



## **North Central Local Area Plan**

# **Submissions Report**

**April 2016**

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### Summary of Submissions–Yagoona Village Centre (Action L1)

| Submissions                                                                      | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Actions                |
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| Submission No. 38<br>[Property owner]<br><br>Nos. 173–181 Auburn Road in Yagoona | <p>This submission requests 8 storeys / 1.75:1 FSR for the properties at Nos. 173–181 Auburn Road.</p> <p>Higher densities would attract high income households and major supermarkets to the area.</p> <p>The village centre has the potential of becoming a thriving centre. The revised draft plan is much improved on the past proposals, and in line with people's demands and requests. It also makes provision for travel by sustainable means.</p> | <p>As part of the exhibition, Action L1 proposed to rezone these properties from Zone R2 Low Density Residential (2 storeys / 0.5:1 FSR) to Zone R4 High Density Residential (4 storeys / 1:1 FSR).</p> <p>In considering this submission, Council reviewed the structure plan to ensure the village centre is a compact place, whilst responding to and reflecting the village feel and unique characteristics of the place.</p> <p>The review process recommends continuing with low-rise buildings at this location. This location is located at the edge of the Residential Frame precinct and the intended outcome is to provide an appropriate built form transition to the low-rise detached housing in the suburban neighbourhood, whilst achieving better design outcomes. Based on the key considerations around building heights, allow up to 4 storeys.</p> | No change is proposed. |

| Submissions                                                      | Issues                                                                                                                                                                                                                                                                | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Actions                |
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| Submission No. 180<br>[Resident]<br><br>Dutton Street in Yagoona | <p>This submission requests 6 storeys in Dutton Street (south of The Crescent) given the proximity to the railway station and shops.</p> <p>The minimum lot size for residential flat buildings should also reduce from 1,500m<sup>2</sup> to 1,000m<sup>2</sup>.</p> | <p>As part of the exhibition, Action L1 proposed to rezone the Residential Frame precinct from Zone R2 Low Density Residential (2 storeys) to Zone R4 High Density Residential (4 storeys).</p> <p>In considering this submission, Council reviewed the urban design, and the community and industry feedback to establish the desired built form for the village centre.</p> <p>The review process recommends continuing with low-rise buildings at this location. The intended outcome is to provide an appropriate built form that responds to and reflects the village feel. Based on the key considerations around building heights, allow up to 4 storeys to achieve better design outcomes.</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> <p>The review process does not propose to change the minimum lot size requirement for residential flat buildings as it would make it difficult for proposals to comply with SEPP 65 and the Apartment Design Guide.</p> | No change is proposed. |

| Submissions                                                                             | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Actions                                                                                                                                                                                                                                          |
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| <p>Submission No. 81<br/>[Property owner]</p> <p>Nos. 15–17 The Crescent in Yagoona</p> | <p>This submission requests 15 storeys / 7.5:1 FSR at the properties at Nos. 15–17 The Crescent.</p> <p>The properties are within walking distance of the railway station and the proposed development will contribute to the activation of the street frontage. It is consistent with the planning provision for mixed use development in a renewal area and provides housing choice. It is compatible with the desired character and the properties are not affected by site constraints.</p> <p>The proposed change is supported by a concept design report.</p> | <p>As part of the exhibition, Action L1 proposed to continue with the current 6 storey height for the properties at Nos. 15–17 The Crescent and to increase the FSR from 2:1 to 2.5:1.</p> <p>In considering this submission, Council reviewed the urban design and economic analysis, and the community and industry feedback to establish the desired built form for the village centre.</p> <p>The review process recommends medium and medium high-rise development (6–8 storeys) in the Village Heart precinct directly next to the railway station. The Village Heart is the local magnet, a place that provides a strong, distinctive and centrally located ‘heart’ for the village centre. This compact mixed use place will contain the key destinations, namely the anchor supermarket, the accessible railway station and the modern multi-purpose community facility.</p> <p>For the commercial core along the highway and south of the highway (which includes Nos. 15–17 The Crescent), the review process recommends 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 commercial core is comprised of buildings that created 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. Appropriate setbacks will provide residents with good amenity (noise and air quality). The economic analysis indicates the proposed building envelopes are feasible.</p> <p>However, the review process also identifies the area bound by Highland Avenue, The Crescent, Treuer Lane and Yagoona Lane as a possible location to have 6–8 storeys. This is subject to the consolidation of the properties in the area bound by Highland Avenue, The Crescent, Treuer</p> | <p>Amend Action L1:<br/>For the area bound by Highland Avenue, The Crescent, Treuer Lane and Yagoona Lane, allow 6–8 storeys subject to the consolidation of the properties in this area into a single site. Otherwise 6 storeys will apply.</p> |

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|  |  | <p>Lane and Yagoona Lane. Otherwise 6 storeys will apply.</p> <p>The intended outcome is to ensure the site area is of sufficient size to accommodate a 6–8 storey building, which provides public benefits (public parking spaces and public domain) on the southern side of the village centre.</p> <p>This amendment continues to allow the proponent and Council to engage in discussions regarding an appropriate mechanism to realise certain improvement works in a timely manner.</p> |  |
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| Submissions                                                           | Issues                                                                                                                                                                                                                                                                                                                                                                                                            | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Actions                |
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| <p>Submission No. 13<br/>[Resident]</p> <p>Yagoona Village Centre</p> | <p>This submission does not support units and high rises in the Yagoona village area. There are far too many people, and more people will disturb the village type peaceful living.</p> <p>This submission suggests that Yagoona should only accept houses with improved facilities. In particular, the draft plan should remove the school and the 40km speed limit to make the Hume Highway a real highway.</p> | <p>In response to community feedback, Council reviewed the structure plan to ensure the village centre is a compact place, whilst responding to and reflecting the village feel and unique characteristics of the place. The review process identifies:</p> <ul style="list-style-type: none"> <li>• The village centre boundary as a 10 minute walking distance measured from the railway station. This distance provides an adequate level of containment for a centre of this size, and is an appropriate fit within the centres hierarchy.</li> <li>• The intended outcome is to provide a mix of low and medium-rise living choices within a short walking distance of the railway station, commercial core and local services. The prevailing character of the surrounding suburban neighbourhood, which falls outside the 10 minute walking catchment, will remain as low-rise detached housing (2 storeys).</li> </ul> <p>The draft plan also outlines infrastructure improvements to support the village centre. The review process does not propose to remove the school or the 40km speed limit on the Hume Highway.</p> | No change is proposed. |
|                                                                       | <p>This submission raises concern people and commuters park their cars in Dutton Street, Highland Avenue and The Crescent all day. People also dump clothes and other items in the Council car park.</p>                                                                                                                                                                                                          | <p>The analysis shows the existing supply in the village centre can accommodate parking demand from growth however there may be significant circulation around the centre as users attempt to find a car park at peak times. The preferred approach is to allow gradual increases in capacity at convenient locations around the centre. This allows different management strategies to be applied for each car park, and the construction of a multi-storey car park (based on developer contributions) at the Church Lane car park to service the north side of the highway where the bulk of the parking demand will be generated.</p> <p>In terms of littering in the car park, this will be considered as part of Council's operational activities.</p>                                                                                                                                                                                                                                                                                                                                                                        | No change is proposed. |

| Submissions                                                                  | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Actions                                                                                                                                                                                                                                      |
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| <p>Submission Nos. 17 &amp; 19 [Residents]</p> <p>Yagoona Village Centre</p> | <p>These submissions suggest the building heights in the Yagoona Village Centre should be up to 12 storeys for the following reasons:</p> <ul style="list-style-type: none"> <li>Yagoona is in proximity to the proposed the Sydney Metro line.</li> <li>There will be no overshadowing in low density (suburban areas).</li> <li>It will help the Bankstown CBD to grow as more residents mean a better economic output for businesses.</li> <li>Yagoona's vision must run parallel to Revesby and Rydalmere.</li> <li>Yagoona is in need of a significant shopping plaza.</li> </ul> | <p>As part of the exhibition, Action L1 proposed to continue with the current buildings heights in the commercial core.</p> <p>In considering these submissions, Council reviewed the urban design and economic analysis, and the community and industry feedback to establish the desired built form for the village centre.</p> <p>The review process recommends:</p> <ul style="list-style-type: none"> <li>Medium and medium high-rise development (6–8 storeys) in the Village Heart precinct directly next to the railway station. The Village Heart is the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the village centre. This compact mixed use place will contain the key destinations, namely the anchor supermarket, the accessible railway station and the modern multi-purpose community facility.</li> <li>Medium and medium high-rise development (6–8 storeys) in the area bound by Highland Avenue, The Crescent, Treuer Lane and Yagoona Lane. This is subject to the consolidation of the properties in the area bound by Highland Avenue, The Crescent, Treuer Lane and Yagoona Lane. Otherwise 6 storeys will apply. The intended outcome is to ensure the site area is of sufficient size to accommodate a 6–8 storey building, which provides public benefits (public parking spaces and public domain) on the southern side of the village centre.</li> <li>For the commercial core along the highway, the review process recommends 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 commercial core is comprised of buildings that created a dense urban form, generally of a similar height and not more</li> </ul> | <p>Amend Action L1: For the area bound by Highland Avenue, The Crescent, Treuer Lane and Yagoona Lane, allow 6–8 storeys subject to the consolidation of the properties in this area into a single site. Otherwise 6 storeys will apply.</p> |

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|  |                                                                                                                                                                                                                                                                  | <p>than 6 storeys. This continuous urban form helps define the streets and public spaces. Appropriate setbacks will provide residents with good amenity (noise and air quality).</p> <p>A height greater than 6–8 storeys is discouraged within the commercial core as it will conflict with the desired medium–rise character of the village centre. The overshadowing and visual impacts on the street and surrounding buildings will also be substantially greater.</p>                                                                                                                                                                                                                                                                                                                                                                                 |                               |
|  | <p>Submission No. 17 specifically suggests the Birrong Neighbourhood Centre should have an 8 storey development to mark as a gateway. It also encourages more 6 storey development around the station to capitalise on denser villages close to the station.</p> | <p>In response to community feedback, Council reviewed the structure plan to ensure the neighbourhood centre is a compact place, and where people feel there is variety and choice that respond to local needs.</p> <p>The review process recommends continuing with low–rise buildings within the neighbourhood centre. The intended outcome is to provide an appropriate built form that responds to and reflects the village feel. Based on the key considerations around building heights, allow up to 4 storeys to achieve better design outcomes. The review process indicates this will not significantly impact on overshadowing.</p> <p>The review process also recommends continuing with the taller element (6 storeys) within the Gateway precinct (adjacent to the railway station) to create a diverse and visually interesting skyline.</p> | <p>No change is proposed.</p> |

| Submissions                                                           | Issues                                                                                                                                                                                                                                                                                                                                                                                                        | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Actions                       |
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| <p>Submission No. 40<br/>[Resident]</p> <p>Yagoona Village Centre</p> | <p>This submission does not support the proposed densities as:</p> <ul style="list-style-type: none"> <li>The multi-storey development will create increased traffic congestion. Few streets in Yagoona can accommodate cars parked either side or travelling in opposite directions.</li> <li>No extra provision of green space / parkland is being considered for the extra people and children.</li> </ul> | <p>In response to community feedback, Council reviewed the structure plan to ensure the village centre is a compact place, whilst responding to and reflecting the village feel and unique characteristics of the place. The review process identifies:</p> <ul style="list-style-type: none"> <li>The village centre boundary as a 10 minute walking distance measured from the railway station. To encourage a balanced transport system, it is important that this compact place contains 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.</li> <li>Council applies the State Government's Apartment Design Guide, which requires shop top housing and apartments to provide off-street parking for residents.</li> </ul> <p>Action L1 also recognises the need for urban spaces to support population growth, and proposes:</p> <ul style="list-style-type: none"> <li>A new east-west pedestrian connection (immediately north of the highway) that runs from Church Road to the accessible railway station and then to Gazzard Park. This will offer people a pleasant place to sit, relax and catch up with friends away from the noisy highway.</li> <li>The consolidation of the community facilities into a community hub next to the railway station and the village green (Gazzard Park). This builds on recent embellishment works in Gazzard Park.</li> </ul> | <p>No change is proposed.</p> |
|                                                                       | <p>This submission does not support multi-storey development as it will result in privacy loss, overshadowing, and people dumping rubbish on footpaths.</p>                                                                                                                                                                                                                                                   | <p>In terms of building design, SEPP 65 and the Apartment Design Guide will provide appropriate guidance (such as visual and acoustic privacy).</p> <p>In terms of littering on the footpaths, this will be considered as part of Council's operational activities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>No change is proposed.</p> |

| Submissions                                                            | Issues                                                                                                                                                                                                                                                                                                                                                                         | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Actions                       |
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| <p>Submission No. 157<br/>[Resident]</p> <p>Yagoona Village Centre</p> | <p>This submission supports redeveloping the Hume Highway corridor to provide better shopping and social facilities.</p> <p>However, this submission does not support apartment buildings south of The Crescent. The radius of development should be 200 metres instead of 600 metres, and the area south of The Crescent should only allow houses, villas and townhouses.</p> | <p>As part of the exhibition, Action L1 proposed to rezone the Residential Frame precinct from Zone R2 Low Density Residential (2 storeys) to Zone R4 High Density Residential (4 storeys).</p> <p>In response to community feedback, Council reviewed the structure plan to ensure the village centre is a compact place, and where people feel there is variety and choice that respond to local needs. The structure plan identifies the village centre boundary as a 10 minute walking distance measured from the railway station. 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 review process recommends continuing with low-rise buildings in the Residential Frame precinct (which includes the area south of The Crescent). The intended outcome is to provide an appropriate built form that responds to and reflects the village feel. Based on the key considerations around building heights, 4 storeys is considered appropriate to achieve a design outcome that is compatible with the surrounding neighbourhood.</p> | <p>No change is proposed.</p> |
|                                                                        | <p>This submission requests fast trains to stop at Yagoona to improve transport services.</p>                                                                                                                                                                                                                                                                                  | <p>Actions L1 and C1 advocate for more frequent rail and bus services in the North Central Local Area to allow for the long term growth in commuter movements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>No change is proposed.</p> |

## Summary of Submissions–Birrong Neighbourhood Centre (Action L2)

| Submissions                                                                     | Issues                                                                                                                                                                                                                                                                      | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Actions                       |
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| <p>Submission No. 109 [Resident]</p> <p>Nos. 92–110 Auburn Road in Birrong</p>  | <p>This submission requests a medium or high density residential zone for the properties at Nos. 92–110 Auburn Road.</p> <p>This change will encourage affordable housing in proximity to the Birrong railway station.</p>                                                  | <p>As part of the exhibition, Action L1 did not propose to rezone these properties. These properties fall outside the walking catchment of the neighbourhood centre and form part of the suburban neighbourhood.</p> <p>In response to community feedback, Council reviewed the structure plan to ensure the neighbourhood centre is a compact place, and where people feel there is variety and choice that respond to local needs. The structure plan identifies the neighbourhood centre boundary as a 5 minute walking distance measured from the railway station. 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 review process does not propose to include these properties within the neighbourhood centre as these properties continue to fall outside the walking catchment. The current 2 storey limit would continue to apply.</p> | <p>No change is proposed.</p> |
| <p>Submission No. 120 [Community group]</p> <p>Birrong Neighbourhood Centre</p> | <p>This submission raises concern there is no infrastructure improvements at the Birrong railway station to support surrounding residents.</p> <p>There is also a lack of commuter parking, and personal safety for residents and commuters around the railway station.</p> | <p>Actions L2 and C1 advocate for an accessible railway station at Birrong to allow for the long term growth in commuter movements.</p> <p>In terms of commuter parking, the State Government manages this issue. The upgrade to an accessible railway station may consider this issue together with appropriate street lighting.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>No change is proposed.</p> |

| Submissions                                                          | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Actions                |
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| Submission No. 152<br>[Resident]<br><br>Birrong Neighbourhood Centre | <p>This submission raises concern with the emerging difficulty of traffic congestion on Brunker Road (during the morning and afternoon peak periods).</p> <p>Brunker Road is a popular route for east/west bound traffic. There are significant, long-established barriers to east-west passage including Rookwood Cemetery, Carnarvon Golf Course, Chullora Railway Yards, Potts Hill Reservoir and the railway line (between Yagoona and Regents Park relevantly). Brunker Road acts as a funnel for traffic seeking to travel this way.</p> <p>This situation will be exacerbated by the proposed increased population in the area.</p> <p>The degree of congestion can be partially overcome by better programming of the lights. Instead of giving both phases east/west along Brunker equal time in both the morning and afternoon peaks, priority should be given to the eastbound phase in the morning and vice versa in the afternoon. A reduction of the priority afforded to the north/south flow on Rookwood Road would also help ease the congestion on the east/west thoroughfare. Ultimately a grade separation of the two roads at the intersection would be the optimal solution, but cost and logistics would be an inhibiting factor.</p> | <p>Brunker Road is a regional road, which means any changes to traffic conditions require the approval of the Roads &amp; Maritime Services.</p> <p>As part of the local area planning process, Council consulted the Roads &amp; Maritime Services. The Roads &amp; Maritime Services generally supports the forward planning to accommodate residential and employment growth in the local area. However, Action C2 will see Council work with the State Government to enhance accessibility across the North Central Local Area, and this would be the opportunity to raise the issue of the light phases on Brunker Road.</p> <p>In terms of grade separation, Action C2 advocates a grade separation at the intersection of Stacey Street and the Hume Highway to resolve traffic delays.</p> | No change is proposed. |

### Summary of Submissions–Rookwood Road Neighbourhood Centre (Action L3)

| Submissions                                                                             | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Actions                       |
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| <p>Submission No. 191<br/>[Property owner]</p> <p>No. 326 Hume Highway in Bankstown</p> | <p>This submission requests:</p> <ul style="list-style-type: none"> <li>• A 3:1 FSR for the property at No. 324 Hume Highway.</li> <li>• Removal of the lot consolidation requirement for the properties at Nos. 324–326 Hume Highway.</li> <li>• Reduction of the 20 metre setback to the Hume Highway (subject to meeting certain criteria).</li> <li>• Reduction of the setback to Rookwood Road to 3 metres.</li> </ul> <p>The reasons for the amendments include economic feasibility, better built form outcomes, and capability to meet the dwelling target.</p> <p>The proposed change is supported by a concept design report.</p> | <p>As part of the exhibition, Action L3 proposed to continue with the current 7 storey height for the properties at Nos. 324–326 Hume Highway and to increase the FSR from 2:1 to 2.5:1. Action L3 also proposed:</p> <ul style="list-style-type: none"> <li>• To maintain the minimum 5,000m<sup>2</sup> site area required for residential flat buildings in the business enterprise zone.</li> <li>• To reduce the highway setback for dwellings from 20 to 10 metres provided there is appropriate amenity (noise and air quality) protection for future residents. Otherwise a 20 metre setback will apply.</li> <li>• To reduce the setback to Rookwood Road to 3 metres.</li> <li>• To maintain the landscaping requirement to enhance the Remembrance Driveway landscape corridor.</li> <li>• To maintain the lot consolidation requirement in the DCP.</li> </ul> <p>In response to the issues raised in these submissions and previous submissions, a review of the properties was undertaken to determine if there was merit to a further increase in FSR. This was carried out by an independent specialist with significant expertise in development and planning. The review found:</p> <ul style="list-style-type: none"> <li>• A 7 storey building height is appropriate for the site and its surroundings (being consistent with the adopted Hume Highway Strategy).</li> <li>• The proposed 2.5:1 FSR is consistent with the building height. The review tested the feasibility of the proposed</li> </ul> | <p>No change is proposed.</p> |
| <p>Submission No. 89<br/>[Property owner]</p> <p>No. 324 Hume Highway in Bankstown</p>  | <p>This submission supports the proposed envelope controls for the property at No. 324 Hume Highway (7 storeys / 2.5:1 FSR).</p> <p>However, this submission is concerned with the omission of whether the properties at Nos. 324–326 Hume Highway should consolidate to achieve the building envelope controls.</p>                                                                                                                                                                                                                                                                                                                        | <p>The review found:</p> <ul style="list-style-type: none"> <li>• A 7 storey building height is appropriate for the site and its surroundings (being consistent with the adopted Hume Highway Strategy).</li> <li>• The proposed 2.5:1 FSR is consistent with the building height. The review tested the feasibility of the proposed</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                               |

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|  | <p>Council is currently assessing a development application for a mixed use development at No. 326 Hume Highway. If Council approves the development application, it will isolate the property at No. 324 Hume Highway. As a single site, No. 324 Hume Highway does not satisfy the minimum lot size requirements for residential flat buildings under the LEP.</p> <p>Should Council approve the development application, it is suggested that Council adds the following clause to the LEP:</p> <p><i>For the properties at Nos. 324–326 Hume Highway, increase the building envelope from 2:1 to 2.5:1 FSR to match the 7 storey limit. If consolidation is not possible, both properties would have to consider an appropriate development that follows a similar form, height and setbacks with any development approved on the adjoining property.</i></p> <p>This provides a solution to the envisioned built form of the area without the need for consolidation of the two properties. The alternative is for the property owner to seek a variation to the minimum lot size requirement when submitting a development application.</p> <p>The proposed change is supported by a concept design report.</p> | <p>2.5:1 FSR and found the scheme to be feasible.</p> <ul style="list-style-type: none"> <li>For dwellings, it may be possible to reduce the minimum setback to the highway from 20 metres to 10 metres provided there is appropriate amenity protection (noise and air quality) for future residents.</li> </ul> <p>In terms of the lot consolidation requirement, the review process confirms the property at No. 326 Hume Highway currently meets the minimum 5,000m<sup>2</sup> site area required for residential flat buildings in the business enterprise zone. Whilst a lot consolidation is still possible, removing the proposed mandatory requirement will allow the development of this property to proceed.</p> <p>If the property at No. 324 Hume Highway does not consolidate, other options for the property (such as non-residential development) will be required.</p> <p>In terms of setbacks, the review process recommends continuing with the proposed setback changes outlined in Action L3.</p> |  |
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| Submissions                                                                              | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Actions                       |
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| <p>Submission No. 83<br/>[Property owner]</p> <p>Nos. 25–29 Rookwood Road in Yagoona</p> | <p>This submission requests 6 storeys / 1.7:1 FSR for the properties at Nos. 25–29 Rookwood Road.</p> <p>An increase in density will provide housing choice in proximity to public transport and services. It does not appear the current 1:1 FSR correlates or align with the future planning of this area.</p> <p>The proposed change is supported by a concept design (1.55:1 FSR) report. The report comments the concept plan is consistent with the vision of providing housing choice and affordability, it provides a suitable yield being within the catchment of public transport and commercial precincts, and it does not have an immediate impact on the low density residential areas.</p> | <p>The properties at Nos. 25–29 Rookwood Road are currently located within Zone R4 High Density Residential (4 storeys / 1:1 FSR).</p> <p>As part of the exhibition, Action L3 reinforced the current structure plan for the Rookwood Road Neighbourhood Centre based on the Hume Highway Corridor Strategy.</p> <p>In response to the issues raised in this submission and previous submissions, a review of the properties was undertaken to determine if there was merit to a further increase in FSR. This was carried out by an independent specialist with significant expertise in development and planning. The review found:</p> <ul style="list-style-type: none"> <li>• A 4 storey building height is suitable for this location, particularly given the recent apartment development one lot away that achieves a 4 storey building height and sets a precedent for future development in the northern end of Rookwood Road.</li> <li>• The 1:1 FSR is consistent with the building height.</li> <li>• The review does not recommend increasing the FSR to 1.7:1 at this location.</li> </ul> <p>In considering the review findings, it is proposed to continue with the current building envelope controls.</p> | <p>No change is proposed.</p> |

## Summary of Submissions–Regents Park Urban Neighbourhood Precinct (Action L5)

| Submissions                                                                          | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Actions                       |
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| <p>Submission No. 119 [Property owner]</p> <p>No. 26 Auburn Road in Regents Park</p> | <p>This submission requests a rezoning of the property at No. 26 Auburn Road from Zone IN2 Light Industrial to Zone R4 High Density Residential.</p> <p>The surrounding area is underutilised. The draft plan identifies the Regents Park Urban Neighbourhood precinct as one of uplift. The property has been on the market for over a year to attract a tenant. The immediate neighbours are using their properties as non–typically industrial and more akin to a residential neighbourhood.</p> <p>This submission includes an extract of the urban strategy plan submitted by the proponent of Nos. 30–46 Auburn Road.</p> | <p>As part of the exhibition, Action L5 proposed to maintain the current industrial zone (Zone IN2 Light Industrial) in the precinct.</p> <p>As mentioned in the Local Area Plan, the State Government identifies the industrial precinct as having strategic importance to 2031. The precinct is economically viable and the ongoing renewal should retain the current industrial zone to accommodate future potential employment generating activities.</p> <p>In response to the issues raised in this submission and previous submissions, Council commissioned urban design and traffic investigations to review the structure plan. These investigations recommend:</p> <ul style="list-style-type: none"> <li>• The structure plan considers the potential dwelling capacity should Sydney Trains and Auburn City Council widen the railway overpass in the Regents Park Small Village Centre.</li> <li>• The structure plan incorporates the opportunity to encourage quality development that has high quality streets, open space and adequate setbacks from areas of environmental constraint. Increased densities (3–6 storeys) are best placed within: <ul style="list-style-type: none"> <li>• the area bound by Auburn Road, Corliss Street and the railway line;</li> <li>• the property at Nos. 30–46 Auburn Road; and</li> <li>• the area around Magney Reserve.</li> </ul> </li> </ul> <p>The investigations do not identify the rezoning of the industrial precinct as a priority. In considering the findings of the investigations, it is proposed to continue with the current industrial zone in the precinct.</p> | <p>No change is proposed.</p> |

| Submissions                                                                                  | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                   | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Actions                                                                                      |
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| <p>Submission No. 173<br/>[Property owner]</p> <p>Nos. 30–46 Auburn Road in Regents Park</p> | <p>This submission requests a 2.2:1 FSR for the properties at Nos. 30–46 Auburn Road. Compliance with the proposed 6–8 storey limit is achievable.</p> <p>The site's large area provides a unique opportunity for a high quality residential development, and provides a unique opportunity for high amenity open space.</p> <p>The site has unique and beneficial characteristics in terms of location, orientation and topography.</p> | <p>As part of the exhibition, Action L5 proposed to increase the building envelope for the properties at Nos. 30–46 Auburn Road from 3 storeys / 0.6 FSR to 6–8 storeys / 1.75:1 FSR. This is subject to the developer entering into a planning agreement with Council to fund certain improvement works. Otherwise a 6 storey / 1.5:1 FSR building envelope will apply.</p> <p>The Department of Planning &amp; Environment's Joint Regional Planning Panel considered this matter as part of the pre-gateway review process. At a meeting dated 9 March 2016, the Panel recommended:</p> <ol style="list-style-type: none"> <li><i>That the Panel recommend that the matter proceed to a Gateway Determination.</i></li> <li><i>That, based on the publicly exhibited North Central Local Area Plan prepared by the Council and as supported by detailed urban design and traffic analysis, the Panel recommends that:</i> <ol style="list-style-type: none"> <li><i>the planning proposal proceed at a maximum floor space ratio of 1.75:1 and maximum height provisions reflecting the Plan of 6 storeys for Auburn Road and 8 storeys for the remainder of the site.</i></li> <li><i>There is a need for improvement works to establish linkages to Regents Park Village for the benefit of the site and that these works will need to be brought forward to align with development of the site. In this regard, should the matter proceed to Gateway, then the Panel recommends that the proponent and the Council engage in discussion regarding an appropriate mechanism to realise these improvement works in a timely manner.</i></li> </ol> </li> </ol> <p>It is proposed to amend Action L5 to incorporate this recommendation.</p> | <p>Amend Action L5: Incorporate the recommendation of the Joint Regional Planning Panel.</p> |

| <b>Submissions</b>                                                                                                | <b>Issues</b>                                                                                                                                                                                                                                                                                                                   | <b>Council Response</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Actions</b>                                                                                                                                                                                                                                                                            |
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| <p>Submission No. 34<br/>[Property owner]</p> <p>No. 7 Corliss Street and No. 14 Gunya Street in Regents Park</p> | <p>This submission requests a rezoning of the properties at No. 7 Corliss Street and No. 14 Gunya Street from Zone SP2 Infrastructure (Rail Infrastructure Facility) to Zone IN2 Light Industrial.</p> <p>The rezoning will be more consistent with the current nature of industrial development in its immediate locality.</p> | <p>These properties are currently within Zone SP2 Infrastructure (Rail Infrastructure Facility), which indicates Sydney Trains may acquire the land for rail infrastructure purposes.</p> <p>As part of the exhibition, Action L5 proposed to maintain the current special use zone.</p> <p>In considering this submission, Council reviewed the properties, which are currently used for industrial purposes. A light industrial zone would be consistent with the current use and the desired industrial character of the locality.</p> <p>The review process therefore recommends rezoning these properties from Zone SP2 Infrastructure (Rail Infrastructure Facility) to Zone IN2 Light Industrial. This is subject to Sydney Trains confirming the land is no longer designated for acquisition.</p> | <p>Amend Action L5:<br/>Rezone the properties at No. 7 Corliss Street and No. 14 Gunya Street from Zone SP2 Infrastructure (Rail Infrastructure Facility) to Zone IN2 Light Industrial. This is subject to Sydney Trains confirming the land is no longer designated for acquisition.</p> |

**Summary of Submissions–Heritage (Action L7)**

| <b>Submissions</b>                    | <b>Issues</b>                                                                                                                                  | <b>Council Response</b> | <b>Actions</b>         |
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| Submission No. 14<br>[Property owner] | This submission supports the proposed removal of the properties at Nos. 2 and 2A Hume Highway, Chullora from the heritage schedule in the LEP. | This comment is noted.  | No change is proposed. |

## Summary of Submissions–Open Space (Action G1)

| Submissions                                                                                                  | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Council Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Actions                       |
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| <p>Submission Nos. 91 &amp; 118 [Residents]</p> <p>No. 55A Gascoigne Road in Birrong (Gascoigne Reserve)</p> | <p>These submissions do not support the proposal to divest Gascoigne Reserve in Birrong for the following reasons:</p> <ul style="list-style-type: none"> <li>• The quality of life for residents adjoining the reserve will be diminished if the reserve is reclassified and sold by Council in the future.</li> <li>• The property values will reduce if the subsequent rezoning occurs.</li> <li>• Loss of privacy.</li> <li>• Increased air pollution.</li> <li>• Loss of peace and quietness.</li> <li>• Increased overshadowing.</li> <li>• Loss of a buffer zone.</li> <li>• Loss of a valued asset to the adjoining properties with some having direct access to the reserve.</li> <li>• Loss of flood storage area.</li> <li>• Rezoning the reserve will lead to overdevelopment on the site and introduce affordable housing for low income families. Low income families will attract negative impacts such as drug abuse and theft.</li> <li>• Increased traffic with new houses in the reserve.</li> <li>• Loss of a passive park given that Maluga Reserve and Jim Ring Reserve are used by sporting clubs most weekends.</li> </ul> | <p>As part of the exhibition, Action G1 proposed to investigate divestment of the property at No. 55A Gascoigne Road (known as Gascoigne Reserve), and to utilise the funds for the purchase and embellishment of new and existing open space. It is also proposed to rezone the property to Zone R2 Low Density Residential and to reclassify to operational land.</p> <p>In response to community feedback, Council reviewed Action G1 and the status of this property.</p> <p>Whilst there is some community concern in relation to the divestment of certain open spaces, the overall objective of the Open Space Strategic Plan is to ensure open space assets are accessible, meet the needs of the community and forms part of the city's public domain infrastructure.</p> <p>Council has therefore proposed the divestment of certain open spaces in very specific circumstances. These circumstances include where there is currently a high provision of local and neighbourhood open space; the open space has limited recreational, social or environmental value; or where residents have access to another quality open space asset within 400 metres.</p> <p>Following the review, the property at No. 55A Gascoigne Road continues to meet the specific circumstances outlined above.</p> | <p>No change is proposed.</p> |

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|  | <ul style="list-style-type: none"> <li>• Concern over increased traffic and parking congestion.</li> <li>• Impact on the quality of life through loss of privacy and open space.</li> <li>• Flooding issues as the space is a flood prone area.</li> <li>• Concern over impact to property values.</li> <li>• Loss of wildlife habitat given that wetland birds use the park at times.</li> <li>• Loss of an open space where children can play with minimum supervision, which will impact on children's safety.</li> </ul> <p>These submissions also question the legality of the proposed reclassification as the original owner bequeathed the reserve to Council to remain a park.</p> | <p>Action G1 analysed the current supply and distribution of open space in Birrong, and found that dwellings in the area bound by Gascoigne Road, Hill Road, Rodd Street and Wentworth Street are within easy walking distance of the Maluga Passive Park and Jim Ring Reserve. The property at No. 55A Gascoigne Road (known as Gascoigne Reserve) is adjacent to these two good quality parks, and is surplus to future population and recreation needs.</p> <p>The property is 3,358m<sup>2</sup> in area and is in the shape of a battle-axe lot. Should Council rezone this property to Zone R2 Low Density Residential, the lot size may accommodate dwelling houses, dual occupancy or villas subject to achieving certain lot widths and subject to approval. These development types are consistent with existing development in the surrounding suburban neighbourhood. The DCP contains controls to address amenity and parking.</p> <p>According to Council's records, there is no indication that Council cannot divest this land.</p> <p>It is therefore proposed to continue with the option of divesting this property. However, the proposed rezoning is subject to Council deciding whether to divest this property.</p> |  |
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|  | <p>Submission No. 118 specifically suggests the following uses that would enable a large cross-section of residents to use Gascoigne Reserve to avoid divestment:</p> <ul style="list-style-type: none"> <li>• Off-leash dog area. The reserve is currently used by a number of residents to walk and play with their dogs, and a well fenced off-leash dog park will improve the recreational and social value for an open space.</li> <li>• Puppy school / dog agility training. Local funding could be sought to set up an appropriate facility which is sought after.</li> <li>• Community garden to link with the nearby men shed. This option could enrich the entire community in a positive social atmosphere. Minimal work would be required to convert the reserve into a community garden such as installing watering taps and gates.</li> </ul> <p>In summary, the residents are prepared to work with Council to develop plans for enhancing the unique green space that is Gascoigne Reserve so that it continues to provide environmental, social and recreational benefits and to provide a green haven for the expanding community in the many to come.</p> | <p>In considering this submission, it is noted that Council recently considered appropriate locations for off-leash dog parks. According to the Off-Leash Dog Park Plan, the sites identified within the City of Bankstown as the most appropriate to meet the site assessment and design criteria are:</p> <ul style="list-style-type: none"> <li>• Vale of Ah in Milperra (existing off leash dog park)</li> <li>• Band Hall Reserve in Birrong</li> <li>• Virginius Reserve in Revesby Heights</li> <li>• Ruse Park in Bankstown.</li> </ul> <p>Council adopted the Off-Leash Dog Park Plan in June 2015. The development of the dedicated off leash dog park at Band Hall Reserve is included in Council's capital works program. The plan does not identify Gascoigne Reserve as an appropriate location.</p> <p>In terms of community gardens, there is currently a community garden in Waldron Road, Chester Hill. The Open Space Strategic Plan does not identify the need for additional gardens in the Chester Hill-Birrong area.</p> | <p>No change is proposed.</p> |
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### Summary of Submissions—Government agencies and neighbouring councils

| Submissions                                                                              | Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Council Response                                                                                                                                                                                                    | Actions                |
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| Submission No. 177<br>[Commonwealth Department of Infrastructure & Regional Development] | This submission notes the Local Area Plan does not refer to airspace protection or aviation safeguarding measures. Development which intrudes into the Bankstown Airport's prescribed airspace represent a controlled activity as defined by the Airports Act 1996 and Airports (Protection of Airspace) Regulations 1996. These regulations provide for the protection of airspace at and around airports in the interests of the safety, efficiency and regularity of air transport operations.                                                                                                                                                                                                                           | The development application process would consider this issue.                                                                                                                                                      | No change is proposed. |
| Submission No. 69<br>[Department of Education]                                           | This submission supports the shift in planning decisions and policies: <ul style="list-style-type: none"><li>• To encourage infrastructure costs to be funded by developer contributions.</li><li>• To optimise the size, amenity and function of existing schools to afford greater choice and provide contemporary teaching spaces for students.</li><li>• To facilitate out of hours shared use of education facilities such as ovals and halls.</li><li>• To remove planning policy barriers to schools development.</li><li>• To deliver land dedications and appropriate zoning in areas where a new school is required.</li><li>• To have streamlined planning approvals for new education infrastructure.</li></ul> | This comment is noted.                                                                                                                                                                                              | No change is proposed. |
|                                                                                          | This submission comments the Department is exploring a number of options to build greater school capacity in the area. Public school student numbers in the Bankstown LGA have progressively grown over the last decade and are anticipated to continue to increase rapidly. A significant number of schools are currently zoned 'special use'. The Department recommends rezoning the schools to align with adjoining (future) uses.                                                                                                                                                                                                                                                                                       | The planning proposal process may consider changes to the special use zone subject to the Department of Education undertaking relevant contamination investigations as required by SEPP No. 55—Remediation of Land. | No change is proposed. |

| <b>Submissions</b>                             | <b>Issues</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Council Response</b>                                                                             | <b>Actions</b>         |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|------------------------|
| Submission No. 69<br>[Department of Education] | This submission suggests funding some infrastructure costs through developer contributions or land dedications. Funding for school infrastructure at a time where land availability in the Bankstown LGA is limited and entry costs are high is a challenge. Should the opportunity arise, the Department would be responsive to enter into negotiations for the granting of voluntary planning agreements.                                                                                                                                                                                                                                                                                            | This comment is noted.                                                                              | No change is proposed. |
|                                                | This submission indicates the Department is intent on exploring broad spectrum opportunities with Council, other government bodies and community partners for joint or shared use of community facilities such as before and after-school care, early learning centres and child care, gym, public open space, sports fields and recreation and community infrastructure.                                                                                                                                                                                                                                                                                                                              | Council will work with the Department of Education on the implications of this proposed initiative. | No change is proposed. |
| Submission No. 78<br>[NSW Rural Fire Service]  | <p>This submission raises no objection to the revised Local Area Plan.</p> <p>The NSW Rural Fire Service supports the concentration of high density development within established village and neighbourhood centres connected by rail and road network, embellishment of open areas, and the establishment of connection to the bush (via green streets and reserves).</p> <p>It is recommended to continue to assess and evaluate the conservation areas to inform planning decisions. Any amendments to the built form need to consider the bush fire risk to future and existing development with due regard to protection measures recommended in the Planning for Bush Fire Protection 2006.</p> | The development application process would consider this issue.                                      | No change is proposed. |

| <b>Submissions</b>                                | <b>Issues</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Council Response</b>                                                                                                | <b>Actions</b>         |
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| Submission No. 189<br>[Roads & Maritime Services] | This submission is supportive of Council's forward planning to accommodate residential and employment growth in the local government area.                                                                                                                                                                                                                                                                                                                                                                                          | This comment is noted.                                                                                                 | No change is proposed. |
|                                                   | This submission indicates the proposed future zoning amendments are likely to result in traffic and transport generating impacts on the local and regional road network. The rezoning application should be accompanied by transport studies to identify traffic and transport impacts, to identify mitigation measures and to establish funding mechanisms (e.g. voluntary planning agreements and developer contribution schemes).                                                                                                | The planning proposal process may consider this issue.                                                                 | No change is proposed. |
|                                                   | This submission requests that prior to proceeding to gateway, Council should ascertain whether the subject sites are affected for road purposes. In this regard, any rezoning should preserve the integrity of the road reservations. No infrastructure relating to development (e.g. drainage and / or parking) should locate within the reservations.                                                                                                                                                                             | The Local Area Plan does not propose to change the special use zone where it is designated for road widening purposes. | No change is proposed. |
|                                                   | This submission notes a number of sites nominated in the draft plan are on arterial roads. Council should give attention to State Environmental Planning Policy (Infrastructure) 2007 to ensure sites have frontage to a local street and to prevent rezoned sites from being landlocked to the arterial road network.                                                                                                                                                                                                              | The development application process would consider this issue.                                                         | No change is proposed. |
| Submission No. 49<br>[Sydney Water]               | <p>This submission supports the Local Area Plan, and comments that the trunk infrastructure will have adequate supply to accommodate the forecast growth to 2031. According to the Sydney Water Growth Servicing Strategies, over 90% of Council's projected growth can be accommodated.</p> <p>Sydney Water will incorporate the latest local area planning advice from Council as part of the planned investigations for the Inner South Urban Renewal Corridor (including the Sydenham to Bankstown Urban Renewal Corridor).</p> | This comment is noted.                                                                                                 | No change is proposed. |

**Bankstown City Council**

| <b>Submissions</b>                         | <b>Issues</b>                                                                                                                                                                            | <b>Council Response</b> | <b>Actions</b>         |
|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------------|
| Submission No. 31<br>[Strathfield Council] | This submission comments the proposed centres hierarchy and associated planning controls are generally consistent with their adopted methodology in developing the Strathfield LEP 2012. | This comment is noted.  | No change is proposed. |