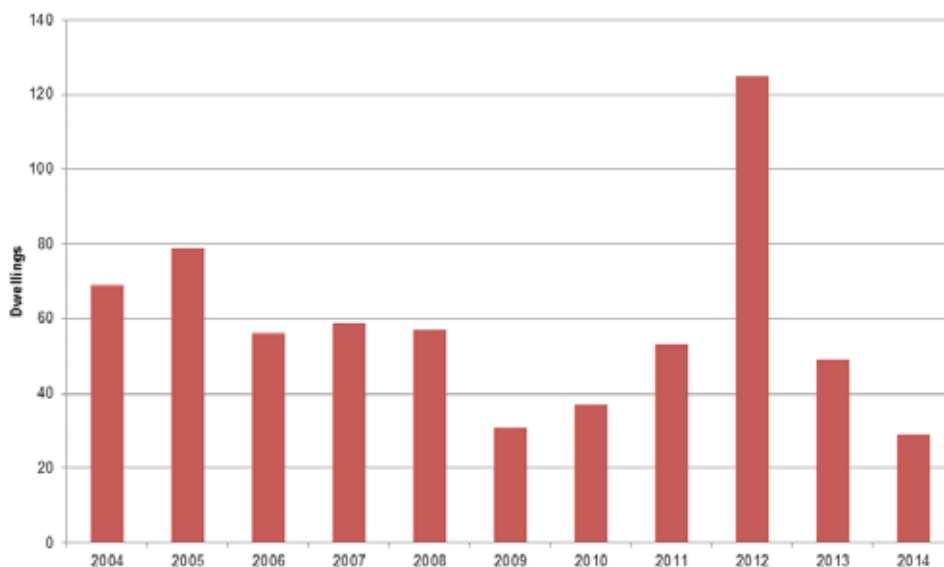
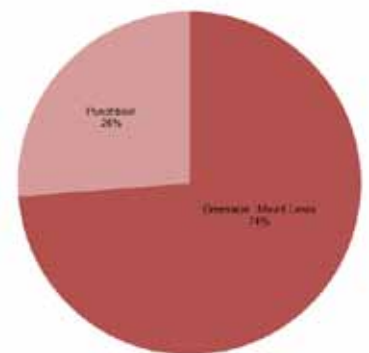


FIGURE 6 Current Population



## 1.6 Population and Demographic Changes

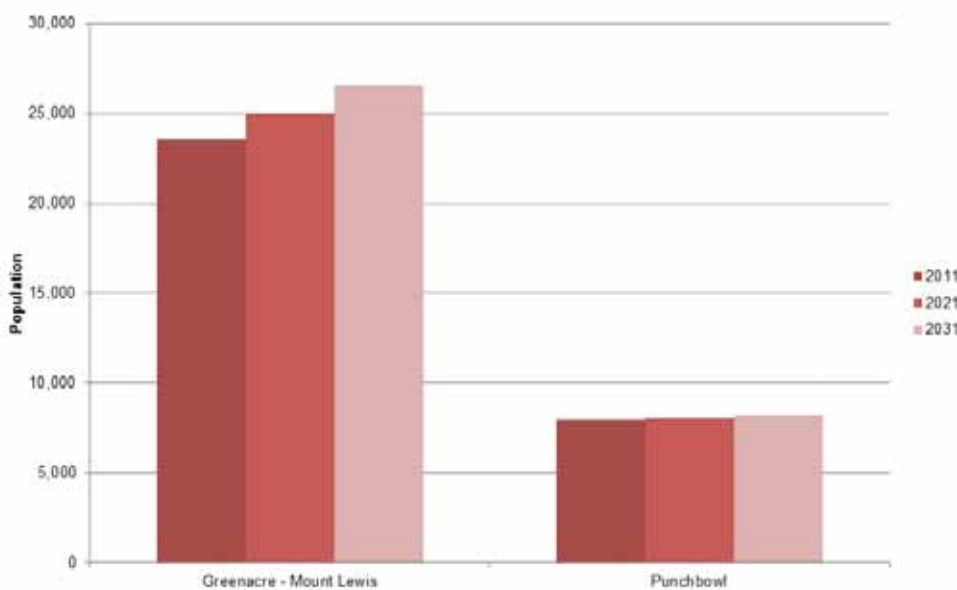
The North East Local Area currently accommodates 31,567 residents with most living in Greenacre and Punchbowl (refer to Figure 6). The population is primarily young and middle aged, and families with children represent 50% of households. This reflects the population age profile and the low density character of the local area.

The population of the local area is expected to grow at a moderate rate reaching around 34,819 residents by 2031 (refer to Figure 7). As with the remainder of Sydney, the proportion of residents aged over 60 years will increase and this trend is likely to result in a demand for smaller household sizes, as well as an increased demand in services for this age group.

The local area will require more dwellings, jobs and infrastructure to meet the needs of this growing population, with consideration

given to the socio-economic status as this can influence people's mode of travel and the types of community facilities required to meet their needs. The economic analysis indicates the strong demand for houses, dual occupancies, multi dwelling housing and seniors housing will remain. Shop top housing and residential flat buildings in and around the centres will increase as a proportion of new dwellings entering the market.

FIGURE 7 Population Changes by Suburb





## 1.7 Metropolitan Planning Context

The Metropolitan Plan ‘A Plan for Growing Sydney’ is the long term strategic plan for the growth of Sydney. By 2031, Sydney is expected to grow by 1.6 million people, who will live in 664,000 new homes and work at 689,000 new jobs.

The plan divides metropolitan Sydney into 6 subregions. The City of Bankstown is in the West Central Subregion, which also includes the Auburn, Blacktown, Holroyd, Parramatta and The Hills Local Government Areas (refer to Figure 8). The West

Central Subregion will accelerate housing supply and choice within the priority precincts, established centres and key public transport corridors. Table 2 outlines the directions and dwelling target for the City of Bankstown.

The plan identifies the Bankstown CBD as a strategic centre, which is a location that currently or is planned to have at least 10,000 jobs. This is a priority location for employment, retail, housing and services. Key transport projects that will benefit the City of Bankstown include the Sydney Metro (South Western Line) Link and the potential for a Parramatta–Bankstown light rail link.

In terms of employment, the plan identifies the opportunity to increase economic activity and jobs growth in the Bankstown to Liverpool corridor, which includes the Bankstown Industrial Precinct and the Canterbury Road Enterprise Corridor.

At present, the Department of Planning & Environment is preparing a new West Central District Plan, which is proposing to review the population, housing and employment targets for subregions. This Local Area Plan will inform the development of the district plan.

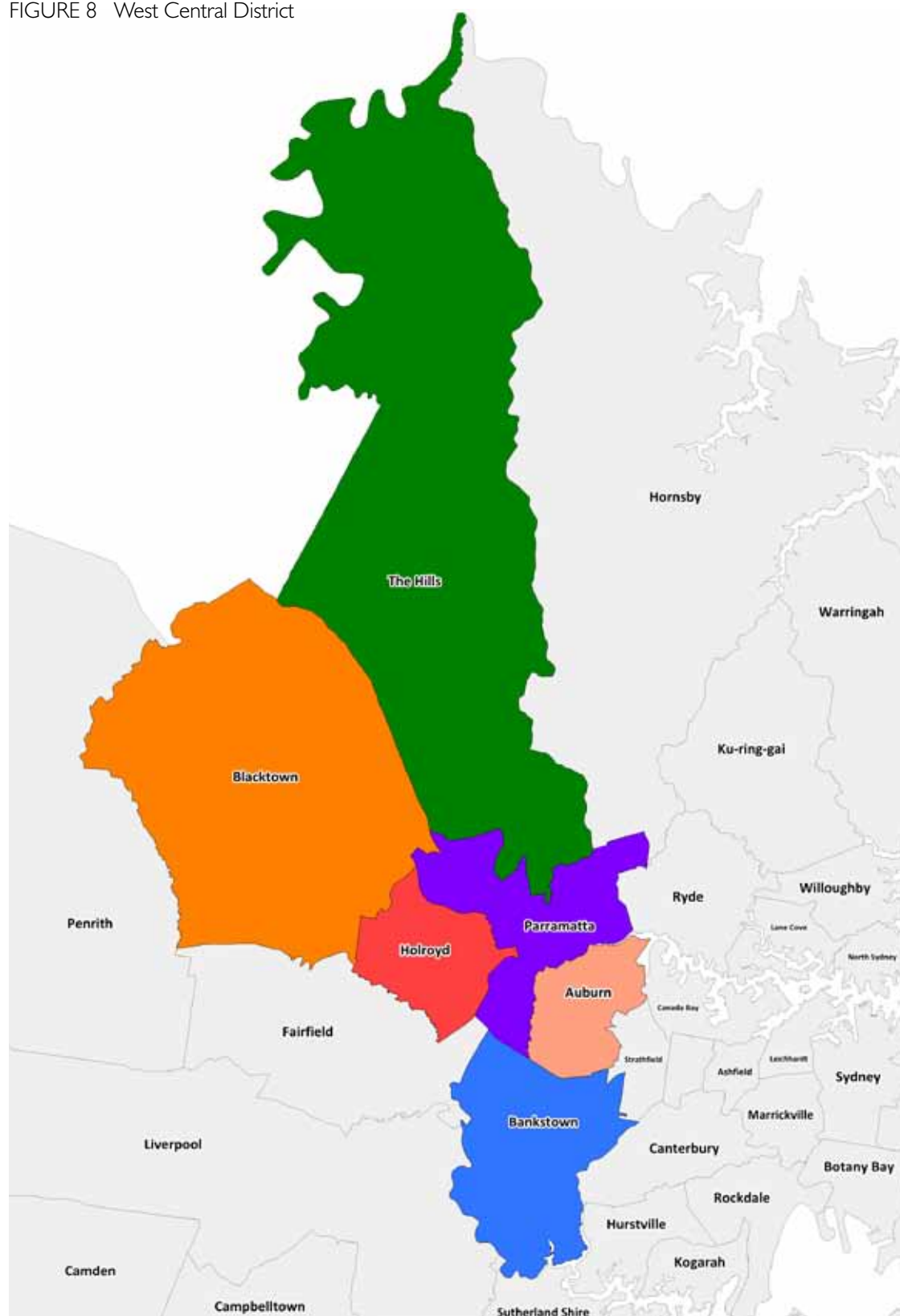
**TABLE 2**

**NSW Government Planning Policy**

<i>Policy Areas</i>	<i>Targets and Policy Settings</i>
<p><b>Growing and renewing centres</b> <b>(A Plan for Growing Sydney)</b></p>	<ul style="list-style-type: none"> <li>• Locate at least 80% of all new homes within the walking catchments of centres with good public transport.</li> <li>• Focus activity in accessible centres.</li> <li>• Support clustering of businesses and knowledge-based activities in Strategic Centres and Transport Gateways.</li> </ul>
<p><b>Housing</b> <b>(Draft West Central Subregional Strategy)</b></p>	<ul style="list-style-type: none"> <li>• Plan for increased housing capacity targets in existing areas.</li> <li>• Councils to plan for sufficient zoned land to accommodate dwelling targets through Principal LEPs. Dwelling targets for local government areas to 2031 are Parramatta (21,000); Bankstown (22,000); Auburn (17,000); Holroyd (11,500); Blacktown (21,500) and The Hills (21,500).</li> </ul>



FIGURE 8 West Central District



## 1.8 Community Issues

Council prepared this Local Area Plan through the strategic planning process in consultation with the community, industry, state agencies, community service providers and key stakeholders. Consultation has been and will continue to be a key component of planning for the local area. Understanding the issues and community aspirations during this process is crucial to inform change and to establish the desired look and feel of the local area.

The Bankstown Community Plan and the exhibitions of the North East Issues Paper in 2013

and the Draft Local Area Plan in 2014–2015 and 2015–2016 identify the issues and community aspirations for the local area. The consultation process included written notifications and discussions with residents, shopkeepers, property owners, industry and community service providers; online discussion forums; ‘kitchen table’ discussions; drop-in sessions; public listening sessions; and a workshop to explore the concept of ‘village feel’. The consultation process also reviewed the planning controls applying to the local area to establish clear and simple development guidelines, and to create a climate of certainty for the community and developers.

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

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

**TABLE 3**

**Summary of Community Issues for the North East Local Area**

<i>Discussion points</i>	<i>Community issues</i>
<b>Village feel</b>	<p>Promote a ‘village feel’ in centres by incorporating the following elements in the future planning of local areas:</p> <ul style="list-style-type: none"> <li>• Social inclusiveness and opportunities for community interaction through regular community events, community gardens and local markets.</li> <li>• Activity on local streets and activated laneways with family friendly night life and alfresco dining.</li> <li>• Attractive, green spaces with natural shade and landscaping within footpath areas.</li> <li>• A safe and pedestrian friendly environment with improved lighting and cleanliness.</li> </ul>
<b>Improve the visual, social and community amenity</b>	<ul style="list-style-type: none"> <li>• Ensure centres are clean and attractive.</li> <li>• Consider litter reduction programs.</li> <li>• Increase attention to illegal dumping activity.</li> <li>• Pollution is a concern, particularly water pollution.</li> <li>• Expand the range of community facilities to include community gardens, educational services and playgrounds.</li> <li>• Provide services to help people learn how to be active citizens who can raise issues with Council and the community.</li> <li>• Accommodate the needs of an ageing population in the City of Bankstown.</li> <li>• Provide child care facilities that are readily available and easily accessible.</li> <li>• Encourage community art in Punchbowl.</li> </ul>

**TABLE 3 cont...**

**Summary of Community Issues for the North East Local Area**

<i>Discussion points</i>	<i>Community issues</i>
<p><b>Manage Growth</b></p>	<ul style="list-style-type: none"> <li>• Mix of views regarding increased development with some concerns about population growth and the associated implications. Residents do not want to feel overcrowded.</li> <li>• Concerns about 'ugly high-rise', the loss of vacant land and traffic problems created by more people.</li> <li>• Higher populations and multi storey development should locate around railway stations and major roads.</li> <li>• Ensure new buildings meet high level environmental standards (e.g. water and energy).</li> <li>• Improve the development controls for open space and building heights.</li> <li>• Consider more housing for seniors.</li> <li>• Allow small blocks of housing built around courtyards.</li> <li>• Revitalise the shopping centres to create an atmosphere that attracts people to cafes and restaurants.</li> <li>• Renew industrial precincts.</li> <li>• Provide local employment initiatives.</li> <li>• Facilitate linkages between learning and employment; and provide employment mentoring.</li> </ul>
<p><b>Improve public transport services</b></p>	<ul style="list-style-type: none"> <li>• Public transport is inadequate, particularly on weekends.</li> <li>• Provide more public transport options.</li> <li>• Provide a commuter car park in Punchbowl.</li> </ul>
<p><b>Improve traffic flow and parking</b></p>	<ul style="list-style-type: none"> <li>• Concerns about congestion, noise, parking and speeding in the local area.</li> <li>• Narrow streets and too many cars create congestion.</li> <li>• Parking is an issue for residents.</li> <li>• Develop connected cycling routes.</li> <li>• Ensure new residential development provide additional visitor parking spaces.</li> <li>• Reduce the volumes of traffic including trucks.</li> <li>• Improve traffic management on Greenacre Road and Stacey Street.</li> </ul>
<p><b>Enhance parks and open spaces</b></p>	<ul style="list-style-type: none"> <li>• Improve footpaths and the appearance of open spaces.</li> <li>• Appropriately manage the biodiversity and bushland areas.</li> <li>• Provide a local botanic garden with native plants.</li> </ul>
<p><b>Improve safety</b></p>	<ul style="list-style-type: none"> <li>• Provide more policing in local streets.</li> <li>• Improve street lighting.</li> <li>• Encourage more community events that will bring residents together.</li> <li>• Improve safety around the Punchbowl railway station and Breust Place.</li> </ul>
<p><b>Community engagement</b></p>	<ul style="list-style-type: none"> <li>• Use visual aids to better support a 'shared' understanding of the future planning of these local areas.</li> <li>• Continue efforts to facilitate communication and cultural understanding.</li> <li>• Continue efforts to engage the youth in contributing their views to the future planning of these local areas.</li> </ul>







Chapter Two

# Local Area Actions





## 2.1 Liveable

The North East Local Area is a lifestyle destination that will become the place to be as more people appreciate everything that is on offer in the liveable neighbourhoods. Most residents live in houses, as well as a mix of dual occupancies, multi dwelling housing, residential flat buildings and seniors housing near the centres. Based on demographic trends, the North East Local Area is expected to grow by 3,252 residents and to 34,819 residents.

The Liveable Actions aim to continue to have a local area that is well planned by concentrating around 80% of new dwellings within the walking catchments of the small village centres. Locating a greater proportion of residents closer to public transport and services will make the local area a more liveable and attractive place as it achieves the following sustainability principles derived from Government and Local Council policies:

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

Supporting this growth will be a range of living choices and community infrastructure. As a 'City Maker', Council will continue to take an active role in delivering quality community infrastructure that meets the needs of a diverse and growing population.



## Plan for the Sustainable Renewal of the Greenacre Small Village Centre

The Greenacre Small Village Centre is an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking.

The Greenacre Small Village Centre is also a popular place with increasing demand for retail floor space and housing. This growth offers an exciting opportunity to transform the heart of the small village centre into a welcoming and distinctive place for people that is well-used and well-loved.

To shape the urban renewal plan for the small village centre, Council applied the following important strategic planning process in consultation with the community, industry, state agencies and key stakeholders:

### Planning Context

The strategic and local context overview summarises:

- Consistency with the Metropolitan Plan and relevant local strategies, which are the Bankstown Residential Development Study and the Bankstown Employment Lands Development Study (both endorsed by the Department of Planning & Environment).
- An analysis of the current conditions, constraints, opportunities, supply and demand for housing and jobs, and from this base the potential to meet future growth in the local area to 2031.
- An analysis of the community aspirations. This includes the issues and community aspirations raised in the Bankstown Community Plan and through the exhibitions of the North East Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016.

### Vision and Structure Plan

The planning context informs the vision and structure plan, which shows how the small village centre will grow.

### Development Framework

The development framework translates the vision and structure plan into a clear and concise set of infrastructure priorities to support growth and to ensure the small village centre continues to be a great place for people to live, work, move around and socialise.

The development framework also translates the vision and structure plan into a clear and concise set of precinct based changes to the land use and building envelope controls so that development proceeds in the best way possible.



## L1 IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Amend Planning Agreements Policy
- Amend Plan of Management
- Urban Renewal Program: The first stage is to prepare a masterplan for Community Place as part of the Community Place Activation Project
- Property Acquisition Program
- Town Centre Improvement Program
- Bike & Pedestrian Program
- Parking Program

### I.1 Planning Context for the Greenacre Small Village Centre

The urban form of the Greenacre Small Village Centre is a functional response to the requirements and activities of a main street shopping centre. Today, the small village centre is a vital part of the local community, and a key driver in the economy, growth and character of the North East Local Area.

This planning context overview looks at the role of the Greenacre Small Village Centre within the centres hierarchy, and summarises the community aspirations, opportunities and constraints for growth.

The process of defining the context's setting and scale has direct implications for the design quality of development. It establishes the parameters for individual development and how new buildings should respond to and enhance the quality and identity of the small village centre.

**TABLE 4** Planning Context Overview**Metropolitan Context**

The Metropolitan Plan 'A Plan for Growing Sydney' reinforces a centres hierarchy across Sydney, which includes the City of Bankstown. These centres are integral to residential and employment growth in the City of Bankstown. The centres hierarchy ensures the extent of growth is in proportion with the function and infrastructure investment for each centre, which will be critical to the appeal of these places.

The Metropolitan Plan and the Apartment Design Guide broadly identify the Greenacre Small Village Centre as a small local centre, where the main street is surrounded by residential uses.

Hierarchy	Description	Centres
Strategic Centre	A centre characterised by an established commercial core with a full range of services, taller buildings and a network of retail and commercial streets with active frontages.	Bankstown CBD
Large Local Centre	A centre where retail and commercial uses are distributed around the main street or across a small network of streets defining the core.	Chester Hill, Padstow, Revesby and Yagoona
Small Local Centre	A centre where the main street or shopping strip is surrounded by residential uses.	Bass Hill, <b>Greenacre</b> , Panania, Punchbowl, Regents Park and Sefton
Urban Neighbourhood	Areas transitioning from low density residential.	Birrong, East Hills and Rookwood Road
Suburban Neighbourhood	Typically characterised by detached housing in a landscaped setting.	Suburban Neighbourhood Precinct
The Department of Planning & Environment's planning strategies also set a building height hierarchy to bring consistency to the description of centres and desired character. This Local Area Plan applies the building height hierarchy.		
Hierarchy	Number of storeys	
Low-rise buildings	Townhouses and apartments typically 2–4 storeys. Generally located in the outer edges of centres.	
Medium-rise buildings	Apartments sometimes with cafes or small shops at ground level, typically 5–7 storeys. Located in selected core locations generally within 400 metres of the railway station.	
Medium high-rise buildings	Apartments sometimes with cafes or small shops at ground level, typically 8 storeys. Located in selected core locations generally within 400 metres of the railway station.	
Main street shop top housing	Traditional terrace shops, new housing with ground floor retail, shops and cafes, typically 3–5 storeys. Generally located along main streets.	

TABLE 4 cont...

## Planning Context Overview

**Subregional Context**

A key objective of NSW Ports' 30 Year Master Plan 'Navigating the Future' is to protect the ports and intermodal terminals from urban encroachment. This key objective applies to the Enfield Intermodal Logistics Centre, located at the intersection of the Hume Highway and Roberts Road.

The Enfield Intermodal Logistics Centre will operate 24 hours a day, seven days a week and forms part of a network of existing and planned intermodal terminals facilities which aim to move freight efficiently around the Sydney region. Currently 430,000 TEU have been estimated as being contestable for rail transport via Enfield and this is forecast to grow to 1.7 million TEU by 2045. Currently capable of receiving B-doubles, the Intermodal Logistics Centre will need access for higher productivity vehicles to improve efficiency of the road freight task. Truck traffic to and from the Enfield Intermodal Logistics Centre is forecast to be about 580 trucks a day at 300,000 TEU per year throughput.

The freight routes to the Intermodal Logistics Centre include the Hume Highway, Roberts Road, Boronia Road and Juno Parade. This road network is managed by the State Government. A key challenge is the exposure of truck movements and noise to residents in the adjacent Suburban Neighbourhood Precinct. According to NSW Ports, the North East Local Area Plan complements the Intermodal Logistics Centre's operations by maintaining existing industrial lands and discouraging the dispersion of high density housing, particularly along Boronia Road. This will protect the Intermodal Logistics Centre from the impacts of urban encroachment.

**Local Context**

The Bankstown Residential Development Study is Council's relevant local strategy, endorsed by the Department of Planning & Environment. Council prepared and adopted the study through the strategic planning process in consultation with the community, state agencies, industry and key stakeholders.

The Bankstown Residential Development Study broadly identifies the areas that can best cope with growth to 2031, with a particular focus on improving the amenity and liveability of centres.

<b>Hierarchy</b>	<b>Centres</b>
Major Centre	Bankstown CBD
Village Centres	Chester Hill, Padstow, Revesby and Yagoona
Small Village Centres	Bass Hill, <b>Greenacre</b> , Panania, Punchbowl, Regents Park and Sefton
Neighbourhood Centres	Birrong, East Hills and Rookwood Road
Suburban Neighbourhood	Suburban Neighbourhood Precinct

Within the centres hierarchy, the study nominates Greenacre as a small village centre. A small village centre includes a small strip of shops and adjacent residential area within a 5–10 minute walk (400 metre radius) containing between 800 and 2,700 dwellings. The other small village centres in the City of Bankstown are Bass Hill, Panania, Punchbowl, Regents Park and Sefton.

TABLE 4 cont...

## Planning Context Overview

The Bankstown Residential Development Study sets a target of 210 additional dwellings for the Greenacre Small Village Centre. At the time, the target from a 2004 base was set in response to the Department's Draft West Central Subregional Strategy. This means the total number of dwellings in the small village centre is targeted to grow from 935 dwellings in 2004 to 1,145 dwellings in 2031.

To date, Council has surpassed the dwelling target. There are currently 1,241 dwellings in the Greenacre Small Village Centre, which equates to a net dwelling growth of 306 dwellings from the 2004 base.

#### Current planning controls

The main street (Waterloo Road) is within Zone B2 Local Centre, which permits a wide mix of uses such as commercial premises, shop top housing and residential flat buildings. The floor space ratio is 2:1 and the height limit is 4 storeys (no attic).

The suburban neighbourhood surrounding the main street is within Zone R2 Low Density Residential, which permits houses, dual occupancies and multi dwelling housing. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus attic.

#### Community Aspirations

From the outset, the strategic planning process acknowledges the importance of early consultation with the community, industry, state agencies and key stakeholders. Consultations through the exhibition of the Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016 have been fundamental for the process to move forward.

The community's expressed desire is to maintain and enhance the following elements that are key to the unique identity and character of the Greenacre Small Village Centre now and in the future:

- Village feel and fine-grain character.
- Life on the streets and places for people to socialise and interact.
- Small shops along Waterloo Road.
- Street trees, parks and green spaces.
- Safe and clean streets.

The North East Issues Paper (noted by Council in 2013) and the Bankstown Community Plan discuss the community aspirations in more detail.

#### Opportunities

The strategic analysis identifies the following key opportunities for urban renewal:

- There is demand for additional retail and commercial floor space (5,000m<sup>2</sup>) to 2031. This will help to promote the small village centre as a place for business and investment whilst at the same time increasing the number of people living within the small village centre to drive economic growth.
- There is the opportunity to create a compact small village centre with an emphasis on urban design. A compact centre would involve confining the most intense development around the main street. The main street is the natural spine for growth and there are some opportunities for outward expansion in a north–south direction away from Boronia Road, namely a northward direction to Chiswick Road and a southward direction to Roberts Park. The compact centre would develop a system of city walks which link people to desirable destinations.
- There is the opportunity to unlock the potential of Community Place to create an enlivened mixed use precinct that is recognised by the community as the 'heart' of the small village centre.



TABLE 4 cont...

## Planning Context Overview

- The small village centre provides appropriate parking, with restricted on–street spaces and 110 off–street spaces in two Council car parks. As most spaces are time restricted, usage of the parking supply is mostly by visitors (shoppers and businesses) rather than commuters. In addition, the Coles supermarket provides 196 off–street spaces.

The analysis shows the existing supply can accommodate parking demand from the growth in the centre however there may be significant circulation around the centre as users attempt to find a parking space at peak times.

The preferred approach is to allow gradual increases in capacity at convenient locations around the centre.

This allows different management strategies to be applied for each car park, and the construction of additional spaces based on developer contributions.

- Council may make a submission to the Minister for Planning to raise the section 94A levy for development from the current 1% to 2% to fund the new initiatives.

The North East Issues Paper (noted by Council in 2013) and other reference documents discuss the opportunities in more detail.

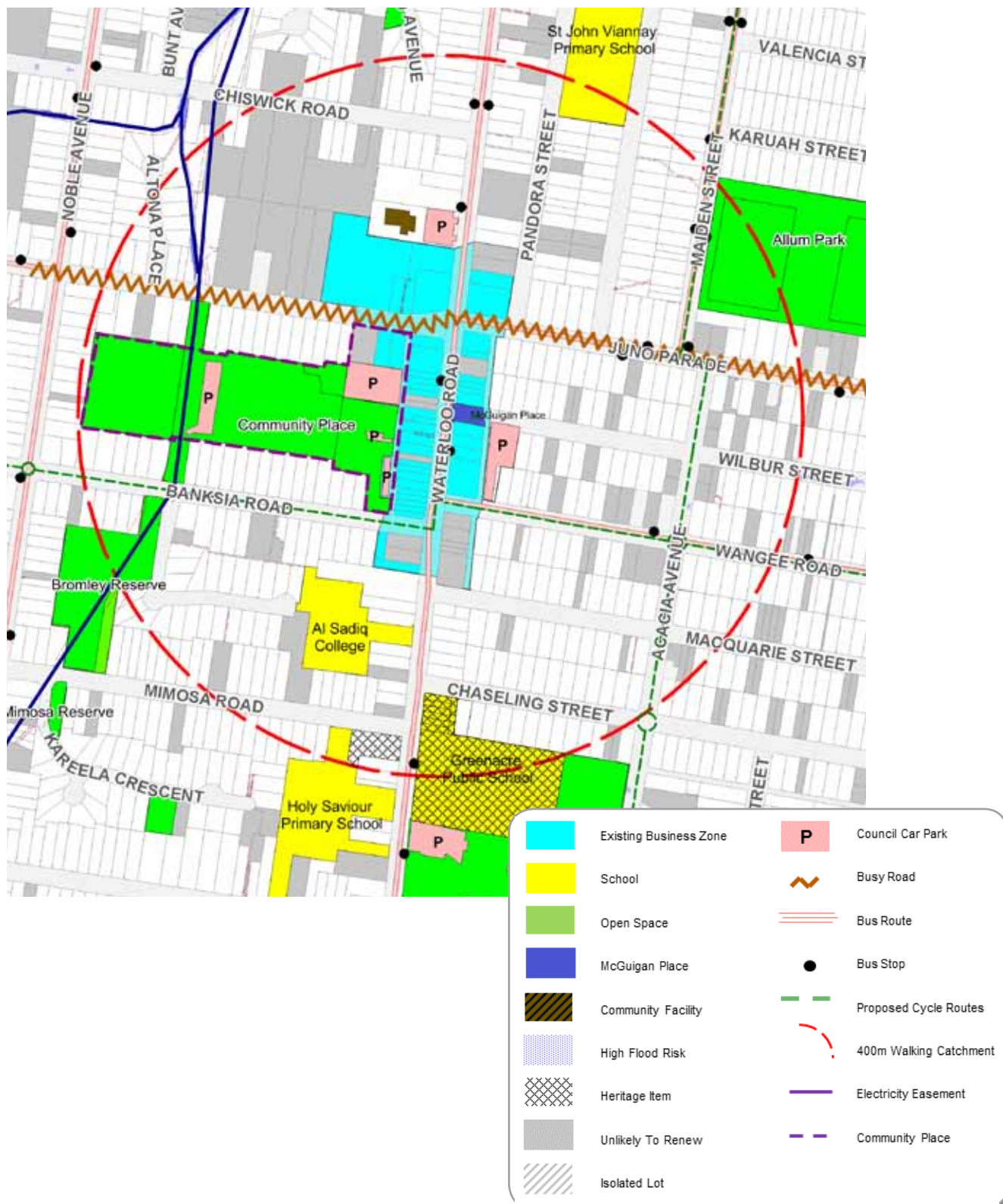
**Constraints**

The strategic analysis identifies the following key constraints, which may impact on the capacity for growth:

- Boronia Road is a busy east–west road link that heavy trucks can use to access the Enfield Intermodal Logistics Centre.
- A major electricity easement corridor crosses through the centre in a north–south direction.
- The community facilities in and around the small village centre are dispersed and ageing, and do not meet the needs of the growing community.
- As part of the urban design analysis, the culs–de–sac on the outer edges of the small village centre are found to be impractical locations for apartment living.

The North East Issues Paper (noted by Council in 2013) and other reference documents discuss the constraints in more detail.

FIGURE 9.1 Greenacre Small Village Centre – Opportunities and Constraints



## 1.2 Desired Character and Structure Plan for the Greenacre Small Village Centre

### *Desired Character*

Establishing the desired character for the Greenacre Small Village Centre is determined through the strategic planning process in consultation with the community, industry, state agencies and key stakeholders. Understanding the context during this process is crucial to support change and to establish the desired look and feel for the small village centre.

*The Greenacre Small Village Centre will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as the 'heart' of the local area.*

*Community Place is the central point from which the small village centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. Community Place will be home to a modern multi-purpose community facility, a place for people to come together for events and social activities.*

*The main street (Waterloo Road) is an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of*

### *Structure Plan*

According to the Apartment Design Guide, good design responds and contributes to its context. Responding to context involves identifying the desirable elements of the small village centre's future character. A review of the planning context and community consultation, and the application of urban design and planning best practice identify the following desirable elements (refer to Figure 9.2) to bring positive change to the small village centre.

*walking. The main street will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Active street frontages will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.*

*Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre. Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a stunning platform from which to journey into the small village centre. Roberts Park will provide a conveniently located community hub for youth and sporting activities.*

TABLE 5

## Structure Plan Overview

<i>Place Making Principles</i>	<i>Application of the Place Making Principles in the Structure Plan</i>
<b>P1</b>	<p><b>The Greenacre Small Village Centre is a place with a strong community focus. The primary role of the small village centre is to provide the ‘heart’ for the local community, a place that brings people together.</b></p> <p>The structure plan identifies the following places as fundamental to bringing people, uses and activities together in the one location that will provide a strong focus for the community:</p> <ul style="list-style-type: none"> <li>• Create a welcoming and successful mixed use precinct in Community Place to function as the heart of the small village centre. An inviting place where people choose to walk, relax, sit and talk. A quality public and cultural destination that meets the needs of the growing community. A distinct place that creates a memorable arrival to the small village centre.</li> <li>• Transform Roberts Park into a quality youth and sporting destination that meets the needs of the growing community.</li> </ul>
<b>P2</b>	<p><b>The Greenacre Small Village Centre is a compact place where people feel there is proximity between destinations, and where people feel there is variety and choice that respond to local needs.</b></p> <p>The structure plan reinforces Waterloo Road as the main street of the small village centre, connecting people, business, public transport and key destinations.</p> <p>This compact place will be bustling with people, and will offer a wide mix of uses that are accessible, connected and able to evolve over time. A place that allows businesses to cluster with high levels of street activity to ensure the long term success of the small village centre. A place where there is day and evening activity, and where shops and restaurants will stay open longer.</p> <p>The structure plan identifies the main street (Waterloo Road) as the natural spine for growth. The structure plan also identifies the small village centre boundary as a 5-10 minute walking distance measured from the main street (Waterloo Road), adjusted where appropriate to account for major features such as Roberts Park. This distance provides an adequate level of containment for a centre of this size, and is an appropriate fit within the centres hierarchy.</p> <p>The boundary is also adjusted to avoid constraints such as Boronia Road and culs-de-sac, and to avoid left over and isolated lots that are unable to realise the planned development form and potential.</p> <p>This compact place will contain sufficient capacity to accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. Apartment living outside the small village centre boundary is discouraged as it conflicts with the preservation of the prevailing low-rise character of the suburban neighbourhood.</p>

TABLE 5 cont...

Structure Plan Overview

Place Making Principles

Application of the Place Making Principles in the Structure Plan

<p><b>P3</b></p>	<p><b>The Greenacre Small Village Centre is a place with its own identity. Buildings and the public realm will respond to and reflect the village feel and unique characteristics of the place.</b></p>	<p>People are attracted to places that provide a comfortable and aesthetically pleasing environment. Variety is also the key to economic resilience and the small village centre will be home to a diversity of building forms.</p> <p>The structure plan identifies the main street (Waterloo Road) as a place of well-proportioned, human scale buildings and streets to contribute to the sense of comfort and village feel. Based on the urban design analysis, a traditional small village centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than 6 storeys. This continuous urban form helps define the streets and public spaces. There is the opportunity for a small number of taller elements at appropriate core locations (namely Community Place) to create a diverse and visually interesting skyline.</p> <p>As we move to the edge of the small village centre, there will be more space and landscape between buildings.</p> <p>In addition to the urban design and economic analysis, Council consulted the community and industry to establish the desired built form.</p> <p>For small village centres, this process recommends medium-rise development in the main street, and low-rise development in the residential frame to achieve an appropriate fit within the Metropolitan Plan and Council’s strategic centres hierarchy. There is the opportunity for medium high-rise development in Community Place to create a diverse and visually interesting skyline.</p> <table border="1" data-bbox="582 1388 1460 1702"> <thead> <tr> <th>Centres Hierarchy</th> <th colspan="2">Zone B2 Local Centre</th> <th colspan="2">Zone R4 High Density Residential</th> </tr> <tr> <th></th> <th>Height</th> <th>FSR</th> <th>Height</th> <th>FSR</th> </tr> </thead> <tbody> <tr> <td>Village Centres</td> <td>6–8 storeys</td> <td>2.5:1–3:1</td> <td>4–6 storeys</td> <td>1:1–1.5:1</td> </tr> <tr> <td><b>Small Village Centres</b></td> <td><b>4–6 storeys</b></td> <td><b>2:1–2.5:1</b></td> <td><b>3–4 storeys</b></td> <td><b>0.75:1–1:1</b></td> </tr> <tr> <td>Neighbourhood Centres</td> <td>3–4 storeys</td> <td>1.5:1–2:1</td> <td>3–4 storeys</td> <td>0.75:1–1:1</td> </tr> </tbody> </table> <p>The economic analysis indicates these building envelopes are feasible. At these locations, the economic analysis also indicates development greater than 8 storeys starts to become less feasible due to increased construction costs, building code requirements and parking rates.</p>	Centres Hierarchy	Zone B2 Local Centre		Zone R4 High Density Residential			Height	FSR	Height	FSR	Village Centres	6–8 storeys	2.5:1–3:1	4–6 storeys	1:1–1.5:1	<b>Small Village Centres</b>	<b>4–6 storeys</b>	<b>2:1–2.5:1</b>	<b>3–4 storeys</b>	<b>0.75:1–1:1</b>	Neighbourhood Centres	3–4 storeys	1.5:1–2:1	3–4 storeys	0.75:1–1:1
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Neighbourhood Centres	3–4 storeys	1.5:1–2:1	3–4 storeys	0.75:1–1:1																							
<p><b>P4</b></p>	<p><b>The Greenacre Small Village Centre is a place of connection. The movement of people is fundamental to the success of the centre.</b></p>	<p>Cars will travel slowly in the small village centre, making it easier to cross the street and a pleasant place to walk, cycle, sit and talk. People will find it safe and easy to get around the network of streets, lanes and uncluttered spaces.</p> <p>The metropolitan bus services and Boronia Road will continue to provide a high level of local and regional accessibility.</p>																									



FIGURE 9.2 Greenacre Small Village Centre – Structure Plan

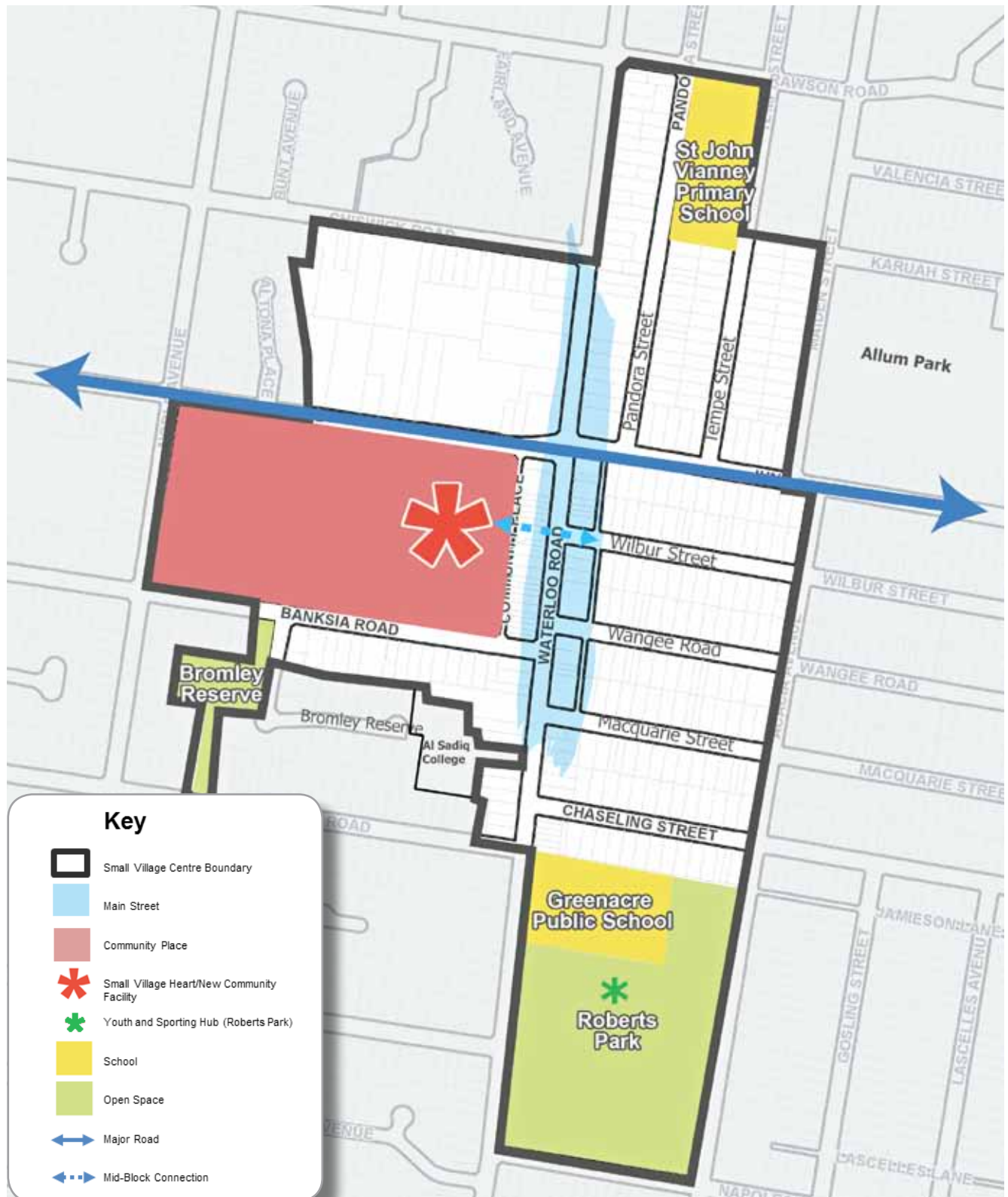
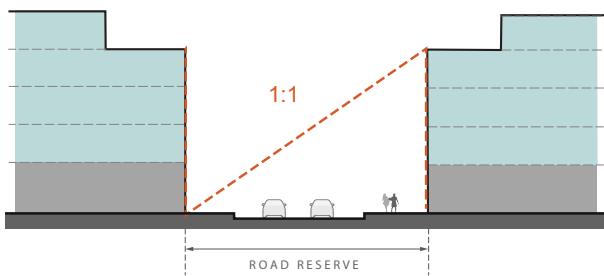




FIGURE 9.3 Desired Human Scale Urban Form to Contribute to the Village Feel



**Street Proportions**



**Street Proportions**

The proportions of a street are generally set by comparing the width of the street against the street wall height. For a suburban centre, a street proportion of between 0.6:1 and no more than 1:1 creates a contained streetscape character and a comfortable level of spatial enclosure.

### **1.3 Development Framework for the Greenacre Small Village Centre**

The development framework explains the application of the place making principles in greater detail. It provides guidance on how the vision and structure plan can be achieved through appropriate infrastructure and design responses.

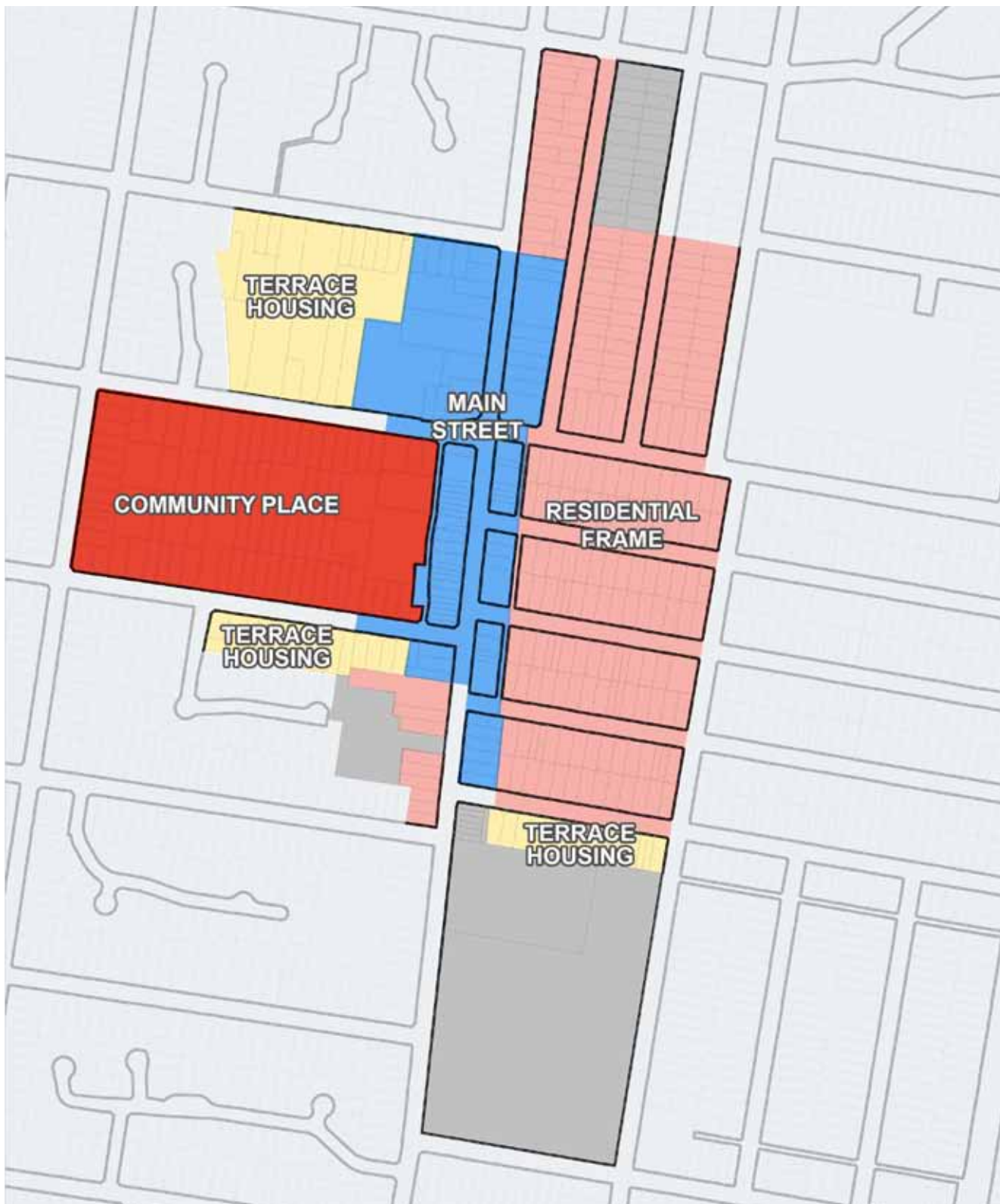
The development framework would benefit from a 'precinct' approach (refer to Figure 9.4) which involves grouping activities in different areas to reinforce the structure plan. This 'precinct' approach will ensure active street frontages occur along popular streets and between key destinations. This approach also adapts the built form (floor space capacity, building heights and setbacks) to define the desired character and spaces. The way the buildings relate to the street and their neighbours is now more important than ever.

In addition, the research looked at the building envelopes and living choices needed to achieve the dwelling target in keeping with the desired character and market trends. For Zone B2 Local Centre, the research assumed shop top housing with basement car parking when calculating the floor space provision.

The precincts within the Greenacre Small Village Centre are:

- Community Place precinct
- Main Street precinct
- Residential Frame precinct
- Terrace Housing precinct

FIGURE 9.4 Greenacre Small Village Centre – Precinct Plan



**TABLE 6 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the desired character and potential of the Greenacre Small Village Centre**

### Community Place Precinct

<p><b>Desired precinct character</b></p>		<p><i>The Community Place precinct is the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the small village centre.</i></p> <p><i>This compact mixed use place is bustling with people and activity between the key destinations, namely the main street and the modern multi-purpose community facility. The community facility will be a place for people to come together for events and social activities.</i></p> <p><i>It is also a place that pairs economic opportunity with a fantastic lifestyle to sustain the prosperity of the small village centre. Variety is the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings adjacent to the main street.</i></p>
<p><b>Place Making Principles</b> <b>Ref: P1</b></p>	<p><b>A1</b></p>	<p><b>Infrastructure Delivery Actions</b></p> <p>Transform Community Place into an enlivened mixed use destination, which includes a modern community facility and successful civic space that strengthens the local identity, and can accommodate a range of activities and events that meet the needs of the growing community.</p> <p>The new facility will replace the ageing buildings in the small village centre including the library, senior citizens centre and early childhood health centre. To facilitate this action, Council will prepare a masterplan as part of the Community Place Activation Project. The masterplan will explore the development options to create an enlivened mixed use destination.</p>
<p><b>Ref: P4</b></p>	<p><b>A2</b></p>	<p>Introduce a well-designed pedestrian connection between Community Place and the main street, preferably aligned with McGuigan Place. This will physically and visually connect these important places, and invite people to move through and explore Community Place. With more pedestrians on the streets, getting around the small village centre easily and safely will become an even greater priority to ensure we have a balanced transport system.</p>
	<p><b>A3</b></p>	<p>Provide public parking spaces as part of the new community facility (based on developer contributions) at No. 33 Banksia Road.</p>
	<p><b>A4</b></p>	<p>Convert the road in Community Place to a 10km/h shared zone to improve pedestrian safety, reduce traffic noise and improve amenity.</p>

**TABLE 6 cont...**

**Community Place Precinct**

<b>Place Making Principles</b>		<b>Suggested Planning Control Changes</b>
<b>Ref: P2</b>	<b>A5</b>	Transform Community Place into an enlivened mixed use destination. To facilitate this action, Council will prepare a masterplan as part of the Community Place Activation Project. The masterplan will explore the development options to create an enlivened mixed use destination (within the context of the proposed 4–8 storey height).

TABLE 6 cont...

**Main Street Precinct**

<b>Desired precinct character</b>		<p><i>The main street (Waterloo Road) is a place that connects people, business, public transport and key destinations.</i></p> <p><i>Active street frontages along the main street will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. The main street will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk.</i></p> <p><i>The main street will be a place of well-proportioned, human scale buildings that contribute to the sense of comfort and village feel. Based on the urban design analysis, the main street of a small village centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than 6 storeys. This continuous urban form helps define the streets and public spaces. It is recognised the development of the small village centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.</i></p>
<b>Place Making Principles</b> <b>Ref: P3</b>	<b>A1</b>	<b>Infrastructure Delivery Actions</b> Implement the Town Centre Improvement Program. The ongoing implementation of the program will see additional street trees and landscape features on local streets to reflect the village feel.
<b>Ref: P4</b>	<b>A2</b>	Complete the footpath network with raised crossings and kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the small village centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.
	<b>A3</b>	Extend the 40km/h speed limit throughout the main street to improve pedestrian safety, reduce traffic noise and improve amenity. The Centres Transport Action Plan will deliver this action.
	<b>A4</b>	Advocate Transport for NSW for more frequent, direct and prioritised bus services to allow for the long term growth in commuter movements.
	<b>A5</b>	Improve the function and appearance of the car park at Nos. 183–185 Wilbur Street and No. 265 Wangee Road (based on developer contributions) to service the shops where the bulk of the parking demand will be generated. These properties could be incorporated into a future development.



TABLE 6 cont...

## Main Street Precinct

Place Making Principles Ref: P2	A6	Suggested Planning Control Changes
Ref: P3	A7	<p>Accommodate medium-rise buildings on the main street (between Chiswick Road and Macquarie Street).</p> <p>The intended outcome is to provide well-proportioned, human scale buildings that contribute to the sense of comfort and village feel. Based on the key considerations around building heights, allow up to 6 storeys (2.5:1 FSR).</p> <p>A height greater than 6 storeys is discouraged at this location as the overshadowing and visual impacts on the street and surrounding buildings will be substantially greater.</p>
	A8	<p>Accommodate low-rise buildings on the main street (Nos. 209–211 Waterloo Road and south of Macquarie Street).</p> <p>The intended outcome is to provide an appropriate built form transition to the adjoining low-rise housing. Based on the key considerations around building heights, allow up to 4 storeys (1:1 FSR).</p> <p>A height greater than 4 storeys is discouraged at this location as the overshadowing and visual impacts on the street and surrounding buildings will be substantially greater.</p>
	A9	<p>For locations with a maximum floor space ratio greater than 2:1, reduce the minimum lot width to 18 metres to achieve the higher floor space ratio. The intended outcome is to encourage high quality development with the most efficient parking layout possible. Otherwise a 2:1 FSR will apply.</p>
	A10	<p>Allow a street wall up to 4 storeys to contribute to a comfortable level of spatial enclosure and village feel. The remaining storeys are to be setback a minimum 6 metres to reduce the visual impact of the taller elements of buildings and to allow sunlight to penetrate the streets.</p>
	A11	<p>Require active street frontages on the main street (between Chiswick Road and Macquarie Street). The intended outcome is to contribute to the village feel and vibrancy of the main street.</p>

**TABLE 6 cont...**

**Residential Frame Precinct**

<p><b>Desired precinct character</b></p>		<p><i>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the small village centre. This compact place will accommodate a mix of living choices that respond to local needs. A place where many, from young families to seniors are making their homes within a short walking distance of a wide range of local services. The low-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</i></p> <p><i>The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle.</i></p>
<p><b>Place Making Principles</b> <b>Ref: P1</b></p>	<p><b>A1</b></p>	<p><b>Infrastructure Delivery Actions</b></p> <p>Transform Roberts Park (No. 35 Waterloo Road) into a recreation and leisure destination that meets the needs of the growing community. The facilities will consolidate the youth activities currently dispersed in the local area.</p>
<p><b>Ref: P4</b></p>	<p><b>A2</b></p>	<p>Construct footpaths on both sides of local streets to complete the footpath network, and install kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the small village centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.</p>
	<p><b>A3</b></p>	<p>Install bus bulbs (i.e. kerb extensions utilised as bus stops) at appropriate locations to improve access for bus passengers, including seniors, people with disabilities and parents with prams. The bus bulbs can also function as pocket parks to reflect the village feel.</p>
	<p><b>A4</b></p>	<p>Formalise the regional on-road cycle route which traverses through the local streets with painted markings. In the long term, consider protected cycle paths along Banksia Road. The Centres Transport Action Plan will deliver this action.</p>

TABLE 6 cont...

**Residential Frame Precinct**

<b>Place Making Principles</b>		<b>Suggested Planning Control Changes</b>
<b>Ref: P2</b>	<b>A5</b>	<p>Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.</p> <p>The intended outcome is to provide low-rise living choices within a short walking distance of the main street and local services. Zone R4 does not permit low density options such as dual occupancies. The proposed extent of the high density residential zone will provide sufficient capacity to meet population projections and local housing needs to 2031.</p>
<b>Ref: P3</b>	<b>A6</b>	<p>Accommodate low-rise buildings in the Frame precinct.</p> <p>The intended outcome is to provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. Based on the key considerations around building heights, allow up to 4 storeys (1:1 FSR).</p> <p>A height greater than 4 storeys is discouraged as the overshadowing and visual impacts on the street and neighbouring houses will be substantially greater.</p>
	<b>A7</b>	<p>Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.</p>
	<b>A8</b>	<p>Apartment living outside the small village centre boundary is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).</p>

**TABLE 6 cont...**

**Terrace Housing Precinct**

<p><b>Desired precinct character</b></p>		<p><i>The Terrace Housing precinct is a liveable neighbourhood which marks the outer edge of the small village centre. This place will offer terrace housing as a living choice. The low-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</i></p>
<p><b>Place Making Principles</b> <b>Ref: P4</b></p>	<p><b>A1</b></p>	<p><b>Infrastructure Delivery Actions</b></p> <p>Construct footpaths on both sides of local streets to complete the footpath network. With more pedestrians on the streets, getting around the small village centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.</p>
<p><b>Ref: P2</b></p>	<p><b>A2</b></p>	<p><b>Suggested Planning Control Changes</b></p> <p>Rezone the properties in this precinct from Zone R2 Low Density Residential to Zone R3 Medium Density Residential.</p> <p>The intended outcome is offer terrace housing as a living choice that respond to local needs. Zone R3 does not permit low density options such as dual occupancies. The proposed extent of the medium density residential zone will provide sufficient capacity to meet population projections and local housing needs to 2031.</p>
<p><b>Ref: P3</b></p>	<p><b>A3</b></p>	<p>Accommodate low-rise housing to provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. Based on the key considerations around building heights, allow up to 3 storeys (0.75:1 FSR).</p>

## 1.4 Yield Schedule

The research looked at the potential net dwelling yield to 2031 based on the structure plan, building envelope changes, feasibility testing and market trends.

The research assumed the potential net dwelling yield may equate to about 50% of the gross dwelling yield. This is because there are a number of new commercial premises and residential accommodation that are unlikely to redevelop before 2031. The research also

recognises a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the achievable floor space of a development is likely to be less than the building envelope.

The implication is the North East Local Area Plan increases the capacity of the small village centre to accommodate dwelling growth compared to the current target under the Residential Development Study.

This increased capacity achieves the direction set by the Metropolitan Plan to accelerate housing delivery in centres.

It also means there is no justification for property owners to seek a building envelope greater than those proposed by the Local Area Plan (via the planning proposal and pre-gateway review process) on the basis that any variations to the Local Area Plan will help Council to achieve the dwelling target.

Based on the research, the potential net dwelling yield in the Greenacre Small Village Centre to 2031 is:

Under the Residential Development Study		
Number of existing dwellings (from a 2004 base)	Target	Total number of dwellings by 2031
935	210	1,145
Under the North East Local Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
1,241	2,139	3,380





FIGURE 9.5 Greenacre Small Village Centre – Infrastructure Improvements

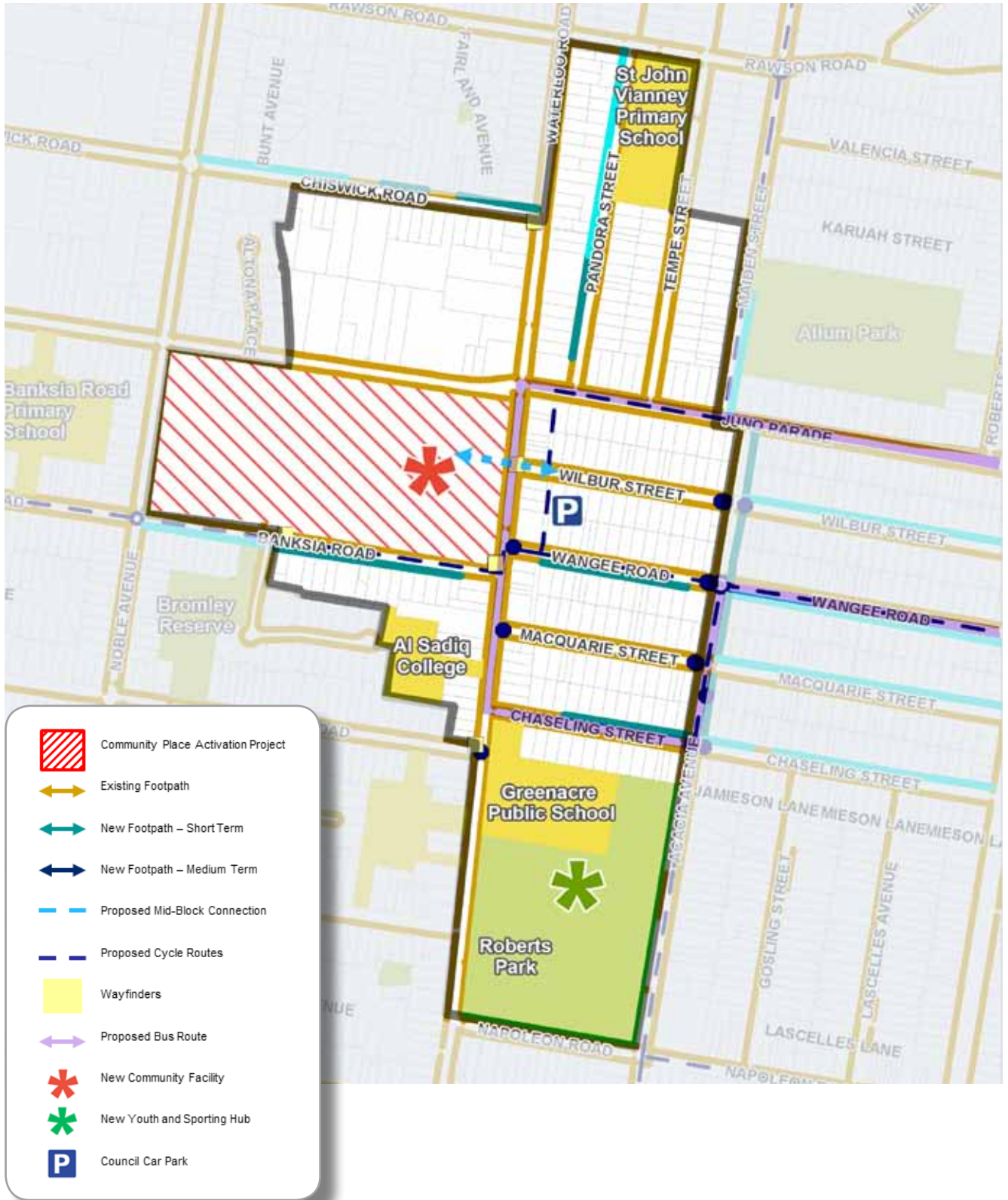
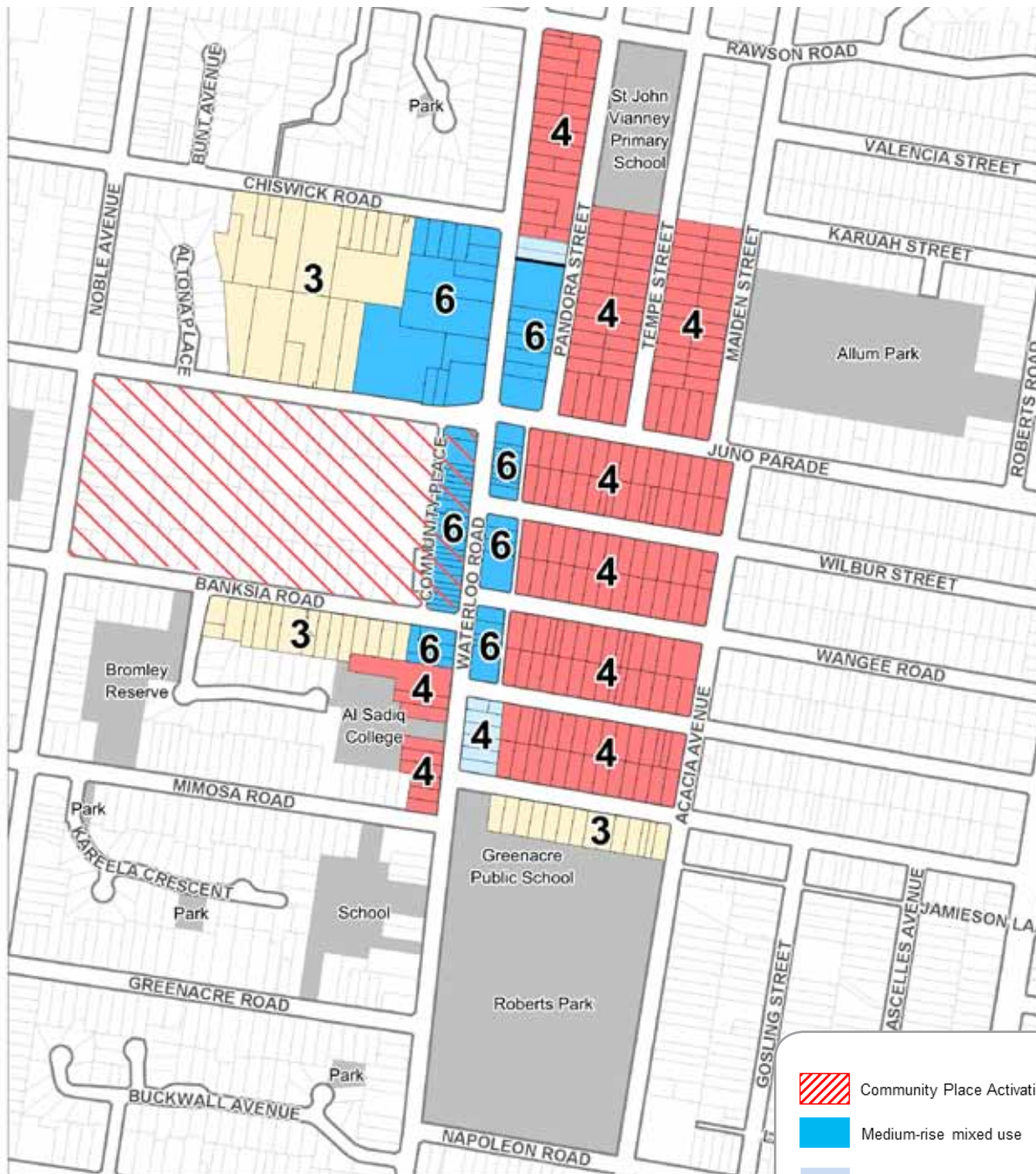




FIGURE 9.6 Greenacre Small Village Centre – Indicative Height Distribution



-  Community Place Activation Precinct
-  Medium-rise mixed use
-  Low-rise mixed use
-  Low-rise apartments
-  Low-rise terrace housing
-  Storey limit

L2

## Plan for the Sustainable Renewal of the Punchbowl Small Village Centre

The Punchbowl Small Village Centre forms part of the Sydenham to Bankstown Urban Renewal Corridor, a place of shopping, a place of commuting. The announcement of the Sydney Metro (South Western Line) Link provides a catalyst for housing growth along the corridor. This growth offers an exciting opportunity to transform the heart of the small village centre into a welcoming and distinctive place for people that is well-used and well-loved.

To shape the urban renewal plan for the small village centre, Council applied the following important strategic planning process in consultation with the community, industry, state agencies and key stakeholders.

### Planning Context

The strategic and local context overview summarises:

- Consistency with the Metropolitan Plan and relevant local strategies, which are the Bankstown Residential Development Study and the Bankstown Employment Lands Development Study (both endorsed by the Department of Planning & Environment).
- Consistency with the Sydenham to Bankstown Urban Renewal Corridor Strategy.
- An analysis of the current conditions, constraints, opportunities, supply and demand for housing and jobs, and from this base the potential to meet future growth in the local area to 2031.
- An analysis of the community aspirations. This includes the issues and community aspirations raised in the Bankstown Community Plan and through the exhibitions of the North East Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016.

### Vision and Structure Plan

The planning context informs the vision and structure plan, which shows how the small village centre will grow.

### Development Framework

The development framework translates the vision and structure plan into a clear and concise set of infrastructure priorities to support growth and to ensure the small village centre continues to be a great place for people to live, work, move around and socialise.

The development framework also translates the vision and structure plan into a clear and concise set of precinct based changes to the land use and building envelope controls so that development proceeds in the best way possible.



**L2****IMPLEMENTATION**

- Amend Bankstown LEP
- Amend Bankstown DCP
- Amend Planning Agreements Policy
- Town Centre Improvement Program
- Urban Renewal Program: The first stage is to prepare a masterplan for the Punchbowl Railway Station Precinct as part of the Sydney Metro (South Western Line) Link
- Bike & Pedestrian Program
- Parking Program

## 2.1 Planning Context for the Punchbowl Small Village Centre

The urban form of the Punchbowl Small Village Centre is a functional response to the requirements and activities of a main street shopping centre. Today, the small village centre is a vital part of the local community, and a key driver in the economy, growth and character of the North East Local Area.

This planning context overview looks at the role of the Punchbowl Small Village Centre within the centres hierarchy, and summarises the community aspirations, opportunities and constraints for growth.

The process of defining the context's setting and scale has direct implications for the design quality of development. It establishes the parameters for individual development and how new buildings should respond to and enhance the quality and identity of the small village centre.



TABLE 7

Planning Context Overview

**Metropolitan Context**

The Metropolitan Plan 'A Plan for Growing Sydney' reinforces a centres hierarchy across Sydney, which includes the City of Bankstown. These centres are integral to residential and employment growth in the City of Bankstown. The centres hierarchy ensures the extent of growth is in proportion with the function and infrastructure investment for each centre, which will be critical to the appeal of these places.

The Metropolitan Plan and the Apartment Design Guide broadly identify the Punchbowl Small Village Centre as a small local centre, where the main street is surrounded by residential uses. The Metropolitan Plan indicates the State Government will investigate the potential for future urban renewal in the Sydenham to Bankstown Rail Corridor.

<b>Hierarchy</b>		<b>Centres</b>
Strategic Centre	A centre characterised by an established commercial core with a full range of services, taller buildings and a network of retail and commercial streets with active frontages.	Bankstown CBD
Large Local Centre	A centre where retail and commercial uses are distributed around the main street or across a small network of streets defining the core.	Chester Hill, Padstow, Revesby and Yagoona
Small Local Centre	A centre where the main street or shopping strip is surrounded by residential uses.	Bass Hill, Greenacre, Panania, <b>Punchbowl</b> , Regents Park and Sefton
Urban Neighbourhood	Areas transitioning from low density residential.	Birrong, East Hills and Rookwood Road
Suburban Neighbourhood	Typically characterised by detached housing in a landscaped setting.	Suburban Neighbourhood Precinct
The Department of Planning & Environment's planning strategies also set a building height hierarchy to bring consistency to the description of centres and desired character. This Local Area Plan applies the building height hierarchy.		
<b>Hierarchy</b>	<b>Number of storeys</b>	
Low-rise buildings	Townhouses and apartments typically 2–4 storeys. Generally located in the outer edges of centres.	
Medium-rise buildings	Apartments sometimes with cafes or small shops at ground level, typically 5–7 storeys. Located in selected core locations generally within 400 metres of the railway station.	
Medium high-rise buildings	Apartments sometimes with cafes or small shops at ground level, typically 8 storeys. Located in selected core locations generally within 400 metres of the railway station.	
Main street shop top housing	Traditional terrace shops, new housing with ground floor retail, shops and cafes, typically 3–5 storeys. Generally located along main streets.	

TABLE 7 cont...

## Planning Context Overview

**Subregional Context**

In June 2015, the State Government announced the Sydney Metro (South Western Line) Link which will provide a high frequency metro train service between Chatswood and Bankstown.

In October 2015, the Department of Planning & Environment released the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy, which outlines future housing development and infrastructure delivery in the station precincts over the next 20 years. The Bankstown CBD and the Punchbowl Small Village Centre are located within the urban renewal corridor. The draft strategy sets the following targets for the Punchbowl Small Village Centre, which includes the areas covered by the Bankstown and Canterbury Local Government Areas:

**Projected dwelling growth**

Precinct	Existing homes (2011)	2026	2036
Punchbowl	3,611	4,650	7,200

**Projected jobs growth**

Precinct	Existing jobs (2011)	2026	2036
Punchbowl	1,668	1,950	2,100

The draft strategy also provides an indicative built form and land use plan, with the vision to have more people living close to the station to increase the vibrancy of local shops with better connections and open space (refer to Figure 10.2).

**Local Context**

The Bankstown Residential Development Study is Council's relevant local strategy, endorsed by the Department of Planning & Environment. Council prepared and adopted the study through the strategic planning process in consultation with the community, state agencies, industry and key stakeholders.

The Bankstown Residential Development Study broadly identifies the areas that can best cope with growth to 2031, with a particular focus on improving the amenity and liveability of centres.

Hierarchy	Centres
Major Centre	Bankstown CBD
Village Centres	Chester Hill, Padstow, Revesby and Yagoona
Small Village Centres	Bass Hill, Greenacre, Panania, <b>Punchbowl</b> , Regents Park and Sefton
Neighbourhood Centres	Birrong, East Hills and Rookwood Road
Suburban Neighbourhood	Suburban Neighbourhood Precinct

Within the centres hierarchy, the study nominates Punchbowl as a small village centre. A small village centre includes a small strip of shops and adjacent residential area within a 5–10 minute walk (400 metre radius) containing between 800 and 2,700 dwellings. The other small village centres in the City of Bankstown are Bass Hill, Panania, Greenacre, Regents Park and Sefton.



TABLE 7 cont...

## Planning Context Overview

The Bankstown Residential Development Study sets a target of 230 additional dwellings for the Punchbowl Small Village Centre. At the time, the target from a 2004 base was set in response to the Department's Draft West Central Subregional Strategy. This means the total number of dwellings on the northern side of the small village centre (located within the City of Bankstown) is targeted to grow from 688 dwellings in 2004 to 918 dwellings in 2031.

To date, Council has achieved half of the dwelling target. There are currently 817 dwellings in the Punchbowl Small Village Centre, which equates to a net dwelling growth of 101 dwellings from the 2004 base.

### Current planning controls

The main street is within Zone B2 Local Centre, which permits a wide mix of uses such as commercial premises, shop top housing and residential flat buildings. The floor space ratio is 2:1 and the height limit is 4 storeys (no attic).

The suburban neighbourhood surrounding the main street is within Zone R2 Low Density Residential, which permits houses, dual occupancies and multi dwelling housing. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus attic.

### Community Aspirations

From the outset, the strategic planning process acknowledges the importance of early consultation with the community, industry, state agencies and key stakeholders. Consultations through the exhibition of the Issues Paper in 2013 and the Draft Local Area Plan in 2014–2015 and 2015–2016 have been fundamental for the process to move forward.

The community's expressed desire is to maintain and enhance the following elements that are key to the unique identity and character of the Punchbowl Small Village Centre now and in the future:

- Village feel and fine-grain character.
- Life on the streets and places for people to socialise and interact.
- Small shops along Punchbowl Road.
- Street trees, parks and green spaces.
- Safe and clean streets.

The North East Issues Paper (noted by Council in 2013) and the Bankstown Community Plan discuss the community aspirations in more detail.

### Opportunities

The strategic analysis identifies the following key opportunities for urban renewal on the northern side of the small village centre (located within the City of Bankstown):

- The small village centre will undergo urban renewal with catalysts for change including the Sydney Metro and the Sydenham to Bankstown Urban Renewal Corridor Strategy. The small village centre will be well served by public transport infrastructure, and will be in a good position to capitalise on the residents, visitors and commuters passing through daily.
- There is the opportunity to create a compact small village centre with an emphasis on urban design. A compact centre would involve confining the most intense development around the railway line. The railway line is the natural spine for growth and there are some opportunities for outward expansion in a north–south direction, namely in a northward direction to Waratah Street and a southward direction to Myall Street. The compact centre would develop a system of city walks which link people to desirable destinations.

TABLE 7 cont...

## Planning Context Overview

- There is the opportunity for historic shopfronts to celebrate the local heritage that gives the small village centre its local identity. The historic facades are:
  - Nos. 709 and 743–759 Punchbowl Road, which are some of the earliest shops built during the Mount Lewis Estate subdivision in 1922. The shop facades illustrate a number of architectural styles, namely Inter–War Mediterranean and Inter–War Georgian Revival.
  - Nos. 7–25 Breust Place, which showcase the Inter–War development of Punchbowl. The shop facades illustrate a number of architectural styles, namely Inter–War Mediterranean and Inter–War Stripped Classical.
- Council may make a submission to the Minister for Planning to raise the section 94A levy for development from the current 1% to 2% to fund the new initiatives.

The North East Issues Paper (noted by Council in 2013) and other reference documents discuss the opportunities in more detail.

### Constraints

The strategic analysis identifies the following key constraints, which may impact on the capacity for growth on the northern side of the small village centre (located within the City of Bankstown):

- There is no demand for additional retail and commercial floor space to 2031. The proximity to the Bankstown CBD and Greenacre Small Village Centre limits the role and expansion opportunities of Punchbowl.
- The railway line creates a clear divide in the small village centre. A challenge is the lack of connectivity between the area north of the railway line and the main streets (The Boulevard and Punchbowl Road). There is no accessible railway station.
- Punchbowl Road is a busy road with a poor environment (air quality and noise) due to traffic.
- A drainage reserve traverses through the suburban neighbourhood on the northern side of the railway line.

The North East Issues Paper (noted by Council in 2013) and other reference documents discuss the constraints in more detail.

FIGURE 10.1 Punchbowl Small Village Centre – Opportunities and Constraints

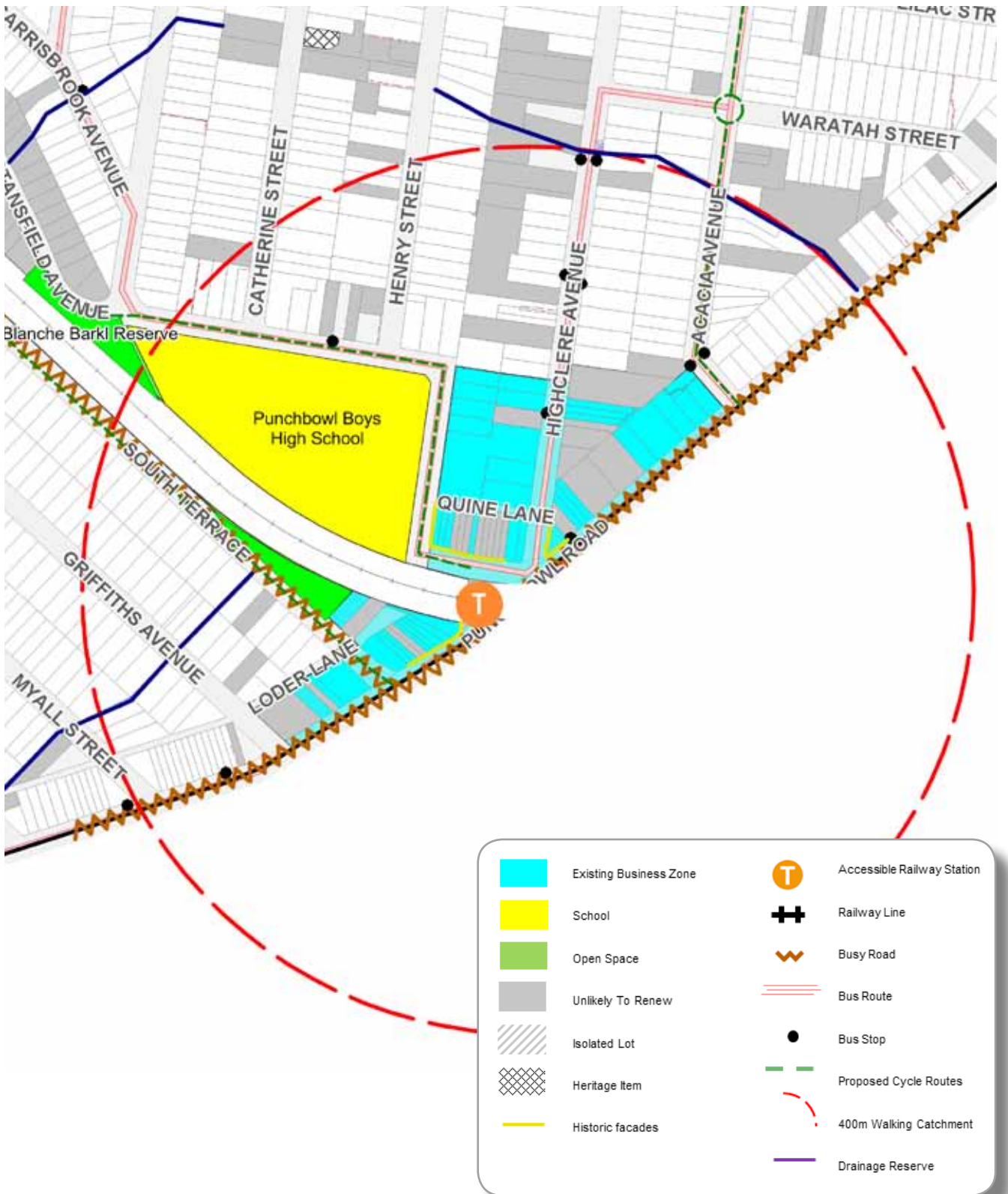
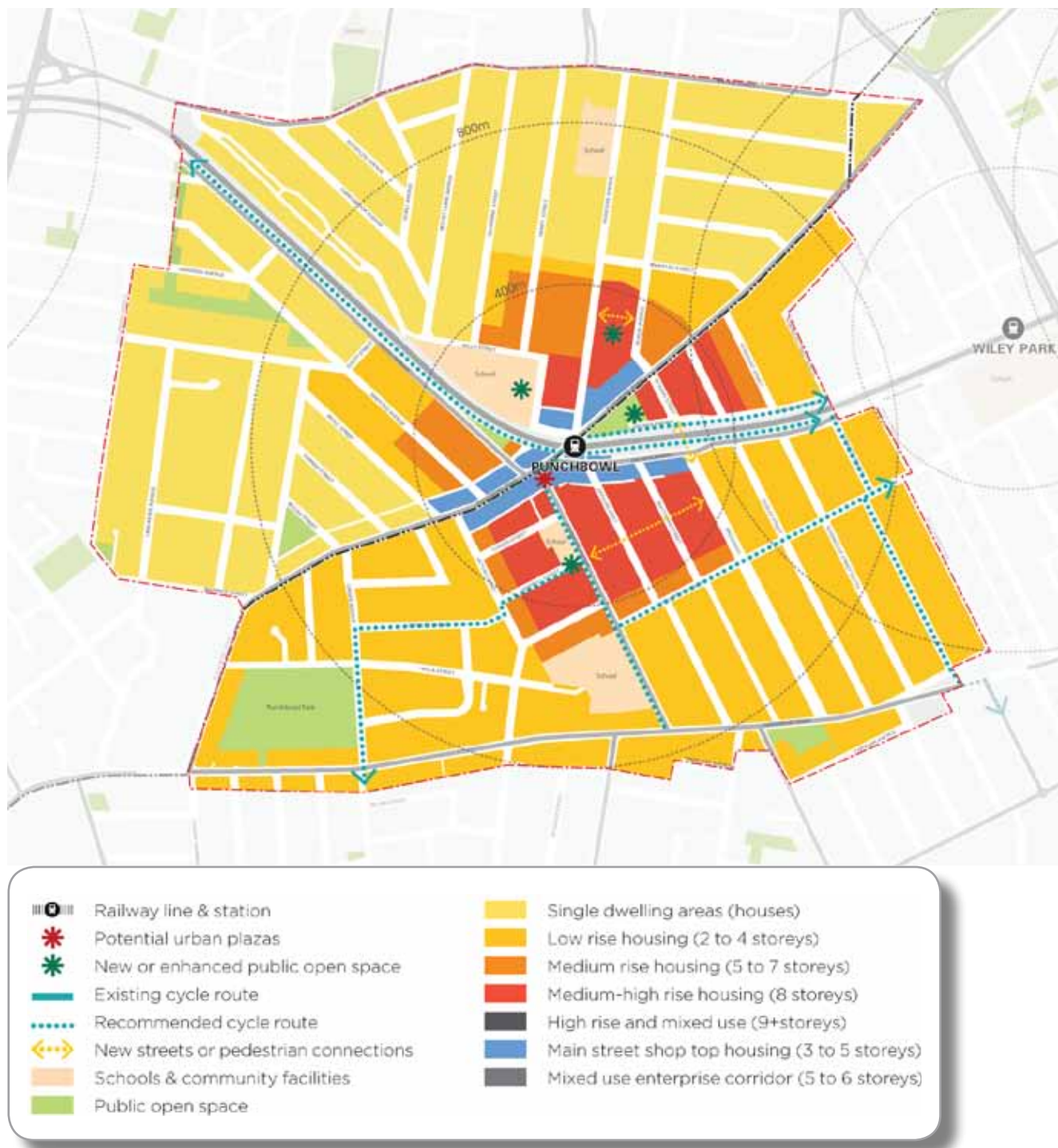


FIGURE 10.2 Sydenham to Bankstown Urban Renewal Corridor Strategy –  
Draft Built Form and Land Use Plan for the Punchbowl Small Village Centre



Source: Sydenham to Bankstown Urban Renewal Corridor Strategy (Department of Planning & Environment 2015)



## 2.2 Desired Character and Structure Plan for the Punchbowl Small Village Centre

### *Desired Character*

Establishing the desired character for the Punchbowl Small Village Centre is determined through the strategic planning process in consultation with the community, industry, state agencies and key stakeholders. Understanding the context during this process is crucial to support change and to establish the desired look and feel for the small village centre.

### *Structure Plan*

According to the Apartment Design Guide, good design responds and contributes to its context. Responding to context involves identifying the desirable elements of the small village centre's future character. A review of the planning context and community consultation, and the application of urban design and planning best practice identify the following desirable elements (refer to Figure 10.3) to bring positive change to the small village centre. This review considers the Sydenham to Bankstown Urban Renewal Corridor Strategy.

*The Punchbowl Small Village Centre will be a transit-oriented centre along the Sydenham to Bankstown Urban Renewal Corridor, a place that is well-used by commuters to catch the Sydney Metro. The accessible railway station is the focal point for local retail activity along the main streets (The Boulevard and Punchbowl Road), a great civic space which connects both sides of the railway line.*

*The main street (Punchbowl Road) is a place that connects people, business and public transport.*

*The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place.*

*Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre. Quality open spaces and a regional cycle link along the rail corridor will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise.*

TABLE 8

## Structure Plan Overview

<i>Place Making Principles</i>		<i>Application of the Place Making Principles in the Structure Plan</i>
<b>P1</b>	<b>The Punchbowl Small Village Centre is a place with a strong community focus. The primary role of the small village centre is to provide the ‘heart’ for the local community, a place that brings people together.</b>	<p>The structure plan identifies the accessible railway station and surrounding urban spaces as fundamental to bringing people and activities together in the one location to provide a strong focus for the community. A quality public place that meets the needs of the growing community. A distinct place that creates a memorable arrival to the small village centre.</p>
<b>P2</b>	<b>The Punchbowl Small Village Centre is a compact place where people feel there is proximity between destinations, and where people feel there is variety and choice that respond to local needs.</b>	<p>The structure plan reinforces Punchbowl Road and The Boulevard as the main streets of the small village centre, connecting people, business, public transport and key destinations.</p> <p>This compact place will be bustling with people, and will offer a wide mix of uses that are accessible, connected and able to evolve over time. A place that allows businesses to cluster with high levels of street activity to ensure the long term success of the small village centre.</p>
		<p>The structure plan identifies the main street (Punchbowl Road) as the natural spine for growth. The structure plan also identifies the small village centre boundary as a 5-10 minute walking distance measured from the railway station, adjusted where appropriate to account for major features such as schools. This distance provides an adequate level of containment for a centre of this size, and is an appropriate fit within the centres hierarchy. The boundary is also adjusted to avoid left over and isolated lots that are unable to realise the planned development form and potential.</p> <p>This compact place will contain sufficient capacity to accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. Apartment living outside the small village centre boundary is discouraged as it conflicts with the preservation of the prevailing low-rise character of the suburban neighbourhood.</p>



TABLE 8 cont...

## Structure Plan Overview

## Place Making Principles

## Application of the Place Making Principles in the Structure Plan

<p><b>P3</b></p>	<p><b>The Punchbowl Small Village Centre is a place with its own identity. Buildings and the public realm will respond to and reflect the village feel and unique characteristics of the place.</b></p>	<p>People are attracted to places that provide a comfortable and aesthetically pleasing environment. Variety is also the key to economic resilience and the small village centre will be home to a diversity of building forms.</p> <p>The structure plan identifies the main street (Punchbowl Road) as a place of well-proportioned, human scale buildings and streets to contribute to the sense of comfort and village feel. Based on the urban design analysis, a traditional small village centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than 6 storeys. This continuous urban form helps define the streets and public spaces. There is the opportunity for a small number of taller elements at appropriate core locations to create a diverse and visually interesting skyline. As we move to the edge of the small village centre, there will be more space and landscape between buildings.</p> <p>In addition to the urban design and economic analysis, Council consulted the community and industry to establish the desired built form.</p> <p>For small village centres, this process recommends medium-rise development in the main street, and low and medium-rise development in the residential frame to achieve an appropriate fit within the Metropolitan Plan and Council's strategic centres hierarchy.</p> <table border="1" data-bbox="587 1283 1461 1592"> <thead> <tr> <th data-bbox="587 1283 772 1350">Centres Hierarchy</th> <th data-bbox="772 1283 946 1350">Zone B2 Local Centre Height</th> <th data-bbox="946 1283 1083 1350">FSR</th> <th data-bbox="1083 1283 1264 1350">Zone R4 High Density Residential Height</th> <th data-bbox="1264 1283 1461 1350">FSR</th> </tr> </thead> <tbody> <tr> <td data-bbox="587 1350 772 1435">Village Centres</td> <td data-bbox="772 1350 946 1435">6–8 storeys</td> <td data-bbox="946 1350 1083 1435">2.5:1–3:1</td> <td data-bbox="1083 1350 1264 1435">4–6 storeys</td> <td data-bbox="1264 1350 1461 1435">1:1–1.5:1</td> </tr> <tr> <td data-bbox="587 1435 772 1514"><b>Small Village Centres</b></td> <td data-bbox="772 1435 946 1514"><b>4–6 storeys</b></td> <td data-bbox="946 1435 1083 1514"><b>2:1–2.5:1</b></td> <td data-bbox="1083 1435 1264 1514"><b>3–4 storeys</b></td> <td data-bbox="1264 1435 1461 1514"><b>0.75:1–1:1</b></td> </tr> <tr> <td data-bbox="587 1514 772 1592">Neighbourhood Centres</td> <td data-bbox="772 1514 946 1592">3–4 storeys</td> <td data-bbox="946 1514 1083 1592">1.5:1–2:1</td> <td data-bbox="1083 1514 1264 1592">3–4 storeys</td> <td data-bbox="1264 1514 1461 1592">0.75:1–1:1</td> </tr> </tbody> </table> <p>The economic analysis indicates these building envelopes are feasible. At these locations, the economic analysis also indicates development greater than 8 storeys starts to become less feasible due to increased construction costs, building code requirements and parking rates.</p> <p>The structure plan celebrates the local heritage that gives the small village centre its local identity, in particular the historic shopfronts along Punchbowl Road and Bruest Place.</p>	Centres Hierarchy	Zone B2 Local Centre Height	FSR	Zone R4 High Density Residential Height	FSR	Village Centres	6–8 storeys	2.5:1–3:1	4–6 storeys	1:1–1.5:1	<b>Small Village Centres</b>	<b>4–6 storeys</b>	<b>2:1–2.5:1</b>	<b>3–4 storeys</b>	<b>0.75:1–1:1</b>	Neighbourhood Centres	3–4 storeys	1.5:1–2:1	3–4 storeys	0.75:1–1:1
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Neighbourhood Centres	3–4 storeys	1.5:1–2:1	3–4 storeys	0.75:1–1:1																		
<p><b>P4</b></p>	<p><b>The Punchbowl Small Village Centre is a place of connection. The movement of people is fundamental to the success of the centre. The network of streets and lanes connect the centre to form a legible and accessible environment that is easy to understand.</b></p>	<p>Cars will travel slowly in the small village centre, making it easier to cross the street and a pleasant place to walk, cycle, sit and talk. People will find it safe and easy to get around the network of streets, lanes and uncluttered spaces.</p> <p>The metropolitan rail and bus services and Punchbowl Road will continue to provide a high level of local and regional accessibility.</p>																				

FIGURE 10.3 Punchbowl Small Village Centre – Structure Plan

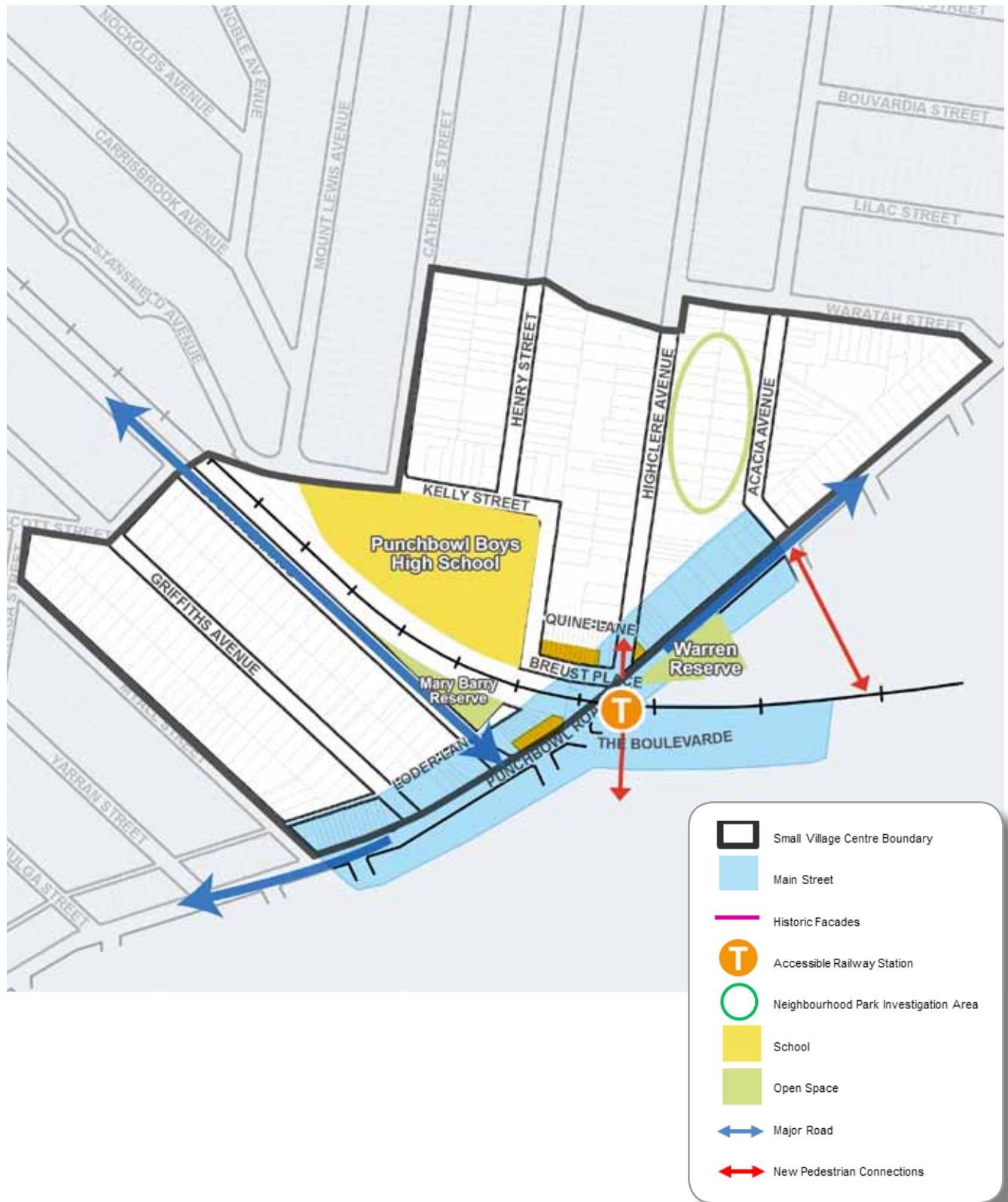
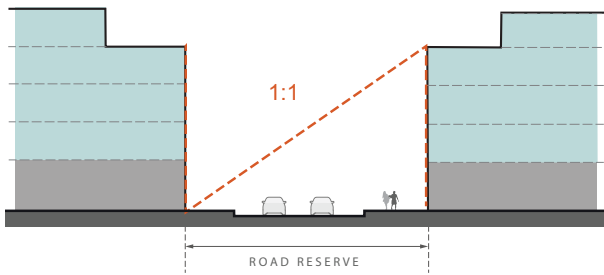


FIGURE 10.4 Desired Human Scale Urban Form to Contribute to the Village Feel



**Street Proportions**



**Street Proportions**

The proportions of a street are generally set by comparing the width of the street against the street wall height. For a suburban centre, a street proportion of between 0.6:1 and no more than 1:1 creates a contained streetscape character and a comfortable level of spatial enclosure.

### 2.3 Development Framework

The development framework explains the application of the place making principles in greater detail. It provides guidance on how the vision and structure plan can be achieved through appropriate infrastructure and design responses.

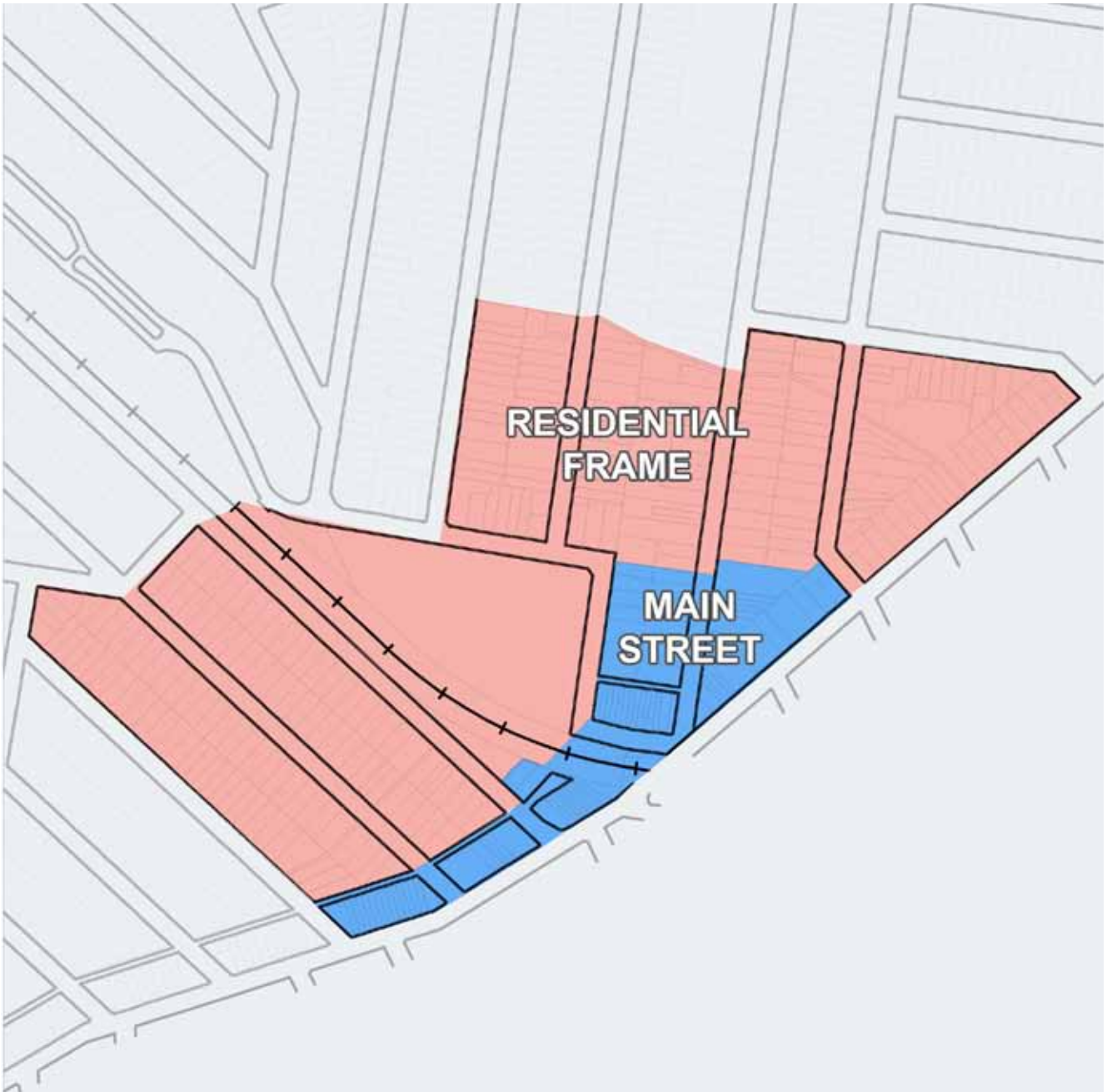
The development framework would benefit from a 'precinct' approach (refer to Figure 10.5) which involves grouping activities in different areas to reinforce the structure plan. This 'precinct' approach will ensure active street frontages occur along popular streets and between key destinations. This approach also adapts the built form (floor space capacity, building heights and setbacks) to define the desired character and spaces. The way the buildings relate to the street and their neighbours is now more important than ever.

In addition, the research looked at the building envelopes and living choices needed to achieve the dwelling target in keeping with the desired housing character and market trends. For Zone B2 Local Centre, the research assumed shop top housing with basement car parking when calculating the floor space provision.

The precincts within the Punchbowl Small Village Centre are:

- Main Street precinct
- Residential Frame precinct

FIGURE 10.5 Punchbowl Small Village Centre – Precinct Plan



**TABLE 9 – Provides a breakdown of the precincts, infrastructure requirements and planning control changes that would best achieve the desired character and potential of the Punchbowl Small Village Centre**

**Main Street Precinct**

<p><b>Desired precinct character</b></p>		<p><i>The accessible railway station is the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the small village centre, a great civic space which connects the main streets (The Boulevard and Punchbowl Road) and provides easy access across the railway line.</i></p> <p><i>The main street (Punchbowl Road) is a place that connects people, business, public transport and key destinations. Active street frontages along the main street will create a vibrant streetscape. The main street will be a place of well-proportioned, human scale buildings that contribute to the sense of comfort and village feel. Based on the urban design analysis, the main street of a small village centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than 6 storeys. This continuous urban form helps define the streets and public spaces. It is recognised the development of the small village centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles. The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place.</i></p>
<p><b>Place Making Principles Ref: P3</b></p>	<p><b>A1</b></p>	<p><b>Infrastructure Delivery Actions</b></p> <p>Implement the Town Centre Improvement Program. The ongoing implementation of the program will see additional street trees and landscape features on local streets to reflect the village feel.</p>
<p><b>Ref: P4</b></p>	<p><b>A2</b></p>	<p>Work with Transport for NSW and Canterbury City Council to develop a masterplan for the redevelopment and expansion of the Punchbowl railway station and the surrounding land as part of the Sydney Metro (South Western Line) Link. The masterplan is to be based on the following intended outcomes:</p> <ul style="list-style-type: none"> <li>• Provide Punchbowl with an accessible station to provide direct and safe access for commuters, pedestrians, cyclists and people with disabilities.</li> <li>• Provide better connections to the rail/bus interchange and neighbouring civic spaces.</li> </ul>
	<p><b>A3</b></p>	<p>Advocate Transport for NSW for more frequent, direct and prioritised bus services to allow for the long term growth in commuter movements.</p>
	<p><b>A4</b></p>	<p>Advocate for lower vehicle speed limits and pedestrian enhancements in areas of high pedestrian activity and place functions. The Sydenham to Bankstown Urban Renewal Corridor Strategy will deliver this action.</p>



TABLE 9 cont...

## Main Street Precinct

	<b>A5</b>	Complete the footpath network with raised crossings and kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the small village centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.
	<b>A6</b>	Improve safety and encourage activity along existing rear laneways. The Centres Transport Action Plan will deliver this action.
	<b>A7</b>	Improve the supply of off-street parking (based on developer contributions) to service the shops where the bulk of the parking demand will be generated. An option is to provide a Council car park at Mary Berry Reserve (west of the railway station).
<b>Place Making Principles Ref: P2</b>	<b>A8</b>	<p><b>Suggested Planning Control Changes</b></p> <p>Rezone the properties at Nos. 795–815 Punchbowl Road from Zone R2 Low Density Residential to Zone B2 Local Centre. Zone B2 does not permit low density options such as dual occupancies.</p> <p>The intended outcome is to extend retail activity and active street frontages along the main street spine to ensure the long term success of the small village centre. The proposed extent of the business zone will provide sufficient capacity to meet local retail needs to 2031.</p>
<b>Ref: P3</b>	<b>A9</b>	<p>Accommodate medium-rise buildings on the main street (Punchbowl Road) and Bruest Place.</p> <p>The intended outcome is to provide well-proportioned, human scale buildings that contribute to the sense of comfort and village feel. Based on the key considerations around building heights, allow up to 6 storeys (2.5:1 FSR).</p> <p>A height greater than 6 storeys is discouraged at this location as the overshadowing and visual impacts on the street and surrounding buildings will be substantially greater.</p>
	<b>A10</b>	<p>Accommodate medium high-rise buildings at an appropriate location, which strikes a balance between a dense urban form and retaining a sense of enclosure, human scale, comfort and enjoyment for people walking in the commercial core.</p> <p>The appropriate locations are Nos. 16–36 Highclere Avenue, Nos. 17–37 Highclere Avenue and Nos. 25–33 Kelly Street. Based on the key considerations around building heights, the larger sites at this core location (adjacent to the main street) have substantial potential to accommodate a dense urban form up to</p>

**TABLE 9 cont...**

**Main Street Precinct**

	<p>8 storeys (3:1 FSR). The compact and close-knit urban form at this core location will also provide a distinctive skyline to the small village centre.</p> <p>A height greater than 8 storeys is discouraged at this location as it will conflict with the desired medium-rise character of the small village centre.</p> <p>The overshadowing and visual impacts on the street and surrounding buildings will also be substantially greater.</p>
<b>A11</b>	<p>For locations with a maximum floor space ratio greater than 2:1, reduce the minimum lot width to 18 metres to achieve the higher floor space ratio.</p> <p>The intended outcome is to encourage high quality development with the most efficient parking layout possible. Otherwise a 2:1 FSR will apply.</p>
<b>A12</b>	<p>For the properties at Nos. 709 and 743–759 Punchbowl Road and Nos. 7–25 Breust Place, require the retention of historic facades to achieve the higher floor space ratio. Otherwise a 2:1 FSR will apply.</p>
<b>A13</b>	<p>Allow a street wall up to 4 storeys to contribute to a comfortable level of spatial enclosure and village feel. The remaining storeys are to be setback a minimum 6 metres to reduce the visual impact of the taller elements of buildings and to allow sunlight to penetrate the streets.</p>
<b>A14</b>	<p>Require active street frontages on the main street (Punchbowl Road).</p> <p>The intended outcome is to contribute to the village feel and vibrancy of the main street.</p>
<b>A15</b>	<p>List the street facades of the following properties on the heritage schedule:</p> <ul style="list-style-type: none"> <li>• Nos. 709 and 743–759 Punchbowl Road</li> <li>• Nos. 7–25 Breust Place.</li> </ul>

TABLE 9 cont...

**Residential Frame Precinct**

<b>Desired precinct character</b>		<p><i>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the small village centre. This compact place will accommodate a mix of living choices that respond to local needs. A place where many, from young families to seniors are making their homes within a short walking distance of a wide range of local services. The low and medium-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle.</i></p>
<b>Place Making Principles</b> <b>Ref: P1</b>	<b>A1</b>	<p><b>Infrastructure Delivery Actions</b></p> <p>Formalise an east-west regional cycle link along the rail corridor. The Sydenham to Bankstown Urban Renewal Corridor Strategy will deliver this action.</p>
<b>Ref: P4</b>	<b>A2</b>	<p>Construct footpaths on both sides of local streets to complete the footpath network, and install kerb build-outs at appropriate locations. With more pedestrians on the streets, getting around the small village centre easily and safely will become an even greater priority to ensure we have a balanced transport system. The Centres Transport Action Plan will deliver this action.</p>
	<b>A3</b>	<p>Advocate for a second pedestrian crossing over the railway line at the Broadway and Rickard Street alignment. The Sydenham to Bankstown Urban Renewal Corridor Strategy will deliver this action.</p>
	<b>A4</b>	<p>Introduce new local open space as future developments are proposed.</p> <p>To this extent, the Sydenham to Bankstown Urban Renewal Corridor Strategy indicates the area bound by Highclere Avenue, Acacia Avenue, Punchbowl Road and Waratah Street as a preferred location for new local open space. The strategy places the responsibility on Council and developers to provide this open space.</p> <p>To facilitate this action, Council may apply the following provision to a development within the area covered by Nos. 49–81 Highclere Avenue and Nos. 8–32 Acacia Avenue. Allow intensified development (8 storeys / 1.75:1 FSR) provided the developer enters into a planning agreement with Council to dedicate land for the new local open space. Otherwise a 6 storey / 1.5:1 FSR building envelope will apply.</p>

TABLE 9 cont...

**Residential Frame Precinct**

<p><b>Place Making Principles</b> <b>Ref: P2</b></p>	<p><b>A5</b></p>	<p><b>Suggested Planning Control Changes</b>                      Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.                      The intended outcome is to provide a mix of low and medium-rise living choices within a short walking distance of the main street and local services. Zone R4 does not permit low density options such as dual occupancies. The proposed extent of the high density residential zone will provide sufficient capacity to meet population projections and local housing needs to 2031.</p>
<p><b>Ref: P3</b></p>	<p><b>A6</b></p>	<p>Accommodate medium-rise buildings on the properties at Nos. 1–19 Acacia Avenue, Nos. 8–32 Acacia Avenue, Nos. 1–35 Griffiths Avenue, Nos. 2–36 Griffiths Avenue, No. 5 Loder Lane, Nos. 1–15 Henry Street, Nos. 2–14A Henry Street, Nos. 38–76A Highclere Avenue, Nos. 49–81 Highclere Avenue, Nos. 35–53 Kelly Street, Nos. 659–677 Punchbowl Road and Nos. 16–52 South Terrace.                      The intended outcome is to provide an appropriate built form transition to the low-rise housing on the outer edge of the Residential Frame precinct. Based on the key considerations around building heights, allow up to 6 storeys (1.5:1 FSR).                      A height greater than 6 storeys is discouraged at these locations as the overshadowing and visual impacts on the street and neighbouring houses will be substantially greater.</p>
	<p><b>A7</b></p>	<p>Accommodate low-rise buildings in the remainder of the Residential Frame precinct.                      The intended outcome is to provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. Based on the key considerations around building heights, allow up to 4 storeys (1:1 FSR).                      A height greater than 4 storeys is discouraged as the overshadowing and visual impacts on the street and neighbouring houses will be substantially greater.</p>
	<p><b>A8</b></p>	<p>Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.</p>
	<p><b>A9</b></p>	<p>Apartment living outside the small village centre boundary is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).</p>

## 2.4 Yield Schedule

The research assumed the potential net dwelling yield may equate to about 50% of the gross dwelling yield. This is because there are a number of new commercial premises and residential accommodation that are unlikely to redevelop before 2031. The research also recognises a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the

achievable floor space of a development is likely to be less than the building envelope.

The implication is the North East Local Area Plan increases the capacity of the small village centre to accommodate dwelling growth compared to the current target under the Residential Development Study. This increased capacity achieves the direction set by the Metropolitan Plan to accelerate housing delivery next to railway stations.

It also means there is no justification for property owners to seek a building envelope greater than those proposed by the Local Area Plan (via the planning proposal and pre-gateway review process) on the basis that any variations to the Local Area Plan will help Council to achieve the dwelling target.

Based on the research, the potential net dwelling yield in the Punchbowl Small Village Centre (within the City of Bankstown) to 2031 is:

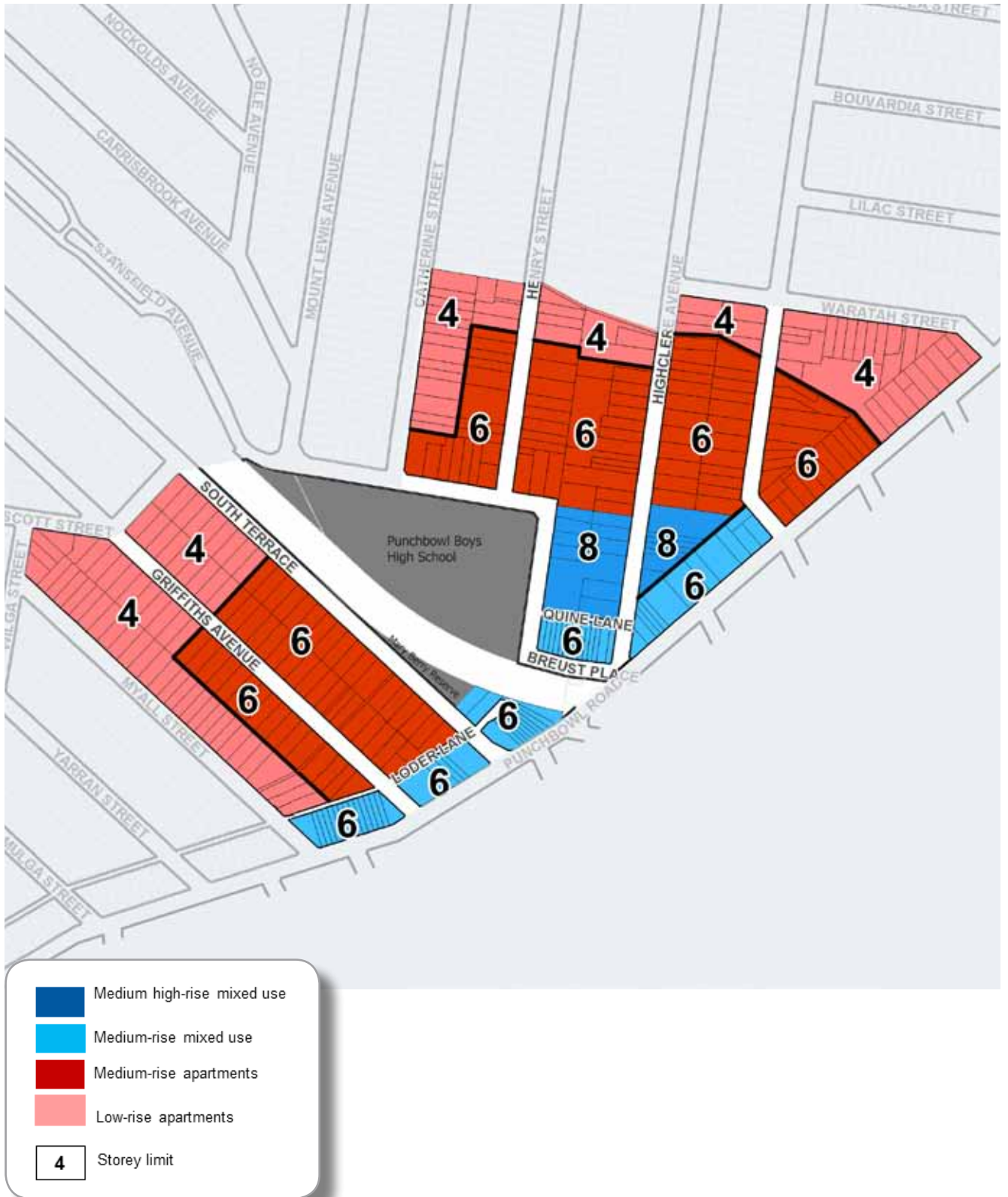
Under the Residential Development Study		
Number of existing dwellings (from a 2004 base)	Target	Total number of dwellings by 2031
688	230	918
Under the North East Local Area Plan		
Number of existing dwellings (from a 2014 base)	Likely net dwelling yield (50% estimated)	Total number of dwellings by 2031
817	1,770	2,587

FIGURE 10.6 Punchbowl Small Village Centre – Infrastructure Improvements





FIGURE 10.7 Punchbowl Small Village Centre – Indicative Height Distribution



L3

### Maintain the Neighbourhood Character of the Chullora Marketplace Precinct

Council's research proposes to maintain the low density character of the Chullora Marketplace Precinct. The precinct has a small-scale commercial atmosphere that is compatible with the surrounding low density neighbourhood area. It is therefore proposed to maintain the current neighbourhood centre zone (Zone B2). There is the opportunity to create a well-balanced built form by amending the storey limit from 2 storeys (plus attic) to 3 storeys across the neighbourhood centre zone.

Council's research also proposes to maintain the current light industrial zone (Zone IN2) at No. 457 Waterloo Road in Greenacre. During the period to 2031, the ongoing renewal of the Local Area Plan may review the zoning of

this site. According to the State Government's strategic planning, the Hume Highway acts as a barrier which prevents this site from being considered as part of the broader Employment Lands Precinct in Chullora. However, the site does have good exposure to the Hume Highway Enterprise Corridor. Any future rezoning should include some form of employment uses to ensure local employment opportunities remain in the local area and to make use of the site's good exposure and access.

L3

### IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP



L4

### Plan for Additional Dwelling Growth in the Suburban Neighbourhood Precinct

Based on demographic trends, the Suburban Neighbourhood Precinct will accommodate some dwelling growth in the North East Local Area to 2031, mostly in the form of low-rise dual occupancies, villas, multi dwelling housing and seniors housing dispersed throughout the precinct. To a lesser extent, certain neighbourhood shops which serve the day-to-day needs of residents will also accommodate some dwelling growth, mostly in the form of low-rise shop top housing.

Council's research found the current planning controls are adequate to accommodate the dwelling target (as shown in Table 10) subject to:

- Some planning control changes to certain neighbourhood shops as shown in Table 11.
- A review of the design of dual occupancies and multi dwelling housing to ensure these housing types continue to achieve high quality residential development that is compatible with the prevailing suburban character and amenity of the Suburban Neighbourhood Precinct. The prevailing suburban character of the Suburban Neighbourhood Precinct includes the subdivision pattern, the front building setback, off-street parking behind the front building line and the landscaping of front yards with canopy trees and deep soil plantings. The review will look at the lot size, building envelope, building design and landscaped area requirements for dual occupancies and multi dwelling housing to ensure these housing types are in keeping with the desired housing character for the precinct.
- Investigate opportunities to provide seniors housing and aged care facilities.
- The implementation of the relevant floodplain risk management plan that applies to the North East Local Area.

Council's research also identified a unique characteristic that is not found elsewhere. Since the 1970s, two storey villas with an average density of 1 dwelling per 250m<sup>2</sup> have been built in the area bound by Noble Avenue, Boronia Road, Rawson Road and Hillcrest Avenue. There is a remaining development site at Nos. 81–95 Boronia Road. There is an opportunity to amend the building envelope (i.e. height and density) of Nos. 81–95 Boronia Road to be consistent with the established character of this unique concentration of townhouses. The proposed building envelope would allow two storey multi dwelling housing with a density of 1 dwelling per 250m<sup>2</sup>.

L4

### IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**

<b>TABLE 10 Potential land capacity in the Suburban Neighbourhood Precinct</b>	
<b>Existing dwellings</b>	7,314
<b>Current planning controls</b>	<p>The suburban neighbourhood is within Zone R2 Low Density Residential, which permits houses, dual occupancies, seniors housing and multi dwelling housing. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus attic.</p> <p>The suburban neighbourhood also includes some shops within Zone B1 Neighbourhood Centre, which permits shop top housing and residential flat buildings. The floor space ratio ranges from 0.5:1–1.5:1 and the height limit is 2 storeys plus attic.</p>
<b>Research findings</b>	<p>The research applied a strategic merit test to identify suitable locations that can best cope with growth to 2031, consistent with the centres policy. The strategic merit test includes:</p> <ul style="list-style-type: none"> <li>• Consistency with the Metropolitan Plan and centres hierarchy.</li> <li>• Consistency with Council's local strategies, endorsed by the Department of Planning &amp; Environment.</li> <li>• Consistency with Council's spot rezoning procedures, adopted 2009.</li> <li>• Community aspirations and consultation feedback.</li> <li>• Consistency with the prevailing character of the suburban neighbourhood precinct and whether the impacts can be managed appropriately.</li> <li>• Integration with topography, environmental constraints, access and infrastructure.</li> <li>• Demonstrable reason for rezoning or change in planning controls to occur based on the public interest.</li> </ul> <p>Based on the strategic merit test, there is some potential for the suburban neighbourhood to accommodate growth as much of the housing stock is reaching the end of its life cycle, having been built during the 1940s–1960s. There is the potential for low-rise (2 storey) housing (such as houses, dual occupancies, multi dwelling housing and seniors housing) in a dispersed pattern across the suburbs.</p> <p>Apartment living outside the small village centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).</p>

TABLE 10 cont...

## Potential land capacity in the Suburban Neighbourhood Precinct

**Research findings**

The suburban neighbourhood also includes a range of neighbourhood shops which serve the day-to-day needs of residents with some shops providing shop top housing. A review of the neighbourhood shops found the most active neighbourhood shops typically have the following attributes:

- Rear lane access
- Secondary frontages
- Proximity to nearby open space, transport hubs, schools or other community facilities.

Council reviewed the neighbourhood shops based on the above criteria (together with the surrounding context) to decide if there is potential for additional density. The analysis resulted in the following strategic merit test for neighbourhood shops:

- Renewal: Sites which met all of the criteria are suitable for additional density and height in the form of shop top housing and transitional medium density housing.
- Increased building heights: For sites which have rear lane access and/or secondary frontages (but are surrounded by low density development), allow an increase in height from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR.
- Maintain the current planning controls for sites which do not have access to rear lanes or secondary frontages and are in close proximity to adjacent residential properties.

**TABLE 11** Distribution of dwelling target in the Suburban Neighbourhood Precinct

<b>Dwelling target to 2031 based on planning control changes</b>		930
<b>Desired precinct character</b>		<p><i>The Suburban Neighbourhood Precinct will maintain the prevailing suburban character of low-rise detached housing in a landscaped setting. New low-rise housing will be well-designed and will make a positive contribution to protecting the prevailing suburban character, as well as the heritage and biodiversity values unique to the local area.</i></p> <p><i>The precinct will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise. Non-residential development will be limited to land uses that are compatible with the scale and unique characteristics of the precinct.</i></p>
<b>Suggested planning control changes</b>	<b>A1</b>	Maintain the current planning controls that apply to Zone R2 Low Density Residential.
	<b>A2</b>	Amend the rear height control for multi dwelling housing at Nos. 81–95 Boronia Road in Greenacre from 1 storey to 2 storeys, and amend the density control from 1 dwelling per 300m <sup>2</sup> to 1 dwelling per 250m <sup>2</sup> .
	<b>A3</b>	Apartment living outside the small village centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).
	<b>A4</b>	Focus on low-rise shop top housing within Zone B1 Neighbourhood Centre to achieve the dwelling target.
	<b>A5</b>	<p>Increase the storey limit for the following properties within Zone B1 Neighbourhood Centre from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR:</p> <ul style="list-style-type: none"> <li>Nos. 53–71 Hume Highway in Greenacre.</li> <li>Nos. 118–120 Rawson Road in Greenacre.</li> <li>Nos. 331–341 and 342–344 Waterloo Road in Greenacre.</li> </ul>





L5

### Plan for Additional Dwelling Growth in the Enterprise Corridors

The Hume Highway and Canterbury Road Enterprise Corridors are significant economic assets for the City of Bankstown.

The Hume Highway Enterprise Corridor is a historic and national landmark. Commissioned by Governor Macquarie in 1813, the Hume Highway functions as a national highway linking Sydney with Canberra and Melbourne. The Hume Highway (within the City of Bankstown) is also a significant investment zone with major employers including Masters, Primo and Australia Post. Council adopted the Hume Highway Corridor Strategy in 2007 to revitalise and market the corridor and to commit to projects that will achieve the vision.

The section of the Hume Highway Enterprise Corridor in the North East Local Area is comprised of large sites separated by areas of low-rise housing. Major motor vehicle dealerships and other highway related uses (such as service stations and motels) currently occupy most of the large sites with some other sites currently vacant.



Canterbury Road was proclaimed in 1854 and connects Sydney's inner and south-western suburbs (from Enmore to Liverpool). The Canterbury Road Enterprise Corridor provides a location for important local and regional employment including industries, bulky goods premises, and freight and logistics operators. The section of Canterbury Road in the North East Local Area contains predominantly bulky goods premises, vehicle body repair workshops, and other highway related uses. Club Punchbowl is unique within this corridor being a large entertainment premises.

There are specific sites located within the Hume Highway and Canterbury Road Enterprise Corridors that have the potential to accommodate some dwelling growth as part of mixed use development. This is due to these sites being significantly large in area, in single ownership or within property groupings where consolidation for development purposes is preferred.

The sites are:

- Hume Highway Sites (as identified by the Hume Highway Corridor Strategy):
  - Nos. 139–159 Hume Highway in Greenacre.
  - Nos. 165–185 Hume Highway and No. 74 Tennyson Road in Greenacre.
  - Nos. 225–241 Hume Highway and No. 112 Northcote Road in Greenacre.
- Canterbury Road Sites: Large underutilised site at Nos. 921–925 Punchbowl Road and No. 21 Canterbury Road in Punchbowl (known as Club Punchbowl).

Council’s review indicates there is some potential for increased development at certain sites subject to appropriate buffers to busy roads and adjacent to low density residential development. Council’s research findings and proposed planning control changes are provided in Table 12 (Hume Highway Enterprise Corridor) and Table 13 (Canterbury Road Enterprise Corridor).

**L5**

## **IMPLEMENTATION**

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**

TABLE 12

Potential land capacity in the Hume Highway Enterprise Corridor

Precinct	Hume Highway Enterprise Corridor
<p><b>Current planning controls</b></p>	<p>The enterprise corridor zone (Zone B6) permits highway related uses with some supporting housing. The floor space ratio is 1:1–1.25:1. The height limit for the key development sites at Nos. 139–159 Hume Highway and No. 177 Banksia Road is 5 storeys with a 2 storey buffer to neighbouring houses. The height limit for the key development sites at Nos. 139–159 Hume Highway, Nos. 165–185 Hume Highway and Nos. 225–241A Hume Highway is 4 storeys with a 2 storey buffer to neighbouring houses. The height limits are subject to certain lot consolidations, otherwise a 2 storey limit will apply.</p> <p>The remaining properties in the Hume Highway Enterprise Corridor are a mix of Zone B5 Business Development (1:1 FSR / 2 storeys), Zone R4 High Density Residential (0.6:1 FSR / 2 storeys) and Zone R2 Low Density Residential (0.5:1 FSR / 2 storeys).</p>
<p><b>Research findings</b></p>	<p>Council adopted the structure plan for the Hume Highway Enterprise Corridor in 2007, which reinforces the siting of employment activities on the south side of the Hume Highway at prominent large lots. The remaining stretches comprise low intensity highway related uses and houses. The structure plan provides the opportunity for medium and high density living to support the business enterprise zone provided:</p> <ul style="list-style-type: none"> <li>• The site area is greater than 5,000m<sup>2</sup>.</li> <li>• The dwellings are part of a mixed use development.</li> <li>• The built form reinforces the Remembrance Driveway landscape corridor.</li> <li>• The dwellings are setback 20 metres from the Hume Highway to ensure good amenity for new residents.</li> <li>• The built form provides a 2 storey buffer to neighbouring houses.</li> </ul> <p>Council's review of the development potential of select sites found that certain changes are necessary to assist in achieving well-designed buildings and to provide appropriate amenity to tenants and residents. These changes include:</p> <ul style="list-style-type: none"> <li>• Increase in FSR to better match building heights.</li> <li>• Review of current setbacks to the Hume Highway.</li> <li>• Standardisation of current setbacks to adjacent low density residential development.</li> <li>• Review of maximum building heights where appropriate.</li> </ul>
<p><b>Desired precinct character</b></p>	<p><i>The Hume Highway Enterprise Corridor is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North East Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor.</i></p> <p><i>Supporting housing (in the form of mixed use development) will be limited to selected sites that are compatible with the primary enterprise role of the corridor, can provide residents with good amenity (in terms of noise and air quality), and can provide an appropriate built form transition to the surrounding suburban neighbourhood. The built form will supplement the landscape corridor, with low-rise enterprise activities facing the highway and low and medium-rise housing at the rear.</i></p>

**TABLE 12 cont...**

<b>Suggested planning control changes</b>	<b>A1</b>	Rezone the properties at No. 50 Shellcote Road, No. 306 Noble Avenue and No. 1Z Cahill Lane in Greenacre from Zone R2 Low Density Residential to Zone B5 Business Development.
	<b>A2</b>	Within Zone B6 Enterprise Corridor, maintain the current floor space ratio and height limits for the key development sites at Nos. 139–159 Hume Highway and No. 177 Banksia Road.
	<b>A3</b>	Within Zone B6 Enterprise Corridor, a review indicates it may be possible to increase the building envelope to 1.5:1 FSR to better match the current building height limits for the following key development sites: <ul style="list-style-type: none"> <li>• No. 167 Hume Highway in Greenacre.</li> <li>• Nos. 225–241A Hume Highway and No. 112 Northcote Road in Greenacre.</li> </ul>
	<b>A4</b>	Within Zone B6 Enterprise Corridor, avoid wide horizontal buildings (of similar height) that increase the perception of bulk and scale when viewed from the Hume Highway.  For buildings facing the highway, allow the north–east corner to incorporate an architectural corner feature to add visual interest. This may be in the form of an extra storey or other measure that provides a balanced response to the horizontal and vertical proportions of the buildings. This would apply to the following key development sites: <ul style="list-style-type: none"> <li>• No. 167 Hume Highway in Greenacre.</li> <li>• Nos. 225–241A Hume Highway and No. 112 Northcote Road in Greenacre.</li> </ul>
	<b>A5</b>	Within Zone B6 Enterprise Corridor, a review indicates it may be possible to reduce the minimum highway setback for dwellings on large sites, from 20 metres to 10 metres provided there is appropriate amenity (noise and air quality) protection for future residents. Otherwise a 20 metre setback will apply. This may apply to the following key development sites: <ul style="list-style-type: none"> <li>• Nos. 139–159 Hume Highway and No. 3 Cahill Lane in Greenacre.</li> <li>• Nos. 165–185 Hume Highway and No. 74 Tennyson Road in Greenacre.</li> <li>• Nos. 225–241A Hume Highway and No. 112 Northcote Road in Greenacre.</li> </ul>
	<b>A6</b>	Within Zone B6 Enterprise Corridor, a review indicates it may be possible to remove the 2 storey buffer to the side and rear boundaries on large sites. This may apply to the following key development sites: <ul style="list-style-type: none"> <li>• Nos. 139–159 Hume Highway and No. 3 Cahill Lane in Greenacre.</li> <li>• Nos. 165–185 Hume Highway and No. 74 Tennyson Road in Greenacre.</li> <li>• Nos. 225–241A Hume Highway and No. 112 Northcote Road in Greenacre.</li> </ul>
	<b>A7</b>	Within Zone B6 Enterprise Corridor, maintain the landscaping requirement to enhance the Remembrance Driveway landscape corridor.

TABLE 13

## Potential land capacity in the Canterbury Road Enterprise Corridor

Precinct		Canterbury Road Enterprise Corridor
<b>Current planning controls</b>		<p>The neighbourhood centre zone (Zone B1) permits shop top housing and residential flat buildings. The floor space ratio ranges from 0.5:1–1:1 and the height limit is 2 storeys plus attic.</p> <p>The low density residential zone (Zone R2) permits houses, dual occupancies and multi dwelling housing. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus attic.</p>
<b>Research findings</b>		<p>The findings indicate an opportunity to integrate the properties at Nos. 921–925 Punchbowl Road and No. 21 Canterbury Road (known as Club Punchbowl) as part of the Punchbowl Park Precinct which extends into the Canterbury Local Government Area. Punchbowl Park is the focal point of this precinct with medium and high density living surrounding the park for increased activation and natural surveillance.</p> <p>Canterbury City Council is currently reviewing the built form on the boundary and is proposing a building envelope up to 1.8:1 FSR / 5 storeys.</p> <p>The site is subject to noise exposure from Canterbury Road, and an electricity and drainage easement corridor which crosses through the site in a north–south direction.</p> <p>The property at No. 23 Canterbury Road is a heavily constrained site with approximately half the site affected by electricity and drainage easements, and has limited capacity for additional development potential.</p>
<b>Desired precinct character</b>		<p><i>The Canterbury Road Enterprise Corridor is a major transport and freight corridor that will continue to function as a significant economic asset for the City of Bankstown. The built form of supporting housing will create a 'sense of place' through low and medium–rise mixed use nodes at important intersections.</i></p>
<b>Suggested planning control changes</b>	<b>A1</b>	<p>For the properties at Nos. 921–925 Punchbowl Road and No. 21 Canterbury Road:</p> <ul style="list-style-type: none"> <li>• Rezone Nos. 921, 921A and 921B Punchbowl Road from Zone R2 Low Density Residential to Zone B1 Neighbourhood Centre.</li> <li>• Increase the building envelope from 0.5:1–1:1 / 2 storeys to 1.8:1 FSR / 5 storeys provided: <ul style="list-style-type: none"> <li>• The properties consolidate into a single site. Otherwise a 1:1 FSR applies.</li> <li>• A 3 storey buffer is provided to adjacent low–rise residential development at the rear of the site.</li> </ul> </li> </ul>
	<b>A2</b>	<p>For the property at No. 23 Canterbury Road, maintain the current planning controls.</p>

L6

## Protect the Heritage Character of the North East Local Area

The City of Bankstown contains a number of buildings, homes and places of heritage significance. These buildings, homes and places tell the story of our local community and are a physical link to the way of life of earlier generations. A heritage listing means that a site has been acknowledged as having a special value for the present community and for future generations.

This action aims to retain the following heritage items that are located in the North East Local Area:

- Greenacre Methodist Church Hall at No. 2 Mimosa Road in Greenacre
- Greenacre Public School at No. 102 Waterloo Road in Greenacre
- Former Liebenritt Pottery site in Greenacre at No. 355 Waterloo Road in Greenacre
- House at No. 25 Old Kent Road in Greenacre
- House at No. 33 Catherine Street in Punchbowl.

Council will continue to support heritage property owners through targeted heritage grants for specific works and the heritage conservation incentive clauses in the LEP.

The heritage review, undertaken to ensure that growth responds to the local character of the area, identified properties of local significance. Heritage significant properties within centres are discussed in Actions L1 and L2.





Property	Local significance
<b>No. 187 Old Kent Road in Greenacre</b>	The house (known as 'Hanover') is historically significant as it is one of the earliest houses built during the Greenacre Park Estate subdivision. The house is a good example of Federation Queen Anne architectural style.
<b>No. 16 Griffiths Avenue in Punchbowl</b>	The house is historically significant as it is one of the earliest houses built during the Mount Lewis Estate subdivision. The house is a good example of the Inter-War Old English architectural style, which is rare in the local area.
<b>No. 26 Henry Street in Punchbowl</b>	The house (known as 'Heatherbrae') is historically significant as it represents the subdivision of farmland for suburban development in Punchbowl during the early 20th century. The house is a good example of the Inter-War California Bungalow architectural style and is unusual for its larger than normal symmetrical facade.

In the suburban neighbourhood precinct, the following properties are found to have local heritage significance (refer to Figure 11):

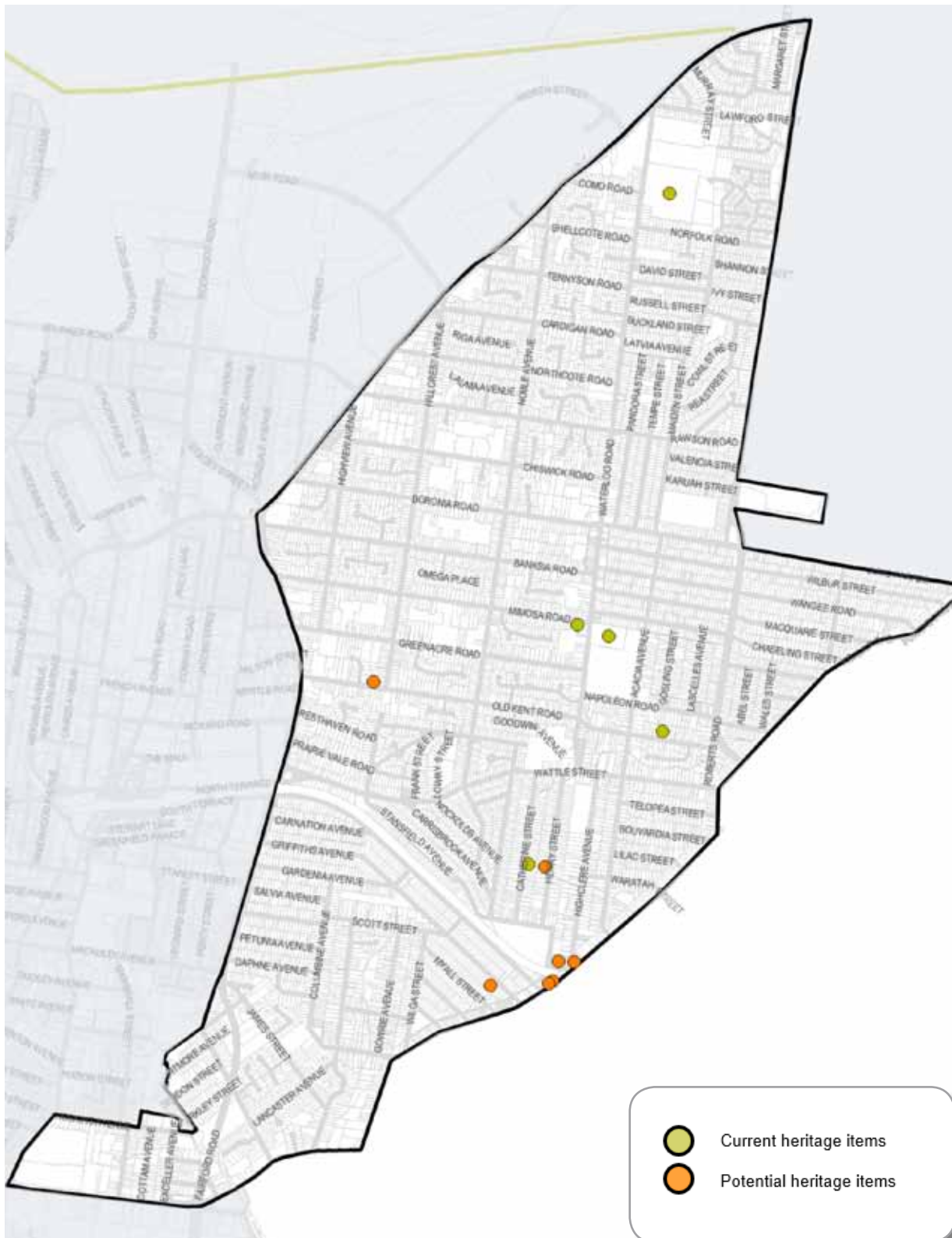
The review is based on criteria set by the NSW Heritage Office and looked at historical significance and associations, aesthetic characteristics, social significance, technical/research significance, rarity, representativeness and integrity.

Preserving heritage significance can be achieved in many different ways. These include listing properties on our heritage item list or preserving important facades through to incorporating the story of a building into the design of buildings and places. Council will work with property owners to identify the best way to preserve the heritage significance of these sites.

## L6 IMPLEMENTATION

- **Amend Bankstown LEP**

FIGURE 11 Heritage



L7

### Lead the Way with Better Standards of Building Design

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

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

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

- A review of design excellence provisions, and to apply SEPP 65 to serviced apartments and boarding houses.
- A review of setbacks to correspond with the diverse character of streets and precincts.

- A review of active street frontages, external appearances and signs to improve the quality and image of development in the centres.
- A review of the off-street parking requirements to reduce car dependence in proximity to public transport and enable viable development.
- A review of stormwater management and water sensitive urban design provisions.

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

L7

### IMPLEMENTATION

- Amend Bankstown LEP
- Amend Bankstown DCP
- Amend Planning Agreements Policy

L8

### Liaise with Schools Regarding Shared Access to School Halls

A number of schools within the local area received funding under the Commonwealth Governments 'Building the Education Revolution' Nation Building Stimulus Package for the construction of new facilities. A condition of this funding requires that new facilities must be made available for general community use.

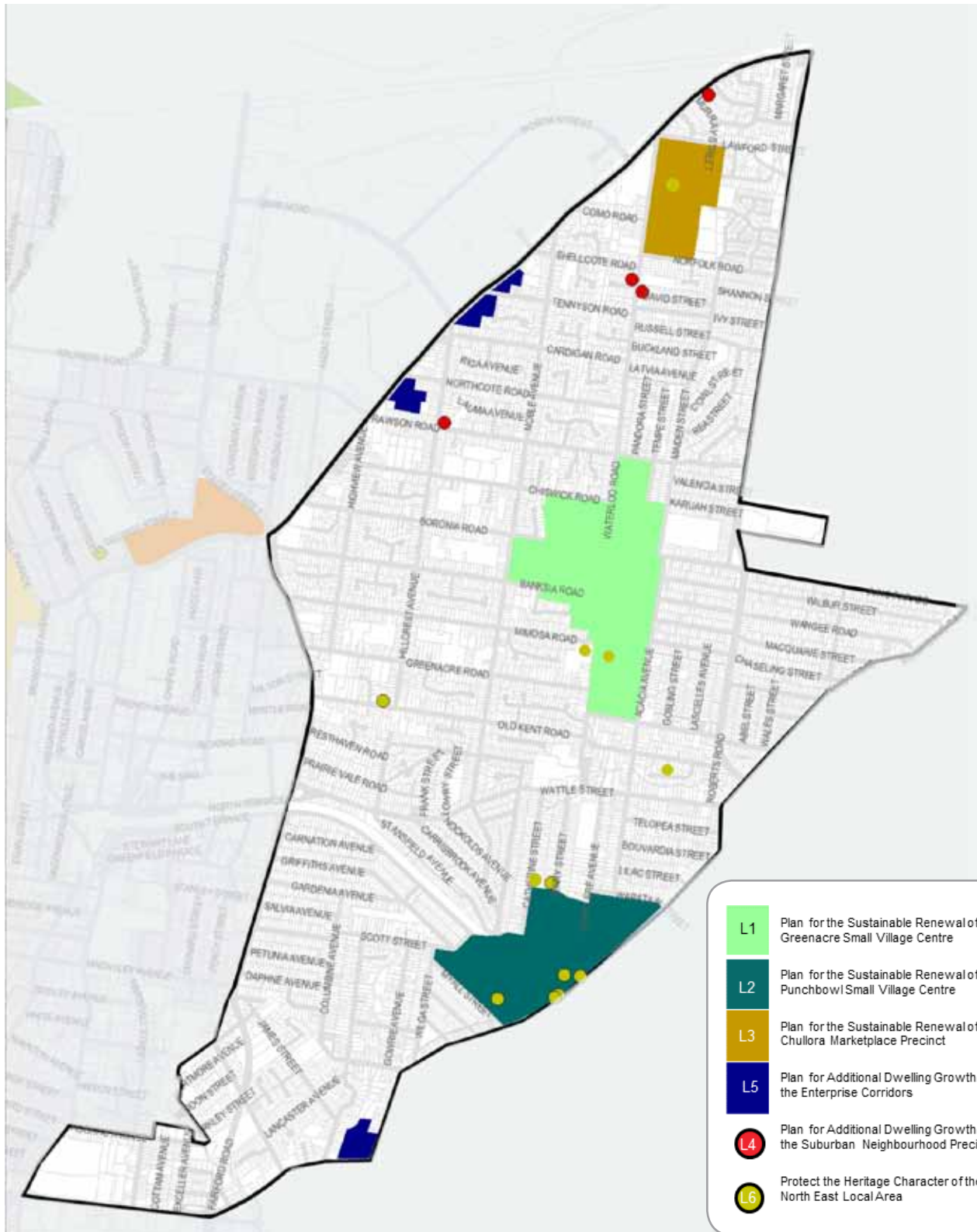
This action aims to enable these facilities to partially accommodate some of the uses occupying existing Council facilities and / or assist in catering for future demand. Council will lead the way by investigating the best method to unlock access to these facilities in collaboration with schools and other stakeholders.

L8

### IMPLEMENTATION

- Develop partnership with local schools

FIGURE 12 Liveable Action Plan







## 2.2 Invest

The North East Local Area is strategically located between the Hume Highway Enterprise Corridor and the M5 Economic Corridor. According to employment trends, the largest employment sector in the North East Local Area is manufacturing, followed by transport, warehouse and bulky goods retail activities. The State Government's strategic planning identifies the Bankstown Industrial Precinct as essential to supporting employment growth in the West Central Subregion.

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

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

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

Supporting this growth will be a range of public domain and landscape improvements to enhance the industrial precincts as attractive employment and investment destinations.

## Plan for Employment Activities in the Bankstown Industrial Precinct

The Bankstown Industrial Precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion. The research identifies opportunities to enhance this precinct to meet future demand and take advantage of the proximity to the M5 Motorway and Enfield Intermodal Logistics Centre.

Stacey Street splits the industrial precinct into three areas. The first area is bound by Stacey Street, Canterbury Road, Chapel Road and Hoskins Avenue. It is an important local service precinct and comprises industries, warehouses and bulky goods premises. This area has good exposure and access to Canterbury Road. The ongoing renewal should:

- Rezone the properties at Nos. 49–77 Canterbury Road and No. 2 Warren Avenue in Bankstown from Zone IN1 General Industrial to Zone B5 Business Development. The intended outcome is to reflect the current bulky goods premises and other highway related land uses that characterise this section of the Canterbury Road Enterprise Corridor.

- Maintain the current industrial zones (Zones IN1 General Industrial and IN2 Light Industrial) in the remaining area to accommodate future potential employment generating activities. Review the list of non-industrial land uses presently permitted in the industrial zones to ensure these uses are compatible with the employment role of the precinct.
- There is the opportunity to create a centralised parking facility in the Bankstown Industrial Precinct as an alternative to businesses providing on-site parking spaces. This approach may assist businesses outgrowing their sites, and achieve better urban design outcomes by avoiding the interruption of street frontages with numerous fragmented parking lots or garage entrances. Council would seek to construct a multi-storey car park (based on developer contributions) at the Hoskins Avenue car park.
- Rezone the properties at Nos. 99–165 Canterbury Road in Bankstown from Zone IN1 General Industrial to Zone B5 Business Development. Rezone the property at No. 39 Canterbury Road in Bankstown from Zone B1 Neighbourhood Centre to Zone B5 Business Development. The intended outcome is to reflect the current bulky goods premises and other highway related land uses that characterise this section of the Canterbury Road Enterprise Corridor. Review the list of land uses presently permitted in the business development zone to ensure these uses are compatible with the employment role of the precinct.
- Maintain the current industrial zones (Zones IN1 General Industrial and IN2 Light Industrial) in the remaining area to accommodate future potential employment generating activities. Review the list of non-industrial land uses presently permitted in the industrial zones to ensure these uses are compatible with the employment role of the precinct.

The second area is bound by Stacey Street, Stacey Street Deviation and Canterbury Road, and comprises industries, warehouses and bulky goods premises. This area has good exposure and access to Canterbury Road. The ongoing renewal should:





The third area is bound by Stacey Street and Ruse Park and forms a transition to the Bankstown CBD. Stacey Street isolates this area from the remainder of the industrial precinct, and there is limited exposure and access to major roads. The ongoing renewal should:

- In the short term, maintain the current industrial zone (Zone IN2 Light Industrial) to accommodate future potential employment generating activities, particularly low cost and start-up businesses.
- During the period to 2031, transform this area into a mixed use transitional precinct that supports the Bankstown CBD. According to Council's Employment Lands Development Study, the building stock is ageing and there are safety and security issues. The redevelopment of this area should take the opportunity to broaden the range of future potential employment generating activities, particularly bulky goods retailing and new business forms (including additional office components) that support the viability of the Bankstown CBD.

There is also the opportunity to pursue high density residential development adjacent to Ruse Park to increase activation and natural surveillance (subject to relevant contamination investigations).

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

## 11 IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend the Planning Agreements Policy**
- **Industrial Area Improvement Program**
- **Parking Program**

12

## Investigate Opportunities for Employment Activities

The Suburban Neighbourhood Precinct contains dispersed pockets of commercial development and highway related land uses on lots surrounded by low density housing. These include the properties at Nos. 52–60 and 229 Roberts Road in Greenacre, and Nos. 91–103 Wattle Street in Punchbowl.

12

## IMPLEMENTATION

- Amend Bankstown LEP

97

Property	Opportunities
<b>Nos. 52–60 Roberts Road in Greenacre</b>	Rezone these properties from Zone R2 Low Density Residential to Zone B5 Business Development. The intended outcomes are to reflect the existing commercial activities on the properties and to support similar activities in this location in the long term.
<b>Nos. 74–78 Roberts Road in Greenacre</b>	Rezone these properties from Zone B1 Neighbourhood Centre to Zone B5 Business Development. The intended outcomes are to reflect the existing commercial activities on the properties and to support similar activities in this location in the long term.
<b>No. 229 Roberts Road in Greenacre</b>	Retain the existing light industrial zone (Zone IN2 Light Industrial) for this property, which forms the southern edge of the Enfield Intermodal Logistics Centre.
<b>No. 239 Roberts Road in Greenacre</b>	Rezone this property from Zone R2 Low Density Residential to Zone B5 Business Development, which supports a range of economic activities consistent with development along arterial roads with high traffic volumes. The current low density residential zone is considered inappropriate as Roberts Road and the surrounding industrial area do not offer good amenity (noise and air quality) for residential development.
<b>Nos. 91–103 Wattle Street in Punchbowl</b>	<p>In the short term, maintain the current light industrial zone (Zone IN2) for these properties to accommodate future potential employment generating activities, particularly low cost and start-up businesses.</p> <p>During the period to 2031, review the zoning of these properties. According to the State Government's strategic planning, these properties are isolated and do not link with any other surrounding employment areas. Any future redevelopment may consider alternative land uses that are compatible with the surrounding low density neighbourhood area. Council recently approved the replacement of an old factory at Nos. 81–83 and 105 Wattle Street with a new housing estate.</p>



**13 Strengthen the Image and Amenity of Neighbourhood Shops**

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

The TCIP is a three tiered program with the large growth centres in the first tier. Large allocations of funding between \$1–2 million are available for works. To date, Council completed capital upgrade works in the Greenacre and Punchbowl Small Village Centres.

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

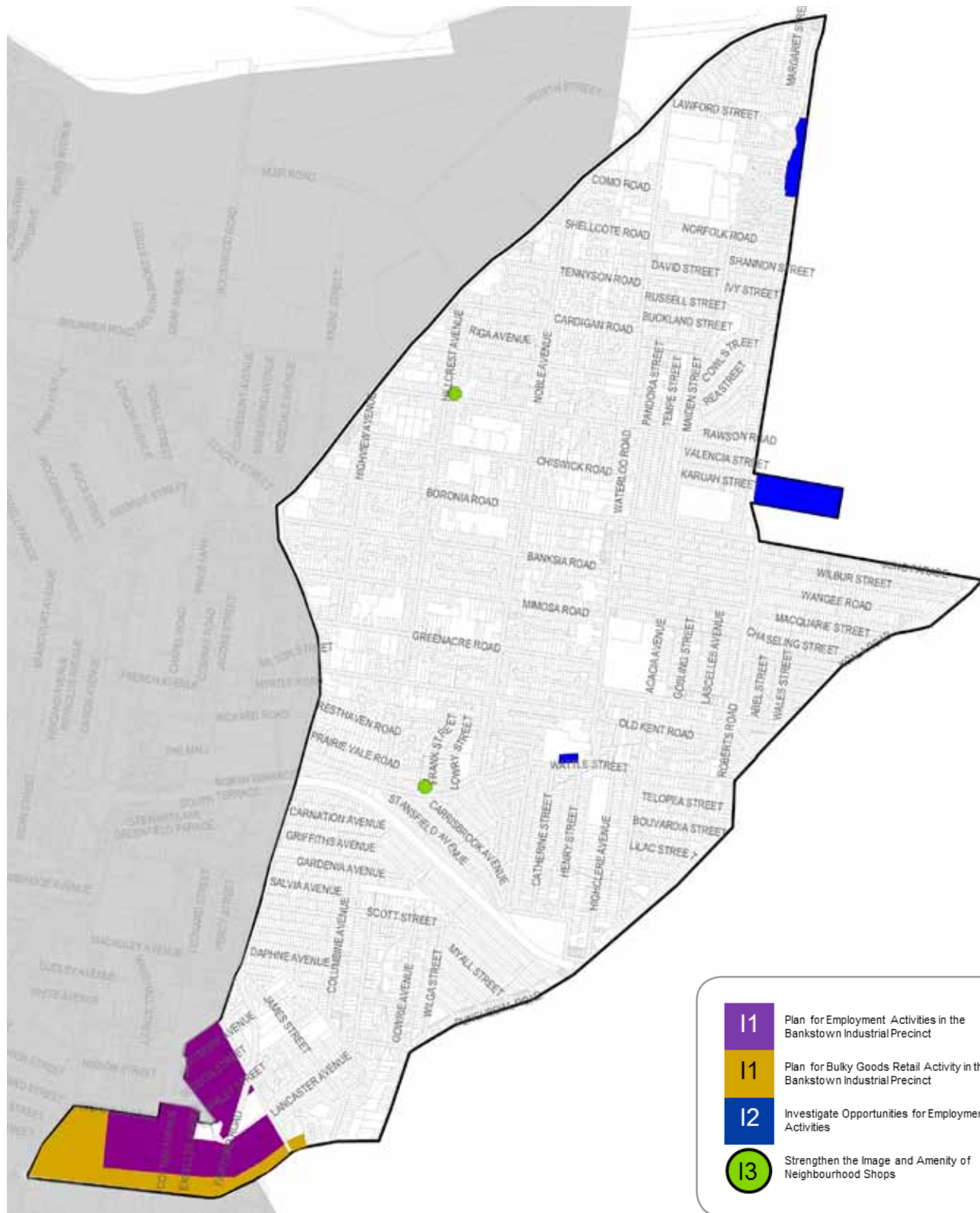
This action aims to continue to seek opportunities to apply the TCIP to the following shops in the North East Local Area:

Tier	Neighbourhood shops
2	Nos. 118–120 Rawson Road in Greenacre

**13 IMPLEMENTATION**

- **Town Centre Improvement Program**

FIGURE 13 Invest Action Plan







## 2.3 Green

Open spaces such as neighbourhood parks, sporting fields and bushland provide important public places for people to exercise, relax, socialise and experience nature. The North East Local Area contains a well-established open space network which includes district sporting facilities (Roberts, Gosling and Allum Parks) and neighbourhood parks. There are 45 open spaces comprising 33 hectares.

As the population in the local area is projected to grow to 34,819 residents by 2031, it is essential to adapt the supply and function of the open spaces to meet changing needs. It is also important to protect the plants and animals that share these spaces if the local area is to move towards a more sustainable urban environment.

The Green Actions aim to deliver an adequate supply of open space to sustain population growth by

ensuring neighbourhood parks are within an acceptable walking distance (around 400 metres) of all residential areas. Providing open spaces closer to residents will contribute to the liveability of the local area as it will achieve the following sustainability principles derived from State Government and Local Council policies:

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

Council adopted an Open Space Strategic Plan in 2013 and a Community Land Generic Plan of Management in 2014. These documents help to inform the Local Area Plans and include the following Open Space Hierarchy:

<b>State</b>	A facility capable of hosting state or national events, such as the Dunc Gray Velodrome in Bass Hill.
<b>Regional / Citywide</b>	A facility of significant proportion, uniqueness or standard servicing a citywide and regional need.
<b>District</b>	A facility that stages citywide competitions for sports such as football and cricket. Most of these sportsgrounds have secondary functions such as a passive park, such as Roberts Park in Greenacre.
<b>Neighbourhood</b>	These spaces may have some qualities of a district park but usually only support passive recreation for a local catchment within 400 metres, such as Rosalie Reserve in Greenacre.
<b>Local</b>	These small spaces service the passive recreation needs of residents and contribute to the natural amenity of local areas. They are typically parcels of land less than 0.2 hectares surplus from subdivisions, road reserves or infrastructure easements. An example is Norm Nielson Reserve in Greenacre.

G1

### Ensure Open Space is Accessible to Residents

The open space analysis indicates a majority of dwellings in the North East Local Area are within an acceptable walking distance (around 400 metres) of the current supply and distribution of open space.

Actions which would improve access to open space in the local area include:

- Rezone areas that are informally used as open space. Amendments to Bankstown LEP should rezone these areas to an open space zone to recognise their contribution as green spaces in the urban area. The areas include:



Property	Current zone	Proposed zone
No. 7A Bettina Court in Greenacre	Zone R2	Zone RE1
Part of No. 98 Greenacre Road in Greenacre	Zone R2	Zone RE1
Part of No. 116 Greenacre Road in Greenacre	Zone R2	Zone RE1
No. 65 Norfolk Road in Greenacre	Zone R2	Zone RE1
No. 239A Roberts Road in Greenacre	Zone R2	Zone RE1
Nos. 110–114 Stansfield Avenue in Bankstown	Zone R2	Zone RE1
Nos. 111–113 Stansfield Avenue in Bankstown	Zone R3	Zone RE1
No. 32 Stiller Place in Greenacre	Zone R2	Zone RE1
Nos. 168–170 Wattle Street in Bankstown	Zone R2	Zone RE1



- Increase the hierarchy ranking of Mount Lewis Park and Arthur Park from neighbourhood parks to district parks to accommodate the long stay recreation needs of residents.
- Define walking and cycling routes that pass through open spaces and incorporate these routes into the broader walking and cycling network. Improve pedestrian and cycle links to major parks (such as Roberts Park and Gosling Park) and other key destinations (such as child care centres, community facilities and public transport).
- Improve access to open space by addressing physical barriers.
- Improve access to underutilised sporting fields at some schools. Council can investigate access arrangements with the schools to enable the use of this land by residents.

Open spaces must also function to support the desired uses through appropriate facilities, size, shape and location. Council needs to occasionally buy and sell land to ensure that all areas of open spaces are well used and of appropriate size. Because of

the high value of open spaces in the City of Bankstown, Council cannot afford to have unused open spaces. Selling a small, underused pocket park and using the funds to increase the size of a larger, more popular park is one scenario.

The difficulty and expense of obtaining more open space also means Council must enhance existing spaces through improved facilities and increased vegetation for shade, aesthetics and wildlife habitat. In future, open spaces will need to become more multi-purpose, have better linkages and have extended hours of use where appropriate if the open spaces are to serve the increased population.

The Open Space Strategic Plan sets out the criteria to assist Council in making decisions about where to acquire and divest open spaces. Land acquisition will be considered where:

- There is poor provision of either active or passive open space.
- There is a need to improve connectivity.
- There is a need to improve wildlife and biodiversity corridors.

Divestment of open space would only be considered where:

- There is a high provision of local and neighbourhood open space.
- The open space is identified as having limited recreational, social or environmental value.
- The open space is equal to or less than 0.2 hectares and would not contribute to a proposed walking/cycling route.
- Residents have access to another quality open space within 400 metres.

## G1 IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Plan of Management**
- **Open Space Improvement Program—Capital Works**
- **Property Acquisition Program**
- **Property Divestment Program**

Based on this set of criteria, the proposals for the North East Local Area are:

Property	Action
The area covered by Nos. 49–81 Highclere Avenue and Nos. 8–32 Acacia Avenue in Punchbowl.	Investigate options to provide a neighbourhood park in this area, which is identified as being deficient of open space (refer to Action L2).
Gosling Park	Investigate possible future uses of the former State Emergency Services Headquarters. The options may include divestment, reuse as a community facility or convert the building site into open space.
No. 62 Griffiths Avenue in Bankstown (part of Dorothy Reserve)	Investigate divestment of this property, and utilise funds for the purchase of new open space more appropriately located and the embellishment of existing open spaces within the North East Local Area. Rezone the property to Zone R2 Low Density Residential and reclassify to operational land.
No. 9B Abel Street in Greenacre	Investigate divestment of this property which is surplus to Council's infrastructure needs (subject to the creation of an easement). Reclassify the property to operational land.
No. 8A Fairland Avenue in Greenacre (Fairland Reserve)	Investigate divestment of this property, and utilise funds for the purchase of new open space more appropriately located and the embellishment of existing open spaces within the North East Local Area. Rezone the property to Zone R2 Low Density Residential and reclassify to operational land.
No. 28 Peter Crescent in Greenacre (Peter Reserve)	Investigate divestment of this property, and utilise funds for the purchase of new open space more appropriately located and the embellishment of existing open spaces within the North East Local Area. Rezone the property to Zone B6 Enterprise Corridor and reclassify to operational land.
Nos. 16–17 Salamander Place in Mount Lewis	Investigate divestment of this property, and utilise funds for the purchase of new open space more appropriately located and the embellishment of existing open spaces within the North East Local Area. Reclassify the property to operational land.
No. 10 Treuer Lane in Greenacre	Investigate divestment of this property which is surplus to Council's infrastructure needs. Reclassify the property to operational land.
No. 102 Columbine Avenue in Punchbowl (Warwick Reserve)	Investigate divestment of this property, and utilise funds for the purchase of new open space more appropriately located and the embellishment of existing open spaces within the North East Local Area. Rezone the property to Zone B1 Neighbourhood Centre and reclassify to operational land.

FIGURE 14 Open Space in the North Central Local Area



G2

### Embellish the Remembrance Driveway Landscape Corridor

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

This action aims to retain and embellish the section of the Remembrance Driveway landscape corridor from Stacey Street to Roberts Road, consistent with the Hume Highway Corridor Strategy. The Strategy identifies the following works:

- Locate opportunities for memorial plantings and embellish existing plantings.
- Landscape any gaps in the corridor to create a tree canopy on both sides of the highway. This includes front setbacks on public and private land.
- Create a historical interpretive trail.
- Use signs, memorial features, public art and banner poles to signify the entries to the City of Bankstown.
- Retain all existing open spaces.

G2

#### IMPLEMENTATION

- **Open Space Improvement Program—Capital Works**







G3

### Protect and Manage Local and Regional Significant Conservation Lands

The high value biodiversity land in the North East Local Area incorporates remnant native vegetation and threatened communities of flora and fauna such as (refer to Figure 15):

- Parks categorised as Natural Areas by Council's Community Land Generic Plan of Management and specific Bushland Plans of Management.
- Certain remnant native vegetation on private and public land identified within the Biodiversity Strategic Plan that may include both state and nationally listed threatened species and ecological communities.

The Biodiversity Strategic Plan details Council's commitment to further conservation measures through possible changes to planning controls. These include:

- Identification of Conservation Corridors. These are linear landscape features that connect two or more larger patches of habitat. The Conservation Corridors assist in allowing movement, migration and diversity among native flora and fauna. Conservation Corridors within the North East Local Area include along the Cooks River.

- Promoting tree planting on Council land and as part of private redevelopments. The benefits of abundant tree planting and considered landscaping include assisting in effective rainfall update and/or flooding catchment zones; aiding in the reduction of noise, air and visual pollution; providing places for people to feel peace and space; creating suburb identity; and breaking the urban heat island effect by providing cool, shady and heat absorbing areas.

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

G3

### IMPLEMENTATION

- **Amend Bankstown LEP**
- **Amend Bankstown DCP**

**G4****Lead the Way with Environmentally Sustainable Design**

At present many residential and commercial buildings are energy inefficient, comparatively expensive to run, use more water than necessary, and can be made of materials that damage human health and the environment.

Environmentally sustainable design is an approach that considers each building project from the initial planning stage to eventual decommissioning. There are five fundamental principles of environmentally sustainable design: orientation and structure design efficiency, energy efficiency, water efficiency, materials efficiency and indoor air quality. Improving building designs can save energy, water and money, while creating a more enjoyable and comfortable place to work and live. Council is proposing to lead the way in terms of environmentally sustainable design.

Public domain works, such as town centre upgrades, will incorporate environmentally sustainable design such as rain gardens, native vegetation and recycled materials. This issue will be considered from the initial planning stage to eventual decommissioning. Water sensitive urban design principles will be incorporated into planning controls as a means to support improved water quality and reduced run-off.

The Community Land Generic Plan of Management also includes two performance targets relating to environmentally sustainable design:

- Comply with Ecologically Sustainable Development principles in the design, upgrade and maintenance of open space. The design, upgrade and maintenance of parks and sportsgrounds is to consider the use of recycled materials, reuse of site materials (e.g. for mulch), solar lights, permeable pavements, no import of soil (equal cut and fill), vegetated roofs on park buildings, and indigenous planting, especially in underutilised areas.
- Incorporate water sensitive urban design elements into open spaces to help reduce waste of water and downstream flooding, erosion and contamination. This may include grassed swales, rain gardens, water collecting tree pits and medians, bioretention basins, and water tanks to collect and reuse stormwater to irrigate turf.

**G4****IMPLEMENTATION**

- **Amend Bankstown DCP**
- **Open Space Improvement Program—Capital Works**



## G5 Maximise Useability of Operational Land

Council owns a range of operational land which is used for infrastructure purposes such as car parks, drainage reserves, utility easements, access ways and temporary assets.

The operational land analysis indicates a majority of this land should be retained to meet the long term infrastructure needs of the North East Local Area. There is the opportunity to reclassify No. 2C Juno Parade in Greenacre (drainage reserve) to operational land to reflect the current use.

The operational land analysis also identifies certain land that is surplus to Council's needs due to:

- The land is not required to provide infrastructure to support future population growth.
- The land does not contribute to open space and biodiversity values.
- The land does not connect to established or proposed recreational trails and cycle routes.
- The land does not add to visual amenity.

Based on this set of criteria, the intended outcome is to divest the following operational land:

### Divest

- No. 14 Waterloo Road in Mount Lewis.

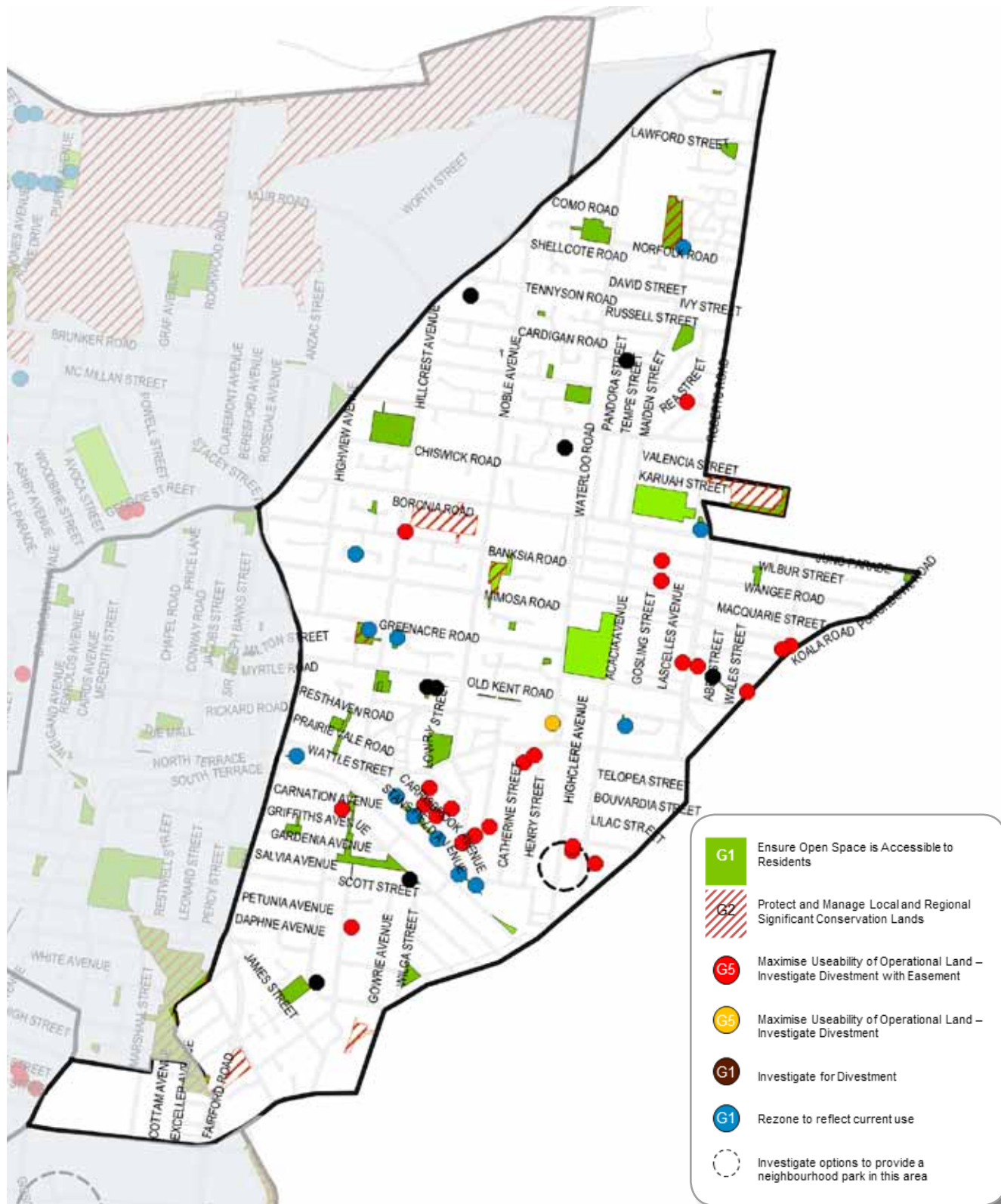
### Divest subject to the creation of an easement:

- No. 142A South Terrace in Bankstown
- No. 99A Banksia Road in Greenacre
- No. 2A Chaseling Street in Greenacre
- No. 16A Koala Road in Greenacre
- No. 87A Macquarie Street in Greenacre
- No. 23A Rea Street in Greenacre
- Nos. 303A & 312A Roberts Road in Greenacre
- No. 26D Wales Street in Greenacre
- No. 223A Wangee Road in Greenacre
- Nos. 19A & 32A Acacia Avenue in Punchbowl
- Nos. 5A, 18A, 21A, 41A, 44A & 56A Carrisbrook Avenue in Punchbowl
- No. 81 Catherine Street in Punchbowl
- No. 84 Henry Street in Punchbowl
- No. 28A Lancaster Avenue in Punchbowl
- No. 41A Mount Lewis Avenue in Punchbowl
- No. 24A Waratah Street in Punchbowl.

## G5 IMPLEMENTATION

- **Property Divestment Program**

FIGURE 15 Green Action Plan





## 2.4 Connected

The North East Local Area contains public transport corridors and state roads that traverse south-west Sydney. These include the Bankstown Railway Line, Hume Highway, Roberts Road, Canterbury Road and Punchbowl Road.

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

The Connected Actions aim to promote a balanced transport system. This system provides our community with the maximum choice in how to make their journeys (when to go, where and how far to travel and which mode to use). Future transport plans will anticipate and shape future transportation needs and demands by evolving a balanced transport system with a selection of viable modes to choose from.

The benefits of a balanced transport system is it makes better use of transport infrastructure, and makes the North East Local Area a more liveable and healthier place as it will achieve the following sustainability principles derived from State Government and Local Council policies:

- A local area that manages the various, and sometimes competing, functions within the street environment.
- A local area that encourages public transport use, particularly for commute trips, to keep Sydney compact and moving.
- A local area that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling. This seeks to motivate the local community, especially those who use private vehicles, to undertake short, comfortable and safe trips on foot or by bike and to establish a culture of non-motorised mobility.
- A local area with a transport system that meets the basic transport related needs of all people including women and children, the socially disadvantaged and people with mobility constraints.

- A local area that makes more efficient use of infrastructure.
- A local area with successful local economies by having a modern, responsive and efficient transport system that is capable of supporting the competitiveness of our businesses and provide good access to local, national and international markets.
- A local area that provides sustainable transport options to minimise vulnerability to increasing fuel costs.
- A local area that connects people to key destinations via a finer grid of safe, cohesive and attractive routes.
- A local area that slows the growth of greenhouse gas emissions by reducing the number of car journeys to access jobs and services.
- A local area that promotes lower vehicle speeds through design rather than regulation, and limits freight and through traffic in local streets.

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



### Redevelop and Expand the Punchbowl Railway Station

The Punchbowl railway station is the principal gateway to the Punchbowl Small Village Centre. The station functions as a rail/bus interchange, providing public transport connections to Bankstown.

By 2031, there will be 34,819 residents within the suburb catchment of the railway station. The Metropolitan Plan recognises there must be adequate transport capacity to sustain this growth, particularly if the target is to increase the share of work journeys by public transport to 28%.

To make more efficient use of infrastructure, Council will work with Transport for NSW, Sydney Trains and Canterbury City Council to develop a masterplan for the redevelopment and expansion of the Punchbowl railway station and the surrounding land as part of the Sydney Metro (South Western Line) Link. The masterplan is to be based on the following intended outcomes:

- Provide Punchbowl with an accessible station to provide direct and safe access for commuters, pedestrians, cyclists and people with disabilities.
- Provide better connections to the rail/bus interchange and neighbouring civic spaces.

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



### IMPLEMENTATION

- **Urban Renewal Program: The first stage is to prepare a masterplan for the Punchbowl Railway Station Precinct as part of the Sydney Metro (South Western Line) Link.**







## C2

### Enhance Accessibility across the North East Local Area

This action aims to improve accessibility across the North East Local Area to enable residents to reach desired services, activities and destinations. To meet the challenges of population growth, Council is implementing a more integrated approach to road and street design in the local road network. The intended outcome is to reframe the issue of transport so that it is no longer seen as separate from, but rather integral to, urban planning and design.

This integrated approach also prioritises the use of more sustainable forms of transport (public transport, walking and cycling) to reduce car dependency and to alleviate the need to carry out improvements under the traffic management approach. The first stage involves the following measures:

- Improve pedestrian access to the bus stops that form part of the regional bus routes.
- Improve the regional cycle network (refer to Figure 16) to connect various points of interest that are appealing to cyclists. The proposed network acknowledges that segregated routes for cyclists is not always the best solution and will propose remedial infrastructure and policy measures to strengthen this active travel mode.

- Finalise the Centres Transport Action Plan to identify specific traffic, walking and cycling infrastructure improvements to deliver a balanced transport system within the centres.
- Concentrate road based freight (i.e. semi-trailer trucks and 25 metre long B-double trucks) on key routes where it would not have an unacceptable impact on local roads.
- Ensure the Enfield Intermodal Logistics Centre completes the following measures to prevent the movement of road based freight through residential areas in Greenacre:
  - Physical measures to discourage through traffic across Roberts Road at the intersection of Norfolk Road, with the aim of preventing trucks leaving the intermodal terminal from directly accessing the residential areas, and reducing the desirability of rat running through the residential areas.
  - Closure of the median strip on the Hume Highway at Como Road, to prevent trucks turning right into residential areas as a short cut to the intermodal terminal.

- Traffic calming measures on Rawson Road to reduce the desirability of trucks travelling along this route between the Hume Highway and the intermodal terminal.
- Stop signs on Noble Avenue at the intersections of Chiswick Road and Northcote Road to reduce the desirability of trucks running in a north-south direction through residential areas.
- Imposition of load limits in Karuah Street and Valencia Street to prevent trucks using these routes as a by-pass around Boronia Road.

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

## C2 IMPLEMENTATION

- **Bike and Pedestrian Program**
- **Roads Program**



## Improve Major Road Access on Stacey Street

The State Government's Metropolitan Plan and Long Term Transport Master Plan identify Stacey Street as a major north-south road link and a key component of Sydney's road and freight infrastructure. It plays a key role in accommodating increased north-south traffic between Parramatta and Wollongong. Within the City of Bankstown, Stacey Street is a major economic spine providing access to:

- The Bankstown CBD, which is the major centre for the City of Bankstown and will accommodate 3,800 new dwellings and 4,000 new jobs by 2031.
- The M5 Economic Corridor, which plays an important role in servicing Sydney's manufacturing, transport and bulky goods retail activities.
- The Bankstown, Chullora and Padstow Industrial Precincts, which are major employment lands that form part of the West Central Industrial Belt. These precincts are vital to the future economic success of the West Central Subregion.
- The Enfield Intermodal Logistics Centre and the Bankstown-Lidcombe Hospital, which are important strategic employment sites.





Stacey Street is under the control of the Roads and Maritime Services and carry significant volumes of traffic, in particular at the intersection with the Hume Highway. Although Council's primary focus is to promote sustainable transport and reduce car dependence, there are some critical gaps in the state road network that have resulted in serious road congestion.

This action will see Council actively lobby Transport for NSW and the Roads and Maritime Services for the following priority works to Stacey Street:

- Complete the widening of Stacey Street (between the Hume Highway and Macauley Avenue), particularly if the M5 West widening is completed prior to the M5 East duplication corridor.
- Construct a grade separation at the intersection of Stacey Street and the Hume Highway to resolve an ongoing bottleneck in the state road and freight network. Traffic delays at this intersection are frequent, with excessive and disruptive queues forming during the morning and afternoon peak periods.
- Introduce a right hand turn from the Rookwood Road Deviation to the Hume Highway for trucks.
- Carry out beautification works at the intersection of the M5 Motorway and Fairford Road. This intersection is an important gateway to City of Bankstown, however it is dominated by concrete with no vegetation.

As outlined above Stacy Street is a major economic spine providing a critical north-south regional connection. There is an opportunity to review the long

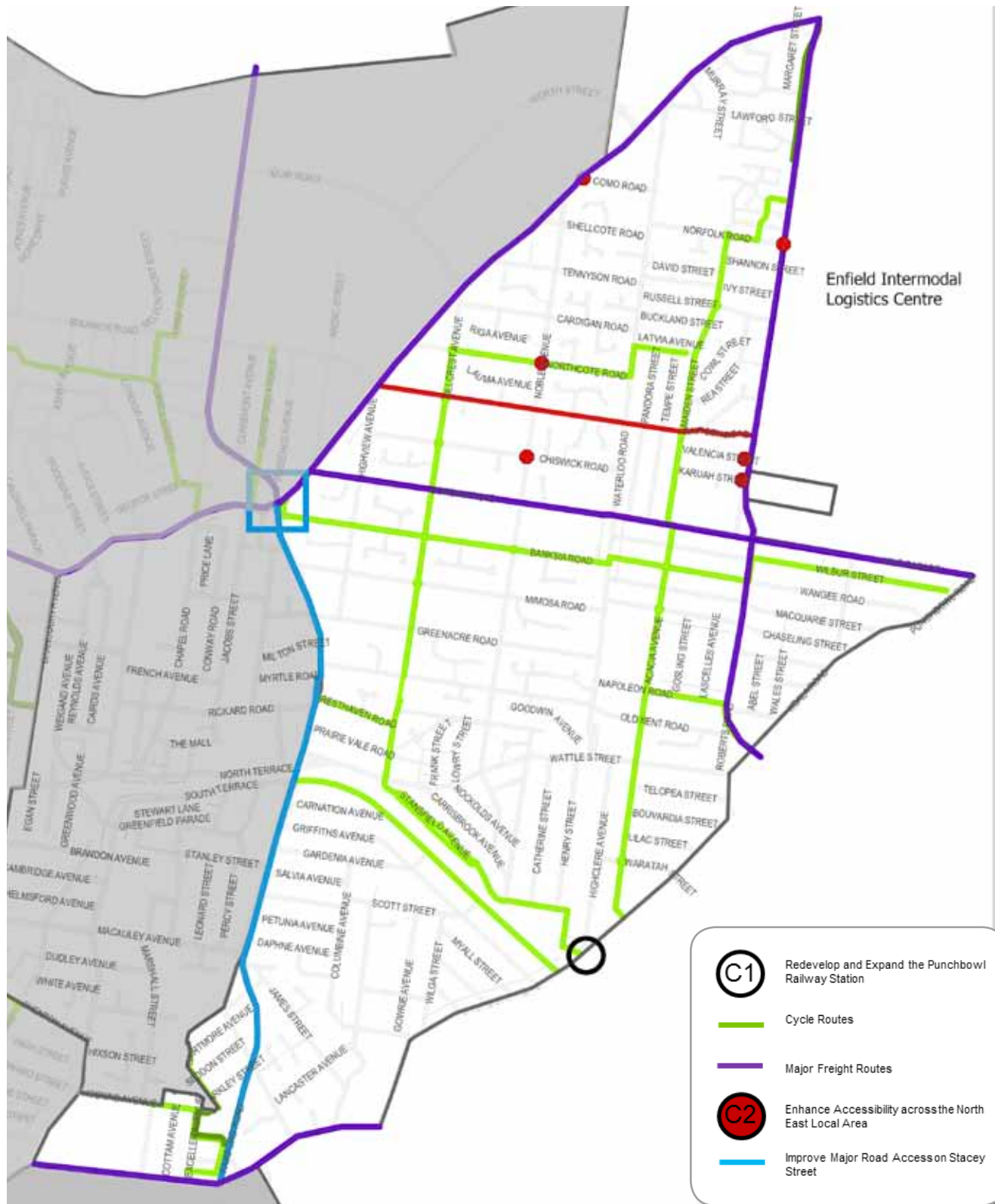
term land uses options adjacent the corridor which would build on the importance of this connection. This action will see Council undertake more detailed studies of land use opportunities that support this with any resulting uplift supporting the contribution to upgrades to the road network.

C3

**IMPLEMENTATION**

- **Roads Program**

FIGURE 16 Connected Action Plan







Chapter Three

**Overview and  
Implementation**





### 3.1 Overview and Implementation

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

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

- The **Greenacre Small Village Centre** will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as the 'heart' of the local area. Community Place is the central point from which the small village centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. Community Place will be home to a modern multi-purpose community facility, a place for people to come together for events and social activities.

The main street (Waterloo Road) is an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking. The main street will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Active street frontages will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre. Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a stunning platform from which to journey into the small village centre. Roberts Park will provide a conveniently located community hub for youth and sporting activities.



- The **Punchbowl Small Village Centre** will be a transit-oriented centre along the Sydenham to Bankstown Urban Renewal Corridor, a place that is well-used by commuters to catch the Sydney Metro. The accessible railway station is the focal point for local retail activity along the main streets (The Boulevard and Punchbowl Road), a great civic space which connects both sides of the railway line. The main street (Punchbowl Road) is a place that connects people, business and public transport. The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place. Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre. Quality open spaces and a regional cycle link along the rail corridor will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise.
- The **Chullora Marketplace Precinct** will continue to function as a major employment precinct along the Hume Highway Enterprise Corridor. The built form will maintain the prevailing character of the suburban neighbourhood character in keeping with the amenity and infrastructure capacity of this precinct.
- The **Suburban Neighbourhood Precinct** will maintain the prevailing character of low-rise detached housing in a landscaped setting. New low-rise housing will be well-designed and will make a positive contribution to protecting the prevailing suburban character, as well as the heritage and biodiversity values unique to the local area. The precinct will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise. Non-residential development will be limited to land uses that are compatible with the scale and unique characteristics of the precinct.
- The **Bankstown Industrial Precinct** will continue to support successful employment and economic activity as its primary role. The precinct is vital to the City of Bankstown's position and future economic success in the West Central Subregion, and will continue to offer residents jobs closer to home. The built form will be mostly contemporary industrial development set on large lots within a safe and high quality environment. Non-industrial development will be limited to land uses that are compatible with the primary employment role of the precinct.

- **The Hume Highway Enterprise Corridor** is a national and historical landmark that will continue to function as a significant economic asset for the City of Bankstown. The section of the corridor which runs through the North East Local Area will promote the image of the City of Bankstown by reinforcing the Remembrance Driveway landscape corridor. The built form will supplement the landscape corridor, with multi-storey enterprise activities along the south side of the highway.
- **The Canterbury Road Enterprise Corridor** is a major transport and freight corridor that will continue to function as a significant economic asset for the City of Bankstown. The built form will create a 'sense of place' through mixed use nodes at important intersections. The remaining parts of the corridor will continue to promote industrial, bulky goods and other highway related uses.

Table 14 summarises the changes to the statutory planning framework and infrastructure priorities to achieve the desired character for the precincts. The implementation mechanisms primarily involve changes to the local environmental plan, development control plan and capital works program over the next 5–15 years, with more detailed explanations in Sections 3.2 and 3.3. The implementation mechanisms will ensure adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

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

**TABLE 14** Summary of Change

<b>Actions</b>	<b>Greenacre Small Village Centre</b>	<b>Punchbowl Small Village Centre</b>	<b>Chullora Marketplace Precinct</b>	<b>Suburban Neighbourhood Precinct</b>	<b>Bankstown Industrial Precinct</b>	<b>Hume Highway Enterprise Corridor</b>	<b>Canterbury Road Enterprise Corridor</b>	<b>Statutory Planning</b>	<b>Asset and Infrastructure</b>	<b>Advocate</b>
L1	X							X	X	
L2		X						X	X	X
L3			X					X		
L4				X				X		
L5						X	X	X		
L6	X	X		X				X		
L7	X	X	X	X		X	X	X		
L8										X
I1					X			X	X	
I2				X				X		
I3				X					X	
G1				X				X	X	
G2						X			X	X
G3				X				X	X	
G4	X	X	X	X	X	X	X	X	X	
G5				X					X	
C1		X								X
C2	X	X	X	X	X	X	X		X	X
C3					X	X	X			X



## 3.2 Statutory Planning Framework

### Local Environmental Plan

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

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

- To strengthen the function of the Greenacre Small Village Centre as the primary commercial and community centre in the North East Local Area.
- To strengthen the function of the Punchbowl Small Village Centre as a transit-orientated centre along the Sydenham to Bankstown Urban Renewal Corridor.
- To integrate retail, commercial, residential and other development in accessible centres to maximise public transport patronage and encourage walking and cycling.
- To strengthen the industrial precincts to meet the current and future industrial needs of the City of Bankstown and the wider subregion.

- To provide a range of residential densities and housing types to meet the changing housing needs of the community.
- To enable the provision of a wide range of multi-functional community facilities and open spaces to serve community and visitor needs.
- To enable the protection of high value biodiversity land and vegetation.
- To protect the heritage elements of the North East Local Area.
- To provide sufficient floor space to accommodate future employment and housing growth, and to provide an appropriate correlation between the floor space and building height standards.
- To accommodate taller buildings in the centres and provide an appropriate transition in building heights to neighbouring areas.
- To encourage the consolidation of certain land for redevelopment.
- To promote active street frontages along certain streets in centres.

Table 15 summarises the changes to the Local Environmental Plan.

**TABLE 15** Key changes to the Local Environmental Plan

Actions		Proposed Changes
<b>Zone</b>	<b>L1</b>	<p><b>Greenacre Small Village Centre</b></p> <ul style="list-style-type: none"> <li>• Within the Community Place precinct, prepare a masterplan as part of the Community Place Activation Project.</li> <li>• Within the Main Street precinct, rezone the properties at Nos. 107–117 Waterloo Road, Nos. 197–211 Waterloo Road, Nos. 202–214 Waterloo Road, Nos. 2–8 Chiswick Road and No. 128 Macquarie Street from Zone R2 Low Density Residential to Zone B2 Local Centre.</li> <li>• Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.</li> <li>• Rezone the properties in the Terrace Housing precinct from Zone R2 Low Density Residential to Zone R3 Medium Density Residential.</li> </ul>
	<b>L2</b>	<p><b>Punchbowl Small Village Centre</b></p> <ul style="list-style-type: none"> <li>• Within the Main Street precinct, rezone the properties at Nos. 795–815 Punchbowl Road from Zone R2 Low Density Residential to Zone B2 Local Centre.</li> <li>• Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.</li> </ul>
	<b>L4</b>	<p><b>Suburban Neighbourhood</b></p> <ul style="list-style-type: none"> <li>• Maintain the current planning controls that apply to Zone R2 Low Density Residential.</li> <li>• Apartment living outside the village and neighbourhood centres is discouraged as it conflicts with the preservation of the existing character of the low-rise suburban neighbourhood. There is a general acceptance by the Land and Environment Court's planning principles and the planning profession that an open suburban character is most easily maintained when the FSR of dwellings in the low-rise suburban neighbourhood does not exceed 0.5:1 (irrespective of lot size).</li> </ul>
	<b>L5</b>	<p><b>Hume Highway Enterprise Corridor</b></p> <ul style="list-style-type: none"> <li>• Rezone the properties at No. 50 Shellcote Road, No. 306 Noble Avenue and No. 1Z Cahill Lane in Greenacre from Zone R2 Low Density Residential to Zone B5 Business Development.</li> </ul>
	<b>L5</b>	<p><b>Canterbury Road Corridor</b></p> <ul style="list-style-type: none"> <li>• Rezone Nos. 921, 921A and 921B Punchbowl Road from Zone R2 Low Density Residential to Zone B1 Neighbourhood Centre.</li> </ul>



TABLE 15 cont... Key changes to the Local Environmental Plan

Actions	Proposed Changes
<b>I1</b>	<p><b>Bankstown Industrial Precinct</b></p> <ul style="list-style-type: none"> <li>• Rezone the properties at Nos. 49–77 and 99–165 Canterbury Road and No. 2 Warren Avenue in Bankstown from Zone IN1 General Industrial to Zone B5 Business Development.</li> <li>• Rezone the property at No. 39 Canterbury Road in Bankstown from Zone B1 Neighbourhood Centre to Zone B5 Business Development.</li> <li>• Maintain the current industrial zones (Zones IN1 and IN2) in the remainder of the Bankstown Industrial Precinct. Review the list of non-industrial land uses presently permitted in the industrial zones to ensure these uses are compatible with the employment role of the precinct.</li> </ul>
<b>I2</b>	<p><b>Employment Activities</b></p> <ul style="list-style-type: none"> <li>• Rezone the properties at Nos. 52–60 Roberts Road in Greenacre from Zone R2 Low Density Residential to Zone B5 Business Development.</li> <li>• Rezone the properties at Nos. 74–78 Roberts Road in Greenacre from Zone B1 Neighbourhood Centre to Zone B5 Business Development.</li> <li>• Rezone the property at No. 239 Roberts Road in Greenacre from Zone R2 Low Density Residential to Zone B5 Business Development.</li> <li>• Review the list of land uses presently permitted in the business development zone to ensure these uses are compatible with the employment role of the precinct.</li> </ul>
<b>G1</b>	<p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>• Rezone the following properties from Zone R2 Low Density Residential to Zone RE1 Public Recreation: <ul style="list-style-type: none"> <li>- No. 7A Bettina Court in Greenacre</li> <li>- Part of No. 98 Greenacre Road in Greenacre</li> <li>- Part of No. 116 Greenacre Road in Greenacre</li> <li>- No. 65 Norfolk Road in Greenacre</li> <li>- No. 239A Roberts Road in Greenacre</li> <li>- Nos. 110–114 Stansfield Avenue in Bankstown</li> <li>- Nos. 111–113 Stansfield Avenue in Bankstown</li> <li>- No. 32 Stiller Place in Greenacre</li> <li>- Nos. 168–170 Wattle Street in Bankstown.</li> </ul> </li> <li>• Rezone the property at No. 62 Griffiths Avenue in Bankstown (part of Dorothy Reserve) from Zone RE1 Public Recreation to Zone R2 Low Density Residential.</li> <li>• Rezone the property at No. 8A Fairland Avenue in Greenacre (Fairland Reserve) from Zone RE1 Public Recreation to Zone R2 Low Density Residential.</li> <li>• Rezone the property at No. 28 Peter Crescent in Greenacre (Peter Reserve) from Zone RE1 Public Recreation to Zone B6 Enterprise Corridor.</li> <li>• Rezone the property at No. 102 Columbine Avenue in Punchbowl (Warwick Reserve) from Zone RE1 Public Recreation to Zone B1 Neighbourhood Centre.</li> </ul>

**TABLE 15 cont... Key changes to the Local Environmental Plan**

Actions	Proposed Changes
<p><b>Development Standards L1</b></p>	<p><b>Greenacre Small Village Centre</b></p> <ul style="list-style-type: none"> <li>• Within the Community Place precinct, prepare a masterplan as part of the Community Place Activation Project.</li> <li>• Within the Main Street precinct: <ul style="list-style-type: none"> <li>- Accommodate medium-rise buildings on the main street (between Chiswick Road and Macquarie Street). Allow up to 6 storeys (2.5:1 FSR).</li> <li>- Accommodate low-rise buildings on the main street (Nos. 209–211 Waterloo Road and south of Macquarie Street). Allow up to 4 storeys (1:1 FSR).</li> </ul> </li> <li>• Accommodate low-rise buildings in the Residential Frame precinct. Allow up to 4 storeys (1:1 FSR).</li> <li>• Accommodate low-rise housing (3 storeys / 0.75:1 FSR) in the Terrace Housing precinct.</li> <li>• For locations with a maximum floor space ratio greater than 2:1, reduce the minimum lot width to 18 metres to achieve the higher floor space ratio. Otherwise a 2:1 FSR will apply.</li> <li>• Require active street frontages on the main street (Waterloo Road) between Chiswick Road and Macquarie Street.</li> </ul>
<p><b>L2</b></p>	<p><b>Punchbowl Small Village Centre</b></p> <ul style="list-style-type: none"> <li>• Within the Main Street precinct: <ul style="list-style-type: none"> <li>- Accommodate medium high-rise buildings at Nos. 16–36 Highclere Avenue, Nos. 17–37 Highclere Avenue and Nos. 25–33 Kelly Street. Allow up to 8 storeys (3:1 FSR).</li> <li>- Accommodate medium-rise buildings on the main street (Punchbowl Road) and Bruest Place. Allow up to 6 storeys (2.5:1 FSR).</li> </ul> </li> <li>• Within the Residential Frame precinct: <ul style="list-style-type: none"> <li>- Accommodate medium-rise buildings at Nos. 1–19 Acacia Avenue, Nos. 8–32 Acacia Avenue, Nos. 1–35 Griffiths Avenue, Nos. 2–36 Griffiths Avenue, No. 5 Loder Lane, Nos. 1–15 Henry Street, Nos. 2–14A Henry Street, Nos. 38–76A Highclere Avenue, Nos. 49–81 Highclere Avenue, Nos. 35–53 Kelly Street, Nos. 659–677 Punchbowl Road and Nos. 16–52 South Terrace. Allow up to 6 storeys (1.5:1 FSR).</li> <li>- Accommodate low-rise buildings in the remainder of the Residential Frame precinct. Allow up to 4 storeys (1:1 FSR).</li> </ul> </li> <li>• Council may apply the following provision to a development within the area covered by Nos. 49–81 Highclere Avenue and Nos. 8–32 Acacia Avenue. Allow intensified development (8 storeys / 1.75:1 FSR) provided the developer enters into a planning agreement with Council to dedicate land for the new local open space. Otherwise a 6 storey / 1.5:1 FSR building envelope will apply.</li> <li>• For the properties at Nos. 709 and 743–759 Punchbowl Road and Nos. 7–25 Breust Place, require the retention of historic facades to achieve the higher floor space ratio. Otherwise a 2:1 FSR will apply.</li> </ul>

TABLE 15 cont... Key changes to the Local Environmental Plan

Actions	Proposed Changes
	<ul style="list-style-type: none"> <li>• For locations with a maximum floor space ratio greater than 2:1, reduce the minimum lot width to 18 metres to achieve the higher floor space ratio. Otherwise a 2:1 FSR will apply.</li> <li>• Require active street frontages on the main street (Punchbowl Road).</li> <li>• List the street facades of the following properties on the heritage schedule: Nos. 709 and 743–759 Punchbowl Road and Nos. 7–25 Breust Place.</li> </ul>
<b>L3</b>	<p><b>Chullora Marketplace</b></p> <ul style="list-style-type: none"> <li>• Increase the storey limit within Zone B1 Neighbourhood Centre from 2 storeys (plus attic) to 3 storeys (no attic).</li> </ul>
<b>L4</b>	<p><b>Suburban Neighbourhood</b></p> <ul style="list-style-type: none"> <li>• Amend the rear height control for multi dwelling housing at Nos. 81–95 Boronia Road in Greenacre from 1 storey to 2 storeys, and amend the density control from 1 dwelling per 300m<sup>2</sup> to 1 dwelling per 250m<sup>2</sup>.</li> <li>• Increase the storey limit for the following properties within Zone B1 Neighbourhood Centre from 2 storeys (plus attic) to 3 storeys (no attic) to better match the 1.5:1 FSR: <ul style="list-style-type: none"> <li>- Nos. 53–71 Hume Highway in Greenacre.</li> <li>- Nos. 118–120 Rawson Road in Greenacre.</li> <li>- Nos. 331–341 and 342–344 Waterloo Road in Greenacre.</li> </ul> </li> </ul>
<b>L5</b>	<p><b>Hume Highway Enterprise Corridor</b></p> <ul style="list-style-type: none"> <li>• Within Zone B6 Enterprise Corridor, maintain the current floor space ratio and height limits for the key development sites at Nos. 139–159 Hume Highway and No. 177 Banksia Road.</li> <li>• Within Zone B6 Enterprise Corridor, a review indicates it may be possible to increase the building envelope to 1.5:1 FSR to better match the current building height limits for the following key development sites: <ul style="list-style-type: none"> <li>- No. 167 Hume Highway in Greenacre.</li> <li>- Nos. 225–241A Hume Highway and No. 112 Northcote Road in Greenacre.</li> </ul> </li> <li>• Within Zone B6 Enterprise Corridor, avoid wide horizontal buildings (of similar height) that increase the perception of bulk and scale when viewed from the Hume Highway. For buildings facing the highway, allow the north–east corner to incorporate an architectural corner feature to add visual interest. This may be in the form of an extra storey or other measure that provides a balanced response to the horizontal and vertical proportions of the buildings. This may apply to the following key development sites: <ul style="list-style-type: none"> <li>- No. 167 Hume Highway in Greenacre.</li> <li>- Nos. 225–241A Hume Highway and No. 112 Northcote Road in Greenacre.</li> </ul> </li> </ul>

TABLE 15 cont... Key changes to the Local Environmental Plan

Actions	Proposed Changes
	<ul style="list-style-type: none"> <li>• Within Zone B6 Enterprise Corridor, a review indicates it may be possible to remove the 2 storey buffer to the side and rear boundaries on large sites. This may apply to the following key development sites               <ul style="list-style-type: none"> <li>- Nos. 139–159 Hume Highway and No. 3 Cahill Lane in Greenacre.</li> <li>- Nos. 165–185 Hume Highway and No. 74 Tennyson Road in Greenacre.</li> <li>- Nos. 225–241A Hume Highway and No. 112 Northcote Road in Greenacre.</li> </ul> </li> </ul>
<b>L5</b>	<p><b>Canterbury Road Enterprise Corridor</b></p> <p>For the properties at Nos. 921–925 Punchbowl Road and No. 21 Canterbury Road:</p> <ul style="list-style-type: none"> <li>• Increase the building envelope from 0.5:1–1:1 / 2 storeys to 1.8:1 FSR / 5 storeys provided:               <ul style="list-style-type: none"> <li>- The properties consolidate into a single site. Otherwise a 1:1 FSR applies.</li> <li>- A 3 storey buffer is provided to adjacent low-rise residential development at the rear of the site.</li> </ul> </li> </ul>
<b>L6</b>	<p><b>Heritage</b></p> <p>List the following items in the heritage schedule:</p> <ul style="list-style-type: none"> <li>• No. 187 Old Kent Road in Greenacre</li> <li>• No. 16 Griffiths Avenue in Punchbowl</li> <li>• No. 26 Henry Street in Punchbowl.</li> </ul>
<b>L7</b>	<p><b>Building Design</b></p> <p>Review design excellence and stormwater management provisions, and apply SEPP 65 to serviced apartments and boarding houses.</p>
<b>G1</b>	<p><b>Open Space</b></p> <p>Reclassify the following properties from community land to operational land:</p> <ul style="list-style-type: none"> <li>• No. 62 Griffiths Avenue in Bankstown (part of Dorothy Reserve)</li> <li>• No. 9B Abel Street in Greenacre</li> <li>• No. 8A Fairland Avenue in Greenacre (Fairland Reserve)</li> <li>• No. 28 Peter Crescent in Greenacre (Peter Reserve)</li> <li>• Nos. 16–17 Salamander Place in Greenacre</li> <li>• No. 10 Treuer Lane in Greenacre</li> <li>• No. 102 Columbine Avenue in Punchbowl (Warwick Reserve)</li> <li>• No. 2C Juno Parade in Greenacre.</li> </ul> <p>Reclassify the following property from operational land to community land: No. 168 Wattle Street in Bankstown.</p>
<b>G3</b>	<p>Map areas of significant biodiversity value for future protection.</p>



### Development Control Plan

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



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

- To facilitate a high standard of urban design and pedestrian amenity that contributes to achieving a sense of place for the community.
- To ensure the built form contributes to the physical definition of the street network and public spaces.
- To customise setbacks to correspond with the diverse character of streets.



- To ensure buildings are well articulated and respond to environmental and energy needs.
- To achieve more sustainable development by reducing car dependence in proximity to public transport.

Table 16 summarises the changes to the Development Control Plan.

### Plans of Management

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

- L1** Plan for the Sustainable Renewal of the Greenacre Small Village Centre
- G1** Ensure Open Space is Accessible to Residents



**TABLE 16** Key changes to the Development Control Plan

<i>Development Controls</i>	<i>Actions</i>	<i>Proposed Changes</i>
<b>Building Envelopes</b>	<b>L1-L2</b>	Insert storey limits.
	<b>L1-L2</b>	Within Zone B2 Local Centre, allow a street wall up to 4 storeys. The remaining storeys are to be setback a minimum 6 metres.
<b>Setbacks</b>	<b>L1-L2</b>	Within Zone R4 High Density Residential, require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.
	<b>L5</b>	Within Zone B6 Enterprise Corridor, a review indicates it may be possible to reduce the minimum highway setback for dwellings on large sites, from 20 metres to 10 metres provided there is appropriate amenity (noise and air quality) protection for future residents. Otherwise a 20 metre setback will apply. This may apply to the following key development sites: <ul style="list-style-type: none"> <li>Nos. 139–159 Hume Highway and No. 3 Cahill Lane in Greenacre.</li> <li>Nos. 165–185 Hume Highway and No. 74 Tennyson Road in Greenacre.</li> <li>Nos. 225–241A Hume Highway and No. 112 Northcote Road in Greenacre.</li> </ul>
	<b>L7</b>	Customise the building setbacks to correspond with the diverse character of the streets.
<b>Urban Design</b>	<b>L5</b>	Within Zone B6 Enterprise Corridor, maintain the landscaping requirement to enhance the Remembrance Driveway landscape corridor.
	<b>L7</b>	Revise the controls relating to active street frontages, external appearance and signs to improve the quality and image of commercial centres.
	<b>G4</b>	Revise the controls to improve the energy efficiency of development and implementation of water sensitive urban design.
<b>Access</b>	<b>L1-L2, II</b>	Revise the off-street parking requirements to achieve more sustainable development by reducing car dependency in proximity to public transport. Where it is impractical for development in certain locations to meet the off-street parking requirements, Council may allow multi-storey public car parks to accommodate the parking spaces with developer contributions (in the form of planning agreements) contributing to the cost.

### 3.3 Assets and Infrastructure

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

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

- Development contribution levies under Section 94A of the Environmental Planning and Assessment Act.

- Funds from a Special Rate levy on commercial, retail and residential land in the local area.
- Council consolidated revenue.
- Rationalisation and redevelopment of Council owned assets.
- Grants from State and Federal Government agencies.

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

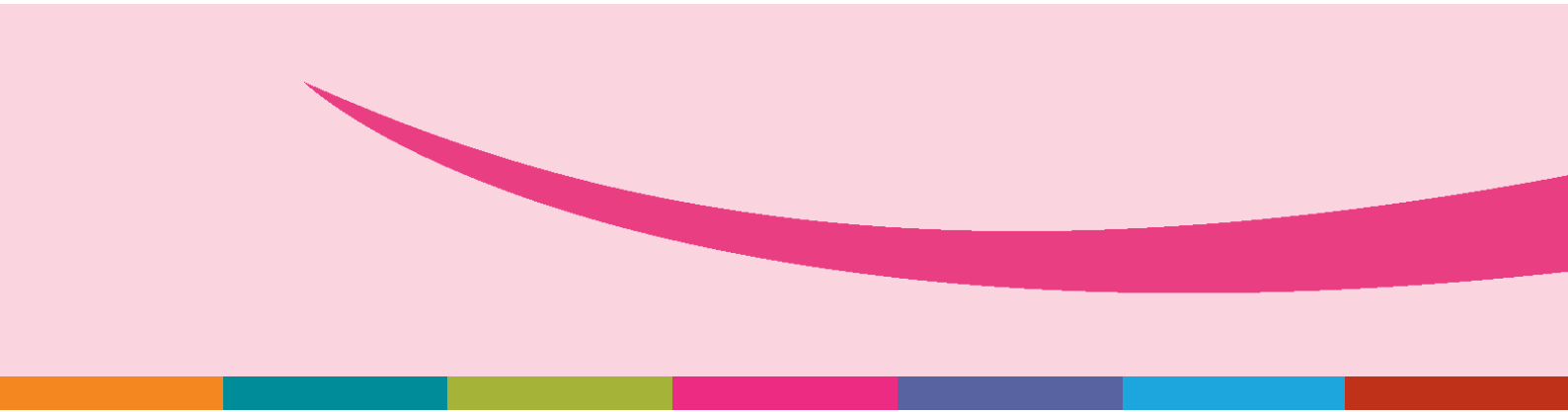
In addition, Council will revise the Section 94A Contributions Plan based on an updated schedule of works and timing for their delivery, and will make a submission to the Minister for Planning to raise the section 94A levy for development within the Greenacre and Punchbowl Small Village Centres from the current 1% to 2% to fund these new initiatives.

Table 17 summarises the actions that would require funding under the Section 94A Plan and/or implementation by the State Government. Council will continue to lobby the relevant funding agencies to implement the proposed works.

Council Programs	Actions
Planning Changes	L1, L2, L3, L4, L5, L6, L7, I1, I2, G1, G3, G4
Urban Renewal Program	L2, C1
Community Place Activation Project	L1
Open Space Program	G1, G2, G4
Plan of Management	L1, G1
Property Divestment Program	G1, G5
Property Acquisition Program	L1, G1
Industrial Area Improvement Program	I1
Town Centre Improvement Program	L1, L2, I3
Roads Program	C2, C3
Bike and Pedestrian Program	L1, L2, C2
Parking Program	L1, L2, I1

**TABLE 17**      **Actions that require Local and State funding**

	<i>Actions</i>	<i>S94A funding</i>	<i>State funding</i>
L1	Plan for the Sustainable Renewal of the Greenacre Small Village Centre	×	
L2	Plan for the Sustainable Renewal of the Punchbowl Small Village Centre	×	×
I1	Plan for Employment Activities in the Bankstown Industrial Precinct	×	
I3	Strengthen the Image and Amenity of Neighbourhood Shops	×	
G1	Ensure Open Space is Accessible to Residents	×	
G2	Embellish the Remembrance Driveway Landscape Corridor	×	×
G4	Lead the Way with Environmentally Sustainable Design	×	
C1	Redevelop and Expand the Punchbowl Railway Station		×
C2	Enhance Accessibility across the North East Local Area	×	×
C3	Improve Major Road Access on Stacey Street		×



**Bankstown City Council**