CANTERBURY BANKSTOWN

ankstown *City Centre*

March 2021 | Master Plan | Phase One Draft for Exhibition

Acknowledgment of Country

The City of Canterbury Bankstown acknowledges the traditional country of the Darug (Darag, Dharug, Daruk and Dharuk) and the Eora peoples.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to Aboriginal and Torres Strait Islander peoples living today.

Council also acknowledges other Aboriginal and Torres Strait Islander language groups in the City and works closely with Aboriginal and Torres Strait Islander communities to advance reconciliation in the City.

Aboriginal and Torres Strait Islander peoples should be aware that this contains images and names of people who have passed away.

If we care for country it will care for us

Mayor’s message

I am pleased to present the Draft Master Plan for Bankstown City Centre. This is a strategic document that will transform Bankstown into a leading health and education precinct within the Sydney Metropolitan Area.

Bankstown City Centre is at the cusp of major transformation. Major city shaping infrastructure investments underway in the form of a new Sydney Metro Station, the Western Sydney University vertical campus and a committed $1.3 billion hospital for Bankstown.

With unprecedented institutional and transport infrastructure investment, comes opportunities for more people to live, work and study in Bankstown.

We can leverage off the employment, educational and housing opportunities that come with investment and make Bankstown a truly vibrant, livable and productive city.

The Master Plan delivers on the vision of our Local Strategic Planning Statement “Connective City 2036” along with the Greater Sydney Commission’s Planning Priorities in the South District Plan.

We will provide capacity in planning controls to accommodate up to 25,000 jobs, 25,000 students and 12,500 new dwellings by 2036. Our city will be an active and vibrant centre, our economic engine room, and a place that serves the needs of our city.

The Bankstown of the future will feature a high-quality public domain with widened footpaths, new landscaping, an integrated bicycle path network and a place where ecologically centred living is a reality. We will encourage high quality buildings that are connected to new and enhanced open space. Bankstown City Centre will be carbon neutral by 2050, requiring high standards in ecological sustainability.

I look forward to the future of Bankstown growing into a thriving centre for present and future generations. It is imperative that the community helps shape the future of Bankstown and that we, the Council, continues to listen throughout this process. I strongly encourage the community to review the Draft Master Plan and provide your comments during the public exhibition period.

Bankstown is our most strategically important centre and we need to ensure the conditions are right to encourage new development that meets the needs of our growing city. This Master Plan is Council’s foundation to realise Bankstown as the vibrant, green, connected and active centre of our City and a place where people from across Greater Sydney and beyond will come to work, learn, live and visit.

Khal Asfour
Mayor, City of Canterbury-Bankstown

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01

Introduction

01

About the Phase One Report

In 2020 Council commenced, the master planning process for the Bankstown City Centre in line with the visionary direction of Council's Local Strategic Planning Statement, Connective City 2036. Connective City 2036 recognises the Bankstown City Centre as one of two Strategic Centres of Canterbury-Bankstown and identifies the need to develop a place-based and design-led Master Plan to lead the growth of Bankstown.

The master planning process for Bankstown City Centre has been led by the preparation of a series of technical studies and community engagement. These various technical studies explored opportunities and challenges facing Bankstown in relation to open space, social infrastructure, character, heritage, movement, utilities and service, development patterns and building types, solar access, airspace constraints, the natural environment and overall land-use.

The Phase 1 report collates the findings of the technical studies to identify the vision, aims and principles for the Bankstown City Centre. This extensive research and visioning will guide the development of the draft Bankstown City Centre Master Plan for public exhibition.

This extensive research has uncovered key focus areas for future Bankstown:

- Strengthen the role and character of Bankstown City Centre
- Implement the recommendations from Complete Streets
- Renew the urban fabric with consideration for its character and the its community
- Extend the Green and Blue Webs within the City Centre
- Fill gaps in accessibility to local open space
- Minimise at grade parking in the centre
- Mitigate flood risks
- Ensure solar access to key open spaces and parks
- Maintain the character of Saigon Place and City Plaza

The Bankstown Master Plan will work with these focus areas through a series of directions and actions to guide the coming of decades of growth in Bankstown.

Why Bankstown?

Bankstown City Centre is the principle Strategic Centre of the Canterbury Bankstown Local Government Area. The South District Plan identifies strategic centres as areas that will receive investment.

Significant public transport, education and health infrastructure investment will be delivered in Bankstown over the next twenty years. The committed Sydney South West Metro and Western Sydney University campus and potential public and private hospital will stimulate economic activity, increase local jobs and improve liveability by enabling more people to live closer to work and services.

Collectively, this investment will transform the role, reputation and attractiveness of Bankstown as a place to live, work, study, visit and invest in, and represent a once-in-a-generation opportunity to build a genuine, employment focused centre with strong connectivity to the Three Cities of Greater Sydney.

What's next?

Following the completion of the Phase 1 Report, Council will commence the development of the draft Bankstown City Centre Master Plan for exhibition.

The aim of the Bankstown Master Plan is to improve the quality of development in Bankstown, and create a place that the community can be proud of. The Bankstown City Centre Master Plan will be an ambitious plan to lead the growth of a growing community and enhance the Centre, empowering it to reach its full potential. The next thirty years of change will be guided by this Master Plan to create a great town centre for the Bankstown community.

The Master Plan provides the opportunity to co-locate genuine job-generating development with housing, services,

utilities and social infrastructure. The Master Plan will develop mechanisms to improve the quality and sustainability of the Town Centre and create a great place for people.

The community will be invited to share their feedback on the draft plan before Council finalises and adopts the plan. Once finalised the Master Plan will be developed into a planning proposal that updates the objectives and controls of Council's Local Environmental Plan and Development Control Plan.

02

Drivers of Change

2.1

Drivers of Change

Bankstown City Centre is the principle Strategic Centre of the Canterbury Bankstown Local Government Area. The South District Plan identifies strategic centres as areas that will receive investment.

Significant public transport, education and health infrastructure investment will be delivered in Bankstown over the next twenty years. The committed Sydney South West Metro and Western Sydney University/ University of Technology campus and potential public and private hospital will stimulate economic activity, increase local jobs and improve liveability by enabling more people to live closer to work and services. The committed public domain improvements under the Bankstown Complete Streets Master Plan will increase the aesthetic attractiveness and quality of pedestrian experience in the centre. Collectively, this investment will transform the role, reputation and attractiveness of Bankstown as a place to live, work, study, visit and invest in, and represent a once-in-a-generation opportunity to build a genuine, employment focused centre with strong connectivity to the Three Cities of Greater Sydney.

The following section provides an overview of the infrastructure, demographic, economic, social and environmental drivers of change for Bankstown City Centre. It discusses how these factors will underpin the development of the Bankstown City Centre Master Plan and Planning Proposal.

Jobs Growth

The Local Strategic Planning Statement identifies the Bankstown City Centre as a key Strategic Centre for the local government area, anchored by health, education and knowledge industry sectors, in addition to population serving jobs (e.g. retail, personal services). Realisation of this designation requires a significant transformation in the role and function of Bankstown City Centre as it is today.

The State Government is committing an investment of $1.3 billion to Bankstown Hospital. It is also anticipated that a future private hospital will potentially be relocated to Bankstown City Centre. This will potentially enhance economic and employment opportunities in the health sector and stimulate and encourage a clustering of supporting health services within the centre.

The City Centre is set to experience significant transformation with a planned Western Sydney University City Campus, with the introduction of a University of Technology presence in Canterbury Bankstown. Together, with the existing TAFE, the educational institutions are expected to enrol up to 18,000 students with a target of 25,000 students by 2036. It is anticipated that together, with a future City Centre based hospital, an economic flow-on effect will create opportunities for more local jobs in health and education and other supporting knowledge-intensive and population-serving jobs.

Council's Employment Strategy sets a jobs target of 25,000 jobs for Bankstown City Centre by 2036. To meet this target, approximately 16,000 additional jobs will be needed, requiring an additional 550,632sqm of suitable floorspace in the centre. The Master Plan will examine the distribution and accommodation of increased employment floor space within the centre.

Collectively, this investment will transform the role, reputation and attractiveness of Bankstown as a place to live, work, study, visit and invest in, and represent a once-in-a-generation opportunity to build a genuine, employment focused centre with strong connectivity to the Three Cities of Greater Sydney.

Housing and Population Growth

Canterbury Bankstown Local Government Area (LGA) is in the heart of Greater Sydney and now at a critical point in its evolution from 360,000 in 2016 to 500,000 people by 2036. Bankstown, with its committed infrastructure and existing access to public transport and services, will need to accommodate additional housing for the area's increasing population.

Council's Local Housing Strategy sets a housing target of 12,500 additional dwellings for Bankstown City Centre. These dwellings will contribute to the City-wide target of 50,000 additional dwellings by 2036. Council will need to deliver diverse housing types at different price points to cater to its changing population, including dwellings for both larger households (couples with children and group households) and smaller households (couples with no children, single parents, single people) and students.

Movement and Connectivity

Bankstown City Centre will experience significant improvement to the frequency, quality and capacity of its public transport network. The NSW State Government is delivering the Sydney Metro City & Southwest Project, which will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards. The project was approved in 2019 and is due to be delivered in 2024. Bankstown will become an interchange between the Metro and heavy rail network between Bankstown, Liverpool and Lidcombe.

The planned Sydney Metro line will reduce travel times between Bankstown City Centre, the Sydney CBD, and beyond to Chatswood and Macquarie Park. This will result in a strengthening of the economic links between Bankstown and the Eastern Economic Corridor. This has potential to stimulate economic opportunities to attract jobs to Bankstown and transform it into a premier economic and employment centre for the area.

In the long term, Bankstown's convenient and central location in Greater Sydney will make it an important connecting city to the Three Cities, with future mass transit links earmarked between Bankstown and Parramatta, Kogarah and Liverpool via Bankstown Airport.

2.1

Drivers of Change

Housing Affordability

In the Canterbury-Bankstown LGA, the overall proportion of households experiencing housing stress at the 2016 Census was higher than the average for Greater Sydney (11.8%), with 18.6% of households in the lowest 40% paying rent or housing repayments greater than 30% of their household income.

As present, Bankstown City Centre provides comparatively more affordable housing compared to many of suburbs that surround the centre. This relative affordability of Bankstown City Centre has enabled many lower income households to live in the centre – half of Bankstown City Centre households make less than $1,000 a week (<$51,999 per year). Despite the relative housing affordability, 29% of households are still in housing stress. A significantly higher proportion of households in rental stress than mortgage stress.

When house prices rise, renters are faced with increased housing cost, unlike homeowners who experience an increase in the value of their dwelling. This is a key consideration for Bankstown City Centre, where 49% of households rent, which is higher than the average in Greater Sydney (31%).

While urban renewal has many benefits, this process can impact housing cost through the replacement of older housing with newer stock. On average, areas with a higher proportion of new dwellings have higher rents. For this reason, the redevelopment of relatively affordable older housing stocks would increase rents and decrease housing affordability, potentially displacing residents to other areas. Accordingly, Council has committed to delivering up to 15% affordable housing in the Campsie Town Centre, subject to viability testing. This will be tested through the Master Planning process.

Increasing affordable housing supply in the study areas is a key consideration for the master plan and planning proposal.

Climate Change and the Need for Sustainability and Resilience

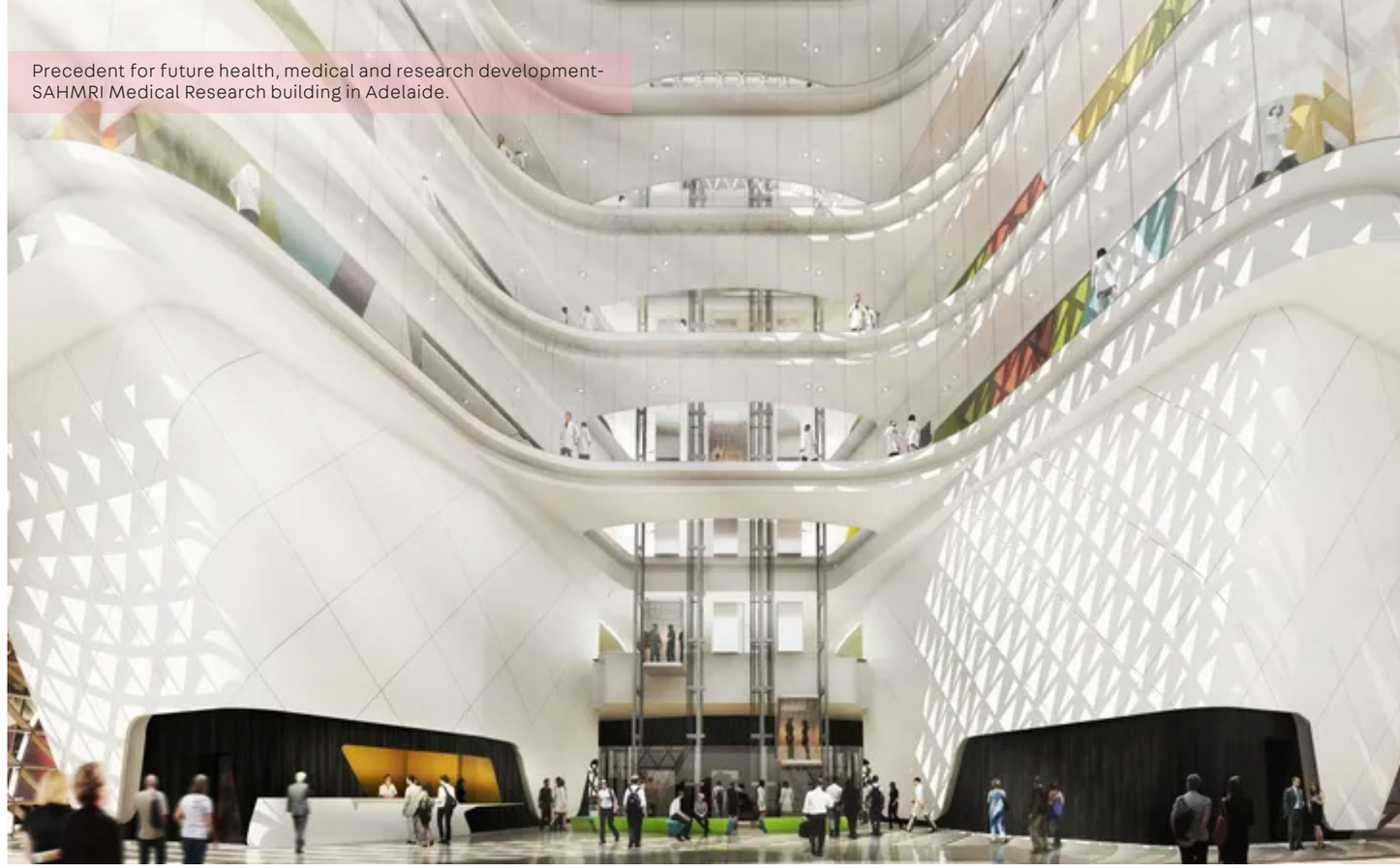
Our climate and landscape expose us to natural hazards such as heatwaves, flooding, storms, coastal inundation and erosion. Climate change is contributing to an increase in frequency and intensity of extreme weather events resulting in interruptions or failure in infrastructure posing significant risks to people, property, our environment and our economy. It is imperative that Council play a role in reducing its contribution to, and managing the adverse impacts of, climate change.

In the Financial Year 2016-17, the City of Canterbury-Bankstown recorded 2,913 thousand tonnes of emissions across the LGA. The contributions from the residential and the non-residential sectors towards these emissions were similar.

Canterbury-Bankstown's local climate is getting hotter and more extreme. The number of days per year over 35 degrees recorded by the Bankstown Airport weather station has increased from 5 days in 1970 to 18 days in 2019. In addition, the increase in local temperatures, heat island and extreme heat events has a direct impact on electricity demand for air conditioning which is expected to increase peak electricity demands and household electricity costs.

The expected population and jobs growth and urban development in Bankstown City Centre will put increasing pressure on the city's natural environment. Canterbury-Bankstown must continually reduce waste, energy and water use to make city areas and streets cooler in summer, improve ecological systems and waterways and to manage water sustainably.

Fetherstone Street - Bankstown Complete Streets



Precedent for future health, medical and research development- SAHMRI Medical Research building in Adelaide.

Precedent for future public domain enhancements-Telopea Plaza.Parramatta

Western Sydney University Bankstown City Campus

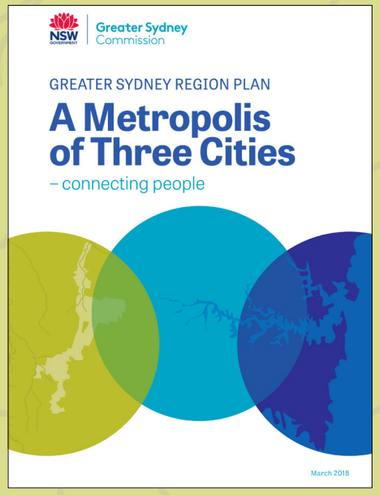
2.2

Strategic Context

There are nine key strategic planning documents that inform land use planning within the Campsie Town Centre and collectively create the strategic line of sight from a region to local level. These include:

- The Greater Sydney Region Plan: Greater Sydney Commission, 2018
- Future Transport 2056: Transport for NSW, 2018
- The South District Plan: Greater Sydney Commission, 2018
- Local Strategic Planning Statement, Connective City 2036: CBCity, 2020
- Community Strategic Plan, CBCity 2028: CBCity, 2018
- Housing Strategy, CBCity, 2020
- Employment Strategy, CBCity, 2020
- Affordable Housing Strategy, CBCity, 2020
- BankstownCity Centre andBankstown Airport Place Strategy

Greater Sydney Region Plan



The Greater Sydney Regional Plan, delivered by the Greater Sydney Commission (GSC), is a 40-year plan that sets out the vision for a "Metropolis of Three Cities" being the Eastern Harbour City (Sydney CBD), the Central River City (Parramatta) and the new Western Parkland City (Western Sydney Aerotropolis). The plan integrates land use and transport planning to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.

The plan applies to the five districts that comprise the Greater Sydney Region. Canterbury Bankstown LGA is located within the South District along with Georges River and Sutherland LGAs.

Canterbury-Bankstown LGA is centrally located to support, and benefit from, access to the three cities via committed and future planned north-south mass transport links from Parramatta to Kogarah via Bankstown and the future Bankstown to Liverpool Metro extension

The Bankstown Health and Education Precinct-Bankstown Airport/Milperra industrial and Urban Services Precinct Collaboration Area process was completed with a Place Plan endorsed by Council and the GSC in late 2019. Council is now working with the GSC to implement that plan. The Bankstown City Centre and Campsie Town Centre are strategic centres under this plan.

The Master Plans and Planning Proposals in these centres will ensure that employment uses (including health and education sectors) and new housing is located within the strategic centres to leverage off the improved public transport access.

Future Transport 2056

Future Transport Strategy 2056 sets out the vision for transport in Greater Sydney and informs the Greater Sydney Commission plans. The strategy outlines the vision, strategic directions and customer outcomes over the next 40 years.

The strategy establishes an intent to balance the need for movement and efficient transport corridors with the desire

for attractive places and to activate centres and create successful places. Bankstown City Centre can capitalise on the delivery of Sydney Metro stations (due by 2024) providing 'turn-up-and-go' transport services connecting the centres to employment centres across Greater Sydney on the Sydney Metro Network.

The plan puts Bankstown in a central and pivotal position for connecting north-south and to the Three Cities of Greater Sydney, strengthening Bankstown's accessibility and attractiveness.

South District Plan

The South District Plan is a 20-year plan to start implementing the 40-year vision for Greater Sydney in the Greater Sydney Region Plan and deliver places that are liveable, productive, sustainable and supported by infrastructure. The South District Plan affirms Bankstown's role as a strategic centre and supports the growth of a health and education precinct within the centre as an economic catalyst for the district. The Master Plan will need to create planning controls that secures capacity to accommodate the additional housing target for Bankstown City Centre.

2.2

Strategic Context

Connective City 2036 LSPS

In 2020, Council adopted its Local Strategic Planning Statement (LSPS), Connective City 2036. This sets the consolidated vision for Canterbury Bankstown to guide growth and change and deliver the aims of the South District Plan. The LSPS affirms Council's commitment to delivering on the jobs and housing targets set out in the South District Plan. It also commits to the provision of affordable housing, increased sustainability targets for new development, the development of a night time economy, arts/cultural spaces, events/conferencing facilities, tourist/visitor accommodation and improve design quality of new development.

The LSPS also commits to supporting up to 25,000 students in the City Centre by 2036. It is anticipated that the future City Centre based university campus and hospital will enhance the health and education opportunities in the centre to support the realisation of these targets.

The Master Plan will need to create land use and planning controls that support and attract employment floor space for the health, education, tourist/visitor and urban service sectors to realise the above LSPS vision.

CBCity 2028

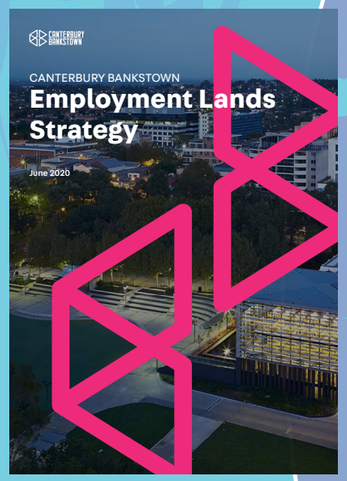
CBCity 2028 sets out the vision for the City and was informed by extensive engagement with the Canterbury Bankstown community. Of importance to the master planning and planning proposal process is the direction in Liveable and Distinctive destination. The community wants to see a well-designed, attractive city which preserves the identity and character of local villages. The community said they want CBCity to be a destination City that is heritage-protected, having quality social interactions, clean, cosmopolitans, full of markets, arts and culture, safe, affordable and diverse when it comes to housing, having good amenities and open spaces.

The Master Plan will need to ensure planning controls support high quality design and community uses that support the life and health of the community.

Housing Strategy

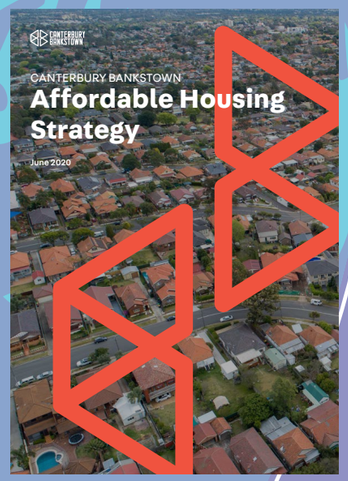
The Local Housing Strategy provides a vision for housing in the City of Canterbury Bankstown. It sets a target to deliver 50,000 new homes in Canterbury Bankstown by 2036. The Local Housing Strategy sets a specific target of 12,500 additional dwellings, or 25% of Canterbury Bankstown's total dwelling growth to Bankstown City Centre. The Strategy aims to increase housing diversity for the projected increase in the centre's family, single, student and ageing households.

Employment Lands Strategy



The aim of the Affordable Housing Strategy is to contribute to the reduction of the level of housing stress experienced by residents across the City of Canterbury Bankstown. Council's Affordable Housing Strategy identifies a range of mechanisms to deliver affordable housing in Bankstown City Centre. The Strategy sets an action for master plans to test the feasibility of providing up to 15% of new residential floor space as affordable housing.

Affordable Housing Strategy



The Employment Lands Strategy proactively guides future employment growth in Canterbury Bankstown. The Strategy provides a key action to deliver a total of 25,000 jobs in Bankstown City Centre by 2036, as envisaged in the LSPS and South District Plan. The Strategy identified a number of directions that are needed to achieve the jobs targets, including the required increase of approximately 550,000sqm of employment floor space capacity, introduction of a commercial core zone in the centre and public domain improvements.

2.2

Strategic Context

Bankstown City Centre and Bankstown Airport Place Strategy

The Bankstown City Centre and Bankstown Airport Place Strategy aims to guide the area's transition from a suburban centre to a distinctive health, academic, research and training precinct by leveraging government and institutional investments, and creating a place to innovate and test ideas. The Greater Sydney Commission, Council and key stakeholders will work together on developing an ongoing governance framework for the Collaboration Area and the implementation of the plan.

The Place Strategy contains the following directions for Bankstown City Centre.

Connectivity

- Develop and protecting last mile freight routes in the Bankstown City Centre
- Improve walking and Cycling links

Liveability

- Develop minimum planning standards for a well-designed built environment
- Promote Bankstown as a cultural anchor
- Encourage short to medium term accommodation and student housing in the CBD

Productivity

- Investigate a regional-scale arts and cultural facility in Bankstown City Centre
- Cluster the acute hospital and health services with related research and educational uses in Bankstown City Centre
- Investigate locating a private hospital in Bankstown CBD, and how it would complement the redeveloped Bankstown Hospital (public) and create employment
- Develop or retrofit multipurpose facilities to provide specialised resources that support creative activities in Bankstown Arts Centre and other locations
- Developing and implementing a Night-Time Economy

Sustainability

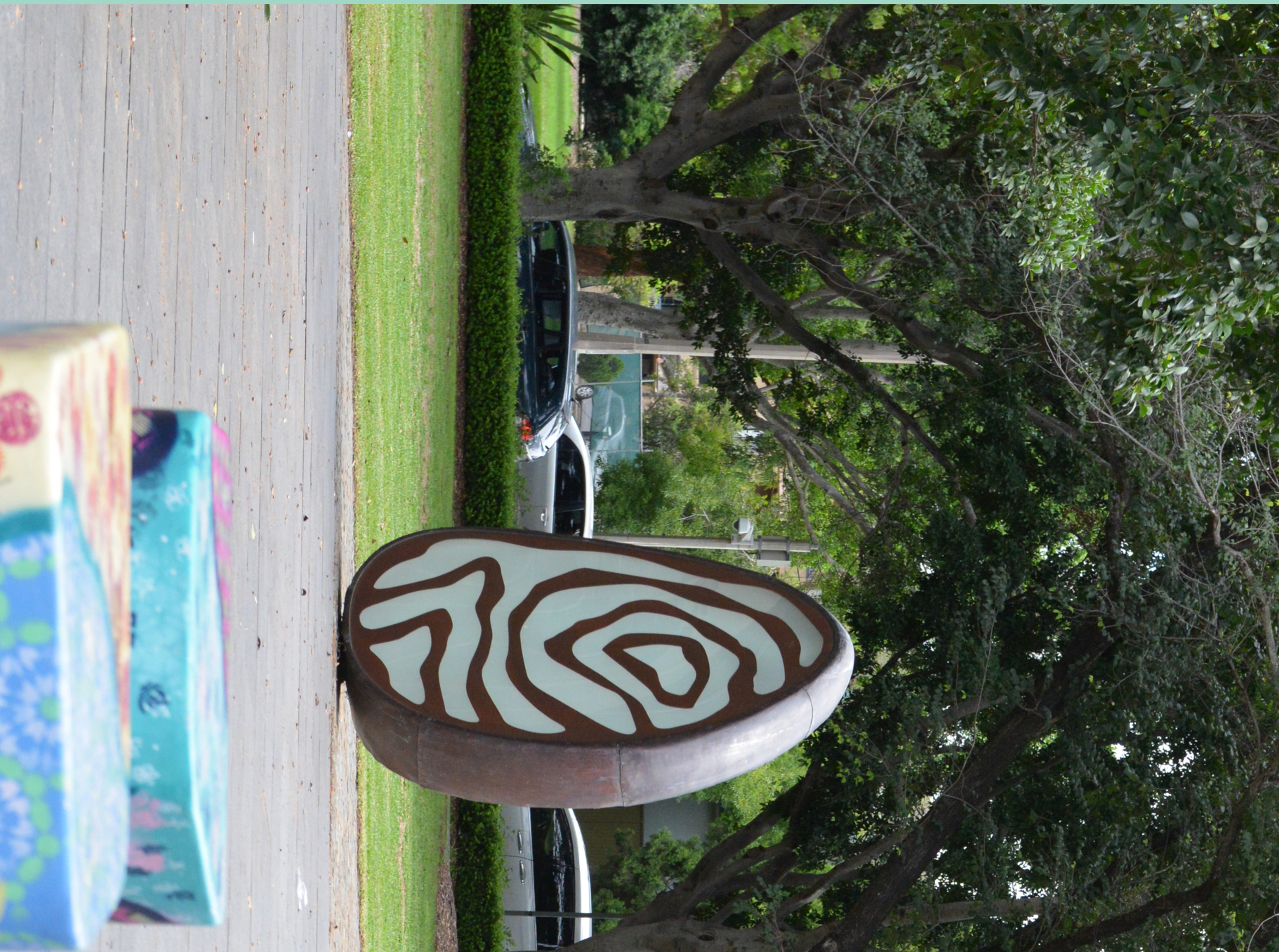
- Investigate higher BASIX and sustainability targets for the area
- Facilitate a precinct-based pilot for an integrated approach for higher environmental performance in Bankstown CBD
- Adopt a water-sensitive city approach to precinct planning and urban design with sustainable urban water management as a core element
- Investigate options and partnerships for food waste treatment and the creation of circular economy for better waste management

Bankstown CBD and Bankstown Airport Collaboration Area

- Metro Line
- Train Line
- Council preferred mass transit route
- Council preferred 20+ years visionary mass transit station

03

Introducing Bankstown City Centre



MEAT & VEGGIE TRAY RAFFLE
FROM 4 PM

3.1

History of Bankstown

Aboriginal History

For thousands of years before European settlement, the area of Bankstown was the territory of the Gwegal, Bidjigal and Dharug people. The Bidjigal had centres in Salt Pan Creek and the current suburb of Bankstown. The area was covered with turpentine and ironbark forests and woodland of angophora, blackbutt, Sydney peppermint and bloodwood. The land provided kangaroo, emu, possum, wild honey, plants and roots. The Cooks and Georges Rivers provided fish and shellfish for the local population.

Joe Anderson 'King Burraga' broadcasting his call for Aboriginal people to be represented in parliament

Shared History

Bankstown began as a colonial farming community. The area was discovered by Europeans in 1789, when Captain John Hunter completed a survey of Botany Bay and its Rivers; Georges River and the Cooks River.

The first land grant in the current suburb of Bankstown was given to George Johnston after 1813, known as, 'Johnston Estate', comprising over 270 hectares and included land as part of the current Bankstown Airport.

The area around north Bankstown was synonymous with the term, 'Irish Town'. In 1806, Irish migrants began settling around Bankstown in an area known as 'Liberty Plains', close to where St Felix Church is currently located. It contained many Inns and pubs to accommodate roadside travellers. Owners of these establishments competed for names that fit in with the Irish identity of the area. By 1828, half of the district's population was comprised of Irish Catholics.

Salt Pan Creek Bathing Pool, end of Gow Street (1922)

With the development of the current Bankstown railway line in the 1860s, many of the inns in the North Bankstown area closed down due to reduced demand. However, new hotels were built in early 1900s near the railway. The Hotel Bankstown, near the corner of Chapel Road and North Terrace, contained 24 rooms and cost over 12,000 Pounds.

Bankstown later developed into a burgeoning suburb. By 1920, the population of the area reached 120,000.

During World War II, Bankstown Airport was established as a key strategic air base to support the war effort. After the arrival of Douglas MacArthur in Australia, control of Bankstown Airport was handed to US Forces. Bankstown was known as "Yankstown" during World War II because of the large number of American service personnel stationed at the airport.

After World War II, Bankstown's population increased dramatically. Infrastructure left by the military plus cheap housing attracted waves of migration. People relocated from the inner-city and incoming migrants came, first from Europe and towards the end of the 20th century from Asia and the Middle East (especially from Vietnam and Lebanon).

Implications/Opportunities

- The existing heritage features of Bankstown City Centre should be preserved and celebrated as part of the master planning of this centre.
- Consider opportunities for celebrating Bankstown's indigenous heritage through public art expression, requirements for hoarding art during construction and landscaping.

ler's Cottage (Bankstown 1884 makes clear the rea-
s why so much timber was felled by early settlers for
ding, fencing and firewood

Irish Town (was the name for Bass Hill and North Bank-
stown. At the turn of the century the name Bankstown
became commonly accepted

Mcquillan'S Hotel near the junction of Rookwood Road and Liver-
pool Road on the 25 November 1907. It was later replaced by the
Three Swallows Hotel (Bankstown becomes a municipality)

3.2

People

The Bankstown City Centre is home to 16,500 people within 6,200 dwellings. The population is culturally diverse, with more than half of the population speaking a language other than English at home and being born overseas.

Almost half of Bankstown City Centre's households comprise of families living within apartments. Half of the area's households are also renters. The Study area has a larger proportion of households that do not own a car compared to Greater Sydney and the City of Canterbury Bankstown Local Government Area.

Household incomes are generally lower than the Greater Sydney average, with more households earning under $999 per week compared to the Greater Sydney area. Bankstown Study Area has a localised workforce, with a third of the population working in the City of Canterbury Bankstown Local Government Area and travelling less than 5km to get to work.

People in Bankstown

Population and Households

16,500 residents in **2016**

AGE STRUCTURE

- 10% / 6% — 0-4 Babies and young children
- 17% / 18% — 5-19 School ages children and teenagers
- 63% / 61% — 20-65 Workers
- 9% / 14% — +65 Retirees

Bankstown Study Area / Greater Sydney

HOUSEHOLD TYPE

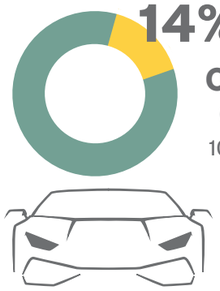
47% FAMILIES

COUPLES **15%**

LONE PERSONS **18%**

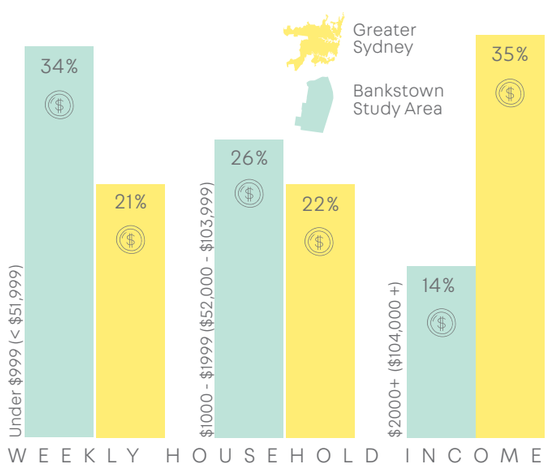
67% **Of households own at least one car** compared to 76% and 75% of households in Canterbury Bankstown LGA and Greater Sydney

14%



OF HOUSEHOLDS ARE CAR FREE COMPARED TO 10% OF HOUSEHOLDS IN BOTH CANTERBURY BANKSTOWN LGA AND GREATER SYDNEY

Income and Education



9% OF RESIDENTS ARE CURRENTLY STUDYING AT UNIVERSITY OR TAFE Compared to 8% of residents in both CBCity and Greater Sydney

18% OF RESIDENTS HAVE A BACHELOR'S DEGREE OR HIGHER Compared to 16% of residents in CBCity and 23% of residents in Greater Sydney

Language and Culture

BANKSTOWN IS CULTURALLY DIVERSE WITH LARGE ETHNIC VIETNAMESE, LEBANESE AND CHINESE POPULATIONS

52 RESIDENTS ARE ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLE

TOP 3 LANGUAGES SPOKEN AT HOME

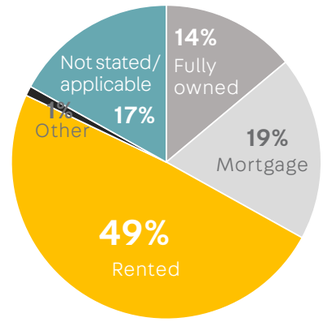
- **20%** Arabic
- **16%** English
- **16%** Vietnamese

59% OF RESIDENTS ARE BORN OVERSEAS

Housing

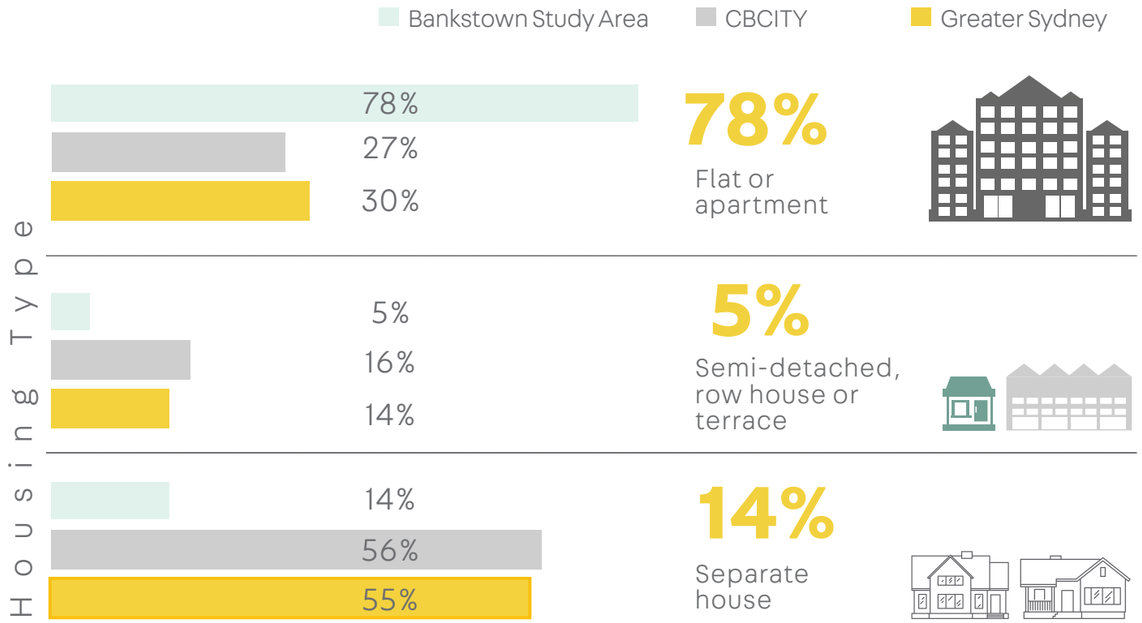
6,200 homes in **2016**

BANKSTOWN HAS A LARGE PROPORTION OF APARTMENTS



TENURE TYPE

Nearly half of households rent



3.3

Economic Profile

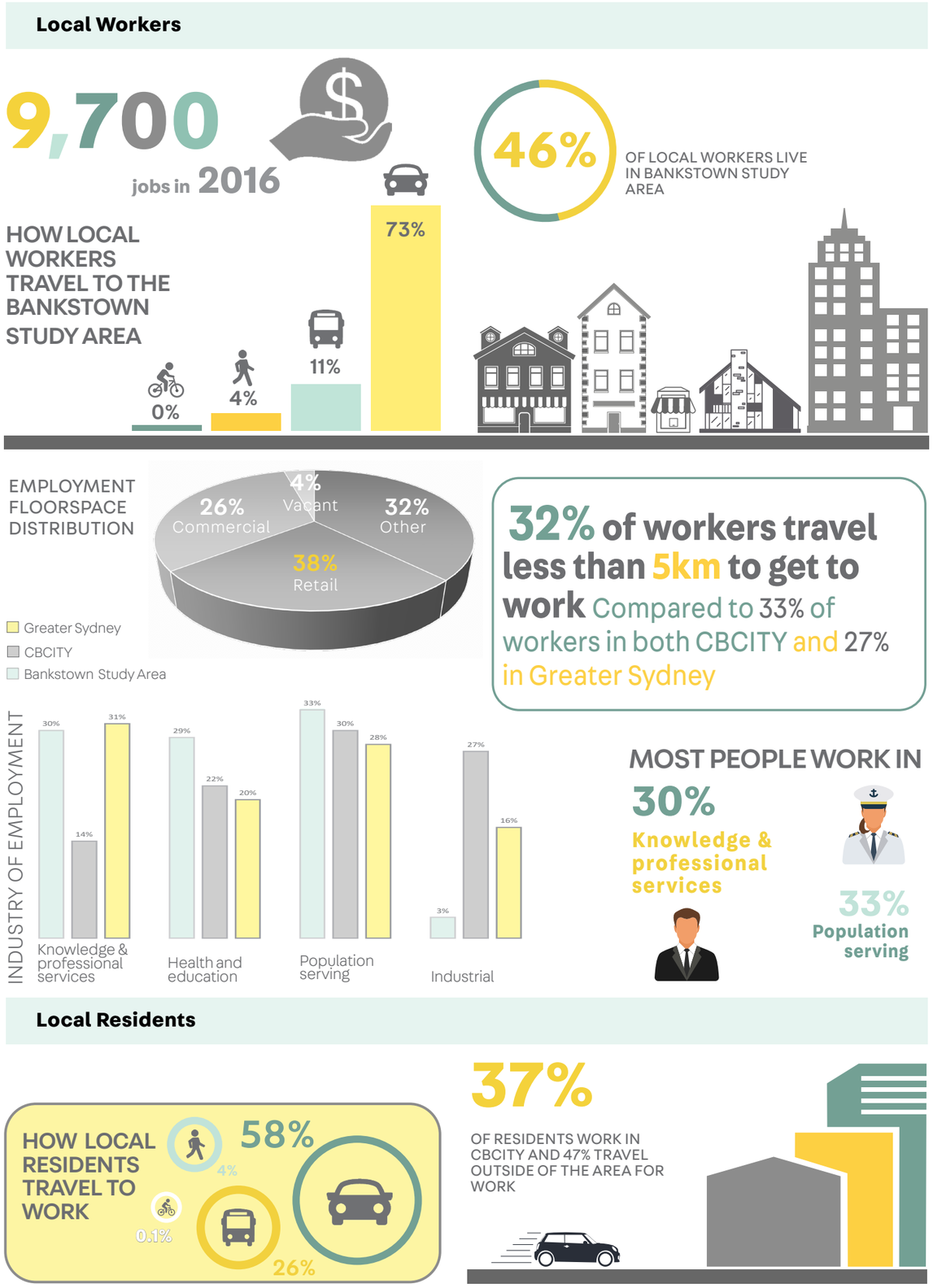
Bankstown City Centre is a Strategic Centre, on the cusp of significant transformation. This transformation is a result of public, institutional and private sector investment in public transport, health, higher education and other retail, commercial and entertainment facilities across the City Centre.

The centre currently provides a regional level commercial, community and civic role, within a business core focused around Bankstown Station, both north and south of the railway line. Future Metro services will put Bankstown within 30 minutes of Central Sydney, and be one of the key catalysts for Bankstown's economic growth and development.

Bankstown City Centre contains approximately 141, 000sqm of commercial floor space, with a significant proportion dedicated to general, government, education, medical and financial services. The centre contains approximately 210,000sqm of retail space, with specialty (non-food), clothing and café/restaurants being the predominant retail uses in the centre anchored by the Bankstown Central Shopping Centre and a number of smaller retail developments.

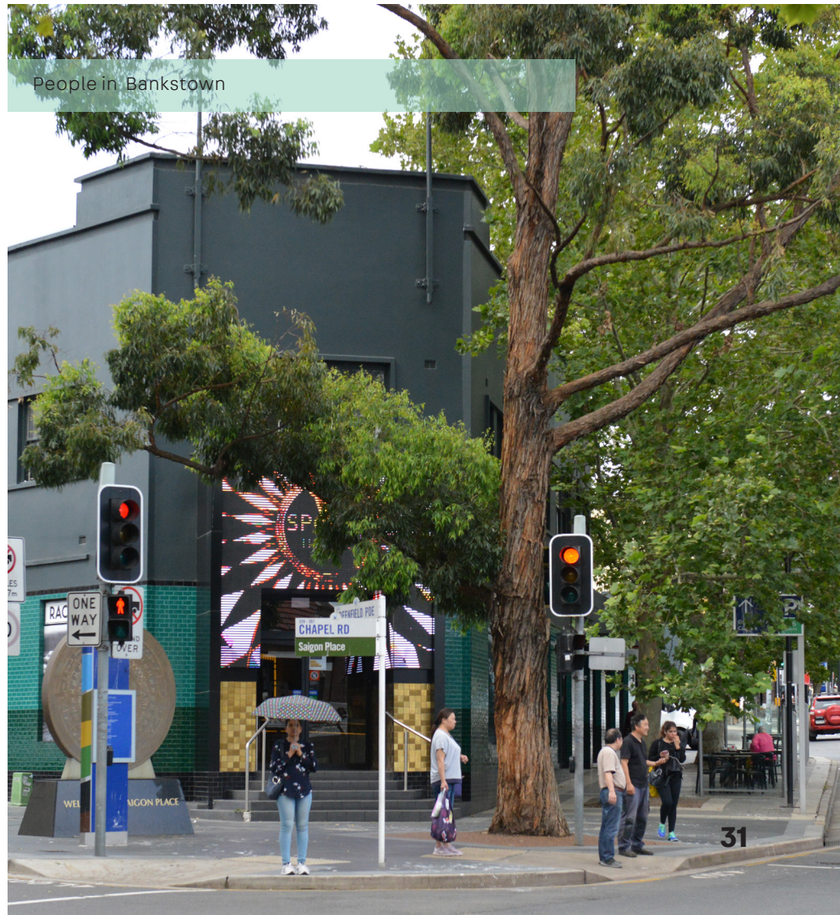
The centre contains several large commercial anchors including Bankstown Central Shopping Centre, Bankstown Sports Club and Bankstown RSL. the Centre is also one of the key civic service centres for the Canterbury Bankstown local government area, with a significant presence of Council as well as other government offices and services.Clusters of general commercial businesses are located along North Terrace and Marion Street and a small cluster of medical uses are located along Kitchener Parade and Meredith Street. Premium grade office space was significantly added in the centre by the recent opening of the Flinders Centre which provided 11 storeys of A grade office space.

Saigon Place, south of Bankstown Station, contains a fine grain character of individual retail shops with a number of Asian eateries and fresh food produce stores within a predominant built form of two storey shop top buildings.



al workers in Saigon Place Bankstown

Buses, Pedestrians and Cars in Bankstown



People in Bankstown

04

Understanding BCC

TIỆM HOA TƯƠI & QUÀ TẶNG

Mỹ

florist

FLOWER FOR ALL OCCASIONS

BIRTHDAYS, WEDDINGS, FUNERALS

DELIVERY TO

ALL AREAS

4/300

CHAPEL RD. BANKSTOWN

PHONE

9791 9028

MOBILE

0414 815 26

NO

4.1

Bankstown Airspace Constraints

The Bankstown City Centre Study Area is within the operational airspace of Bankstown Airport, which is located 3-4 km from the Study Area. This means that Bankstown City Centre is subject to aircraft restrictions under the Airports Act 1996 and Airports (Protection of Airspace) Regulations 1996.

Prescribed Airspace

Prescribed airspace is defined as airspace that is protected in the interests of the safety, efficiency or regularity of existing or future air transport operations into or out of the relevant airport under Division 3 of the Airports Act 1996.

Part 6 of the Airports (Protection of Airspace) specifies that prescribed airspace is measured above either the Obstacle Limitation Surface (OLS) or Procedures for Air Navigation Surfaces-Aircraft Operations Surfaces (Pans-Ops surfaces).

Refer to the section below for more information on OLS and Pans-Op surfaces over Bankstown City Centre.

Approvals for buildings within the prescribed airspace

Under Division 3 of the Airports Act 1996, any building or temporary construction equipment being erected within the prescribed airspace must not be undertaken without approval from the Secretary or their delegate, which is currently the Department of Department of Infrastructure, Transport, Cities and Regional Development (DITCRD). DITCRD must invite submissions for advice on the proposal from Air services Australia, CASA and the relevant airport operator, which is Sydney Metro Airports for Bankstown Airport.

Bankstown Study area and Airport Map

- Bankstown study area
- Bankstown Airport boundary

4.1

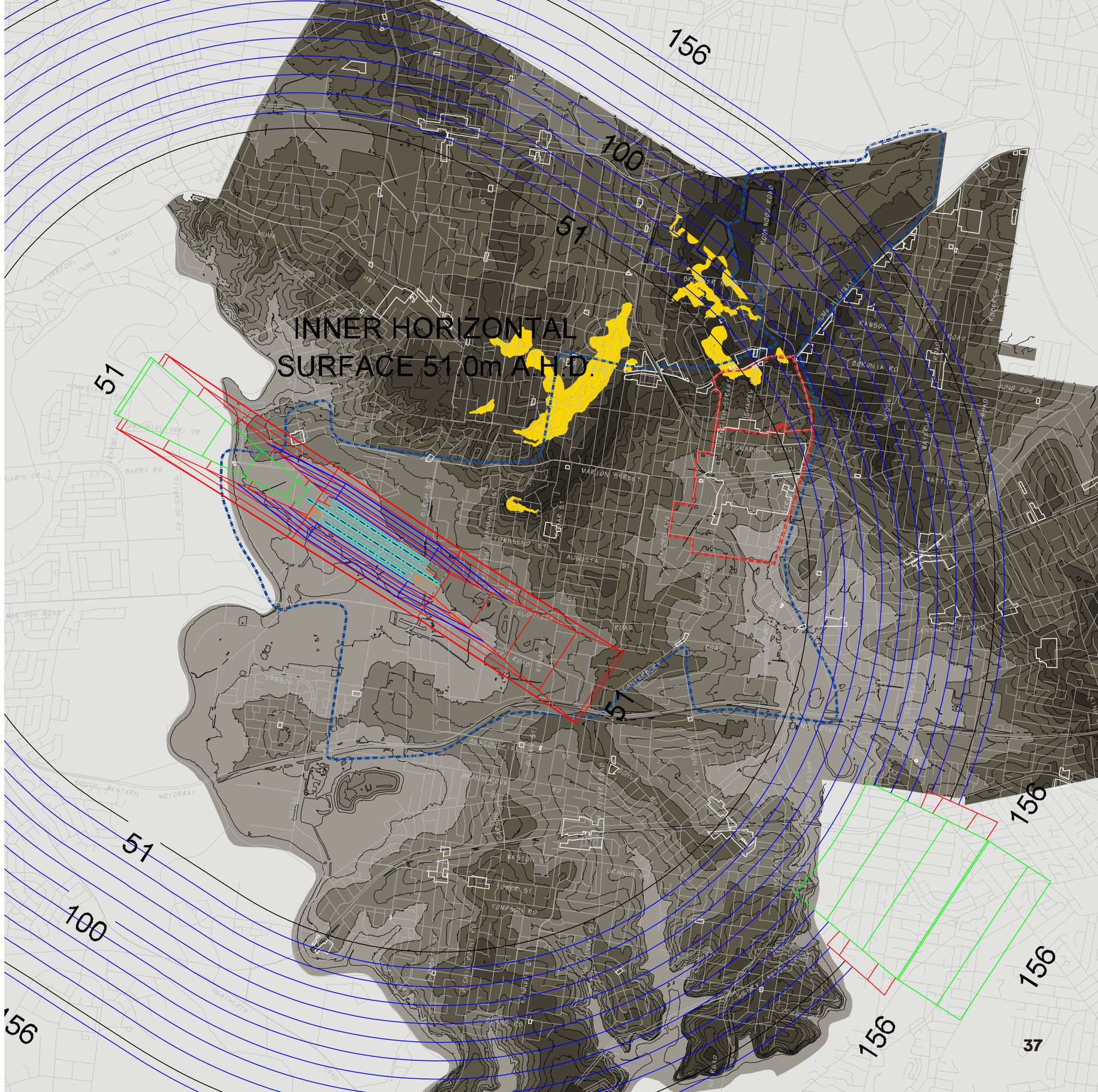
Bankstown Airport OLS and Pans Opp

Obstacle Surface Limitation (OLS)

The Obstacle Limitation Surfaces (OLS) are a set of surfaces – horizontal (flat) and rising slopes (as planar shapes to/from runways, and conical around the airport) – that are used as the fundamental threshold for the control and assessment of new or changed obstacles around an airport. An obstacle may be a permanent structure, such as a building or tree or antenna; or a temporary obstacle such as a crane used for construction.

The OLS height limits related to Bankstown Airport range from 51m to 71m Australian Height Datum (AHD). Any development over this range requires the approval from the Department of Infrastructure, Transport, Cities and Regional Development (DITCRD).

In the study area, a number of buildings already breach the OLS surface. Further, there are particular ground-level land surfaces (particularly at ridgelines within the northern part of the study area) that protrude above the study area.


INNER HORIZONTAL
SURFACE 51.0m A.H.D.
156
100
51
51
51
100
156
156
156
156
HUME HWY
BARRY RD
MARION STREET
ROAD
ROAD
ROAD

4.1

Bankstown Airport OLS and Pans Ops

PANs-Op Surfaces

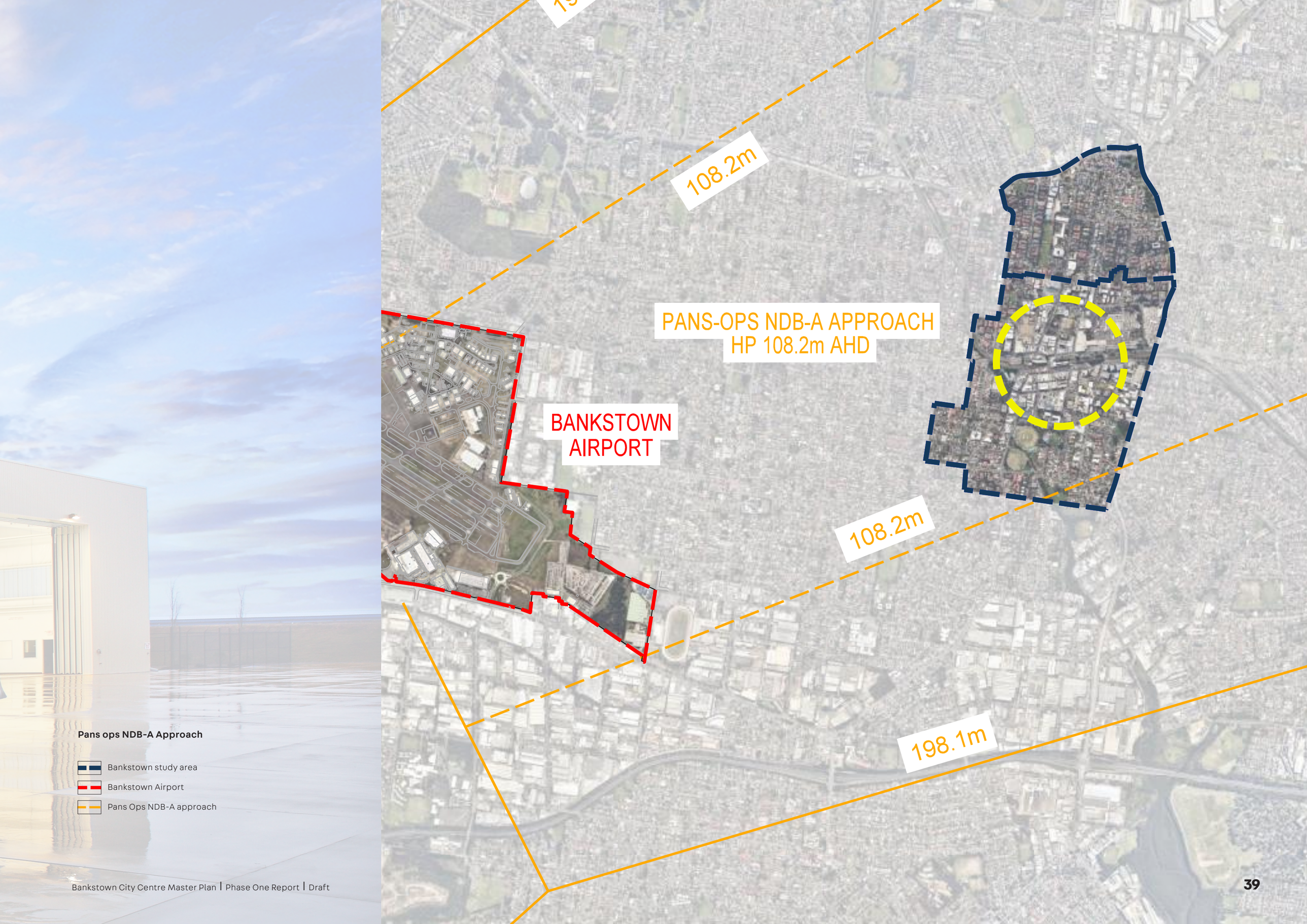
The PANS-OPS Surfaces relate to the maximum permissible building heights in areas covered by the protection surfaces for published Instrument Flight Procedures for approach and landing, and for departures (take-offs). A maximum PANS-OP height of 135.9m AHD is established in the northern part of the centre, which tapers down to 130m AHD toward the south. Clause (2) of the Airports (Protection of Airspace) Regulations 1996.

Any controlled activity over this range must not be approved, unless it is for a short-term activity and the airport operator supports the proposal (Clause 14[5] of the Airports (Protection of Airspace) Regulations 1996.

Master Plan implications:

- Consider the opportunity for a strategic height approval from DITCRD where the Obstacle Surface Limit is already breached by or very close to the existing ground level
- Maximum building heights in the Bankstown City Centre should not exceed 108m AHD

The Maximum building heights in Bankstown City Centre are to be coordinated with the relevant aviation safety and operational authorities to ensure impacts to aviation safety and operations are considered.



Pans ops NDB-A Approach

- Bankstown study area
- Bankstown Airport
- Pans Ops NDB-A approach

4.2

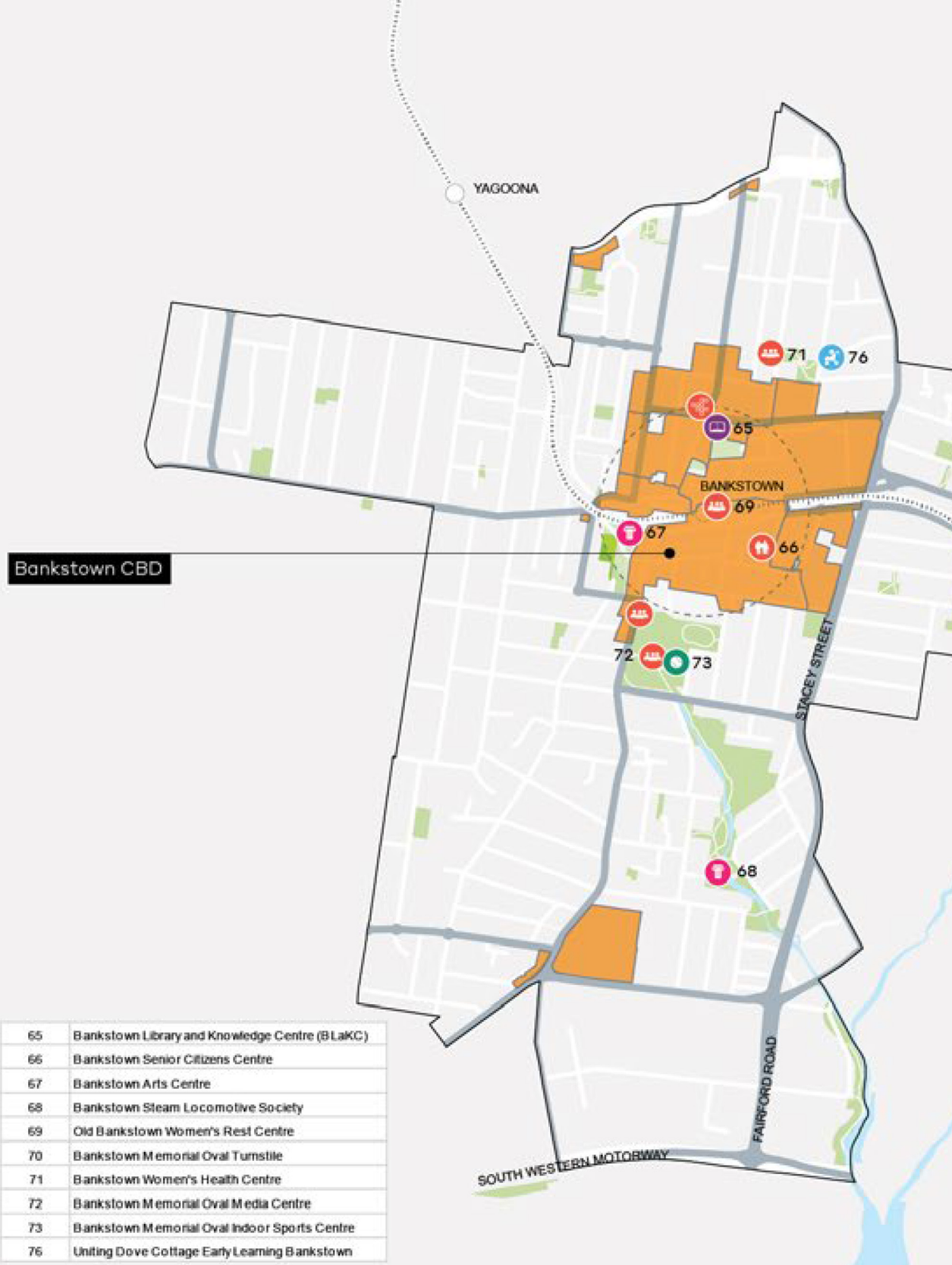
Social Infrastructure

Social infrastructure are foundational facilities, spaces and services that support the health and quality of life of people. This comprises of infrastructure that goes beyond basic economic functions to make a city more liveable. This includes:

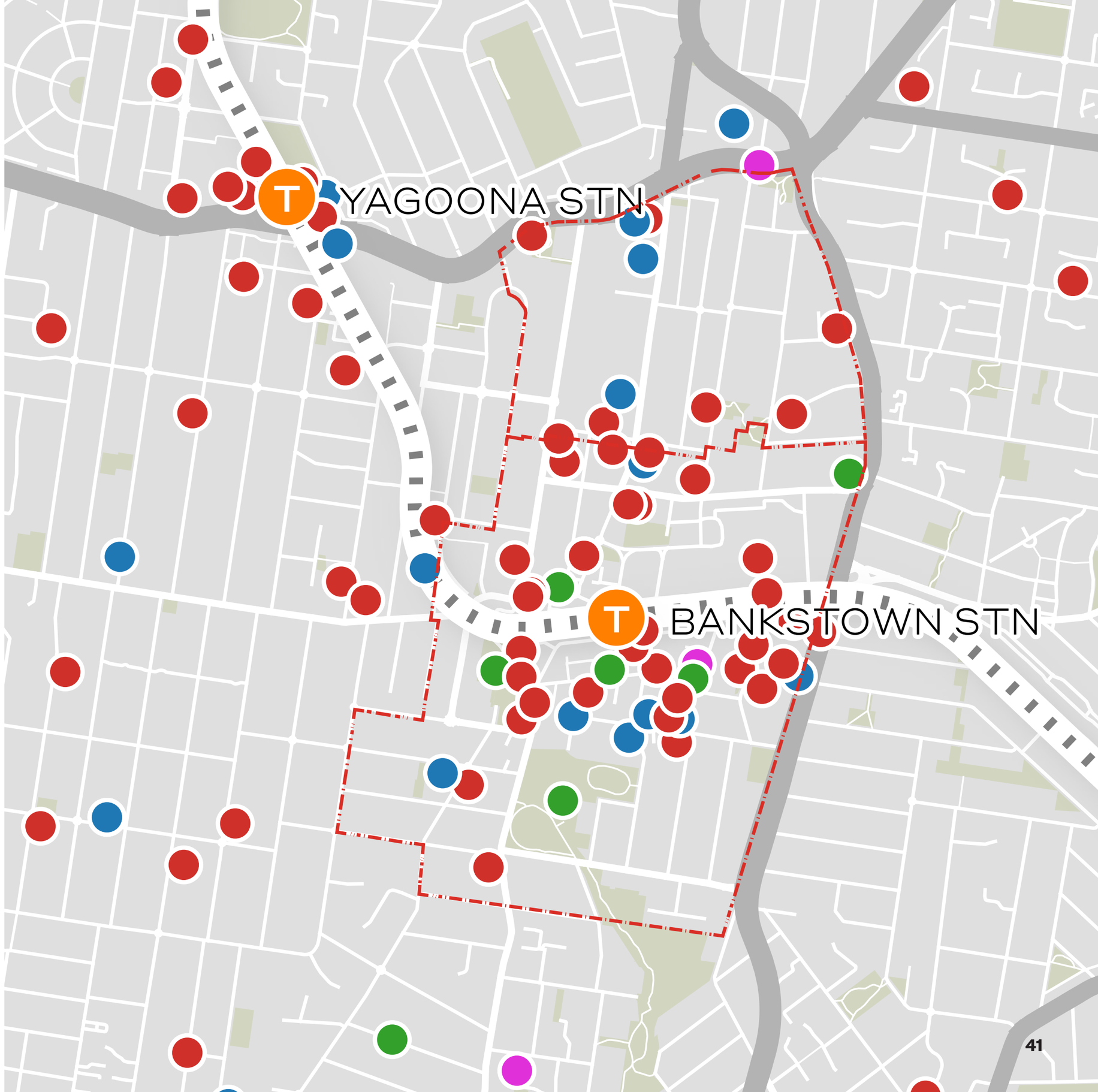
- Community Facilities – services that support community well-being which includes uses such as community centres and arts and cultural facilities
- Education – Schools and other teaching services
- Recreation – venues for sport and other physical activity

The following existing social infrastructure in Bankstown are discussed and illustrated on the following page.

Key Community and Recreational Facilities in Bankstown City Centre



65	Bankstown Library and Knowledge Centre (BLaKC)
66	Bankstown Senior Citizens Centre
67	Bankstown Arts Centre
68	Bankstown Steam Locomotive Society
69	Old Bankstown Women's Rest Centre
70	Bankstown Memorial Oval Turnstile
71	Bankstown Women's Health Centre
72	Bankstown Memorial Oval Media Centre
73	Bankstown Memorial Oval Indoor Sports Centre
76	Uniting Dove Cottage Early Learning Bankstown



Social Infrastructure in Bankstown City Centre and Surrounds

- Bankstown study area
- Open space
- Train Station
- Community Facility
- Recreation Facility
- Education Facility
- Other

4.2

Social Infrastructure

Recreation facilities

There are a number of Council-provided recreational facilities in Bankstown including the Indoor Sports Centre in Bankstown Memorial Park. The Indoor Sports Centre is a purpose-built indoor sporting facility - suitable for cricket, soccer, fitness and any other indoor sports activity. It can also be converted to a large, open space for functions - and can hold approximately 350 people seated at tables.

The Bankstown Memorial Oval also contains a premium grade cricket pitch and periodically hosts major cricket events. This is an important generator of activity, particularly at Chapel Road South and Saigon Place.

In addition, there are complementary non-council community facilities available, such as Bankstown Sports Club and Bankstown Bowling Club.

Bankstown [illegible]

John Macky Sports Centre

4.2

Social Infrastructure

Educational Facilities

In Bankstown there are three public primary schools serving the immediate catchment area:

- Bankstown North Public School
- Bankstown Public School
- Bankstown West Public School

There are two public secondary schools serving the immediate Bankstown catchment area:

- Bankstown Girls High
- Bankstown Senior College

In addition, there are a number of Catholic systemic and independent schools within the study area which serve both local and regional catchments. These schools include:

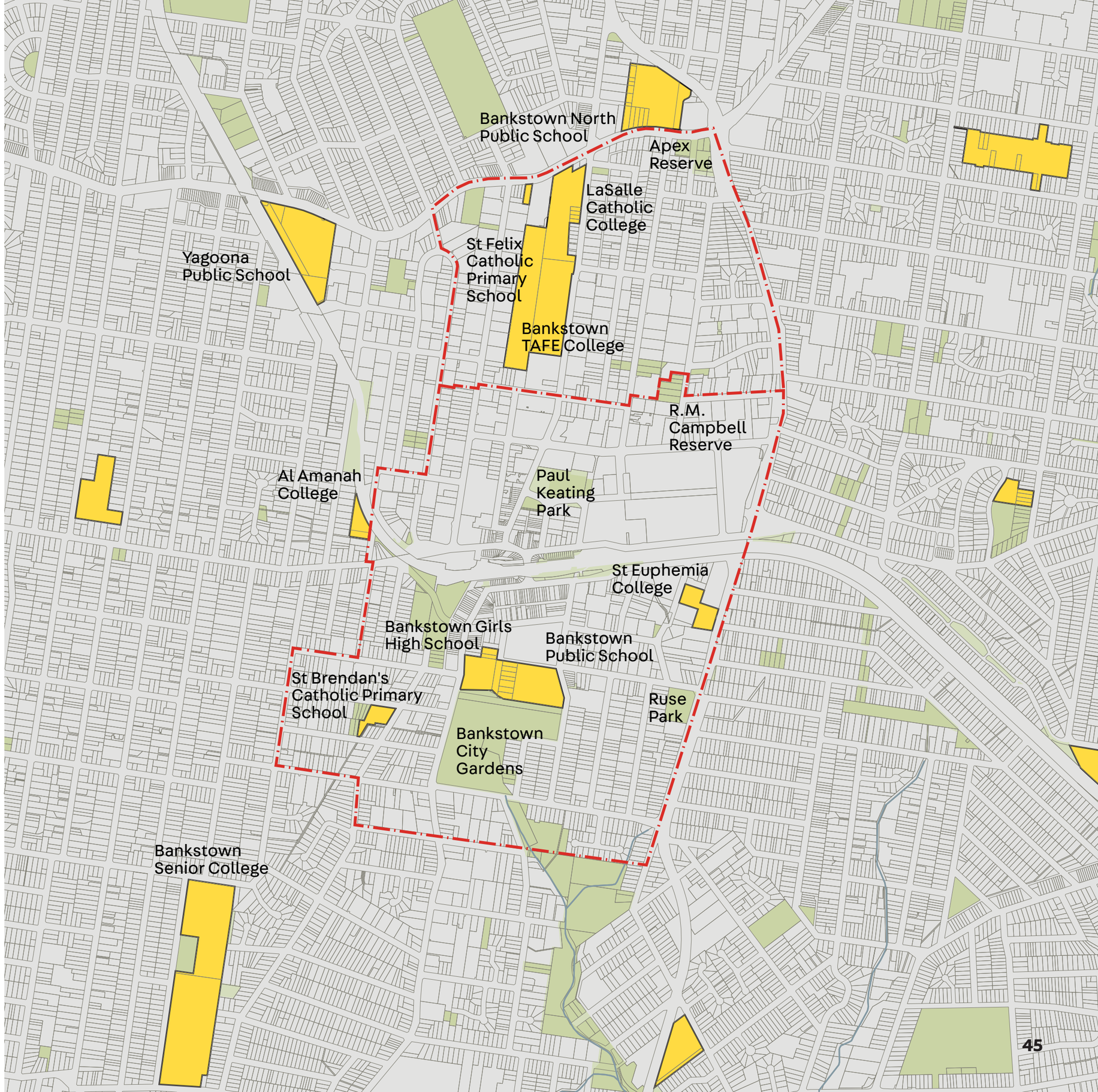
- Saint Felix Primary School
- La Salle Catholic College
- St Brendan's Primary School
- St Euphemia Orthodox College

There is also a TAFE campus within the City Centre offering vocational courses. The campus includes a child studies facility and simulated business offices.

Schools can contribute to the provision of community infrastructure such as open space through joint or shared use arrangements. This involves making use of any open spaces or facilities in the hours when school is not in operation including on weekends and evenings, subject to safety measures being in place.

Consultation with NSW Department of Education, Sydney Catholic Schools and Independent Schools will continue to determine the capacity needs of schools as the City's resident and worker population increases. Consultation will also need to occur to determine if these schools have open space and other facilities appropriate for joint or shared use, and if share use and joint use agreements could be entered into.

Supporting studies for the Master Plan will analyse the social infrastructure needs of the existing and future resident, working and student population of Bankstown City Centre. The Master Plan will examine how any new social infrastructure or improvements to existing social infrastructure can be accommodated into the planning framework for the study area.



Educational facilities

- Bankstown study area
- Educational facilities
- Open spaces
- Rivers, tributaries

4.2

Social Infrastructure

Community, arts and cultural facilities

There is a mixed level of provision of 8 community facilities across the Bankstown City Centre, serving both a local and wider regional catchment. Facilities are clustered in close proximity to Bankstown City Centre, generally within 800m walking distance of Bankstown Station and close to retail and commercial hubs. Within the centre are a number of existing large, high quality community facilities, including the flagship facilities of Bankstown Library and Knowledge Centre and Bankstown Arts Centre. A further description of these facilities is provided below:

Facility Types

1. Bankstown Library and Knowledge Centre (13,052sqm)

CBCity includes one integrated multipurpose hub – the Bankstown Library and Knowledge Centre (BLaKC). The Bankstown Library and Knowledge Centre is a contemporary, best practice integrated multipurpose community facility, including a large library, theatre and café space. It also has a underground parking. The BLaKC is co-located with a large park and public plaza that is frequently activated. It is a short walk from Bankstown Station and Interchange.

2. Bankstown Senior Citizens Centre

Bankstown Senior Citizens Centre contains flexible community spaces (including a large hall with a stage, with capacity for 120 people) and is available for hire to the public.

This building is quite dated, and renewal of these facilities into a broader, multi-purpose facility would be desirable.

3. Bankstown Arts Centre (2,337sqm)

The Bankstown Arts Centre (BAC) is well-located a short distance from Bankstown Station and the dining and retail strip along Saigon Place. Bankstown Arts Centre is housed within the former Bankstown Swimming Pool, and includes exhibition and studio space that facilitate workshops, public programs, exhibitions and events throughout the year. The facility is staffed throughout the day, and has an inviting entrance featuring a sculpture garden and murals on surrounding buildings that create a welcoming and activated space. The facility is well-maintained and also features an outdoor green space that is used for events.

There is opportunity for this creative anchor to support an expanded arts precinct and presence in the City Centre.

4. Bankstown Steam Locomotive Society

Bankstown Steam Locomotive Society Co-Op is a non-profit hobby society formed in 1967. Their members share a common interest in steam trains and model engineering. They possess approximately 1100 metres of 5-inch gauge track and operate their activities in Ruse Park.

5. Old Bankstown Women's Rest Centre

Old Bankstown Women's Rest Centre is currently operating as an exhibition space in association with Bankstown Arts Centre.

There are many opportunities to consider the ongoing use of this building for social infrastructure or commercial uses given its proximity to current rail and future Metro Station.

6. Bankstown Women's HealthCentre

Bankstown Women's Health Centre offers free or heavily discounted health services for women in the area.

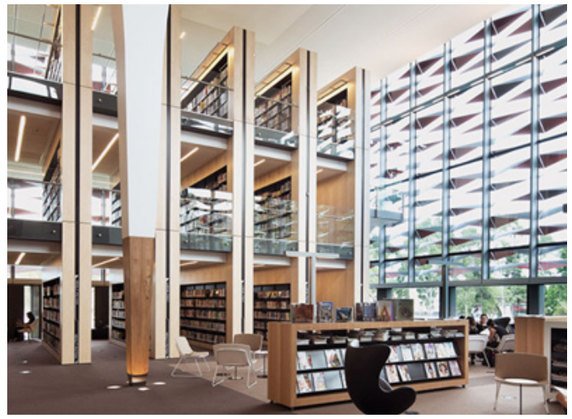
Note: this facility is operated by NSW Health.

7. Bankstown Memorial Oval Media Centre

Bankstown Memorial Oval Media Centre houses specific technical equipment to enable the effective filming and broadcasting of sporting events at Bankstown Memorial Oval.

8. A network of child care centres

There are a network of 16 child care centres across Bankstown City Centre, providing a range of child care services from long day care service to vacational care service from local families.



4.3

Contaminated Land Assessment

Contaminated land is land on which a substance occurs at concentrations above background levels which causes, or is likely to cause, a risk of harm to human health or the environment. Contamination is generally the result of past uses or activities.

Ministerial Direction 2.6, pursuant to Section 9.1(2) of the Environmental Planning and Assessment Act, 1979 aims to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.

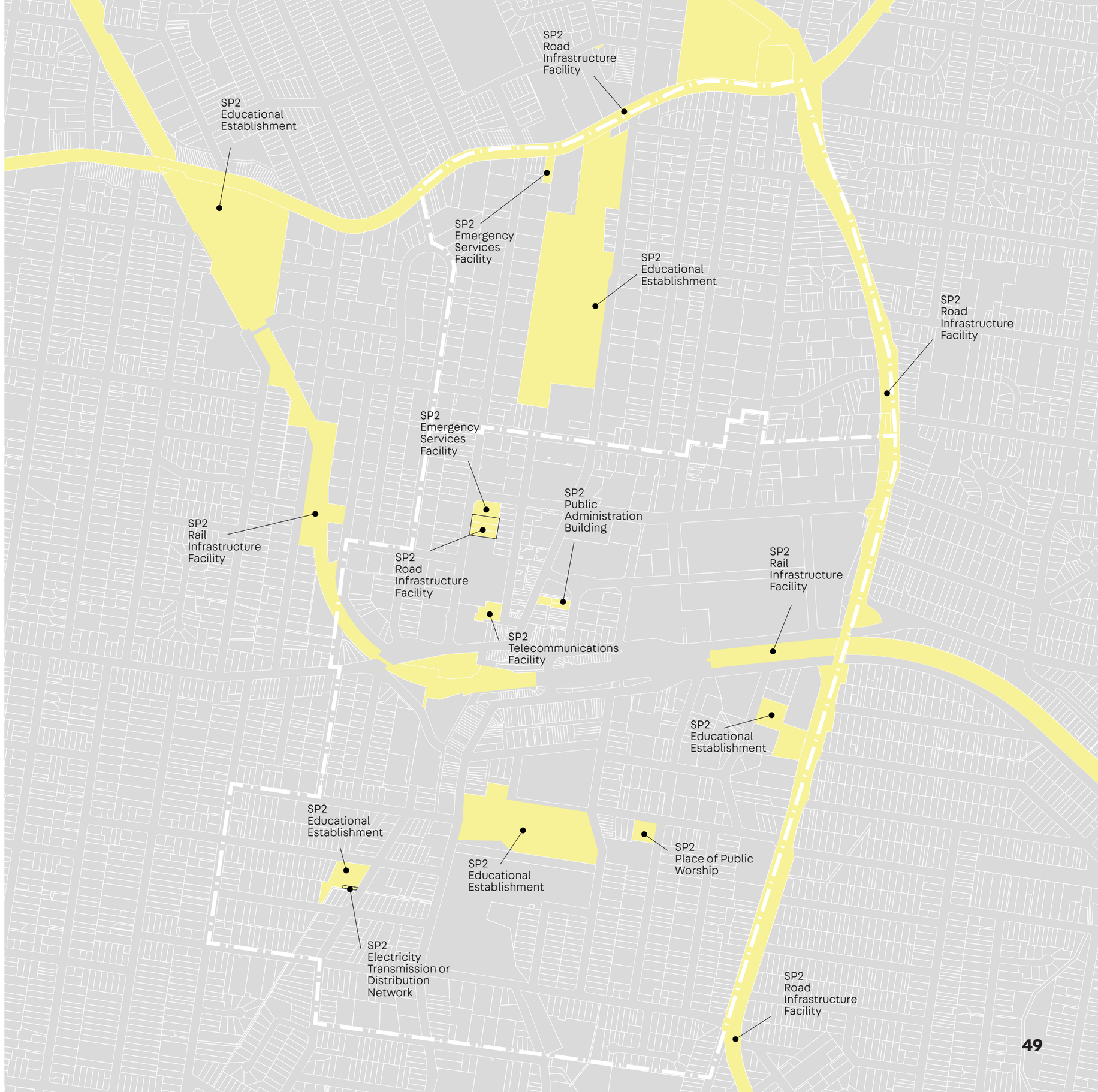
A Consent Authority must not approve a particular land use unless proper consideration for land contamination and remediation has been given. This applies to planning proposals on land that intend to permit sensitive uses including residential, educational, recreational or childcare purposes, or for the purposes of a hospital and where there is no complete knowledge of its contamination status.

In relation to Bankstown City Centre, there are land uses that are specified as "Special Purpose" (or SP2) under Bankstown LEP 2015. Given the unknown potential for land contamination on these sites, any proposed changes to the land use zoning that would permit sensitive uses listed above would require investigation for land contamination under a planning proposal. The particular sites where this would occur are illustrated in the map on the next page.

For any development on individual sites that are already permit sensitive land uses under the LEP (such as mixed use and residential zones), and there is potential for land contamination, site contamination investigations would be undertaken under a Development Application.

Implications

Consider the need for further contamination assessment should any of the sites identified in this section be proposed for rezoning to a more sensitive land use.



Sites that may require assessment under SEPP 55

Bankstown study area

Sites that may require assessment under SEPP 55

4.4

Utilities

The following section discusses the utilities that service Bankstown City Centre. Future considerations and implications for the area when planning for residential and jobs growth are considered.

Drinking and Waste Water

Sydney Water is the primary service provider for drinking water, wastewater, recycled water and some stormwater services to more than five million people in Greater Sydney and the Illawarra region.

The Sydney Water Growth Servicing Plan (2019-2024) outlines the longer-term planning outlook for water and wastewater infrastructure in the region. The long-term planning supports the NSW Government's vision of three sustainable, productive and liveable cities – the Western Parkland City, the Central River City and the Eastern Harbour City.

To plan delivery of trunk services, Sydney Water aligns its forecasts with the NSW Government's land release program. This is informed by the Department of Planning, Industry and Environment's lot and dwelling projection forecasts. Other sources considered area:

- NSW Government benchmarks for zoned and serviced land
- Sub-regional analysis of greenfield areas
- Development application activity and dwelling completions
- Comparison of annual completion rates to the corresponding dwelling production forecasts
- The capacity of existing infrastructure in infill areas
- The level of land fragmentation in greenfield areas
- Intelligence from industry stakeholders
- Macro-economic trends

In the Sydney Water Growth Servicing Plan, Campsie is identified as a 'Strategic Planning' area. Strategic Planning areas are precincts where options for delivering integrated water and wastewater services to precincts, including recycled water, decentralised systems and potential connections to Sydney Water's existing network will be explored.

Broad timeframes for delivering infrastructure are provided on the water servicing maps (see map below), however, arrangements for commercial options for private development can be expedited with Sydney Water. Refer to the map below for further detail.

Based on the map on the next page, the strategic planning process for integrated water and wastewater services drinking and waste water infrastructure development in Bankstown is to start from Financial Year 2023 and beyond.

Council will continue to work with Sydney Water to ensure the delivery of appropriate and sustainable drinking and waste water services as the City grows. Council will also discuss opportunities for enhanced water efficiency with Sydney Water.

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DRINKING WATER & WASTEWATER

Epping
FY2021-FY2026

FY2021-FY2026
Herring Rd

FY2021-FY2026
Macquarie Park

FY2021-FY2026
North Ryde Station

FY2021-FY2026
Macquarie Park

FY2021-FY2026

Greater Parramatta Growth Area

FY2021-FY2026

St Leonards
FY2021-FY2026

White Bay

Glebe Island
beyond FY2023

Bay Precinct

Bay Precinct

beyond FY2023
Taverners Hill

Redfern - Waterloo transport catchment
beyond FY2023

Redfern - Waterloo transport catchment

Danks Street

Lachlan Precinct

East Alexandria

Epsom Park

North Rosebery

beyond FY2023
Campsie

beyond FY2023
Canterbury

beyond FY2023
Hurlstone Park
beyond FY2023

beyond FY2023
Dulwich Hill

beyond FY2023
Marrickville
beyond FY2023

beyond FY2023
Sydenham

beyond FY2023
Belmore

beyond FY2023
Lakemba

Wiley Park
beyond FY2023

Punchbowl
beyond FY2023

Bankstown
beyond FY2023

Sydenham to Bankstown

beyond FY2023
Mascot Station

beyond FY2023
Arncliffe

beyond FY2023
Banksia

Adequate existing trunk capacity

Limited existing trunk capacity

Growth precinct boundary

Project Stages

Regional Planning | **Strategic Planning** | **Options Planning** | **Concept Design** | **Design & Deliver**

Source:
Sydney Water Growth Servicing Plan (2019 - 2024)
https://www.sydneywater.com.au/web/groups/publicwebcontent/documents/document/zgrf/mdq2/~edisp/dd_046979.pdf- page 13

0 1 2 4
Kilometers

4.4

Utilities

Electricity

Ausgrid is a primary service provider of electricity for parts of Sydney, Central Coast and Hunter Valley. Ausgrid's Revised Regulatory Proposal (2019-2024) contains a long-term strategic plan to create fairer and more affordable pricing structure, improve the reliability of electricity and increase the sustainability of the grid network.

Power Supply

Bankstown City Centre is in the Canterbury Bankstown Load Area of Ausgrid's electricity network. The Canterbury Bankstown network area extends from Leightonfield in the north-west, Revesby in the south, and east as far as Dulwich Hill (refer to the map on next page).

Many assets installed that help supply the wider Canterbury-Bankstown area have, in recent years, reached, or exceeded, the end of their expected service lives. Planning for a solution to address deteriorating and aging assets in this region began in 2012, with an overall staged replacement plan being formulated for these assets. The following relevant works are being undertaken to improve the electricity supply network in the area.

Strathfield South Substation

The Enfield Zone Substation services the wider Canterbury Bankstown Area. The substation was installed in the 1960s by an Ausgrid predecessor, the, then, Sydney County Council, and its assets are now reaching the end of their service lives and are in poor condition. These assets have already led to network asset failures and involuntary load shedding in the area and are forecast to continue to do so, with increasing frequency and magnitude, going forward. Works are underway to retire the existing substation and replacing it with a new zone substation at Strathfield South.

Summer Hill Substation

Ausgrid has recently commenced construction of a new zone substation at Summer Hill, which was identified as the most efficient option for replacing ageing assets at the Dulwich Hill zone substation, which is in the same wider network area as Enfield (i.e. the Canterbury-Bankstown area).

Revesby Zone Substation

Other electricity upgrades that are planned which impact on electricity catchment in the Canterbury Bankstown LGA include the Revesby Zone Substation. Underground electricity distribution lines ('feeders') supplying the Revesby zone substation and Milperra zone substation were commissioned in the 1960s and 1980s, and are now reaching, or past, the end of their technical lives. These feeders are self-contained fluid filled (SCFF) cables, which are now considered an obsolete and dated technology. They are becoming less reliable and approaching the point at which their replacement maximises the net benefit for the community. The upgrades include new underground feeder connections at the Revesby Zone Substation.

As planning for Bankstown's housing and employment growth is underway, Council will continue to work with Ausgrid to ensure the electricity system can adequately continue servicing the area.

Undergrounding of electricity cables

Overhead electricity cables have become a concern for many members of the community in New South Wales. In particular, people are concerned about the potential for overhead lines to be damaged in storms and bushfires, and the impact of power outages resulting from this damage on the customers the lines supply. In addition, many people believe the overhead lines detract from views and streetscapes in cities and neighbourhoods across NSW (IPART 2002).

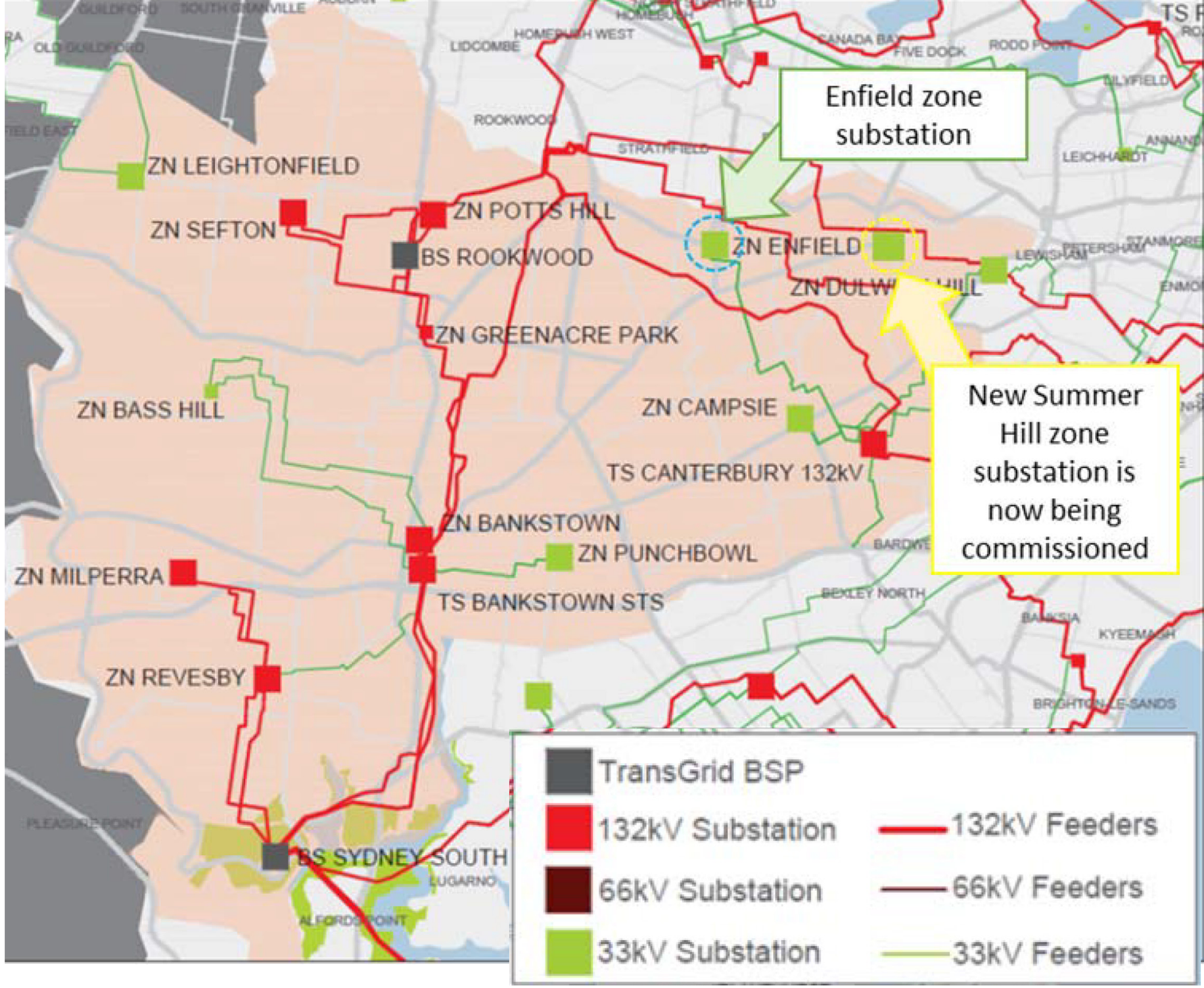
There are several benefits to undergrounding cables:

- Improved safety for vehicles (reduced chances of collisions)
- Improved visual and street amenity
- Improved vegetation management
- Improved wildlife safety
- Opportunities to increase efficiency of the network by optimising the layout of underground infrastructure

The process of undergrounding a section of overhead power line is known as a network connection relocation. Ausgrid considers and approves undergrounding of powerlines on a case by case basis in urban areas by application, based on risk and feasibility. The cost is usually born by the developer, which is a principal barrier to larger scale undergrounding of the electric cable network. A number of Councils require new developments to underground power lines on the street network fronting their development in their DCPs.

Relocation of an existing connection to the Ausgrid network must be designed and constructed by Accredited Service Providers (ASPs). Opportunities for cable lines and substations as a development condition of consent in Bankstown City Centre will also be explored with the service provider in the planning proposal process.

It is noted that power cables are largely underground within the Bankstown City Centre.



Source: https://www.ausgrid.com.au/-/media/Documents/Regulation/reg-investment-test/FPAR-Enfield.pdf?la=en&hash=470D8D83001F-09197C77881DDA78C4B014C340AF, page 9

4.4

Utilities

Gas

Gas Services are primarily provided to CB City by Jemena Gas. The City receives gas from the Eastern Gas Pipeline, which is a key natural gas supply artery between gas fields in Gippsland in Victoria and the major gas markets in NSW and the ACT (see map on next page).

The City of Canterbury Bankstown is located within the Sydney South Catchment of Jemina's gas network (see map on next page).

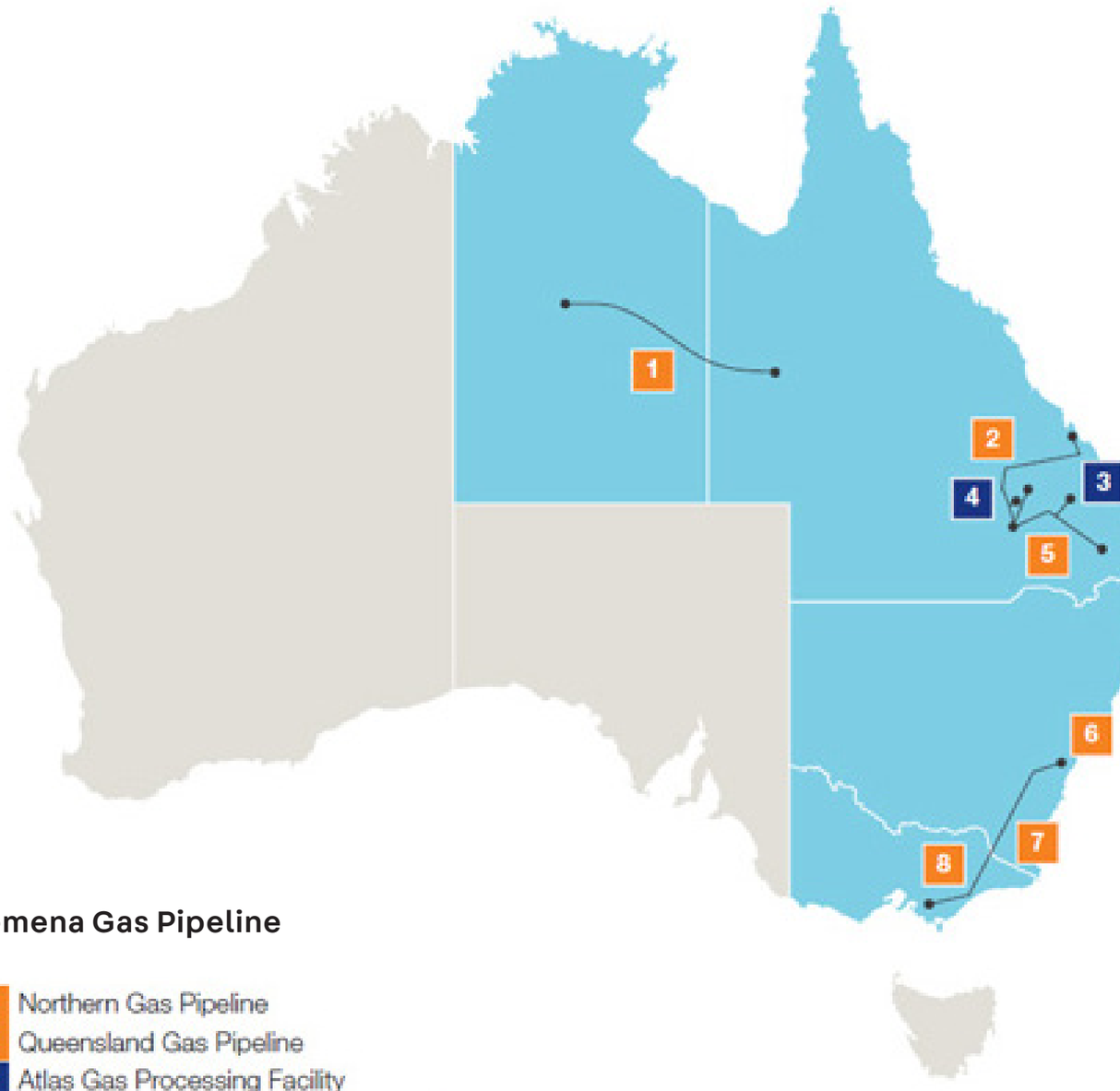
In early 2020, Jemena released a draft 5-year NSW Servicing Plan. The Plan contains strategic directions to:

- Drive sustainable cost reductions
- Innovate for a zero-carbon gas future by readying our network to transport low-carbon gas
- Connect 130,000 new customers to the network.

To forecast future connections, dwelling construction forecasts were developed using dwelling construction forecasts for the entire Jemena Gas Network catchment by the Housing Industry Association (HIA). Residential connections are forecast to increase from 1,419,534 in 2021 to 1,503,736 in 2025 during the Review Period, at a rate of 1.45% p.a. Business connections in the JGN are forecast to grow at a rate of 1.34% from 37,569 in 2021 to 39,360 in 2025. While, industrial connections are expected to decline by 2% over the 5-year period. The connection forecasts are constantly reviewed to determine where upgrades in network capacity is required.

The Strategic Plan raises the need for significant capacity upgrades around the Western Sydney Airport Aerotropolis due to the significant forecasts in additional dwellings, industries and businesses in the area. The City of Canterbury Bankstown was not specifically listed as an area needing capacity upgrades at this point in time.

Council needs to understand Jemina's future plans to reduce the impact of the gas network on Carbon Emissions to meet its broader LSPS sustainability targets and net-zero carbon emissions by 2050.



Jemena Gas Pipeline

1. Northern Gas Pipeline
2. Queensland Gas Pipeline
3. Atlas Gas Processing Facility
4. Roma North Gas Processing Facility
5. Darling Downs Pipelines
6. Colongra Gas Transmission and Storage Pipeline
7. Eastern Gas Pipeline
8. VicHub

Source: https://jemena.com.au/pipelines

Jemena Gas Network (2020)

Source:
https://jemena.com.au/gas

4.4

Utilities

National Broadband Network

The National Broadband Network (NBN) is a government initiative to upgrade Australia's broadband infrastructure by 2020. This upgrade provides consumers with faster broadband connections.

The NBN being built using a variety of broadband network technologies. These include:

- Running fibre all the way to the consumer's premises ('fibre to the premises')
- Running fibre to a nearby box or apartment block or curb and then using the existing copper telephone wire ('fibre to the node', 'fibre to the basement' and 'fibre to the curb')
- Using existing cable networks that can deliver pay TV services ('HFC cable')
- Using wireless technology to connect to a specific location, as opposed to mobile wireless ('fixed wireless')
- Using satellite services.

Bankstown City Centre is already connected to the NBN Network with fixed line connections (as opposed to a fixed wireless network).

Implications:

- Based on the known information to date, further engagement is required with all relevant service providers, including Sydney Water, Jemina Gas and Ausgrid, to confirm the growth forecasts for Bankstown and the planned infrastructure required to support this.
- Liaise with Ausgrid to provide underground substations to improve the streetscape and interface in town centre development.
- Liaise with Ausgrid to discuss opportunities for undergrounding of power lines where possible.
- Liaise with Jemina Gas to discuss opportunities to transition to a zero-carbon gas future.

4.5

Place Character

The following section of the report includes place character analysis and design implications for the identified Bankstown City Centre master plan boundary relevant to the outcomes of the long-term master plan. The analysis is undertaken to ascertain the opportunities and constraints presented by the area for future investigation. It is an important step in the master planning process as it will allow the determination of appropriate levels of protection or change that should be sought across different areas.

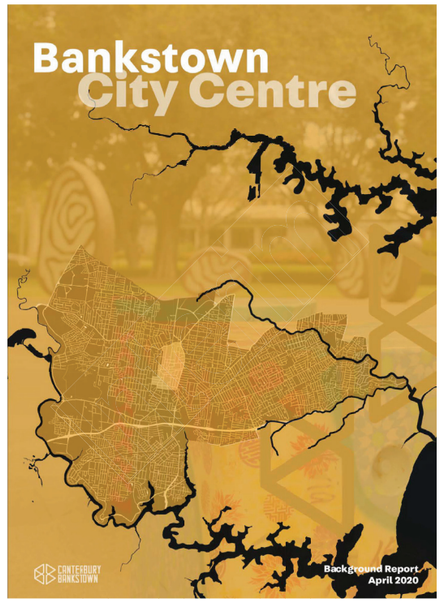
The analysis is focused on developing an understanding of the analysis catchment area, its urban form, structure, services and amenity. The analysis was reliant on quantitative criteria such as movement and transport, open spaces, natural environment, urban environment and heritage that contribute towards the character of a place.

The process of analysis will allow the identification of gaps in urban structure, provide design guidance and identify opportunities and constraints and provide clear implications and directions for the Master Plan.

The following place character analysis of the Bankstown City Centre analysis catchment (Bankstown catchment) has been informed by numerous specialist and technical studies undertaken by the Council and other government agencies displayed on this and the following page.

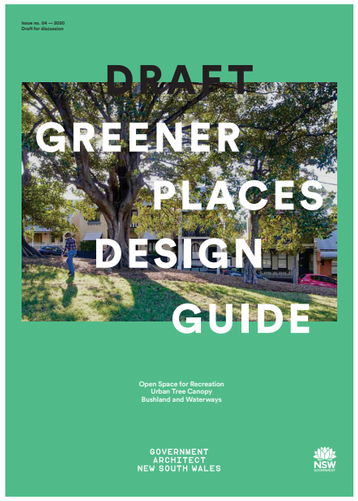
As part of the master plan process several technical studies have been commissioned and are currently being undertaken for Bankstown City Centre and are listed below:

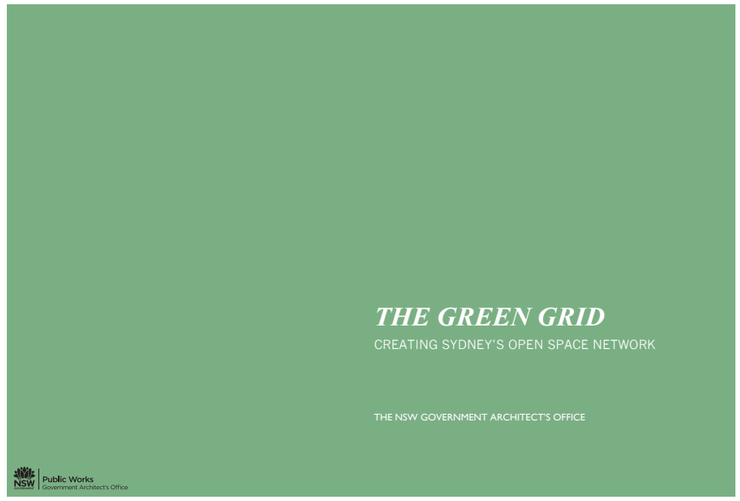
- Sustainability Study
- Urban Tree Canopy Master Plan
- Aboriginal Culture and Heritage Study
- Economic and Land Use Study
- Feasibility Study
- Tall Building Design Study
- Student & Workers Needs Study
- Private Parking

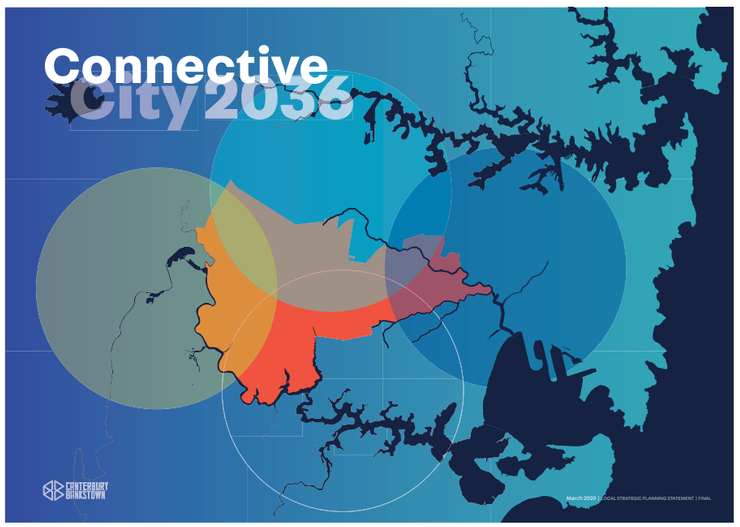


Background Report prepared as part of the Master Plan

Open Space Strategic Plan


Issue no. 04 — 2020
Draft for discussion
DRAFT
GREENER
PLACES
DESIGN
GUIDE
Open Space for Recreation
Urban Tree Canopy
Bushland and Waterways
GOVERNMENT
ARCHITECT
NEW SOUTH WALES


THE GREEN GRID
CREATING SYDNEY'S OPEN SPACE NETWORK
THE NSW GOVERNMENT ARCHITECT'S OFFICE
Public Works
Government Architect's Office


Connective
City 2036
March 2020 | LOCAL STRATEGIC PLANNING STATEMENT | FINAL

4.5

a. Natural Environment

Topography and views

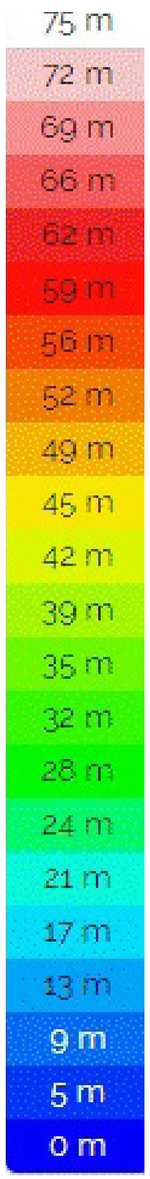
Canterbury-Bankstown region lies on the eastern reaches of the Cumberland Plain with Georges River acting as the southern boundary. The analysis catchment is defined by the ridges to the north along the Hume Highway and Stacey Street. The ground surface elevation at the corner of Hume Highway and Stacey Street is 67.5m AHD, which is the highest point of the catchment. From the highest point, the land generally slopes down south to the railway line where the ground surface elevation is around 22.5m AHD. The raised railway line creates a break in the northern and southern precincts.

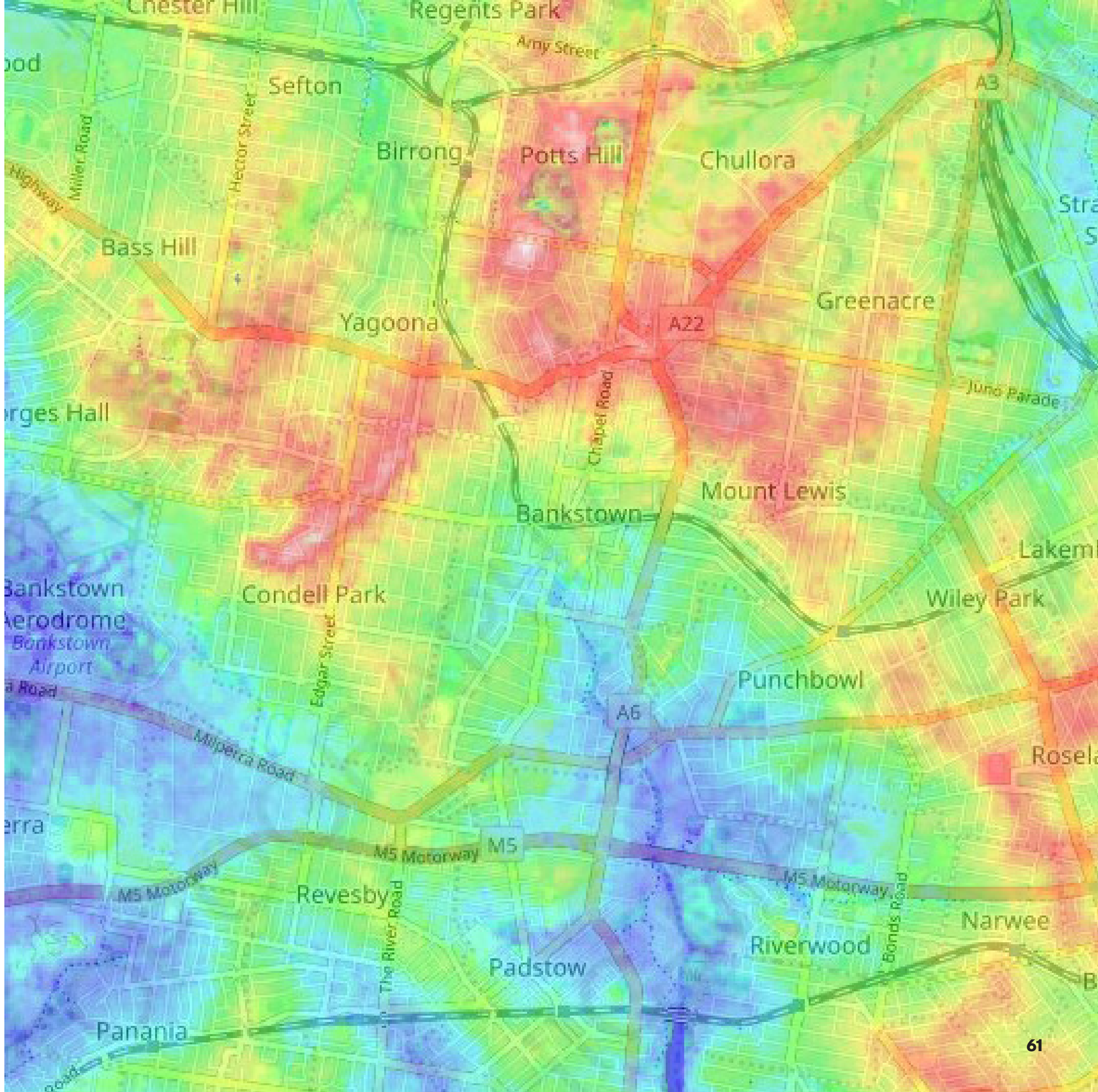
From the southern side of the railway line, there is a gentle decline to the south towards the Salt Pan Creek, a tributary of Georges river catchment the banks of which are at 10 AHD south of Macauley Avenue.

Implications

- Areas of relatively flat land will more suitable for intensification
- Potential to enhance visual corridor from ridge lines and crests.
- Steep sites will have to address drainage and flooding.
- Urban development to be minimise on steep slopes to avoid further environmental degradation or erosion.

Topography Map





4.5

a. Natural Environment

Flooding

The Bankstown analysis area lies within the Salt Pan Creek catchment, which has a total area of approximately 26 km2. A majority of the Salt Pan Creek corridor (around 14.7 km2) lies within Bankstown between the Hume Highway to the north and the Georges River to the South (Source: Bewsher Consulting 2013, Salt Pan Creek Catchments Floodplain Risk Management Study and Plan).

The drainage system has been modified as development through the catchment has occurred. A number of former wetlands have been in-filled, such as Bankstown Square, or have become landfill sites and eventually turned into recreation reserves or playing fields. The major watercourses are now concrete channels or pipes which have replaced the former creek system (Refer to Bankstown Flood Map).

Within the Bankstown catchment, the Salt Pan Creek stormwater catchment is almost entirely developed with housing, industry and commercial areas, much of which has occurred over the past 50 or 60 years. The upper area of the catchment is largely developed for residential housing, predominantly detached housing and residential units. The Bankstown CBD is located towards the mid to upper part of the Salt Pan Creek catchment, and includes the Bankstown Central shopping centre. The Salt Pan Creek stormwater catchment drains in a southerly direction to the main Salt Pan Creek drain, at Canterbury Road. The concrete drains give way to a more natural waterway system downstream of Canterbury Road. The waterway becomes a broad estuary for the last 4km of its length, from the motorway down to the Georges River. Significant areas of mangrove occur within this area.

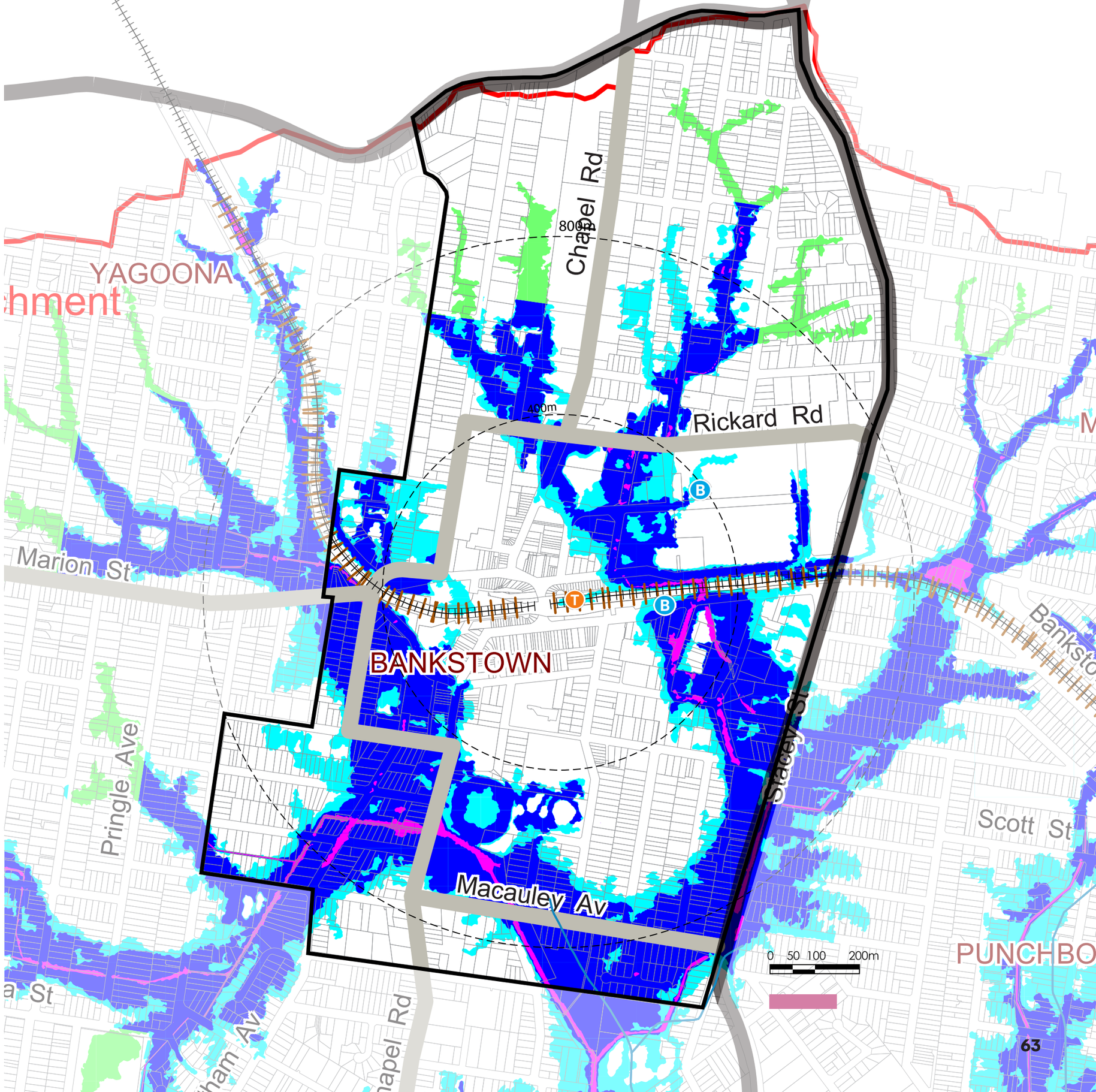
The Bankstown railway line traverses the Salt Pan Creek catchment, while Hume High Way and Stacey Street are the two major transport routes through it.

Many areas adjacent to Salt Pan Creek are susceptible to flooding, which is often exacerbated by inadequate capacity of the stormwater system, or blockages that occur to stormwater pits and culverts.

Taking into consideration the probabilities and consequences of flooding that might occur at a site in a 100 year flood event; the study and modeling undertaken by Bewsher Consulting in 2013 and adopted by Council categorised the floodplain into three different grades of flood risk;

- High Flood Risk Precincts
- Medium Flood Risk Precincts
- Low Flood Risk Precincts

A majority of the area at risk of flooding within the Bankstown catchment are in the medium to low category risk. A minor proportion of land within the Bankstown catchment is identified as areas which would be provisionally high hazard in 1 in 100 year event. However, these areas predominantly are restricted to road corridors including Stacey Street, West Terrace, Raymond Street, Macauley Avenue (south of Grahame Thomas Oval) and Marshall Street to the south of the station. To the north of the station, land likely to be inundated includes North Terrace and land in the vicinity of Paul Keating Park.



Bankstown Flood Map

- High Flood Risk Precinct
- Medium Flood Risk Precinct
- Low Flood Risk Precinct

Source:

4.5

a. Natural Environment

Blue Web

The Blue Web, as identified by Connective City 2036, is about acknowledging and celebrating water and its critical importance to sustaining human life and our urban and natural environments.

The Blue Web is comprised of:

- Rivers and tributaries and the riparian lands adjoining them
- The catchments that draw rainwater to them
- The water we use and collect in our homes and businesses
- The infrastructure used to treat stormwater and wastewaters.
- In relation to natural waters, the three main tributaries within the Bankstown City Centre Study Area are:
- Salt Pan Creek to Duck River
- Sydenham to Bankstown Corridor Linear Park
- Cooks River tributaries to the City Centre

The following information summarises the work that the City of Canterbury Bankstown has committed to protect, enhance and develop a sustainable blue grid.

Catchment and Waterways Strategic Plan

Council is developing a strategic plan that will guide the future provision, development and management of floodplains and waterways that belong to the Canterbury Bankstown LGA.

The plan provides actions related to Floodplain and Flood Risk Management; Urban Water Management and Waterways Health; Land, Plants and Environment; and Governance. Of relevance to the master planning process is an action to "develop blue and green strategies for all growth precincts". Blue/Green strategies plan, design and manage the network of blue and green spaces including waterways, riparian areas, bushland, parks and open spaces, tree canopy (including street trees) and private gardens.

Salt Pan Creek Floodplain Risk Management Study (2013)

The Salt Pan Creek Floodplain Risk Management Study (2013) constitutes the second and third stages of the management process for the Salt Pan Creek catchments and was prepared by Bewsher Consulting Pty Ltd in association with Flood Mit Pty Ltd and Grech Planners. This Floodplain Risk Management Study has investigated methods to minimise the effects of storm-water flooding in the Salt Pan Creek catchment.

Implications

- Review flood mitigation controls in the Bankstown DCP 2015
- Undertake an Urban Tree Canopy Master Plan that recommends planning controls that supports water sensitive urban design for individual developments
- Integrate the strategic directions of the Catchment and Waterways Strategic Plan with the Bankstown City Centre Master Plan and Planning Proposal
- Create a water sensitive oilot precinct in Bankstown City Centre to become a pilot water sensitive precinct.
- Urban Tree Canopy Master Plan (UTCMP) to review Catchment and Waterways Strategic Plan and Salt Pan Creek Fooldplain Risk Management and address relevant recommendations as part of the Tree Master Plan
- Develop controls for Water Sensitive Urban Design in the built form and on development sites in accordance with recommendations from the UTCMP
- The UTCMP to add a principle to achieve resilience in the urban environment to respond to an anticipated increase in frequency in 1:100 flood events and to develop design strategies and controls to achieve a resilient precinct
- Develop innovative architectural, landscape and urban design solutions to manage flood risk while achieving good streetscape and built form outcomes and incorporate into DCP controls

River Catchments Plan 2036

- Centres
- Catchment Boundaries
- Cooks River catchment area
- Georges River catchment area
- Duck River, Parramatta River and Sydney Harbour catchment area
- River and tributary subcatchment areas within Canterbury- Bankstown
- Rivers, tributaries, harbours and oceans

Source: Connective City 2036 (CBCity Local Strategic Planning Statement) March 2020

4.5

a. Natural Environment

Green Web

The Green Web, as identified by Connective City 2036, will create an integrated network of ecological and green spaces between urban and suburban places to promote a healthy biodiversity. It will help tackle the urban heat island effect, address open space needs and provide space for sport and recreation. A Green Web is essential to maintaining and improving liveability and is comprised of the following hierarchy of green spaces and elements:

- Ecological corridors with a focus on supporting the health and wellbeing of native plants and animals that contribute to the biodiversity of this area. They provide an opportunity for residents and visitors to connect with nature and pedestrian/ cycle links for the recreation, health and wellbeing of the community.

- Extensive natural and landscaped parklands along rivers and tributaries providing green, biodiverse places. It is a network of public and private green places and connecting corridors across the City for biodiversity, cycling, walking, and passive and active recreation.

- Proposed linear parklands along transport infrastructure such as the Sydney Metro corridor and the M5 motorway.

- Large multi-function parks that provide a range of active and passive recreation activities and can include ecological spaces that support habitat and wildlife.

- Town centre parks that support residents and can be destinations in larger centres

- Pocket parks and playgrounds that support residents in their immediate vicinity, some with playgrounds.

Further consideration and analysis of each of the open spaces within Bankstown Analysis Catchment is provided in subsequent sections of this report.

Urban Tree Canopy

The Draft Greener Places Design Guide has defined targets for Urban Tree Canopy based on density:

>15% in CBD areas

>25% in Medium-High Density areas

>40% in Low Density areas

These targets are consistent with Connective City 2036. Council has engaged Oculus, Tree IQ & Homewood Consulting to prepare an Urban Tree Canopy Master Plan that will measure existing tree canopy, identify gaps and develop controls to ensure that existing healthy tree canopy is maintained and that the Greener Places targets are reached.

Implications

- Prepare and finalise a detailed tree survey
- Develop an urban tree canopy master plan (UTCMP) to inform the blue and green grid in the City Centre
- UTCMP to explore opportunities to maintain and increase urban tree canopy within public and private land to a minimum of 15% to 25%
- UTCMP to explore opportunities to maintain significant and healthy trees in public and private land when possible
- Maintain communication and collaboration with Council's Metropolitan Green Space project team
- Explore development controls and mechanisms to ensure significant deep soil is established/retained in private land informed by UTCMP and Sustainability Study
- Investigate planning mechanisms to establish mature tree growth, such as solar access to open space in public and private land and streets.

GREATER SYDNEY GREEN GRID

- Regional parklands
- On the basis that the Australian Turf Club ceases operations in Canterbury, the future of this site will be subject to further investigation and a master plan to determine an appropriate balance of uses including open space
- Yana Badu Wetlands subject to collaboration with Sydney Water
- Existing ecological system
- River parklands (Georges River parklands, Cooks River parklands, Duck River parklands)
- Sporting parks (Crest of Bankstown, Bankstown Showground, Bankstown Memorial Park, Canterbury and Sefton Golf Courses, Canterbury Velodrome and Waterworth Park, Belmore Sports Ground and Peter Moore Fields, Jensen Park)
- Greater Sydney Green Grid based on LSPS priority corridors (Cooks River open space corridor, Wolli Creek regional park and Bardwell Valley parkland, Salt Pan Creek open space corridor, Bankstown to Sydenham open space corridor
- Conservation corridors, urban forest tree canopy along streets, parks and gardens
- Parks
- Metro linear green space
- Rivers and tributaries

Source: Connective City 2036 (CBCity Local Strategic Planning Statement) March 2020

4.5

a. Natural Environment

Urban Heat Island

The Urban Heat Island will be a key consideration for the natural environment as well as the wellbeing of residents. Urban Heat Island effect is an urban area that is significantly warmer than its surrounding rural areas due to human activities and modification of land surfaces. There are two studies that are relevant to Bankstown in terms of Urban Heat Island which are discussed below.

The Draft Urban Heat Study currently being prepared by Cred Consulting for Council which provides an evidence- based report looking at Urban Heat and the effects on the built environment within the LGA. The study particularly focuses on the vulnerability and resilience of the community and built form to heat impacts.

The second relevant study is the Sustainability Study currently being undertaken by Flux Consulting for the Master Plan. This study will focus on a range of sustainability outcomes at a more local level for Bankstown City Centre.

The Master Plan will need to consider the potential negative effect of development on Urban Heat Island and explore ways in which urban heat can be mitigated by increasing shade and tree canopy in, and surrounding, Bankstown City Centre. Both the Urban Heat Island Draft Strategy and the Phase One Sustainability Study have recommended several actions for Urban Heat mitigation that relate specifically to Bankstown. They include:

- Increased Tree Canopy Cover to meet LSPS & Greener Places targets
- Maintaining access to sky views and breezes
- Increasing water in the urban landscape through minimising impervious surfaces and adhering to WSUD principles
- Implementing/trialling water structures such as fountains or misting fans
- Implementing use of cooler materials in the streetscape surfaces
- Review the current Sustainability bonus scheme to promote more uptake in future development
- Establish development controls to promote green design in building and landscaping
- Managing heat rejection from buildings by reducing reflective materials on building façades
- Increasing reflective roof surfaces will also assist in mitigating the Urban Heat Island (UHI).

These actions will be reviewed and assessed as part of the Urban Tree Canopy Master Plan and the next stages of the Sustainability Report. The Master Plan will need to incorporate the recommendations made by both studies to mitigate Urban Heat and reduce the impact on the community.

Implications

- The UTCMP to recommend measures to mitigate urban heat island effect
- Develop built form controls in terms of materiality to mitigate heat island (e.g. roof colour, low-reflective building materials, etc.) as recommended by Sustainability Study and Tall Building Design Study
- Develop roof gardens and green walls controls
- The Input from Sustainability Study and Tall Building Study will inform how buildings can be designed to mitigate heat island effect (e.g. construction method, materials, insulation, etc.) and develop DCP controls

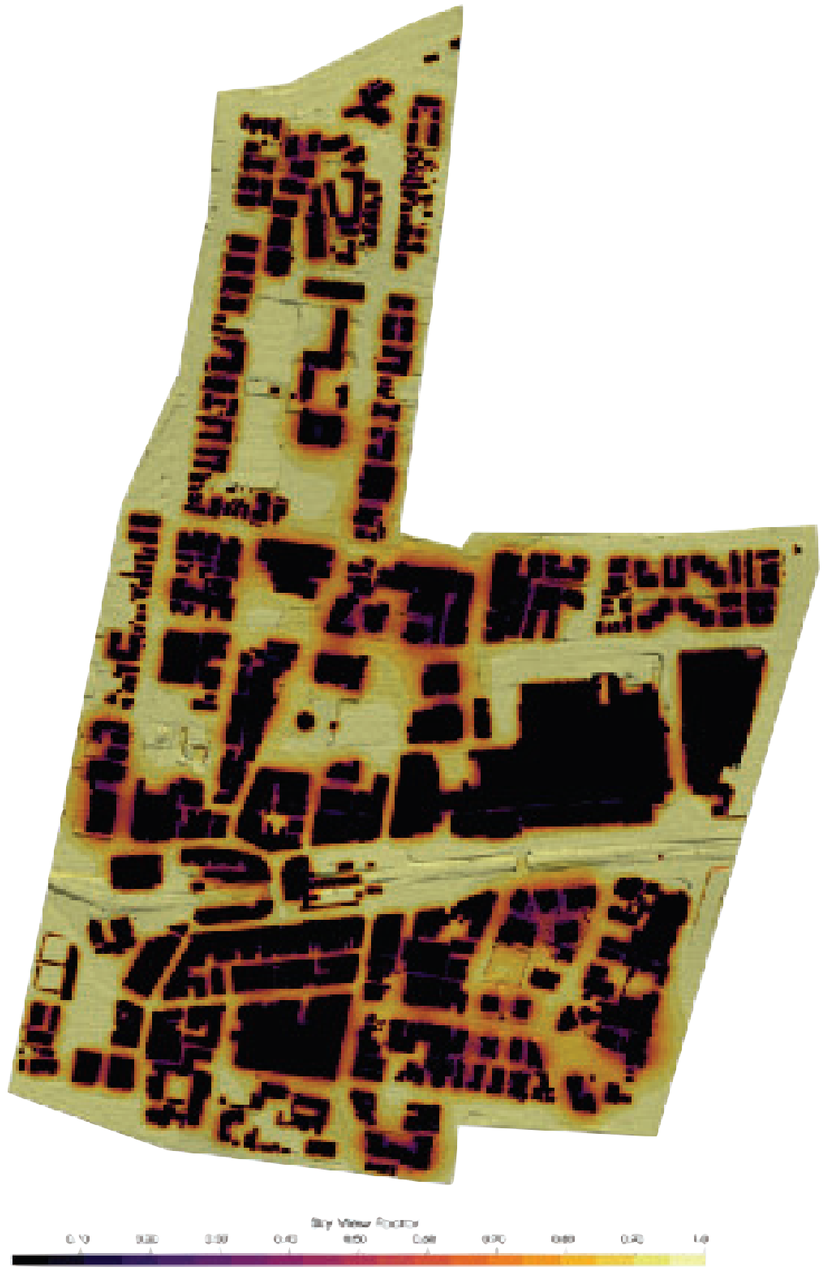


Figure 38 Sky view factors for existing CBD

Figure 39 Sky view factors for CBD develop to current LEP extents

Source: Bankstown City Centre and Campsie Town Centre Sustainability Study - Flux Consultants

4.5

b. Open Space

Introduction

The open space analysis within the Bankstown Catchment has been informed by:

Council's hierarchy of open spaces as per the City of Canterbury Bankstown Generic Plan of Management for Community Land and Crown Land, in accordance with the Local Government Act.

The NSW Office of Government Architect recently released Draft Greener Places Design Guide.

The classification of open spaces follows the parameters set out in table 1.

These parameters are closely linked, and the analysis of Open Space in this chapter of the report follows the structure of the table; hierarchy, functions and, accessibility. The analysis has also taken in consideration the individual qualities of open spaces, by providing a detailed profile of each open space. The analysis is completed with a capacity analysis of each open space.

The Hierarchy (type of Open Space) classifies open spaces into Regional, District, Neighbourhood (Town Centre) and Local (Pocket) parks. These classifications are based on the size of the park. The size closely relates to the function of the open spaces.

The functions are based on the amenity provided. These functions are Active Recreation, Specialist Active Recreation, Passive Recreation and Environmental Protection.

Accessibility takes into account the requirements by which open spaces should be distributed throughout the Bankstown Analysis catchment, and allows for an understanding of open space deficiency to be addressed in the master plan.

CBCity Hierachy	Greener Places Hierarchy	Size	Functions	Accessibility
Regional	Regional	10 Ha+	Active Recreation, Specialist Active Recreation, Passive Recreation, Environmental Protection	Everyone should be 30 minutes by car/public transport or 5-10km to a regional park
District	Regional	2-5 Ha 5ha+ for sport	Active Recreation, Specialist Active Recreation, Passive Recreation, Environmental Protection	Everyone should be within a 25min walk/2km to a district park
Neighborhood	Local/Town Centre	Min 3000m2 In high density areas- local parks may be as small as 1500m2	Active Recreation, Passive Recreation, Environmental Protection	In high density, 2-3minute walk/200m from OS. In Low-Med density, 5 min walk/400m from OS
Local Parks	Pocket Parks	Less that 3000m2, or less than 1500m2 in high density areas	Active Recreation, Passive Recreation	N/A, however these spaces can contribute to the overall provision and provide connections between Open Space.

Table 1

Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Environmental Protection
- LEP RE1 zone
- District Park
- Neighbourhood Park
- Local/Pocket Park

Environmental Protection
1. Salt Pan Creek

District Parks
2. Memorial Oval Park
3. Bankstown City Gardens
4. Graham Oval Thomas
5. Paul Keating Park

Local/Pocket Parks
a. Cos Egan Reserve
b. Court House Reserve
c. Phil Engisch Reserve
d. Eather Place Reserve
e. 25 East Terrace

Neighbourhood Parks
6. Griffith Park
7. Chelmsford Reserve
8. Stevens Reserve
9. RM Campbell Reserve
10. Apex Reserve
11. Mcleod Reserve

4.5

b. Open Space

Hierarchy

Public open space in the Bankstown Analysis Catchment is centred around Paul Keating Park, which provides active recreation areas, seating and gardens.

Council is currently undertaking a master plan for Paul Keating Park to inform capital works expenditure to improve the quality and amenity of the park in the near future.

In addition to Paul Keating Park, there are numbers of open space areas as discussed below:

Regional Open Space

The open spaces along Georges River provide regional open spaces to the corridor; however, they are approximately 5km from Bankstown CBD.

New Regional Open Space provision through the study area catchment is very difficult given that the area is already developed. Instead, there is an opportunity to invest in enhancing the quality and function of Salt Pan Creek to become a regionally significant open space corridor.

District Open Space

The Salt Pan Creek corridor is a major open space corridor for the Bankstown Area. However access to this area from Bankstown is difficult as it is all fenced along the west side of the corridor and the open spaces are generally low quality and poorly connected to the community.

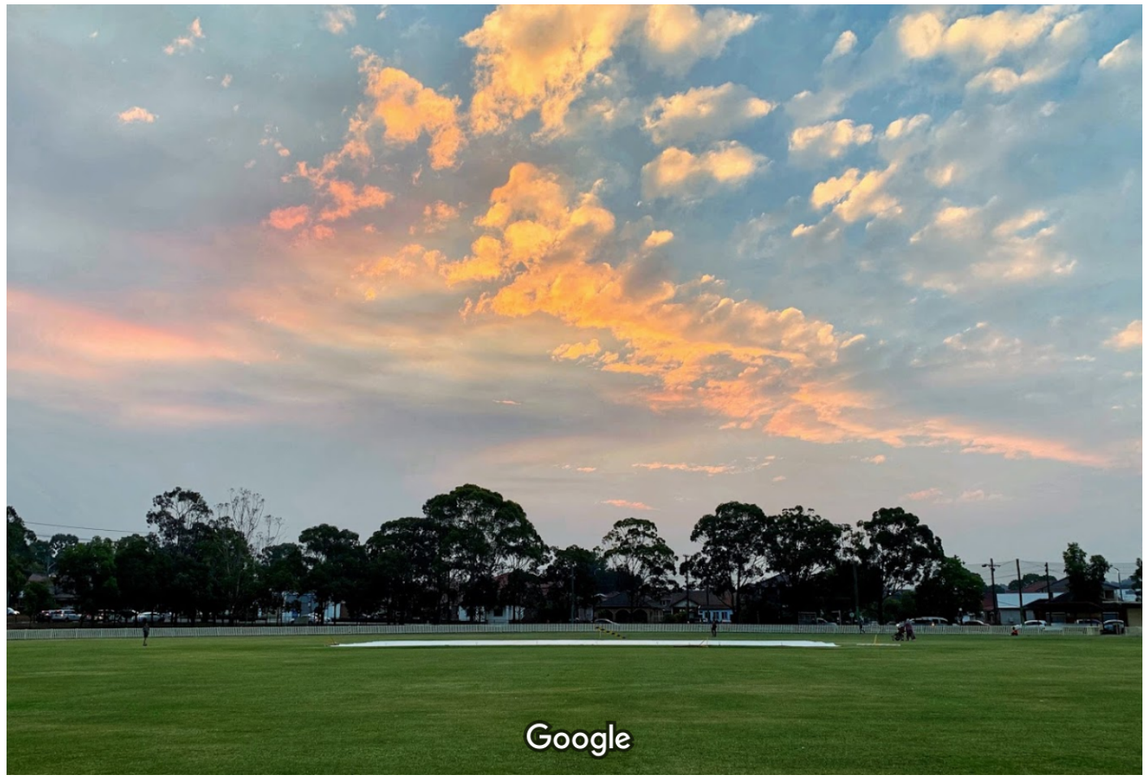
There is an opportunity to enhance the open space qualities of the Salt Pan creek corridor and improve access and connectivity to Bankstown City Centre and surrounding Neighbourhoods.

The catchment also has access to district active open spaces to the south of the train line and includes the Memorial Park Oval, Graham Thomas Oval and Bankstown City Gardens.

Paul Keating Park is the other district park which services city-wide. According to the priorities in the Bankstown Open Space Strategy, Paul Keating Park should better cater for people from different age groups and abilities.

Neighbourhood Parks

Six Neighbourhood parks are located within the Analysis Catchment; Griffith Park, RM Campbell Reserve, Apex Reserve, Steven



Bankstown Memorial Oval Park

Reserve, McLeod Reserve and Chelmsford Reserve. These parks vary considerably in terms of size, functions and facilities, which will be analyzed in detail on the following pages.

Council is progressively increasing the quantity and diversity of uses for open spaces through the master planning process. This includes identifying opportunities to improve access and also opportunities for new open spaces.

Local/Pocket Parks

There are only five local parks located within the Analysis Catchment . They are mostly distributed around the core of the City Centre and one located on the northern part of the Analysis Catchment. The identified local parks are poorly equipped and maintained and only provide minimum facilities for users.

The Bankstown Open Space Strategy recommends further investigations to create local parks and community gardens within the CBD to provide a complement to the network of neighbourhood parks. Similarly, one of the priorities in the LSPS is to enhance the quality of the public realm by identifying potential new locations for open spaces in urban growth areas.

Transport Corridor reserve

Olympic Parade, Stacey Street Road Reserve and Sydney Metro line along with other parks and reserves form the green Grid of the Analysis Catchment. The LSPS identifies an opportunity to create an active and vegetation transport link along the Sydney Metro line.

Sydney Metro will fund and deliver an east-west walking and cycle link between Sydenham to Bankstown by 2025.

The Bankstown Open Space Strategy identifies the opportunity of collaborating with Roads and Maritime NSW to gain a community access agreement to land holdings along Stacey Street.

4.5

b. Open Space

Function

The functions of Open Spaces are based on the amenity and facilities provided. This classification informed by the Draft NSW Green Space Guideline provided by GANSW.

- Active Recreation provides settings where structured sporting events can take place, for example, sporting fields and playgrounds.

- Specialist Active Recreation eprovides specialist facilities such as tennis courts, bowling clubs etc.

- Passive Recreation refers to settings that allow for informal play, relaxation and social interaction.

- Environmental Protection refers to areas where the primary purpose is to protect biodiversity and areas of ecological significance.

Breakdown

Sporting Facilities:

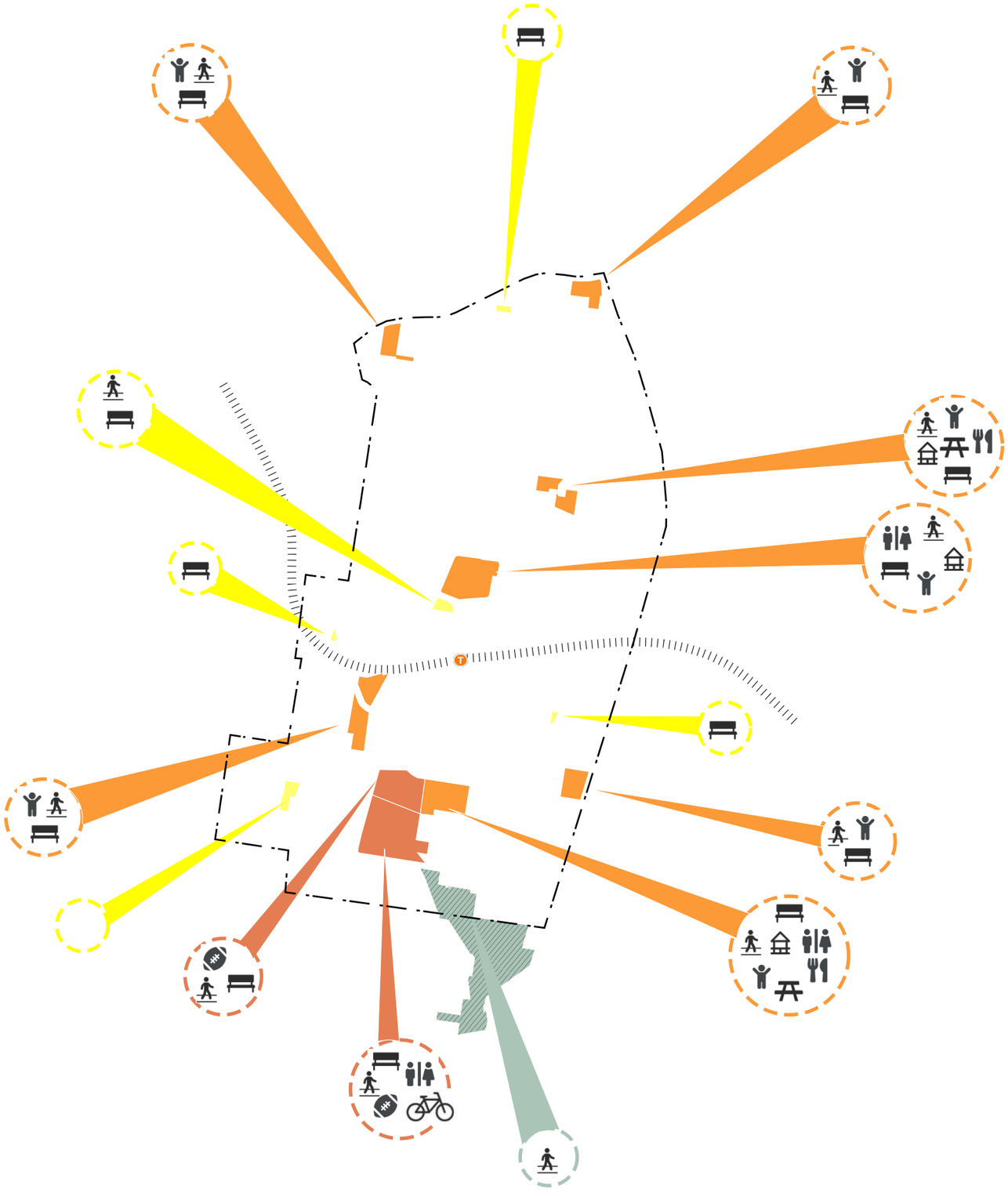
3x Sports Fields
1x Bicycle Track

Equipment:

7x Play Equipment
2x Barbeques
2x Picnic Tables
11x Footpaths

General Amenities:

0x Off-Leash Dog Areas
3x Amenities
13x Benches
3x Shelters



Open Space Function

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Environmental Protection
- Active recreation
- Specialist Active recreation
- Passive recreation

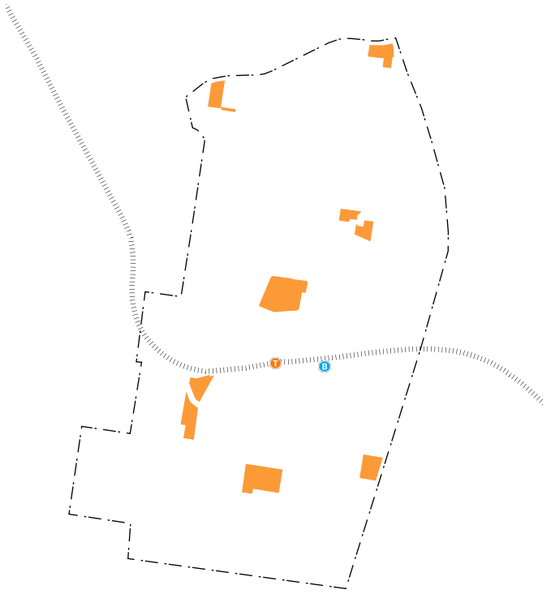
4.5

b. Open Space

Function

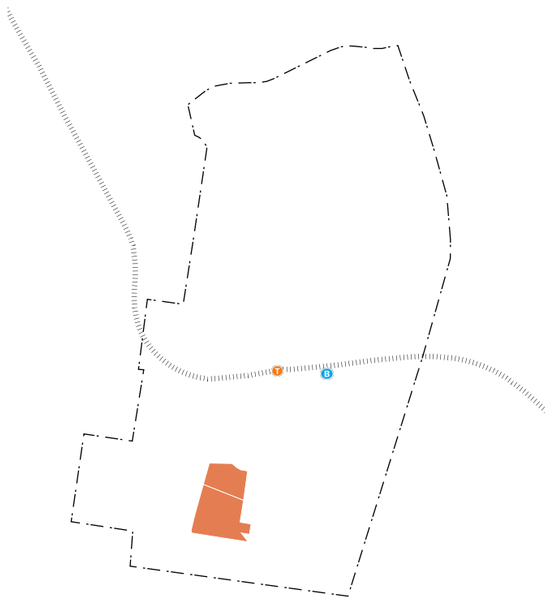
Active Recreation

Active recreation facilities are provided in all the Neighbourhood Parks and two district parks and are scattered within the analysis catchment. The district parks are Paul Keating Park, Bankstown City Gardens and the Neighbourhood parks are Apex Reserve, McLeod Reserve, RM Campbell Reserve, Griffith Park and Stevens Reserve.



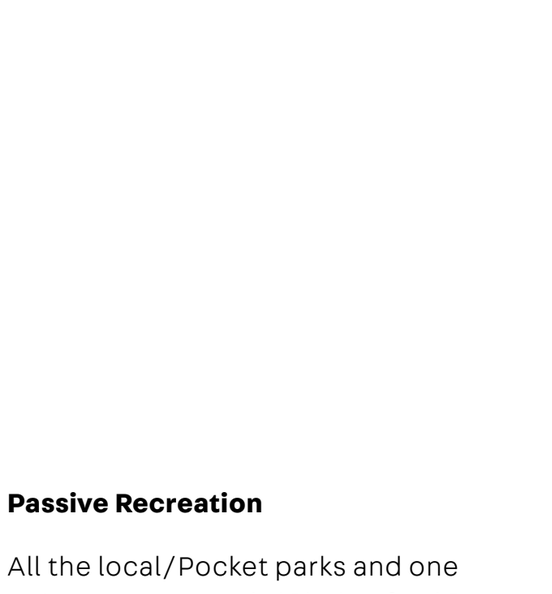
Specialist Active Recreation

Within the Bankstown analysis catchment there are only two parks which are in the specialist active recreation category , being Bankstown Memorial Park and Graheme Thomas Oval. These two parks which are located within close proximity of each other on the southern end of the analysis boundary.



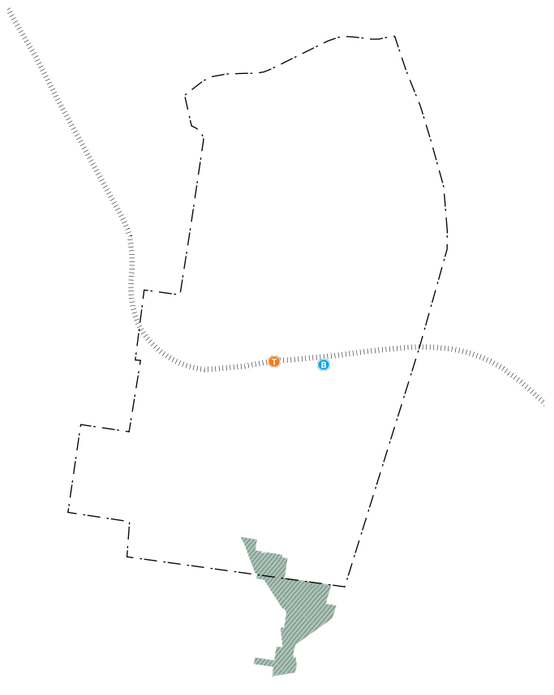
Passive Recreation

All the local/Pocket parks and one Neighbourhood park (Chelmsford Reserve) within the analysis catchment are included in this category. This analysis map illustrates the potential of the local parks to be equipped with more facilities to support the different needs of residents.



Environmental Protection

Salt Pan Creek is the only area in the Bankstown analysis catchment which is identified as Biodiversity Protection Lands. Council has adopted a Biodiversity Plan to ensure the wealth of the biodiversity that exists in the LGA is protected.



4.5

b. Open Space

Accessibility and Walking Catchment

All the Southern part of rail corridor within the Analysis Catchment is within 400m of a local or district park. There are some gaps on the north part of the centre which is not within the 400m walking catchment of a local or district park.

All the Analysis Catchment is within 2 km of a District park.

The Analysis Catchment is not within 400m of any Regional Park.

The mapping analysis indicated there are three main areas within the Bankstown Analysis Catchment where access to Local/ pocket parks, Neighbourhood and district parks is lacking:

- North east of the train station, between North Terrace and Stacey Street.

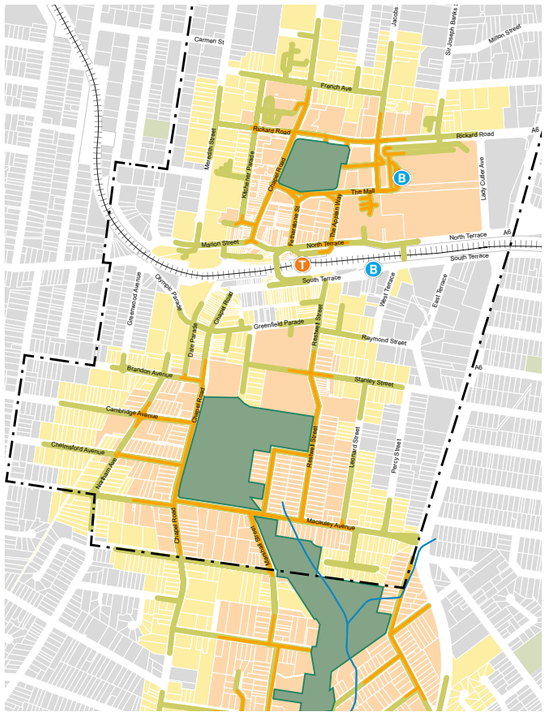
- West of Meredith Street between Carmen and Gordon Streets.

- East and west side of Chapel Road, north of French Avenue.

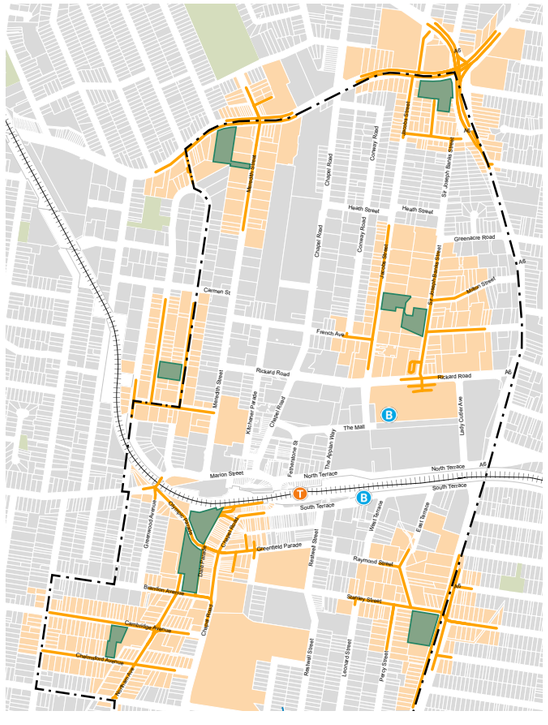
- South of Stanley Street between Percy Street and Leonard Street.

Access to open space within high density residential areas is a key consideration for the master planning of centres to meet the South District Plan actions to maximise the use of existing open space and protect, enhance and expand public open space.

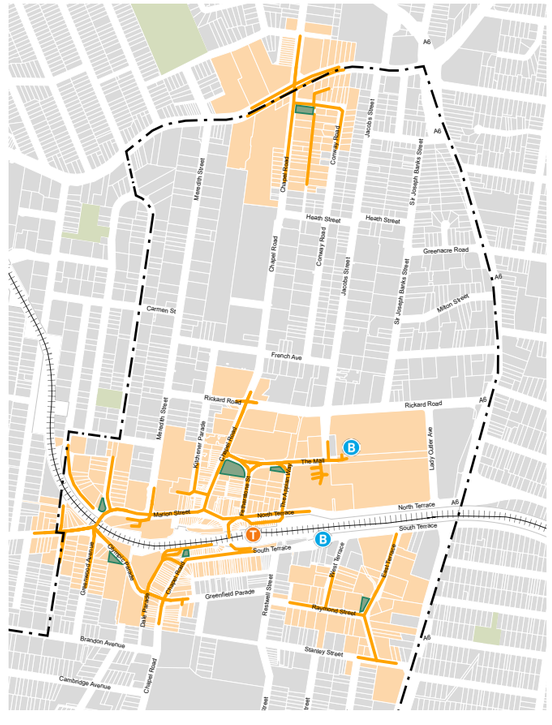
The Canterbury Open Space Strategy (2017) indicates the lower socio-economic character in Bankstown highlights the importance of open space as an affordable recreation opportunity. Bankstown is also identified as a higher need suburb. The Open Space Strategy also provides key recommendations for the improvement of open space provision within Bankstown.



200m and 400m walking catchments for district parks



200m and 400m walking catchments for neighbourhood parks



200m walking catchments for local/pocket parks

Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Environmental Protection
- Parks
- 400m Walking Catchment
- 200m Walking Catchment

Environmental Protection
1. Salt Pan Creek

District Parks
2. Memorial Oval Park
3. Bankstown City Gardens
4. Graham Oval Thomas
5. Paul Keating Park

Neighbourhood Parks
6. Griffith Park
7. Chelmsford Reserve
8. Stevens Reserve
9. RM Campbell Reserve
10. Apex Reserve
11. Mcleod Reserve

Local/Pocket Parks
a. Cos Egan Reserve
b. Court House Reserve
c. Phil Engisch Reserve
d. Eather Place Reserve
e. 25 East Terrace

4.5

b. Open Space

Profile

The standard set by the NSW Government for the ideal rate of open space is 2.83Ha/1,000 persons (DPI, 2010).

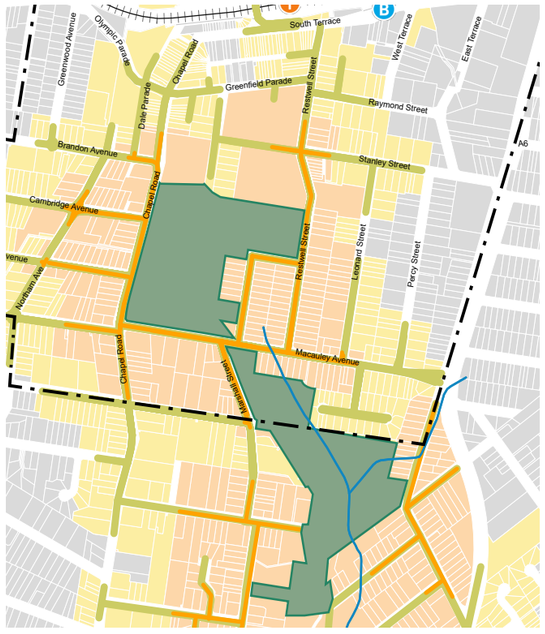
At a citywide level Bankstown has a current estimate of 4.55Ha/1,000 persons. This is significantly above the benchmark of 2.83Ha/1,000 persons. However there is significant variance in the provision of open space for every suburb e.g. Bankstown CBD is serviced by only 0.73 Ha/1,000 persons.

However, the above requirement has been questioned in the recent paper - Greener Places Design Guide / Open space for recreation, (Government Architect NSW). The draft paper instead recommends a performance based approach.

Six core criteria have been identified to guide planning of open space for recreation and include:

- Accessibility and connectivity
- Distribution
- Size and shape
- Quantity
- Quality
- Diversity

The following section includes an assessment of the existing public open space within the Bankstown catchment against the established performance criteria.



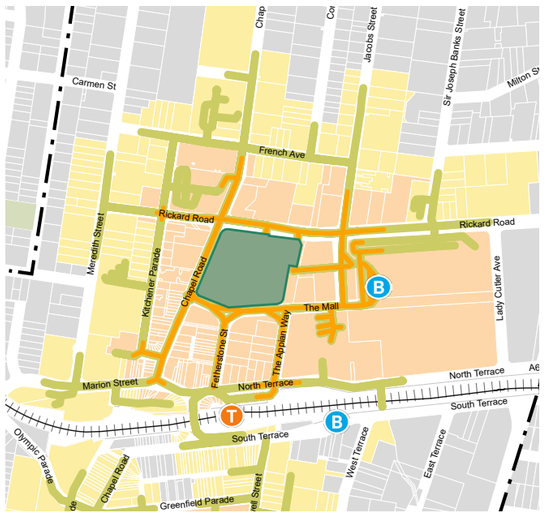
Salt Pan Creek district Park-200 &400m walking catchment

Salt Pan Creek

District Park

Quality	There is a large open space suitable for sports and different types of activities There is no provision for parking around the park There are beautiful large trees along the Creek and on the south part of the park creating a soft boundary for the open space
Distribution/ Accessibility/ Connectivity	The park has no permeable edges. There are accessibility barriers to the residential neighborhood to the west of the park. It does have a limited frontage to Macauley Street and the frontage to Marshal street is not permeable.
Quantity	There is no provision for any active recreation
Diversity	There are limited opportunities for active and passsive recreation No dog leash-free area
Size and Shape	6.17 Ha, It doesn,t have a defined shape,
Strategic Direction	As per Bankstown Open Space STrategy there is an opportunity to prepare a masterplan for ongoing development and connection of the Salt Pan Creek recreation corridor
Ownership	land manager is BCC

Paul Keating Park Looking north east

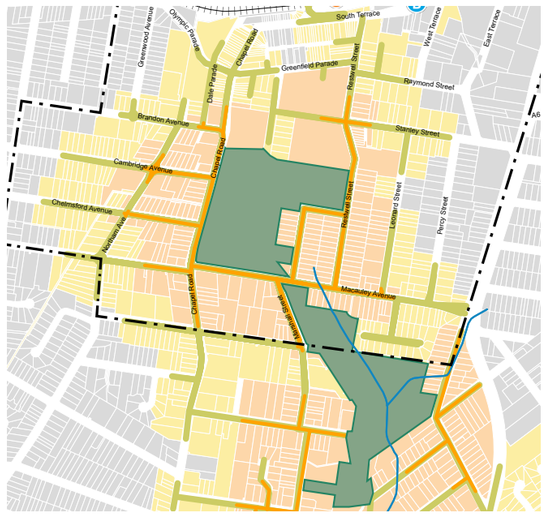


Paul Keating Park - 200 &400m walking catchment

Paul Keating Park

District Park

Quality	It supports large formal gatherings and is equiped with benches facing the centre of the park. It has access to nearby parking and public toilets The co-location with the Bankstown Library adds to the value of both the Park and the Library.
Distribution/ Accessibility/ Connectivity	It is located in the core of the City Centre and the 2km radius contains the whole Bankstown analysis catchment The park is accessible with its close proximity to the train station.
Quantity	It services city-wide needs thus restricts the opportunity to meet residents needs.
Diversity	Provides active and passive recreation and includes a play area The facilities are provided for a limited range of users in terms of age and ability. No dog leash-free area
Size and Shape	2.2 Ha, with almost a regular shape
Strategic Direction	Replace existing, strengthen play space destination, include unique features, broaden age and abilities, increase Play Level, ensure sufficient shade (trees and/or sails)
Ownership	Parks on Operational Land



Bankstown Memorial Oval - 200 &400m walking catchment

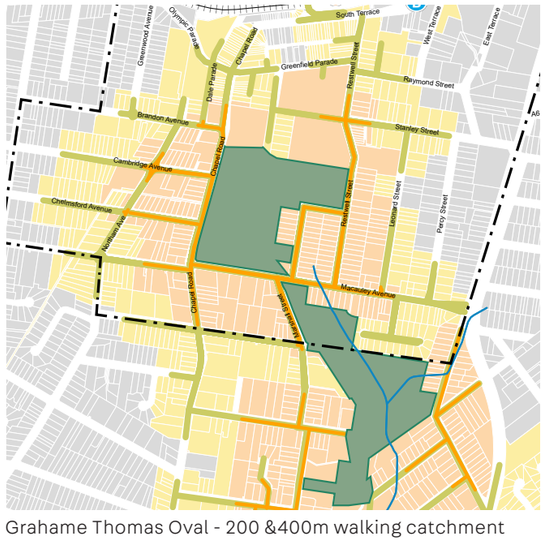
Bankstown Memorial Park (State)

Quality	Provides a range of specialist activities like sport field, indoor playground as well as seats and public toilets The Memorial Oval borders are defined by mature trees mostly on north and east side which adds to the beauty and greenery of the park. It has limited accessibility from west facing the Chapel Road It supports state and regional level sporting competitions There are no facilities for dog owners
Distribution/ Accessibility/ Connectivity	Bankstown Memorial Oval services city-wide needs as well as the Paul Keating Park. It is co-located with other two parks (Grahame Oval and City Gardens) on the south end of the catchment analysis neighbouring the Bankstown public school. There is a potential access link through Bankstown public school which links the City Centre core to these three parks. The 2km catchment for Bankstown Oval district park covers the whole Bankstown analysis catchment
Quantity	Bankstown Oval contains a sport field and an indoor playground.
Diversity	It provides the facility for quite a wide range of sports both indoor and outdoor.
Size and Shape	The three parks (Bankstown Memorial, Grahame Thomas Oval and City Gardens) together has an area of 7.17 Ha. It has round recognizable shape
Strategic Direction	Nil
Ownership	Plan of Management 1999 Has the capacity to host state or national events. is funded by State and Federal Government grants.

4.5

b. Open Space

Graham Thomas Park



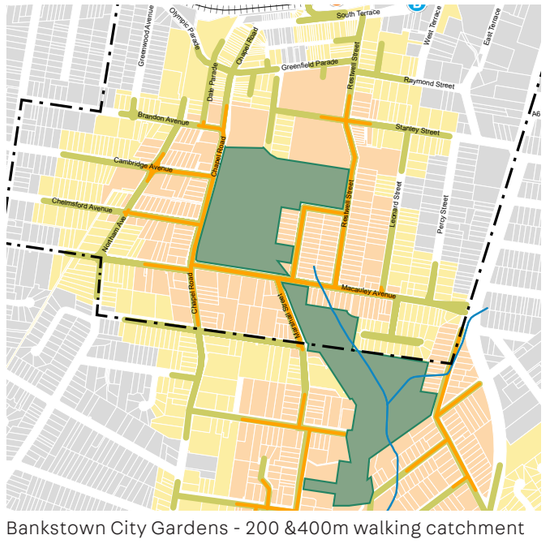
Grahame Thomas Oval - 200 &400m walking catchment

Grahame Thomas Oval

District Park

Quality	Provides a sports filed mostly used for cricket and also a playing area with limited range of equipments. The play area is not fenced which affects the safety of the users mostly younger kids. The north and east border of the oval is defined by tall trees along the Salt Pan Creek which provides amenity and There is no sheltered area for the spectators on the sports field There are no facilities for dog owners
Distribution/ Accessibility/ Connectivity	Grahame Thomas Oval services city-wide needs as well as the Memorial Oval. It is co-located with other two parks (Memorial Oval and City Gardens) on the south end of the catchment analysis. There is a potential access link through Bankstown public school which links the City Centre core to these three parks. The 2km catchment for Grahame Thomas Oval district park covers the whole Bankstown analysis catchment There is no provision for car parking There is no identifiable entry to the oval.
Quantity	It provides a sports field and a playground with facilities for children.
Diversity	It provides facility for outdoor sports and children. There is no provision for seniors exercise.
Size and Shape	The three parks (Bankstown Memorial, Grahame Thomas Oval and City Gardens) together has an area of 7.17 Ha. It has an oval recognizable shape
Strategic Direction	NIL
Ownership	Bankstown Memorial Park and City Gardens Plan Of Management 1999

Bankstown City Gardens



Bankstown City Gardens - 200 &400m walking catchment

Bankstown City Gardens

District Park

Quality	Provides a wide range of facilities for people with all abilities The play area has high quality design and equipments for a wide age group There are shelters provided for the playground and also seatings which protects users from the sun and also make it usable for different weather conditions The park is surrounded and defined by tall mature trees There is limited access to the oval from western boundary due to fencing.
Distribution/ Accessibility/ Connectivity	The 2km catchment for City Gardens district park covers the whole Bankstown analysis catchment There are about 17 at grade parking spaces located on the southern boundary of the park
Quantity	It has Gardens with formal landscape design It has play equipments,Seatings, BBQ and Picnic shelters, Public toilets and all abilities playground
Diversity	It provides facilities for different age groups. No provision for dog
Size and Shape	The three parks (Bankstown Memorial, Grahame Thomas Oval and City Gardens) together has an area of 7.17 Ha. It has an oval recognizable shape
Strategic Direction	CBCity Playground and play space Strategy recommends to create play space destination, cater for various age groups and all abilities and to increase Play level
Ownership	Bankstown Memorial Park and City Gardens Plan Of Management 1999

Griffith Park

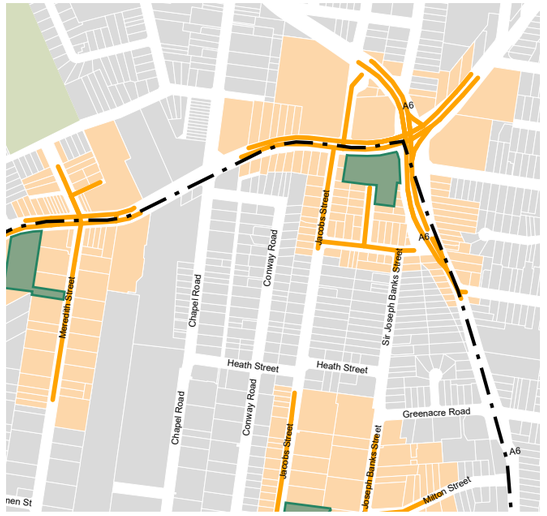
Griffith Park - 200 &400m walking catchment

Griffith Park

Neighbourhood Park

Quality	The park is filled with large canopy trees providing a beautiful landscape It is divided into two parts by the Olympic Parade and each part has a different character The north part adjacent to Art Gallery provides a nice open plaza for the Gallery The south part has a nice playground for young children and seats. The boundaries of the southern part face inactive frontages (Parking, service lane and a private open space) It is not well maintained and filled with rubbish and bird droppings.
Distribution/ Accessibility/ Connectivity	Proximity to the train station and the core of the City Centre makes it accessible for a large number users
Quantity	Although having a considerable size but limited facilities are provided in terms of active recreations
Diversity	It provides seats and playing equipments for children's play Limited variety of facilities for different age groups No facilities for dogs
Size and Shape	1.277 Ha, It has a rectangle shape divided into two parts by Olympic Parade
Strategic Direction	CBCity Playground and play space Strategy recommends to replace existing play with new play space relocated in reserve, increase scope (all abilities), increase PL- All abilities through surface and equipment design
Ownership	Council owned Community Land

Apex Reserve Looking North



Apex Reserve - 200 &400m walking catchment

Apex Reserve

Neighbourhood Park

Quality	The reserve is surrounded by mature trees which define the boundaries and there is a pocket of trees located in the centre of the reserve providing shades for the users. Limited and Low quality facilities such as seats and play equipment Noise pollution due to proximity to Hume Highway No provision for dogs
Distribution/ Accessibility/ Connectivity	Transport infrastructure restricts access by car from two main sides of the reserve but it is accessible for pedestrians from 3 sides.
Quantity	Limited opportunity for activities which requires large flat land such as sports fields due to the considerable slope of the site.
Diversity	Provides passive recreation and limited active recreation opportunities for the users.
Size and Shape	9838 sqm, with acceptable regular shape
Strategic Direction	CBCity Playground and play space Strategy recommends to increase scope (consider exercise equipment) Apex Reserve has Cultural Significance (Aboriginal land)
Ownership	Council owned Community Land

4.5

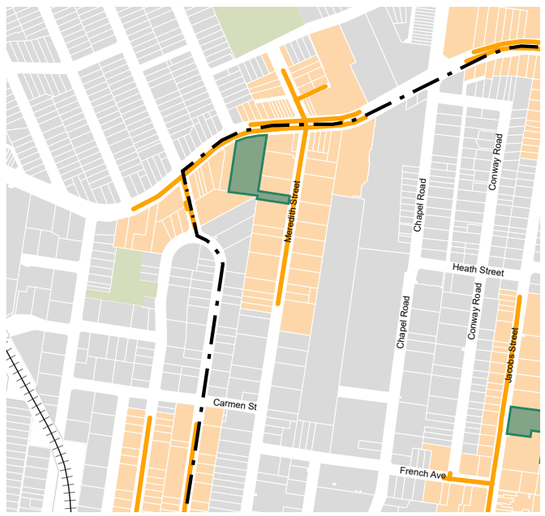
b. Open Space

McLeod Reserve

Mcleod Reserve

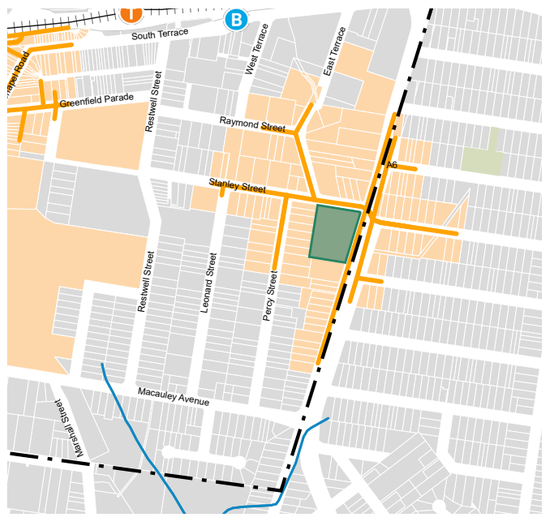
Neighbourhood Park

Quality	Providing an acceptable quality play area for kids No provision for dogs Noise pollution due to the proximity to Hume Highway Provide a well maintained landscaping
Distribution/ Accessibility/ Connectivity	Minimum frontage to the neighbouring residential buildings No provision for elderly exercise Access to nearby parking
Quantity	Provides passive and active recreation Facilities such as seats and children playing equipments
Diversity	The co location with the church provides a wide range of activities such as Christmas markets on this location and it supports the church as well
Size and Shape	7122 sqm, defined rectangle shape The size and slope of the site could not support recreations and sports which need a flat large area
Strategic Direction	Nil
Ownership	Council owned Community Land



McLeod Reserve - 200 &400m walking catchment

Stevens Reserve



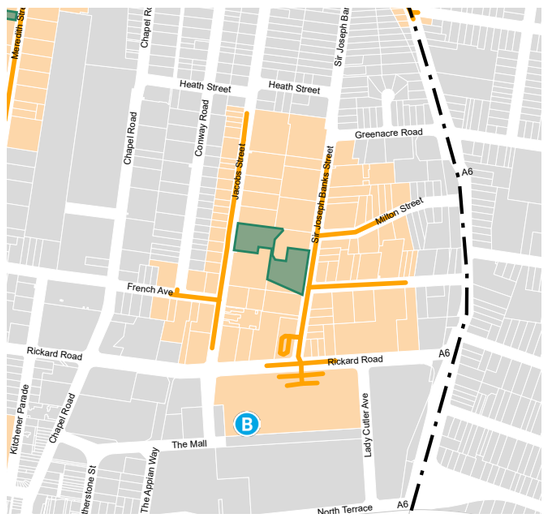
Stevens Reserve - 200 &400m walking catchment

Stevens Reserve

Neighbourhood Park

Quality	A quiet local park surrounded by mature trees. Having a large open space in the centre suitable for different types of activities. Rows of trees on the northern and eastern boundary facing the main streets provides feeling of safety and cosiness. Provides a well-maintained landscape with canopy trees and acceptable quality playground. Generous frontage to the two main streets on north and east provides a good visual and physical access and
Distribution/ Accessibility/ Connectivity	It has two wide frontage to two streets and easily accessible for pedestrian and vehicles It is Located within a medium density and close to high density residential and mixed-use zone. It could not support the future needs for the residents in terms of the size and functions.
Quantity	It provides a small playground for kids and also seats close to the playground. It has the capability to support more activities.
Diversity	Limited types of facilities are provided thus does not support a wide range of activities. No facilities are provided for pet owners
Size and Shape	776 sqm, defined rectangle shape
Strategic Direction	CBCity Playground and play space Strategy recommends to maintain the reserve as usual
Ownership	Council owned Community Land

RM Campbell Reserve



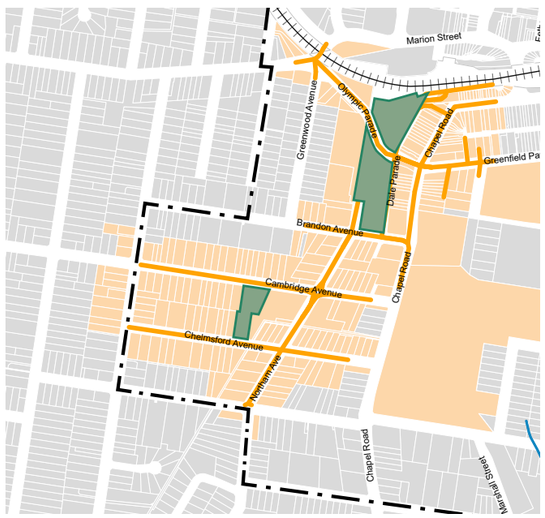
RM Campbell Reserve- 200 &400m walking catchment

RM Campbell Reserve

Neighbourhood Park

Quality	It is a cosy local park located in the high density residential zone.
Distribution/ Accessibility/ Connectivity	It is a two sided lot providing access from two parallel streets Tall trees define the side boundaries of the park providing privacy for the neighbouring residential buildings The neighbouring residential buildings will provide passive surveillance and enhance the safety of the park.
Quantity	The two separate parts of the park provide the opportunity for a two different types of activities There is an opportunity of a big open space which could be used for different types of passive and active recreations
Diversity	The park has a good combination of multi use facilities such as local play for children's play, fitness and exercise space and seats
Size and Shape	9240 sqm, two separated rectangle shape connected to each other by a narrow path
Strategic Direction	CBCity Playground and play space Strategy recommends to maintain the reserve as usual
Ownership	Council owned Community Land

Chelmsford Reserve



Chelmsford Reserve - 200 &400m walking catchment

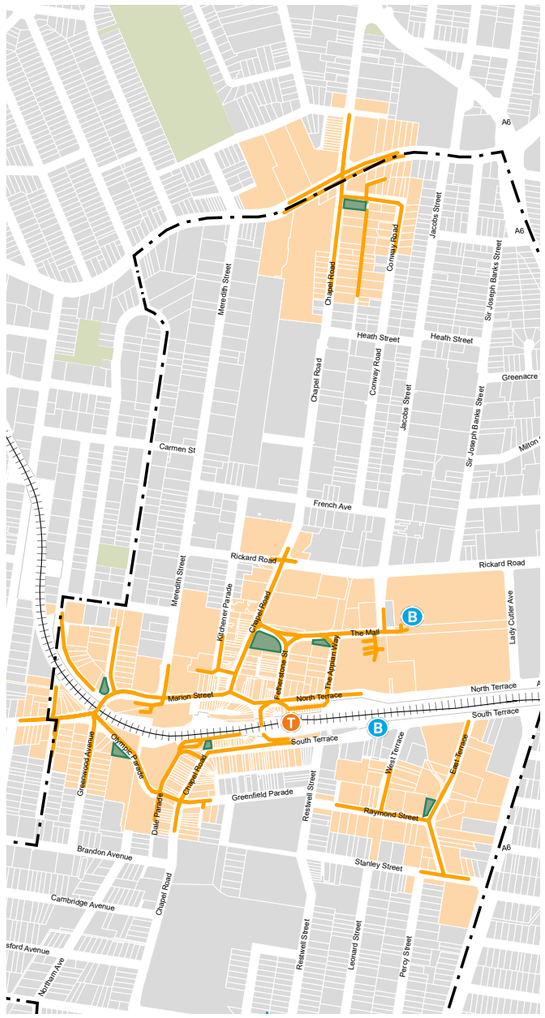
Chelmsford Reserve

Neighbourhood Park

Quality	Well-maintained landscaping It provides a considerable size open space suitable for sports No facilities are provided for users
Distribution/ Accessibility/ Connectivity	Located in a high density residential zone and it is the 200m walking catchment of most n the houses in the R4 zone The location beside a school is an opportunity for the students to use it
Quantity	In terms of the number of the opportunities available is very poor
Diversity	Not equipped with any kind of facilities
Size and Shape	3598 sqm - Trapezoid shape It provides suitable size and shape to support different types of activities
Strategic Direction	CBCity Playground and play space Strategy recommends to create new play space in this Reserve (subject to soil quality)
Ownership	Council owned Community Land

4.5

b. Open Space



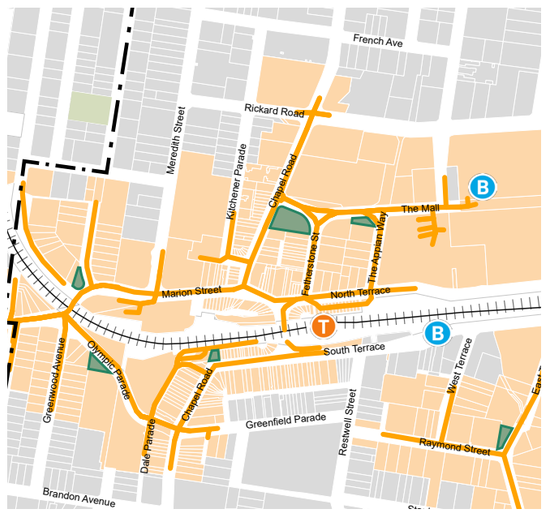
Pocket parks - 200m walking catchment

Cos Egan Reserve, Phil Engisch Reserve, Eather Place Reserve,25 East Terrace

Local/Pocket Parks

Quality	The pocket parks in the study area has good visual and physical access They provide poor to medium quality and limited number of seats They just support passive recreations They are all landscaped and some have a limited number of trees Poor quality in terms of tree canopies
Distribution/ Accessibility/ Connectivity	Except for the Cos Egan Reserve all the others are distributed around the core of the city centre They are all accessible for pedestrians and vehicles
Quantity	It does not provide any opportunities for active recreations The pocket parks in the catchment analysis only support passive recreations
Diversity	No range of recreation types are provided in the pocket parks
Size and Shape	They vary from 500 to 1000 sqm and most of them have a rectangle defined shape
Strategic Direction	Nil
Ownership	CBCity Council

Court House Plaza Looking west



Court House & 52 Bankstown Plaza - 200m walking catchment

Court House Plaza Reserve

Local/Pocket Park

Quality	There is a pocket of canopy trees located at the west part of the plaza providing a pleasant view and amenity for users It provides a good visual and physical access
Distribution/ Accessibility/ Connectivity	Proximity to the train station and bus stop makes it accessible for wider range of users
Quantity	It has a number of good quality seats It only supports passive recreations Not safe enough for young kids due to proximity to main streets
Diversity	Does not support any type of active recreations Hard ball plays is not allowed in this open space
Size and Shape	2212 sqm
Strategic Allignment Direction	Nil
Ownership	CBCity/Public Works

Summary Of Open Space Analysis

Table 2 provides a summary of the analysis of Bankstown open spaces within the analysis catchment.

The percentage of existing open space area within the Analysis Catchment is only 7.02% of the land area including the Bankstown Memorial Sports Fields, which are considered as state sports fields with limited access for the urban population. The percentage of existing open space land area is very low compared to similar urban centres in Sydney such as Rodes West (15.8%), Central Park (12%) and Green Square (10.1%) (Source: Bankstown to Sydenham Corridor Strategy: Open Space and Recreation Strategy). The overall supply of open space across the local area is regarded as low with a limited range of park settings and types. Key sites such as Paul Keating Park and Memorial Oval service city-wide needs so provide restricted opportunity to meet the needs of local residents.

In addition, the open spaces are poorly located, mostly on the periphery of the urban core and adjacent to major roads. Rather than that, considerable number of open spaces are fenced and hens provide limited permiability for the users.

	Size (sqm)	Size (ha)	Hierarchy (as per Council Plan of Management)	Recreation Focus	Street Frontage Length (m)			
					Open		Fenced	
					m	% of total	m	% of total
Memorial Park	71,720	7.172	* State	Specialist Active	nil	nil	150	100%
Bankstown City Gardens				Active	nil	nil	228	100%
Graham Thomas Oval				Specialist Active	nil	nil	307	100%
Paul Keating Park	22,000	2.2	**District	Active	200	100%	nil	nil
Griffith Park	12,770	1.277	Neighbourhood Park	Active	502	100%	nil	nil
RM Campbell Reserve	9,240	0.924	District Park	Active	138	100%	nil	nil
Apex Reserve	9,838	0.9838	Neighbourhood Park	Active	177	100%	nil	nil
Steven Reserve	7,726	0.7726	District Park	Active	75	42%	104	58%
McLeod Reserve	7,122	0.7122	Neighbourhood Park	Active	40	42%	45	58%
Chelmsford Reserve	3,598	0.3598	Local/Pocket Park	Passive	80	100%	nil	nil
Cos Egan Reserve	1,000	0.1	Local/Pocket Park	Passive	96	100%	nil	nil
Court House Reserve	2,219	0.2219	Regional/City Wide	Passive	123	100%	nil	nil
Eather Place Reserve	462	0.0462	Local/Pocket Park	Passive	112	100%	nil	nil
Phil Engisch Reserve	404	0.0404	Local/Pocket Park	PASSIVE	47	100%	nil	nil
25 East Terrace	540	0.054	Local/Pocket Park	Passive	48	100%	nil	nil
Subtotal	148,639	14.864						

Table 2

*In Plan of Management these 3 parks are not seperated.

**Based on BCC Open Space Strategic Plan 2022, the minimum hierarchy level of provision for Paul Keating park is Reginal/ City Wide, for Memorial park is State and for City Garden is District.

4.5

b. Open Space

Open Space Provision

One of the outcomes of the Open Space Analysis is the assessment of the existing open space provision for the analysis catchment. Based on current population and area of open spaces within the Analysis Catchment there is a ratio of 9.99 sqm of open space per person. This ratio only accounts for the residential population. The worker population within Bankstown CBD is fluid and variable throughout the weekday. Also, some of that population is also resident, which would account as a double up, meaning the open space provision would need to be assessed at a very detailed level in order to ascertain its performance. However, should this population be accounted for, it is perceived the existing open space ratio would be lower and the open spaces would need to perform 'harder'.

In order to inform the analysis scenarios were developed whereby the different levels of ratio or open space quantum were targeted, based on the additional residential population envisioned for the Bankstown Analysis Catchment.

- Scenario 1 – considers no additional open space to be added within the Analysis Catchment in future. This would represent a clear drop in the open space ratio, with clear impacts in terms of the lifestyle of the future population.
- Scenario 2 – considers the current open space ratio to be maintained, despite the increase in population. This would represent the need to considerably expand the area of open space.
- Scenario 3 – considers the open space ratio target aligned with the Draft Greener Places Design Guide recommendations for neighbourhood or local open space. This would represent an expansion of open space area within the Analysis Catchment with implications in terms of available land for the open spaces.

The scenarios are aimed at informing the development of the Master Plan and ascertain the appropriate open space provision for the future population. The Analysis of Open Spaces has also considered the current level of performance of the existing open spaces.

Bankstown Analysis Catchment Open Space Provision

Existing Residential Population (2016)	14,957 ppl (1)	Existing Open Space Provision		148,640 sqm (2)	Existing Open Space Ratio	9.99 sqm/ person
Future Residential Population Estimate (2036)	49,832 (ppl) (3)	Future Open Space Provision Scenarios	No additional open spaces established in future	149,441 sqm	Open Space Ratio according to different scenarios	2.99 sqm/ person
			Keep current open space ratio (sqm/ person)	497,821 sqm (additional 348,380 sqm open space)		9.99 sqm/ person
			To achieve a future ratio of 3.3sqm/ person	164,445 sqm (additional 15,001 sqm open space)		3.30 sqm/ person

Table 3

(1) Based on ABS Statistics 2016 Mesh Blocks information
(2) Based on the Bansktown City Centre Master Plan Open Space Analysis
(3) Assumes 2.79ppl/dwelling (current Ratio) x 12,500 additional dwellings

4.5

b. Open Space

Open Space Capacity

The following pages provide an analysis of the capacity of neighbourhood and local/ pocket parks, informed by the Draft Greener Places Design Guide. District Parks have been excluded from the capacity analysis due to their role in servicing multiple neighbourhoods, with wider implications beyond the Bankstown Analysis Catchment. The analysis provides an understanding of the level of intensity of population surrounding each individual park. The demographic information is based on the ABS Census information at a Mesh Block level (dated 04/07/2017 - downloaded on 24/08/20).

The walkable catchments, consistent with the previous sections of the report, were defined using GIS software based on analysis of each individual park and based on 200m for neighbourhood and local/ pocket parks. Walkable catchments account for crossings over major roads and barriers at known points following the road network, as indicated in the walkability analysis maps.

Parks have been considered 'over capacity' when a ratio of 1500 people per 5000sqm neighbourhood or local park is exceeded within the 200m walkable catchment. This distance was informed by the Guideline and based on proximity of neighbourhood and local parks in dense urban areas.

Overlaps between parks have been considered depending on the size of individual mesh blocks and their relationship within the walkable catchment. Similarly, to the analysis of Open Space provision, the worker population within Bankstown CBD was not included in this analysis given the level of variability it introduces in the demand for open spaces.

Commentary is also offered in terms of the quality of the open spaces, as an outcome of the previous Open Space Profile analysis in this report. A matrix was generated to summarise the findings of this analysis which concludes on the performance of each of the open spaces and illustrated by the map adjacent.

Open Space	Capacity	Quality	Performance
Griffith Park	Not at Capacity	Fair	Limited performance
Chelmsford Reserve	Not at Capacity	Low	Underperforming
Stevens Reserve	Limited Capacity	Fair	Limited performance
RM Campbell Reserve	Over Capacity	Fair	Underperforming
Apex Reserve	Not at Capacity	Fair	Limited performance
McLeod Reserve	Not at Capacity	Fair	Limited performance
Cos Egan Reserve	Over Capacity	Low	Underperforming
Court House Reserve	Not at Capacity	Low	Underperforming
Phil English Reserve	Over Capacity	Low	Underperforming
Eather Place Reserve	Over Capacity	Low	Underperforming
25 East Terrace	Over Capacity	Low	Underperforming
Local/Pocket Park e (off Saigon Place)	Over Capacity	Low	Underperforming
Local/Pocket Park f (off Olympic Parade)	Over Capacity	Low	Underperforming

Table 4

Legend

- Park with limited performance
- Park underperforming
- 200m walkable distance
- 200m walkable catchment

4.5

b. Open Space

Implications:

- Further assess the capacity of the parks within a 200m and 400m catchment based on current population density to better understand capacity of existing parks to inform development intensification, in accordance with the Draft Greener Places Guide (GA NSW)
- Investigate opportunities to address the gap of open space provision areas to ensure accessibility to open space, including:

- North east of Train Station, between North Terrace and Stacey Street.

- West of Meredith Street between Carmen and Gordon Streets.

- East and west side of Chapel Road north of French Avenue.

- South of Stanley Street between Percy Street and Leonard Street.

- Ensure potential high-density areas (over 60 dwellings per hectare) are within 200 metres of a good quality open space, as recommended in the Draft Greener Places Guide (GA NSW)
- Assess existing level of solar amenity on parks and streets and conduct research on solar amenity controls to inform DCP/ LEP controls for different types of open spaces.
- Develop a contributions plan to invest in park upgrades to improve landscaping, lighting and recreation and sporting facilities as informed by this master plan and Council's technical studies
- Enhance opportunities for linear parks along creek lines, as informed by CRC's Water Sensitive Study, Connective City 2036
- Incorporate relevant recommendations from the Aboriginal culture and Heritage Study Urban Tree Canopy Master Plan and Students and Workers' Needs study
- investigate opportunity for new, enhanced or expanded open space
- Identify sites for open spaces that could be provided and funded as part of private development sites.
- Investigate opportunity for new open spaces on sites that are zoned RE1 but are currently occupied with houses
- Investigate opportunities and explore DCP controls for the establishment of community gardens within development sites with input from UTCMP
- UTCMP to consider the provision of community/vegetable gardens within public land.
- Time permitting, further investigate pet-owner rates and Identify gap in the provision of off-leash dog areas and create an action for Capital Works program to enhance amenity for pet-owners.
- Further analyse the quality of existing open spaces that could provide better recreational opportunities to allow intensification around parks to occur.
- Include an action for Capital Works program to invest in these open spaces
- Further investigate if any recommendations from the Bankstown Open Space Strategy and Playground Strategy could be implemented through LEP and DCP controls.
- Review of Council's provision of dedicated dog zones within existing parks should be a priority action as per the Bankstown Open Space Strategy.
- There is an opportunity identified in the Bankstown Open Space Strategy Collaborate with Roads and Maritime NSW to gain a community access agreement to land holdings along Stacey Street.
- There are opportunities to create pocket parks within the analysis catchment to fulfil the gap of the open space.

Bankstown Sports

4.5

c. Solar Access

Paul Keating Park

Paul Keating Park is partially overshadowed by surrounding buildings at different times of the day. Of these, the Council building overshadows the eastern portion of the park at 9.00am. The Bankstown Library and Knowledge Centre overshadows the northern portion of the park at 3-m.

Approximately 70% of the Park receives 4 hours or more of continuous and consolidated sunlight on the Winter Solstice.

The future Western Sydney University building to the north west corner of the park (currently under construction) will maintain at least 4 hours of sun access to 50% of the park in mid-winter.

June 21 - 9am

June 21 - 10am

June 21 - 11am

June 21 - 12noon

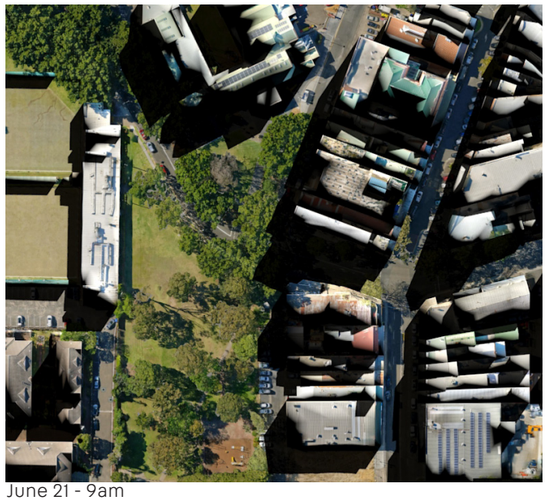
June 21 - 1pm

June 21 - 2pm

June 21 - 3pm

Griffith Park

The neighbouring developments around Griffith Park are mostly 1 to 2 storeys and do not provide any adverse overshadowing to the park.


June 21 - 9am

June 21 - 10am

June 21 - 11am

June 21 - 12noon

June 21 - 1pm

June 21 - 2pm

June 21 - 3pm

4.5

c. Solar Access

Court House Plaza

The court house open space is not affected by the neighbouring buildings on the west for most of the daytime. The west part of the open space is partly over shadowed from 2pm to 3pm.

June 21 - 9am

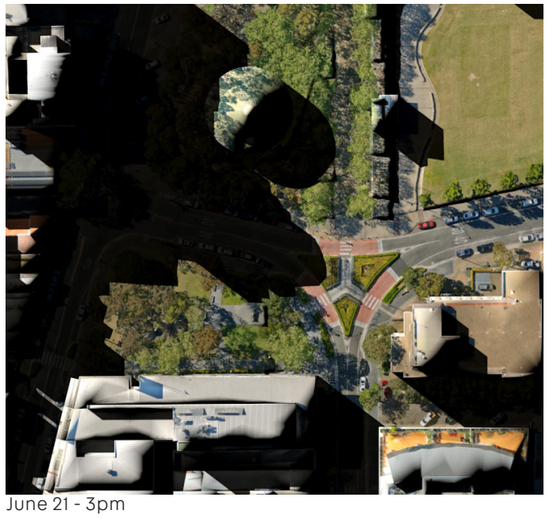
June 21 - 10am

June 21 - 11am

June 21 - 12noon

June 21 - 1pm

June 21 - 2pm



June 21 - 3pm

Implications

- Refine the solar analysis to understand current conditions on parks and key streets
- Research and develop place-based solar access controls for different types of Open Spaces, such as regional parks, local parks, pocket parks, pedestrian streets, urban plazas, high-activity outdoor seating streets and streets with high pedestrian activity
- Develop clear built form controls to ensure proposed solar amenity controls to each open space type is achieved while giving certainty to the development industry and landowners
- Develop built form controls around Paul Keating Park to ensure no additional overshadowing from what will be caused by the WSU building

4.5

d. Activities & Uses

Bankstown is a major “Strategic Centre” and its key features are extensive retail, community and civic services within the commercial core focused around Bankstown Station and the bus interchange.

Development surrounding the train station is commensurate with the diversity of land uses, particularly to the north. There is a stark contrast in the activities, built form and character between the uses to the north and south of the station.

The northern part of precinct has extensive community and civic facilities, including the Bankstown Library and Knowledge Centre and the council offices located around Paul Keating Park in addition to Bankstown RSL. To the south of the station are, Bankstown Arts Centre, Bankstown Memorial Park, Bankstown Sports Club and Bankstown Oval sporting facilities. A vibrant and culturally diverse retail street - Saigon Place, is also located south of the rail station along Chapel Road.

The precinct also contains numerous private and government educational facilities including the Southern Sydney Institute of TAFE – Bankstown.

These facilities, their character and location are discussed in the following section of the report.

Saigon Place - Source: Complete Street Report

Existing Activities map

Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Public Open Space
- Educational
- Large scale Retail and Service destination
- Civic/Cultural Facilities
- Hotel/Club
- Food and Drinks
- Special Services (Banks/post office/Medical Centre/Centre Link)
- Fine Grain Retails
- Saigon Place
- Worship

Retail & Service Destinations:

1. Service NSW
2. Bank
3. Woolworth
4. Chemist
5. IGA
6. Target
7. Car wash
9. ALDI
10. Little Saigon Plaza

Civic & Cultural Destinations:

11. Library
12. CBCity Council
13. Cinema
14. Art Centre
15. Court House
16. Youth Centre

Educational Destinations:

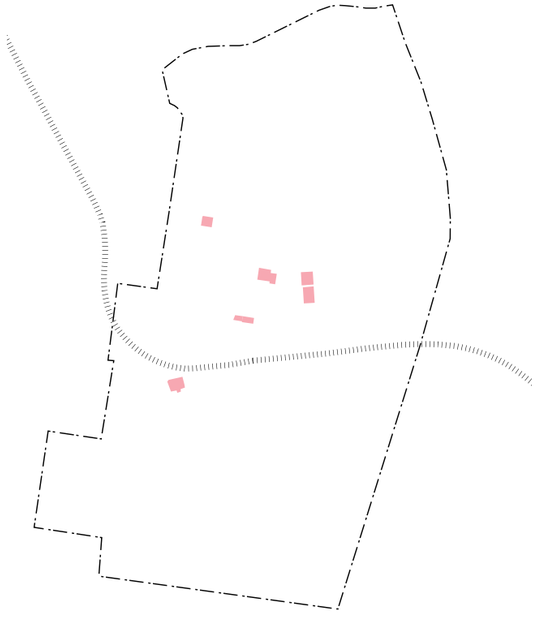
a. St. Felix Catholic Primary School
b. La Salle Catholic College
c. Bankstown TAFE College
d. St. Brendan Catholic Primary School
e. Bankstown Girls High School
f. Public School
g. St Euphemia College

4.5

d. Activities & Uses

Civic and Cultural activities

The majority of the civic and cultural destinations are located on the northern side of the station except the Bankstown Arts Centre, which is located to the south of the station within the Griffith Park curtilage. The most significant cultural and civic destinations in the Bankstown catchment are the Library and knowledge Centre, Arts Centre and Court house.These centres contribute in the activation of adjacent open spaces.

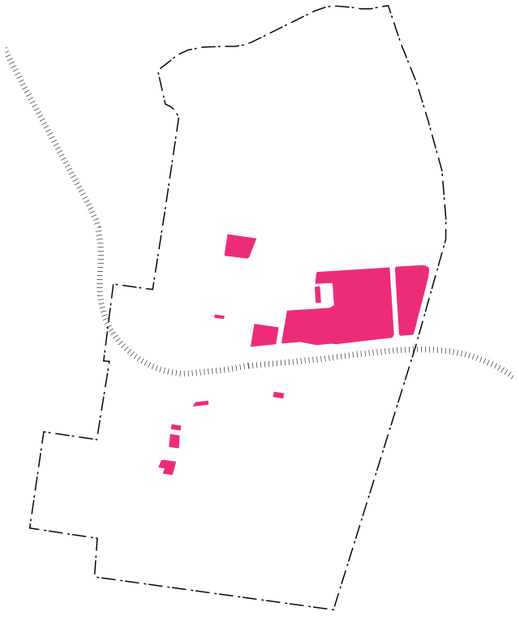


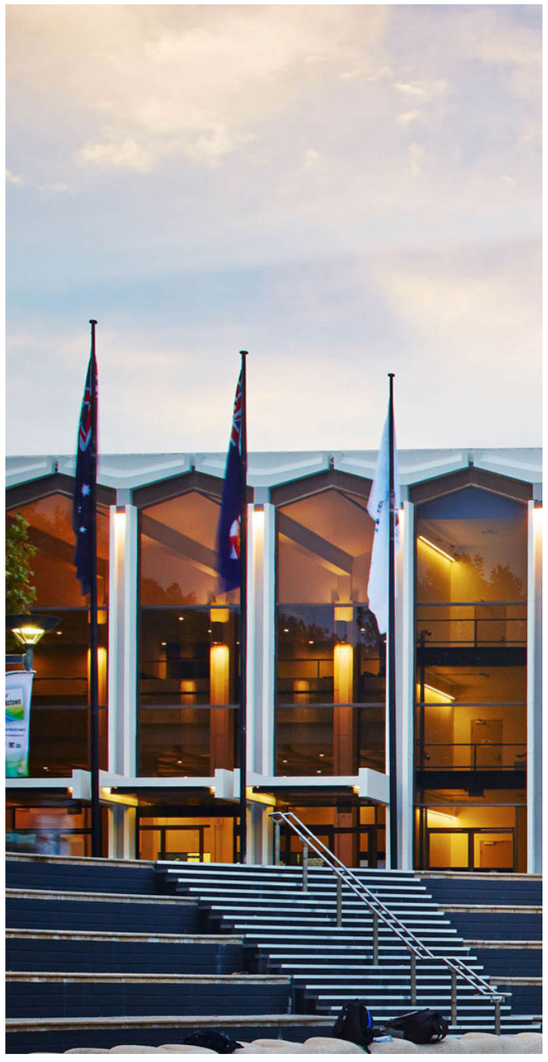
Educational

Educational facilities are scattered across the analysis catchment. The main educational facilities to the north of the station are theTAFE NSW Bankstown campus and Catholic school, which spreads over an area of around 9 ha. To the south of the train station are the Bankstown Public and Bankstown Girls High School to the north of Memorial Oval Park. Childcare centres are located throughout the Bankstown catchment in proximity to residential dwellings.

Retail and Service Destinations

The most significant retail space Bankstown Central Shopping mall located between North Terrace and Rickard Road. Other two large retail areas in the north are the Little Saigon Plaza on Chapel Road and Compass shopping mall on Appian way. Large scale retails and services on the South are mostly located in Saigon place along Chapel Road.





Places of Worship

In the study area, there are places of public worship relating to different faiths including Christianity, Islam and Buddhism. Mosques are located on the northern part of the train Station and temples are all located on the south west of the study area while churches are spread both on the north and south of the analysis catchment.

Hotel/Club and Sports

A majority of the hotels, clubs and fitness centres are placed around the railway station contributing to the commercial functions of the city centre. The Sports Club to the South and RSL Club to the north of the railway corridor are the most significant items in this category.

4.5

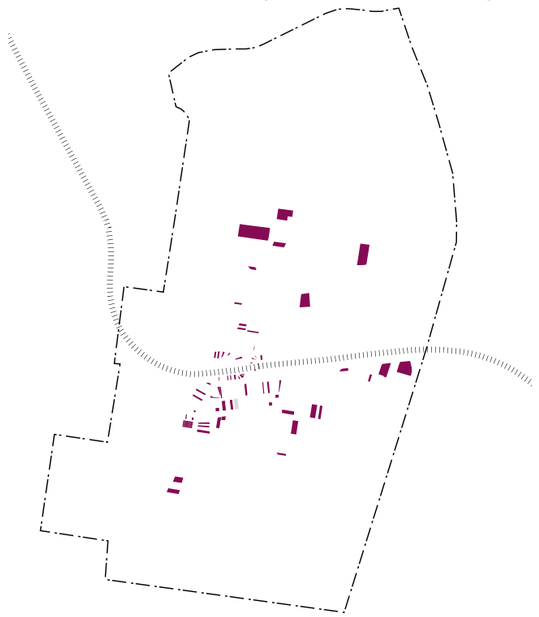
d. Activities & Uses

Special Services

Special services include banks, post office, medical centres and government services. A majority of these services are located along Meredith Street, Chapel Road and Kitchener Parade on the north and South Terrace on the South. Larger scale medical centres are located to the northern part while small scale medical centres are mostly distributed around Chapel Road on the South of Bankstown City Centre. Bankstown Post office is located on Restwell Street to the South of the station.

Food and Drink

This category mainly consists of restaurants, coffee shops, bars and pubs. Food and drink premises are mainly located along Chapel Road South"Saigon Place" and Chapel Road. Along Saigon Place is fine grain, contains a number of small-scale food market shops and small tenancy restaurants are cluttered together. In contrast, to restaurants located along Stacey Street and in proximity to TAFE NSW, occupying large tenancies in mixed use towers or freestanding low scale buildings.



Fine Grain Retail

Clusters of small scale retail are located mainly to the south of the station in"Saigon Place and City Plaza" along Chapel Road. Some fine grain retail is located to the north of the station along Fetherstone Street in proximity to the train station. The fine grain retail concentrated around the Station is a defining character of Saigon Place and City Plaza.

Saigon Place - Source: Complete Street Report

Implications:

- Incorporate recommendations from the Land Use and Economic Study, Residents Needs Study and the Student and Worker's Needs Study
- Investigate urban design solutions which retain and enhance the role of Saigon Place as a fine grain 'high street' with a mixed offer of retail and commercial ground floor uses, with a strong sense of place and cultural diversity
- Develop planning controls that ensure that private developments on Appian Way and Restwell Street promote a fine grain 'high street', in accordance with Bankstown Complete Streets
- Investigate urban design solutions and planning controls to ensure that future redevelopment of Bankstown Central and Bankstown Sports Club achieve fine grain retail/commercial uses, active street frontages and make a positive contributions to the quality of the public domain.
- Implement the Student and Worker Needs Study recommendations to develop and improve community facilities
- Gentrification could negatively impact the existing economic vibrancy and cultural character of Saigon Place. Robust discussion and further advice is required from the Land Use and Economic Study and Council's Economic Development team on how to support and maintain the unique cultural identity of Saigon Place through mechanisms beyond land use planning.

4.5

e. Lot Types

Lot Size and Subdivision Pattern

The lot sizes and subdivision pattern of Bankstown catchment reflects the historic subdivision pattern of the European settlement following the opening of Bankstown Station in 1909. Historic records indicate that between 1920 and 1930 around 22,000 new building sites were created by subdividing thousands of acres of rural land predominantly to the north of the train station. The street structure, which was completed between 1917 and 1946, is predominantly unchanged (Source: Sydney Metro City & Southwest: Sydenham to Bankstown Line – Heritage Interpretation Strategy).

The lot size ranges within the Bankstown catchment are discussed in the following section of the report.

Bankstown Historic Subdivision Pattern 1943
(Source:www.maps.six.gov.au)

Lot Sizes distribution map

Legend

- Bankstown City Centre Analysis catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Public Open Space
- Creeks / Waterbodies
- Lots 0 - 250m²
- Lots 250m² - 450m²
- Lots 450m² - 800m²
- Lots 800m² - 1500m²
- Lots 1500m² - 2500m²
- Lots 2500m² - 5000m²
- Lots > 5000m²

4.5

e. Lot Types

Lot Size

Lot Size 0 – 250m² - Mixed Use Area

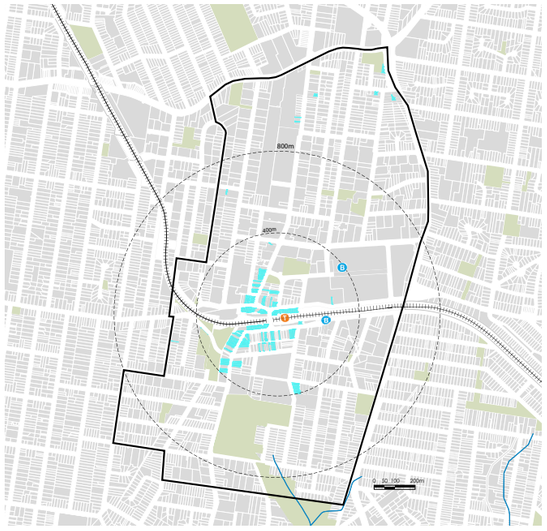
246 lots, 16 % of total lots

0% of this size is strata titled

The central commercial core area within the 400m walking catchment of the train station, especially along Chapel Road to the north and south (Saigon Place) contains a fine grain lot pattern with lots generally in the 0 - 250m2 range. Building frontages within this area reflect a historic fine grain character with an average street frontage width of 6m.

Implications

The remnant historic fine grain subdivision pattern, especially within the 400m walking catchment should be conserved as the regularly shaped allotments with consistent dimensions create a distinctive streetscape rhythm, enhances the character and provides a historic context to the area.



Location of Lots with Lot Size 0 - 250m²

Lot Size 250m² – 450m²

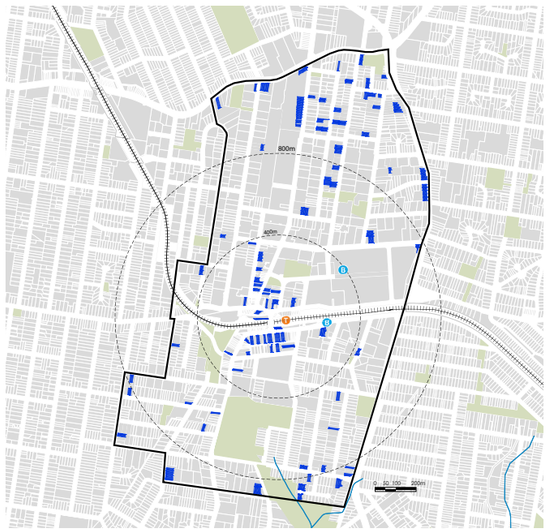
182 lots, 12 % of total lots

2 % lots of this size are strata titled

Unlike the other lot size ranges, this lot size range 250m² - 450m² is not dominated by a particular land use. This lot size range is scattered throughout the Bankstown catchment with a significant number concentrated within the 400m walking catchment of the train station, especially along Chapel Road to the north and south (Saigon Place) of the train station. It appears that the lot size range 250m2 - 450m2 located beyond the 400m walking catchment are a result of subdivision pattern.

Implications

Similar to the "fine grain" lots, the small lots (range 250m² - 450m²) within the 400m walking catchment should be conserved as the fine grain and small lots are clustered together and provide an intimate character. Lots outside the 400m walking catchment have no established pattern. Given the random nature of location of these lots, there is limited opportunity for change. In future there may opportunity for amalgamation and lots to be developed for medium density uses.



Location of Lots with Lot Size 250m2 - 450m2

Lot Size 450m² – 800m²

Lot Size 800m² – 1,500m²

In Low and Medium Density Residential

450-800m: 736 lots, 47 % of total lots
2 % of this size is strata titled

800-1500m: 201 lots, 13 % of total lots
23 % of this size is strata titled

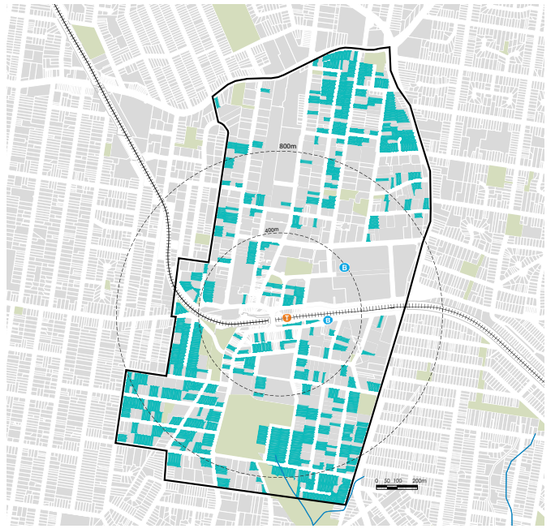
The lot sizes in the low and medium density residential area do not establish a predominant character or pattern of development in the area. The lot sizes range between 450m² to 800m² and 800m² to 1,500m² with the majority in the 450m to 800m walking catchment. The two lot size ranges have been able to accommodate a variety housing, such as detached dwellings, attached dwellings (duplex home) and multi dwelling housing (row houses, town house) to meet the different needs and demand of the different types of households, which make up a vibrant and diverse community.

These lot sizes allow provision for on-site landscaping and car parking. The length of some of the lots extends to more than 70m, allowing provision for mature trees. This has ensured retention of numerous mature trees in addition to ground cover landscaping. These landscape features established a leafy green suburban character and feel which is quite different to the very urban character in proximity to the train station.

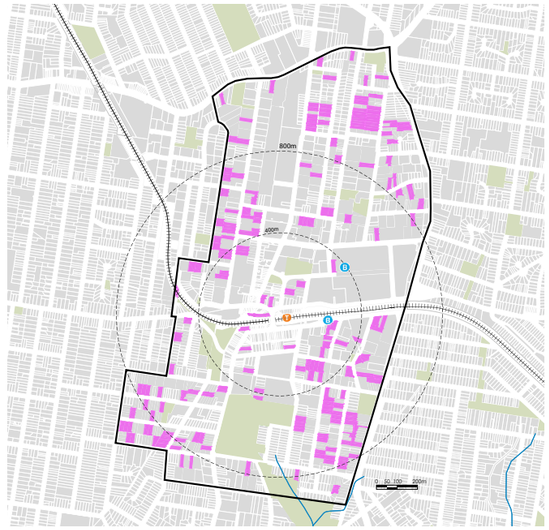
Implications

Some of these lots are occupied by strata titled developments, which inhibit development.

Lots not occupied by strata titled development provide opportunity for amalgamation and development for the purposes of medium density housing, whilst still preserving the suburban character and conserving existing tree canopy that will help mitigate the urban heat island effect.



Location of Lots with Lot Size 450m2 - 800m2



Location of Lots with Lot Size 800m2 - 1000m2

4.5

e. Lot Types

Lot Size

Lot Size 1,500m² – 2,500m²

118 lots, 7% of total lots

66 % of this size is strata titled

A majority of lots in the 1,500m² - 2,500m² rage are located within the high-density residential land use outside the 400m walking catchment. These lots represent properties that have already been consolidated and developed for apartment buildings.

The BLEP 2012 has dictated the subdivision pattern of the R4 Zone. The minimum lot size required under BLEP 2012 where an apartment building is proposed in R4 Zone is 1,500m2 with a minimum frontage of 30m.

Implications

A majority of the lots in the range 1,500m² - 2,500m² and 2,500m² - 5,000m² are occupied by strata titled developments, which are a major inhibitor to development.

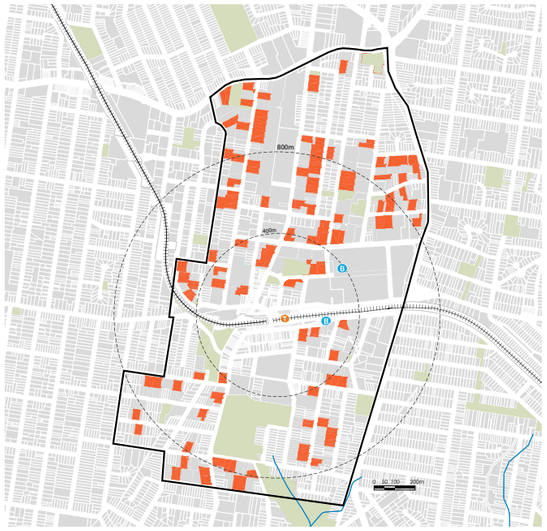
Lots not occupied by strata titled development, provide opportunities for place making through enhanced amenity and potential community infrastructure whilst providing increased housing and jobs opportunities.

Lot Size 2,500m² – 5,000m²

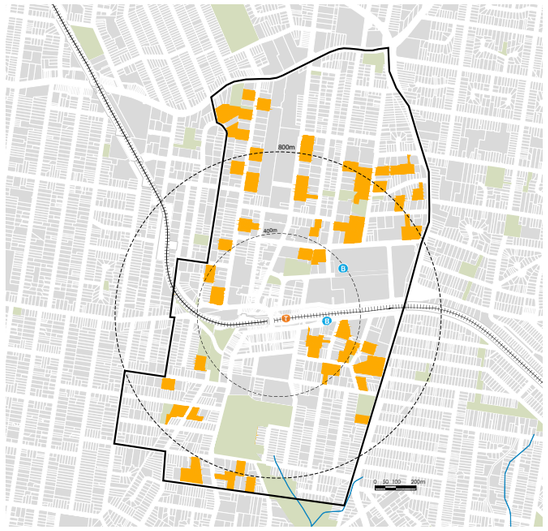
63 lots, 4 % of total lots

71 % of this size is strata titled

This lot size range provides flexibility and presents opportunities to accommodate varied uses. In the residential zones, these lots represent properties that have already been consolidated and developed for either apartment buildings or town houses. Whil lots in the mixed-use zone accommodate civic uses such as Council administration building and the future Western Sydney University Campus. Other uses include fast-food outlets like McDonalds and mixed-use buildings.



Location of Lots with Lot Size 1500m² -2,500m²



Location of Lots with Lot Size 2,500m² - 5,000m²

Lot Size > 5,000m²

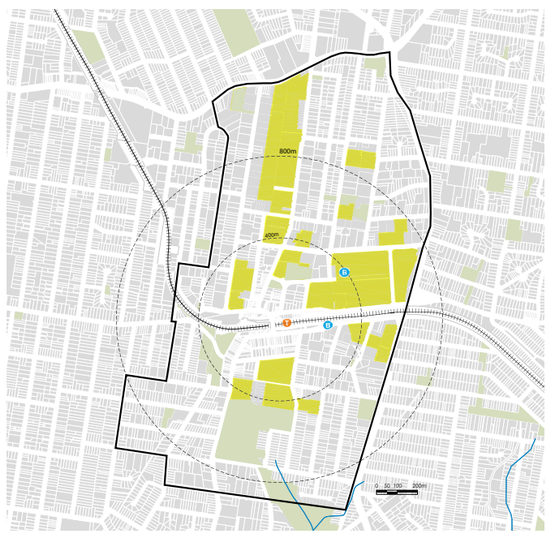
29 lots, 2% of total lots

14 % of this size is strata titled

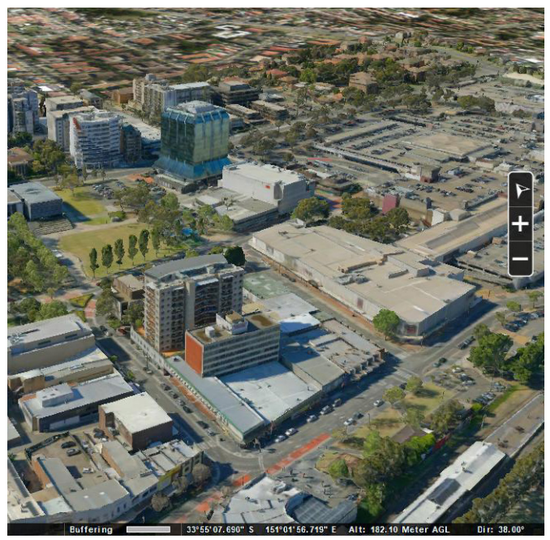
Larger lot sizes allow for both provision of larger floor plate and retention of natural features that set the character of a locality as well as to accommodate speciality uses that could shape the structure and built form of an area.

Lots >5,000m2 that presents strategic potential are located on both sides of the railway station. Bankstown Central shopping centre, NSW TAFE (Bankstown Campus), St Felix catholic School and Aldi are some of examples buildings located on these lot types on the northern side of the station. While Bankstown Sports Club, Bankstown Public School and a Greek Orthodox Church are some of the buildings on these lot types to the south of the station.

There is no established pattern in the location of lots >5,000m2.



Location of Lots with Lot Size >5,000m²



Implications

A planning proposal for the Bankstown Central (Vicinity) and other development applications for some of the larger lots within the 800m walking catchment are being considered by Council. The proposed masterplans provide an opportunity for Council to realise the vision for Bankstown as established by the LSPS.

Some of these lots provide opportunities for redevelopment to meet the jobs and residential targets as per the LSPS

Council shoul develop controls to define minimum lot sizes for different types of development informed by the Tall Building Design Study where possible.

4.5

e. Lot Types

Land Ownership

The pattern and size of land ownership within the Bankstown catchment are indicated on the diagram alongside (Refer to Land Ownership Map). These patterns will inform potential development sites and/or lot amalgamation patterns.

The Bankstown catchment benefits from a number of sites, which have the potential to facilitate orderly redevelopment and building types that can deliver mixed use, education establishment or hospitals as per the LSPS vision and also deliver a good built form outcome. Except for TAFE NSW and land adjacent to TAFE under the ownership of the Roman Catholic Church, a majority of the large sites (area > 5000m2) and sites owned by Council are located in the commercial core of the Bankstown catchment.

A significant proportion of land is also under the ownership of various government organisations including Roads and Maritime Services (RMS), Land and Housing Corporation and the Department of Education. The major private land owners are the RSL Club, Sports Club and Vicinity Centres Limited. There are also clusters of smaller sites under single ownership, which has the potential to be amalgamated through appropriate floor space amalgamation incentives.

In addition to the major landholdings and ownership under various government organisations, there are several land owners who own 2-4 small lots located generally beyond the 800m walking catchment. These lots have the potential to be consolidated to be developed for medium density housing.

For the purpose of this study, it is to be assumed that the residential strata titled land holdings are left untouched in any future planning of the Bankstown catchment. The commercial and retail strata titled land holdings especially to the south of the train station along Chapel Road can be explored for future development.

Within the Bankstown Catchment, there are a number of sites which currently are under review for potential intensification.

Implication

Based on the analysis of lot sizes in the section above, it can be concluded that a significant proportion of area outside the 400m catchment, which is occupied by small and medium density housing is under single ownership. These areas are unlikely to change in the near future.

Within the 400m walking catchment, a significant proportion of large lots are either under single ownership or owned by Council or government organisations. This provides flexibility in redevelopment and opportunity to negotiate a good design outcome for the area.

Major lands under single ownership such as Numbers 1, 2, 4, 6, 10, 12, 14 (refer to Land Ownership Map) could facilitate intensification.

Strata Lots

The Bankstown catchment contains significant number of strata titled, multi-storey residential flat buildings with a large proportion over basement parking. The strata titled buildings are located within the north-east, northwest and south-east of the catchment around the commercial core.

Around the fringe of the catchment, some contemporary villa and townhouse style developments too are present.

They present a significant constraints to potential development and place making due to the ownership structure.

Emerging pressure to provide housing will see this trend of strata titled development to continue to prevail and accelerate around Bankstown's transit nodes, such as the Station and the bus interchange, especially with the introduction of the future Sydney Metro South West link.

Implications

For the purposes of this study, it is to be assumed that the residential strata titled land holdings within the Bankstown catchment are less likely to develop in the future. The commercial strata titled land within the 400m walking catchment of the train station can be explored for future development.

Land Ownership Map

Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Public Open Space
- Canterbury Bankstown Council (C)
- Land and Housing Corporation (H)
- Roads and Maritime Services (R)
- Department of Education (E)
- Owner-1 (D&L Australia Investment)
- Owner-2 (Sports Club)
- Owner-3 (Bankstown Polish Club Co.)
- Owner-4 (Vicinity)
- Owner-5 (Trustees Roman Catholic Church)
- Owner-6 (Phantran Pty Ltd)
- Owner-7 (Miracle Corp)
- Owner-8 (Fioson Pty Ltd)
- Owner-9 (Simoppina Investments)
- Owner-10 (Al Amanah College Inc)
- Owner-11 (TAFE)
- Owner-12 (Redpoc Pty Limited)
- Owner-13 (Greek Orthodox Community)
- Owner-14 (RSL Club)
- Owner-15 (ALDI Foods)
- Strata Lots

4.5

f. Built Form and Density

Ground Cover

The Ground Cover Map shows the extent of built up area, public spaces and the building grain.

The general structure of Bankstown is characterised by a grid of narrow streets, rectangular urban blocks filled with long and narrow lots, typical of many settlements laid out in the mid to late 19th century in NSW. Despite the replacement of much of the building stock of the past, the underlying subdivision pattern has persisted. It has provided the city centre with “fine-grained” street frontages. Chapel Road, south of the rail corridor has the most consistent grain.

A significant number of voids exist within the city centre, comprising vacant paved areas presently being used for car parking. The large number of at grade car parks erodes the physical form of the core, as does the general lack of consistency in the scale and type of buildings within city streets. In addition, opportunity for tree planting in these asphalt-covered areas is not significant. And tree planting is the most cost effective way of cooling cities and minimising the effects of climate change and the urban heat island. Hence these areas are considered a poor outcome for the city centre at present but are also recognised as key development opportunities.

Note: Ground Cover Map- only includes areas with potential for development. The low to medium density housing areas have not been included as development in those areas is not anticipated in the near future.

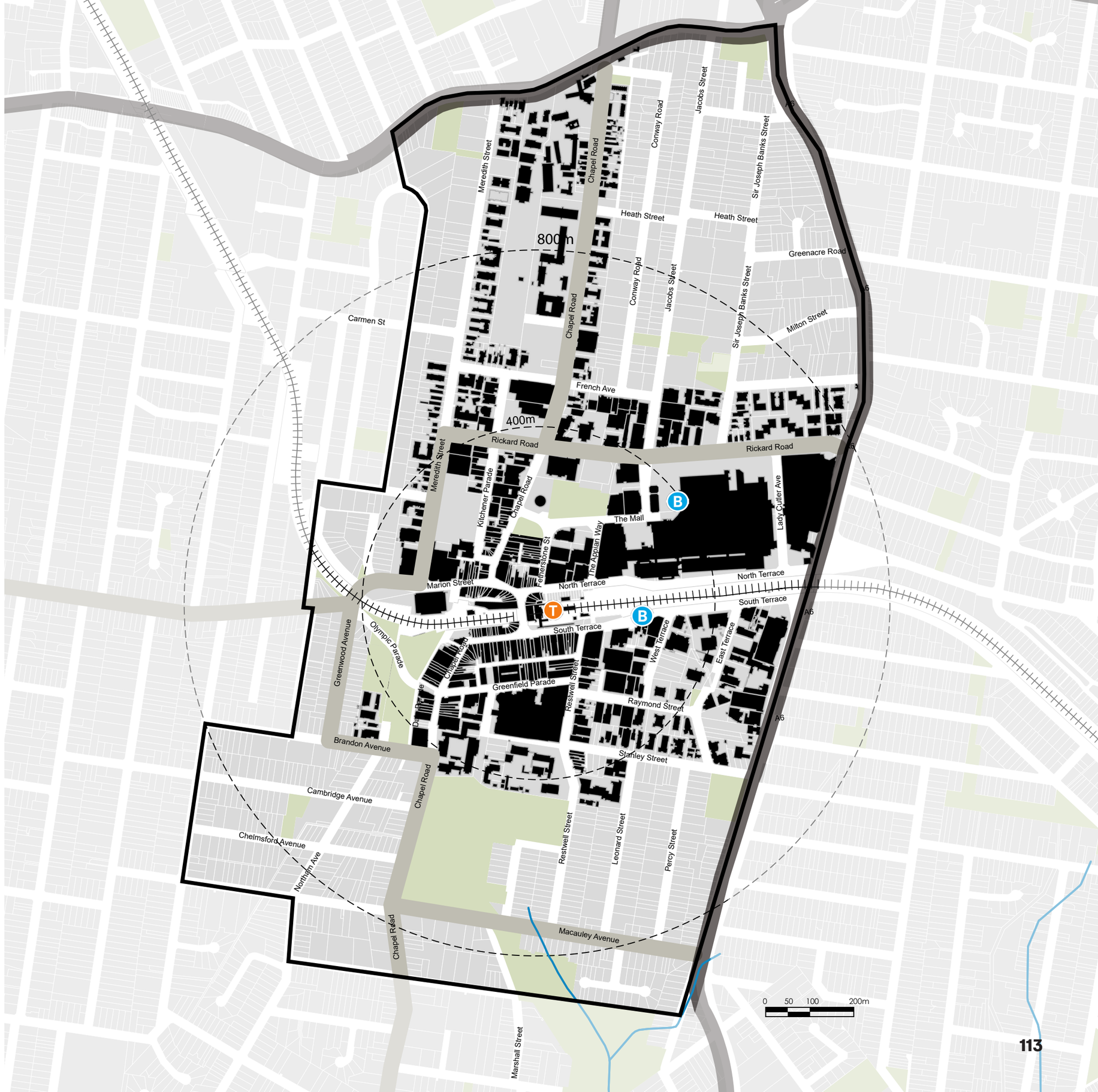
Implications

- Large sites are available to accomodative generous floor plates for commercial and residential development providing adequate building separation and deep soil (where appropriate).
- Larger land areas allow for building setbacks to accommodative greater sky views which helps mitigate the urban heat island effect. The master plan should take into consideration the connections between built form, site coverage, deep soil and sky views to mitigate future urban heat island effect.

Ground Cover Map

Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Public Open Space
- Creeks / Waterbodies
- Existing Building Footprints



4.5

f. Built Form and Density

Building Typology

There are many unique characteristics present within the Bankstown catchment that contribute to its sense of place and identity. Existing building typology plays a significant role is the identity of Bankstown. Building stock in the Bankstown catchment varies considerably in age, condition and architectural style. Building typology around the train station include older style attached shop fronts with office space or residential development above, larger commercial office buildings from the late 20th century and newer civic buildings around Paul Keating Park.

Other key sites within the core of the Bankstown catchment include the Bankstown Central Shopping Centre, Bankstown Sports Club and Bankstown RSL Club. Residential buildings within the north-east, north-west and south-eastern precincts surrounding the core also vary significantly in age and style from 3 storey walk up flats to more modern strata title, multi-storey residential flat buildings over basement car parking. The majority of the building stock has been constructed within the later part of the 20th century with limited newer stock present near to the railway line.

These newer buildings are often juxtaposed with single storey dwellings which are yet to be redeveloped, particularly within the northern precinct. Beyond the core around the train station, there is generally lower density housing with a number of more modern villa and townhouse style developments present.

The area towards the periphery of the Bankstown catchment has a spacious feel as a result of the generous side and front setbacks and the low scale heights of many of the existing buildings.

Typology is a language of urban design that can provide coherence and shared meaning in the built environment. Typology depends on building's materiality, it's connectivity to nature and local culture and elements that give it a sense of place.

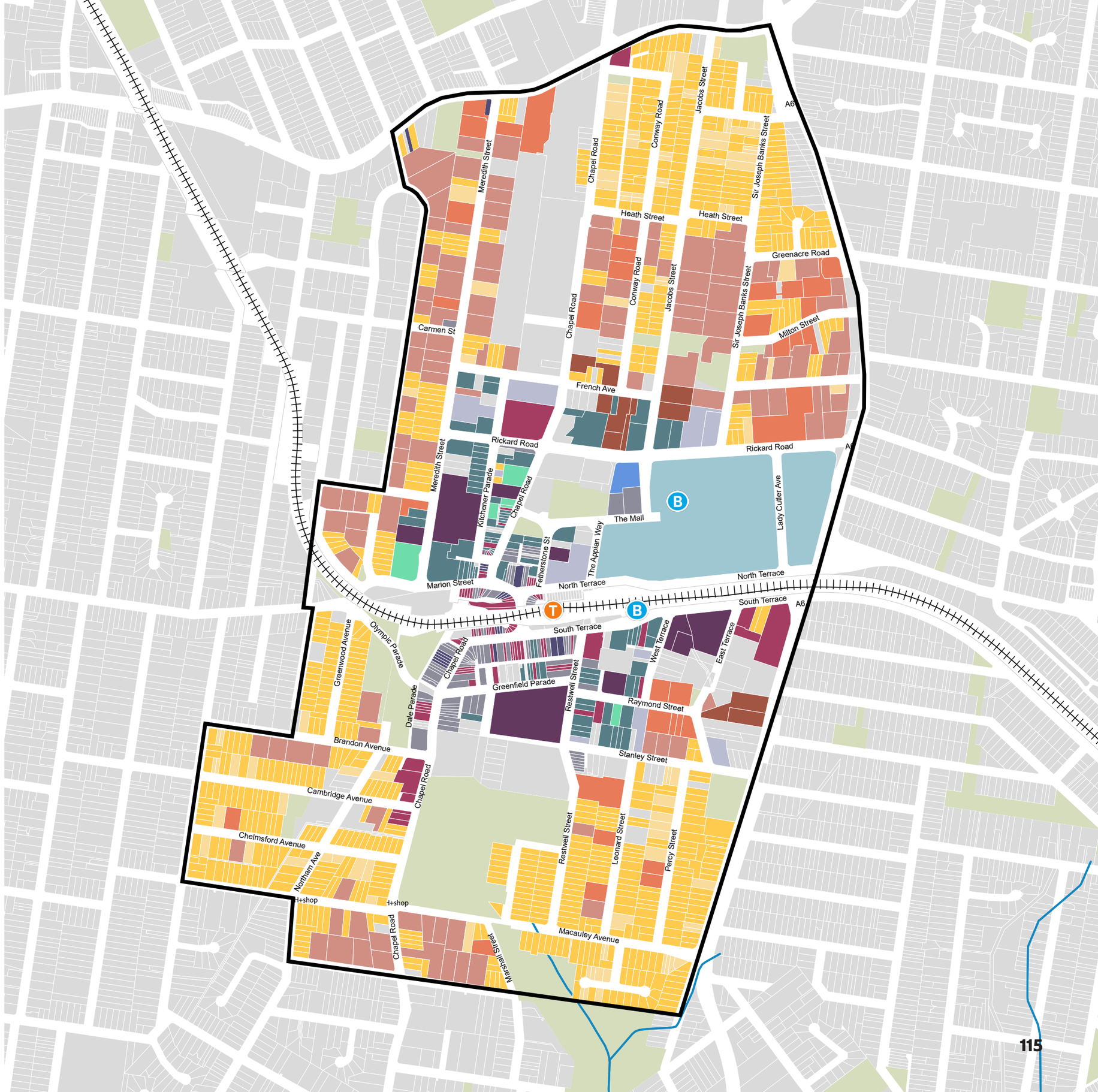
Despite the diverse typology, there are still cultural ideas such as Bankstown library, Bankstown Square, the Court House that have established the identity of Bankstown. Future development should continue to be grounded in this cultural resonance.

The following section analyses the typologies with the Bankstown catchment base on architectural character, spatial organisation, scale and user type. Planning controls, such as land use, FSR, building height, site coverage, setbacks, deep soil and active frontage requirement has significant influence on building typology and are discussed in detail in other sections of this report.

Building Typology Map

Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Public Open Space
- 1-3 Storey Mixed-use
- 4-8 Storey Mixed-use
- +8 Storey Mixed-use
- Historic Shop-Top Building
- 1-2 Storey Detached Dwelling
- 2 Storey Town House
- 2-3 Storey Residential Flat Building
- 4-8 Storey Residential Flat Building
- High Rise Residential (+8 Storeys)
- 1-3 Storey Commercial
- 4-8 Storey Commercial
- High Rise Commercial (+8 Storeys)
- Large Scale Retail/Services
- small/ medium Scale Retail/Services



4.5

f. Built Form and Density

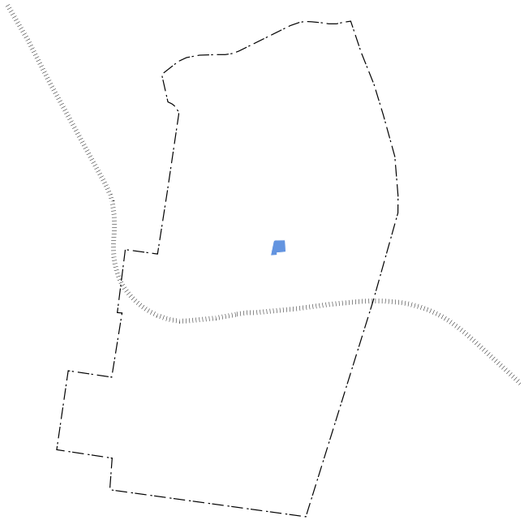
Building Typology Strengths and Limitations

8+ Storey Commercial

There is only one 8+ storey commercial building in Bankstown catchment; the Bankstown Civic Tower. With a height of 55m, it is the tallest building in the area. Completed in 1991, a building of modern architecture with glass curtain wall façade characterised by an emphasis on volume and minimal ornamentation.

Strengths

Provides much needed commercial space. Proximity to train station enables higher.



level of public transport service to be efficiently provided.

Provides opportunity to improved building sustainability standards for commercial buildings required.

Limitations

Large footprint reduces skyview and in turn increases the urban heat island effect.

Significant impact on solar amenity of surrounding development.

Lack of landscaping, deep soil, tree canopy.

8+ Storey Mixed use

Similar to the 8+ storey commercial buildings, the 8+ storey mixed use buildings are concentrated around the train station. Buildings with streamlined modernistic style with General light sandstone-coloured precast concrete buildings are designed to reflect the character of the established neighbourhood.

Strengths

Provide active retail frontage at street level. Provides much needed commercial space. Proximity to train station enables higher level of public transport service to be efficiently provided.

Limitations

Inactive public/private domain interface. The design has only addressed flood risk but fails to provide an inviting/active street frontage.

Lack of landscaping, deep soil, tree canopy and aesthetic appeal.

Significant impact on solar amenity of surrounding development.

Generally strata titled, hence limiting future development.

Room for improvements in terms of design quality and sustainability standards

8+ Storey Residential

The 8+ storey apartment buildings are generally located outside the commercial core. Precast concrete buildings, sporting boxy design and somewhat bland facades, often with coloured panels and flat windows.

Strengths

Provides much needed housing close to public transport.

Proximity to train station enables higher level of public transport service to be efficiently provided.

Limitations

Lack of landscaping, deep soil, tree canopy and aesthetic appeal.

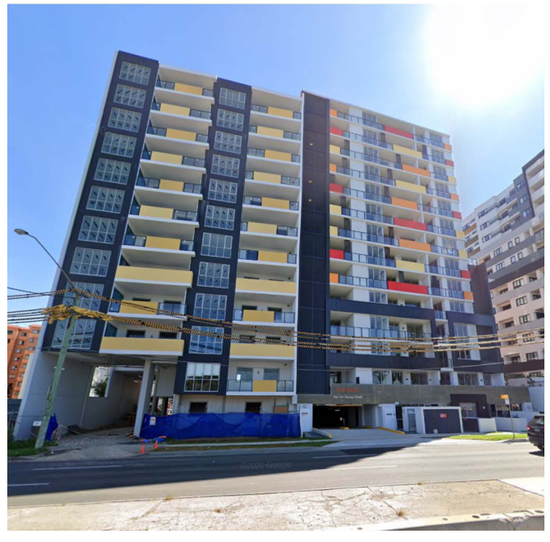
Significant impact on solar amenity of surrounding development.

Generally strata titled, hence limiting future development.

Room for improvements in terms of design quality and sustainability standards

Inactive streetscape at ground level dominated by services

Reliance on render and paint does not ensure longevity and requires maintenance



4-8 Residential

Generally located outside the commercial core. Precast concrete buildings, sporting boxy design and somewhat bland facades, often with coloured panels and flat windows.

Strengths

Provides much needed housing close to public transport

Robust and low maintenance materials have resulted in building longevity

Limitations

Lack of landscaping and aesthetic appeal

Significant impact solar amenity of surrounding development

Generally strata titled, hence limiting future development

4.5

f. Built Form and Density

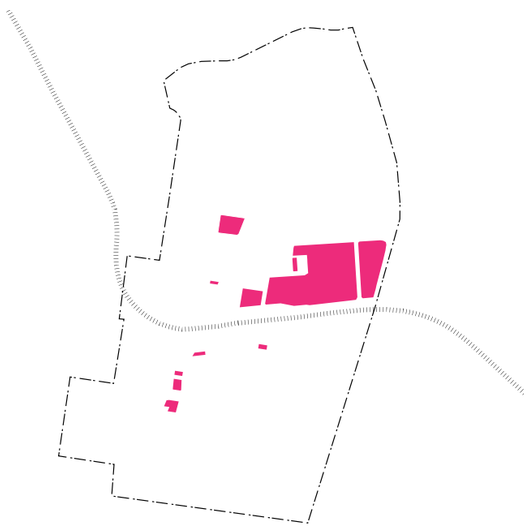
Building Typology Strengths and Limitations

Large Scaled Retail

There many large scale retail blocks in Bankstown. The largest is Bankstown Central, which contains big anchors , smaller retail shops as well as services. Typically this type of built form is insular, with expansive concrete/ blank facades to the street and minimum activation and large at grade parking space.

Strengths

Provide much needed retail facilities



Limitations

Limited active frontage

Poor architecture

Lack of permeability, open space and landscaping

Large surfaces of car parking exacerbates heat island effect and results in a car-depend centre

Poor sustainability standards in the building (e.g. reliance on air conditioning and artificial lighting)

Under-utilised urban/built form that could otherwise accommodate greater densities, open spaces, deep soil and landscapin near public transport hub

Upto 3 Storey Mixed use/Historic Shop Top

Historic shop tops are generally clustered around Bankstown City Plaza. These shops are generally fine grain retails which contains local businesses such as grocery store, bakery, café and restaurant and adds to the character of the Saigon Place and Bankstown City Plaza as a vibrant pedestrian oriented space.

Strengths

enhance the cohesiveness and low density character of the streetscape

Fine grain retail

Limitations

Limitations to be upgraded

Unsympathetic alterations to historic buildings

Urban renewal could impact negatively the economic success of existing retail along Saigon Place due to potential increase in rent

preservation of historic character while allowing sympathetic alterations and additions to occur for medium-high density

Upto 3 Storey residential

Generally, the walk-ups have modernistic vein employing Art deco stylistic features typical of 1960's.

Strengths

Manage transition from high density residential to low density residential.

Retain reasonable solar access to the main street.

Include basement parking with access from rear lanes.

Usually more affordable for residents.

Robust and low maintenance materials have resulted in building longevity

Limitations

Limited private open space.

Mostly strata titled with limited opportunity for redevelopment.

Not compliant with universal design (Not suitable for people with disability).

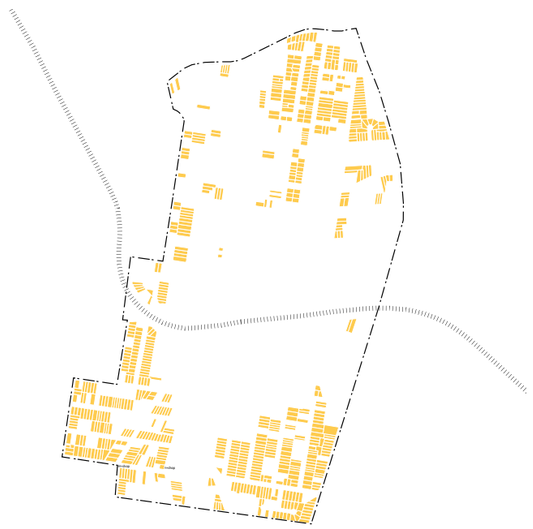
Upto 2 Storey Detached dwellings

Single and two storey detached dwellings are generally located at the periphery of Bankstown catchment outside the commercial core and high density zone. These detached dwellings are generally located at 4-6m front setback of an lot with an average length of 40m.

Pr Strengths os

Enhance skyview of the catchment and minimise urban heat island effect.

Good access to sunlight.



Generous private open space

Enhance the pedestrian experience

Limitations

Front facade at times dominated by garages

4.5

f. Built Form and Density

Active Frontage

Active street frontage principle of providing a continuous business or retail uses that open directly to the footpath to provide activity on the streets have been applied to the street network predominantly within the 400m walking catchment. A good mix of street frontages occur along Bankstown City Plaza, Chapel road and North Terrace West to the north of the station.

While a vibrant and culturally diverse "Eat Street" (Saigon Place) is located south of the station along Chapel Road. Saigon Place presents a variety of Asian restaurants and market stalls that spill onto the street. In addition, South Terrace and Greenfield Parade provide the majority of activation.

Although there is an attempt made in providing street activation within the commercial core, there are huge gaps in activation where frontages have significantly poor activation such as Bankstown Central. Compared to the streets around Bankstown Plaza, Bankstown Central, although bordered by streets on all four sides, provides next to no activation.

Development within the medium and low flood risk areas have failed to achieve a balance of managing flood risk and achieving street activation and accessibility. Finished floor levels raised to address flooding have frontages formed by steps such as Meredith Street South and East Terrace, which do not contribute to street activation.

Connectivity within the commercial core has been enhanced by the presence of laneways. The laneways do not contribute to high quality safe and attractive pedestrian links as envisioned in the Complete Streets. The laneways lack adequate lighting, street furniture and active visual engagement.

Good quality active street frontage can contribute to creating successful public spaces that deliver far-reaching benefits. Active frontages need to be walkable for them to be successful. This requires provision of pedestrian amenity. Bankstown commercial core has varying levels of pedestrian amenity. According to Complete Streets, south side of train station around Saigon Place generally is more pedestrian friendly than North side.

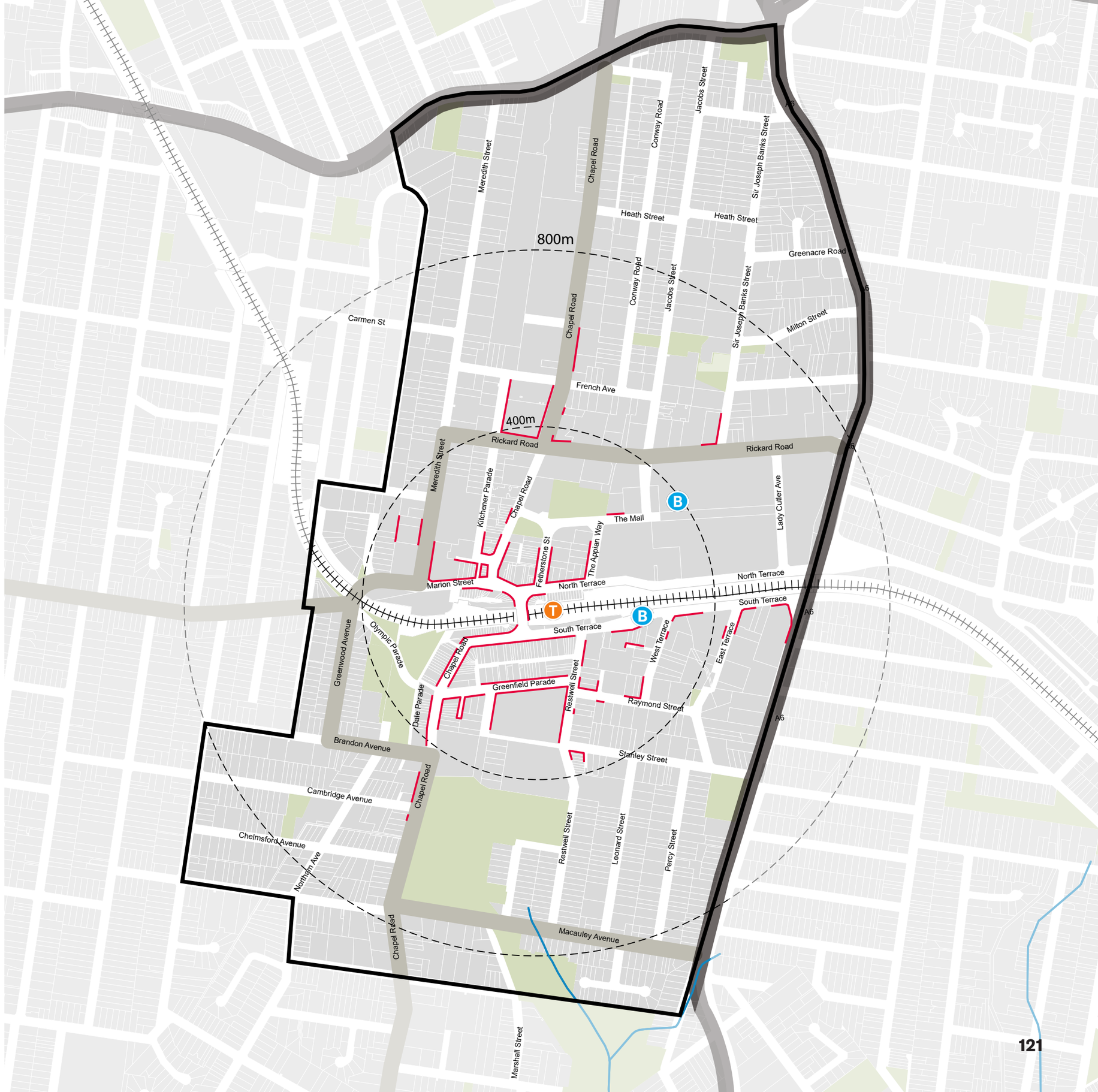
Around 72% of streets within the Bankstown commercial core were found to have limited pedestrian amenity. This is in spite of Bankstown commercial core attracting the highest pedestrian volumes, with more than 13,000 people recorded daily along Saigon Place and more than 14,000 outside of the station.

Implications

Key enhancements recommended in Complete Streets to activate streets within the commercial core should be considered in the design of the master plan, which include:

- Expanded opportunities for outdoor dining to enhance street activity in the CBD.
- Major night time activity hubs including the RSL, Sports Club, Shopping Centre and University Campus to be connected via safe and active streets
- Opportunity to provide wider paths, more outdoor dining and more street trees on many streets by reallocating space from overly-wide road lanes and corners.
- Awnings proposed along all major active frontages, to provide continuous pedestrian routes protected from sun and rain, and to compliment existing awnings.

In addition, to the Complete Streets recommendations, for the area beyond the commercial core, BDCP 2015, includes guidelines for street activation, which are discussed further in this section.



Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Public Open Space
- Existing Active Street Frontage

4.5

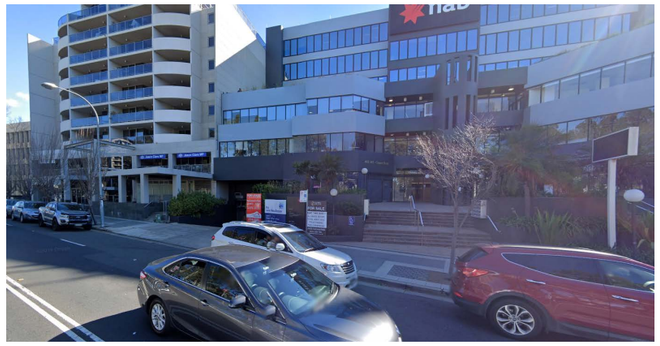
f. Built Form and Density

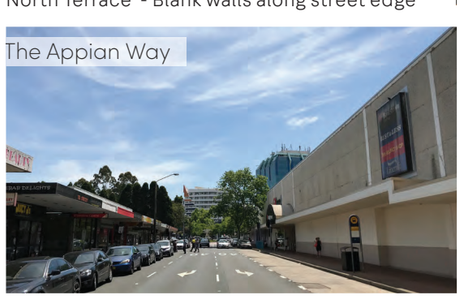
Active Frontage

Saigon Place - Active street frontage

Bankstown City Plaza

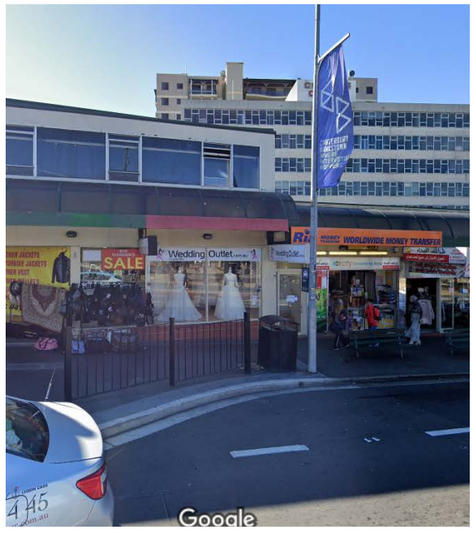
North Terrace - Blank walls along street edge


Chapel Road - Inaccessible active street frontage

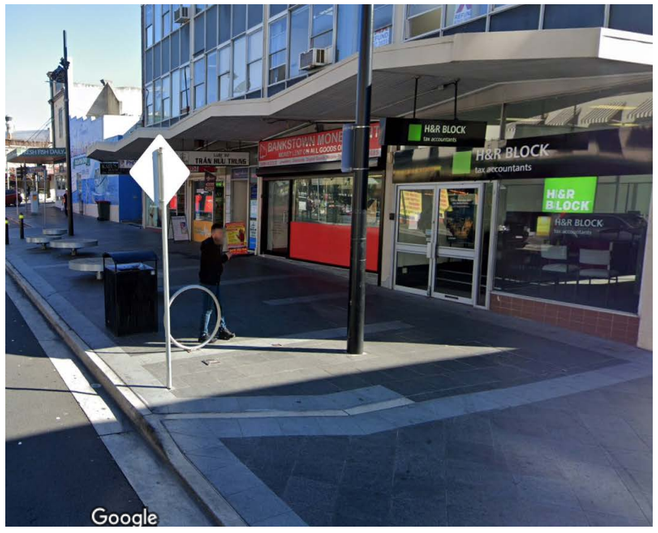


The Appian Way - Blank walls along street edge

North Terrace - Gaps in public amenity



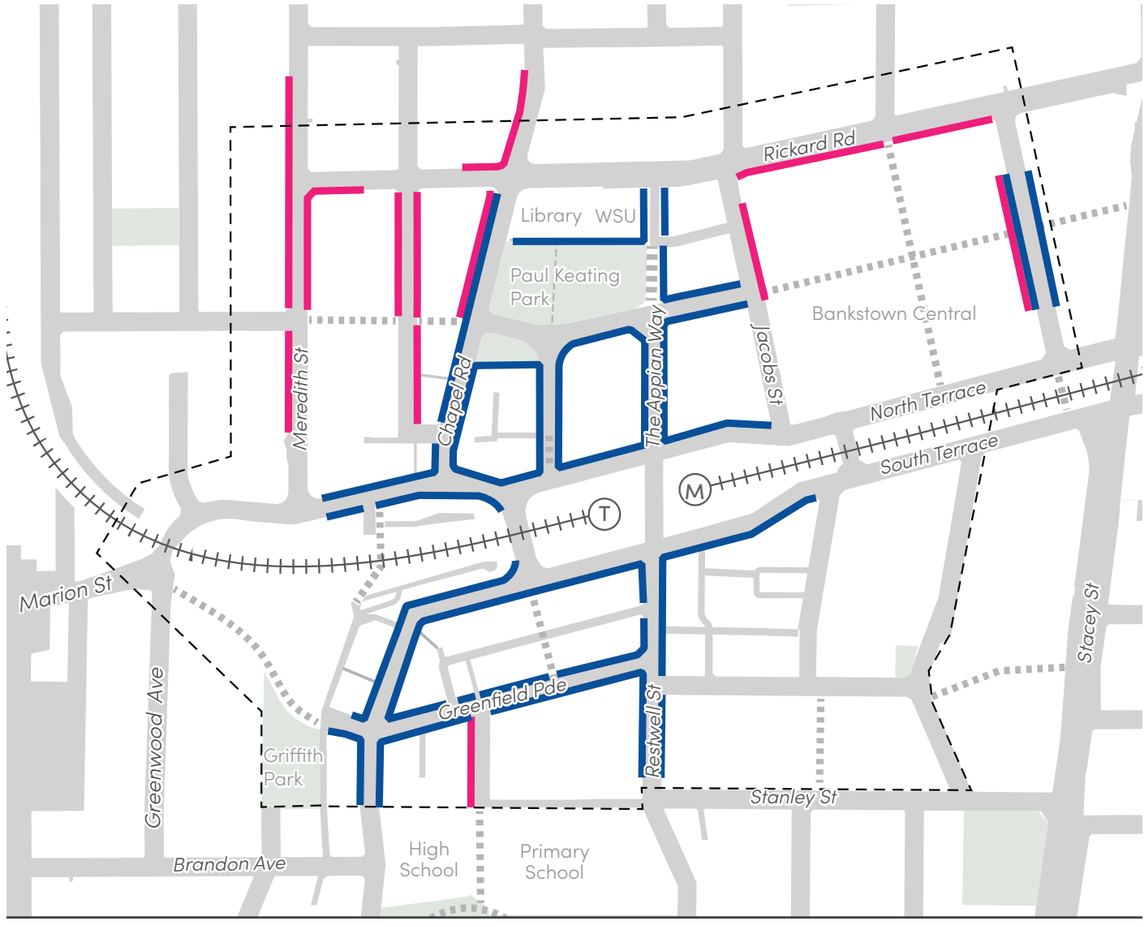
North Terrace - Active street frontage

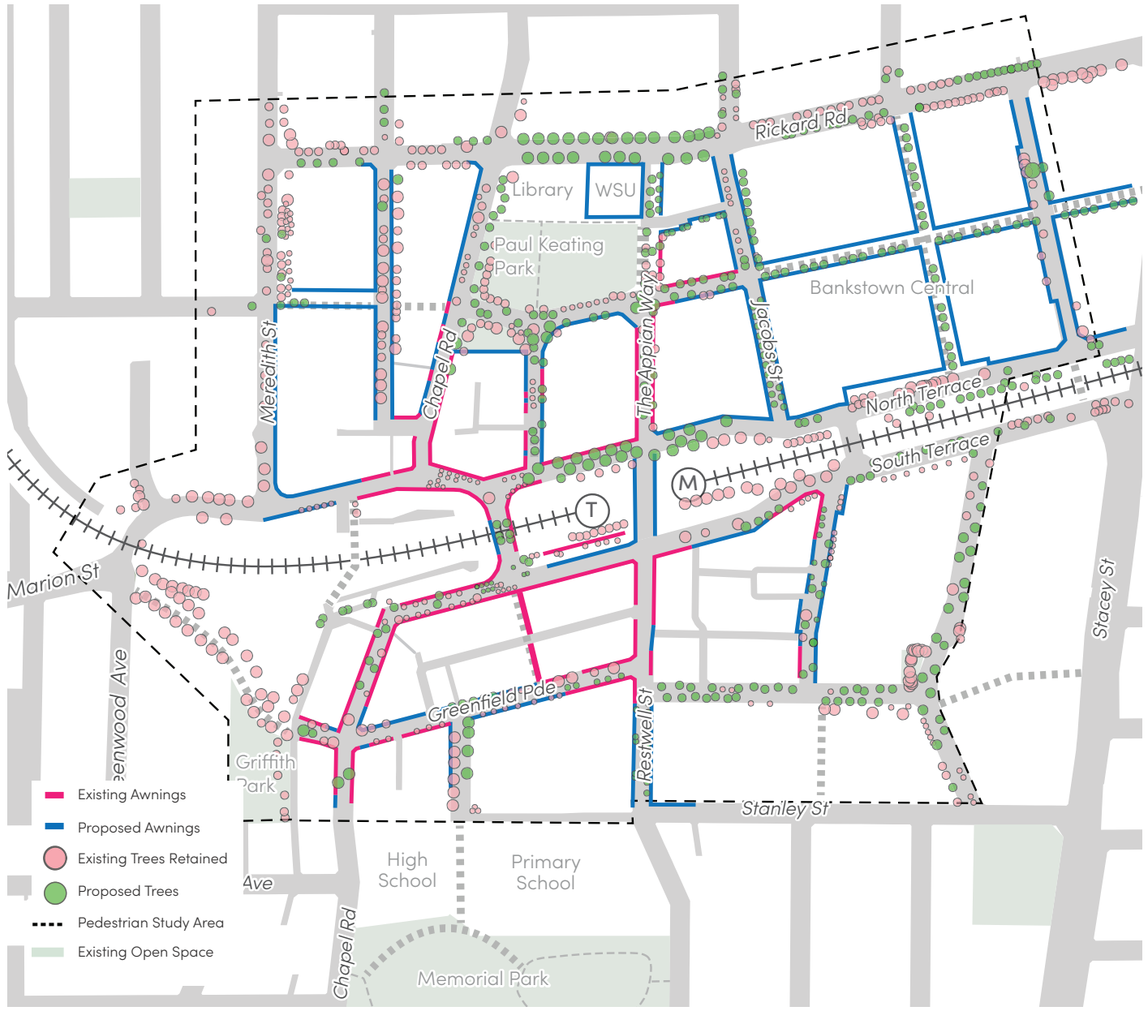


Featherstone Road with very good public amenity

Rickard Road Looking xxxxx - Street edge encroached by parking

North Terrace - Gaps in public amenity


Rickard Rd
Library
WSU
Paul Keating Park
Bankstown Central
Meredith St
Chapel Rd
The Appian Way
Jacobs St
North Terrace
South Terrace
Marion St
Greenwood Ave
Griffith Park
Greenfield Pde
Restwell St
Stacey St
Stanley St
Brandon Ave
High School
Primary School
Increased setback desirable to enable better streetscape quality
Key Active Frontage
Pedestrian Study Area
Existing Open Space
not to scale


Rickard Rd
Library
WSU
Paul Keating Park
Bankstown Central
Meredith St
Chapel Rd
The Appian Way
Jacobs St
North Terrace
South Terrace
Marion St
Greenfield Pde
Restwell St
Stacey St
Stanley St
High School
Primary School
Memorial Park
Existing Awnings
Proposed Awnings
Existing Trees Retained
Proposed Trees
Pedestrian Study Area
Existing Open Space

4.5

f. Built Form and Density

Planning Proposals and Approved Heights

In the past five years, 7 high density residential and mixed used DA have been approved. In addition, numerous low and medium density DAs have also been approved.

Two planning proposals are currently under review or have recently been approved by Council as follows ;

(Refer to Recent Development Application and Planning Proposal Map)

A - Vicinity site Planning Proposal is seeking the following modifications to BLEP 2015:

- Increase in maximum building height from part 35m / part 41m up to part 81m

B- Western Sydney University has approved height of 83m

	Street Address	Use	Proposal
1	44 Kitchener Pde	Mixed use	14 storey development comprising of 521 residential apartments, retail tenancies, health services facility, child-care centre
2	222 South Terrace	Mixed use	9 storey development comprising ground floor commercial, 58 apartments and basement car parking
3	8-14 West Terrace	Mixed use	11 storey development comprising 12 commercial tenancies, 143 apartments and basement car parking
4	7-11 Cross St	RFB	11 storey development comprising of 150 apartments
5	55 Stanley St	Mixed use	8 Storey, development comprising 100 sqm of commercial tenancy, 20 apartments and basement car Parking
6	224 Chapel St	Mixed use	6 storey development comprising of one ground floor commercial tenancy and 37 apartments residential units, with basement car parking

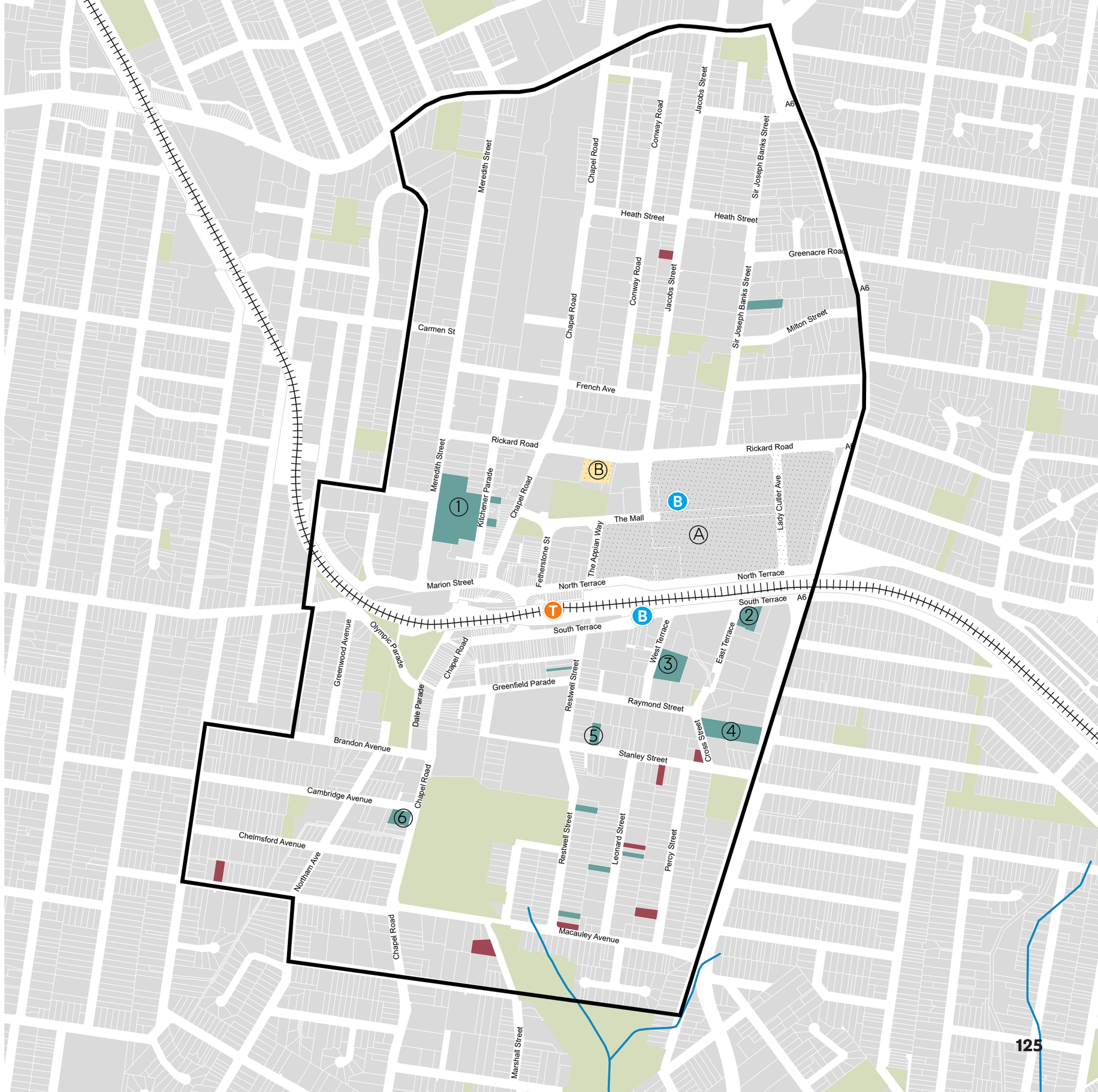
Implication:

The master plan will have to accommodate any proposed changes made to the BLEP via the PP even if the changes contravenes the desired master plan outcome

The Master Plan will need to consider the outcomes of the engagement process as well as the proposals on hold and how they will affect their context and whether they are appropriate to the future character in Bankstown.

Approved PPs will influence urban form planning in relation to building transitions, separation and land use.

Recent Development Applications and Planning Proposals Map



Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Public Open Space
- Approved DA
- State significant DA
- Approved Affordable Housing
- Planning Proposal

4.5

f. Built Form and Density

BLEP 2015 Controls

Current Land Use Zoning Controls

The predominant existing land use zoning within the Bankstown catchment is B4-Mixed Use and R4-High Density Residential. The commercial core of the Bankstown catchment in proximity to the train station is zoned B4. Land bordering the B4 zone is currently zoned R4 except to the south adjacent Stacey Street where the land is zoned RE-Medium Density Residential. To the north, at the corner of Hume Highway and Stacey Street, the zoning transitions to R2-Low Density Residential and a small pocket of R3-Medium Density Residential.

To provide infrastructure and related uses, certain land parcels have been zoned SP2 – Infrastructure and includes TAFE NSW at the corner of Chapel Road and Hume Highway and Bankstown Public School at the corner of McDonald Lane and Restwell Street. Along Hume highway there is a small parcel of land is zoned B1- Neighbourhood Centre.

Key Issues

Pockets of R2 and R3 uses bordering the R4 zones and Stacey Street are intended as transition areas. However, the distribution of density is not consistent along Hume Highway and Stacey Street in the adjoining area, highlighting inconsistent transition issues between zones.

Current Floor Space Ratio Controls

The distribution of floorspace ratio (FSR) varies significantly across the Bankstown catchment. Sites in proximity to the Paul Keating are subject to an FSR of 4.5 : 1; maximum density in the area. The area Immediately adjacent this high density area is subject to an FSR of 3:1

Along the periphery of the analysis area, the FSR varies between 0.5:1, 0.75:1 and 1:1. This provides an appropriate transition in built form to the lower scaled area beyond the Bankstown catchment.

To encourage lot consolidation in commercial centres and facilitate higher quality built form and urban design outcome, land zoned B4 has further been identified as areas, which require specific width at the front building line to be able to maximise the FSR. If the development does not comply with the minimum front building line width, despite the nominated FSR on the map, the FSR is lowe.

Zone	Area	Site Frontage	FSR
B4	4	Min. 30m	2:1
	2	Min. 18m	1:1
	3	Min. 18m	2:1
	5	> 20m	2:1

In addition, there is also a provision of 0.5:1 bonus FSR for development in B4 zone for sites with maximum FSR of 3:1 and minimum 18m wide at front building line. The objective of the bonus is to encourage new large scale development to minimise the consumption of energy and water.

Key Issues

It is also not clear why part of the block at the corner of Gordon Street and Meredith Street is considered appropriate for amalgamation.

Current Maximum Building Height Controls

The distribution of height within the analysis area is government by the principle of transitioning height. From a maximum height of 53m immediately adjacent Paul Keating Park, the heights transition down to 9m and 10m at the corner of Hume Highway and Stacey Street and 10m and 19m north of Macauley Avenue.

Land to the south, in close proximity to Paul Keating Park is a mishmash of numerous building heights including 17m, 29m, 35m and 41m within one block. On the other hand, the remainder of the commercial core has a maximum height of 35m except along Chapel Road to the south of train station where the maximum height is 17m. Along the western edges of the Bankstown catchment, the high density residential zone allows heights of 13m.

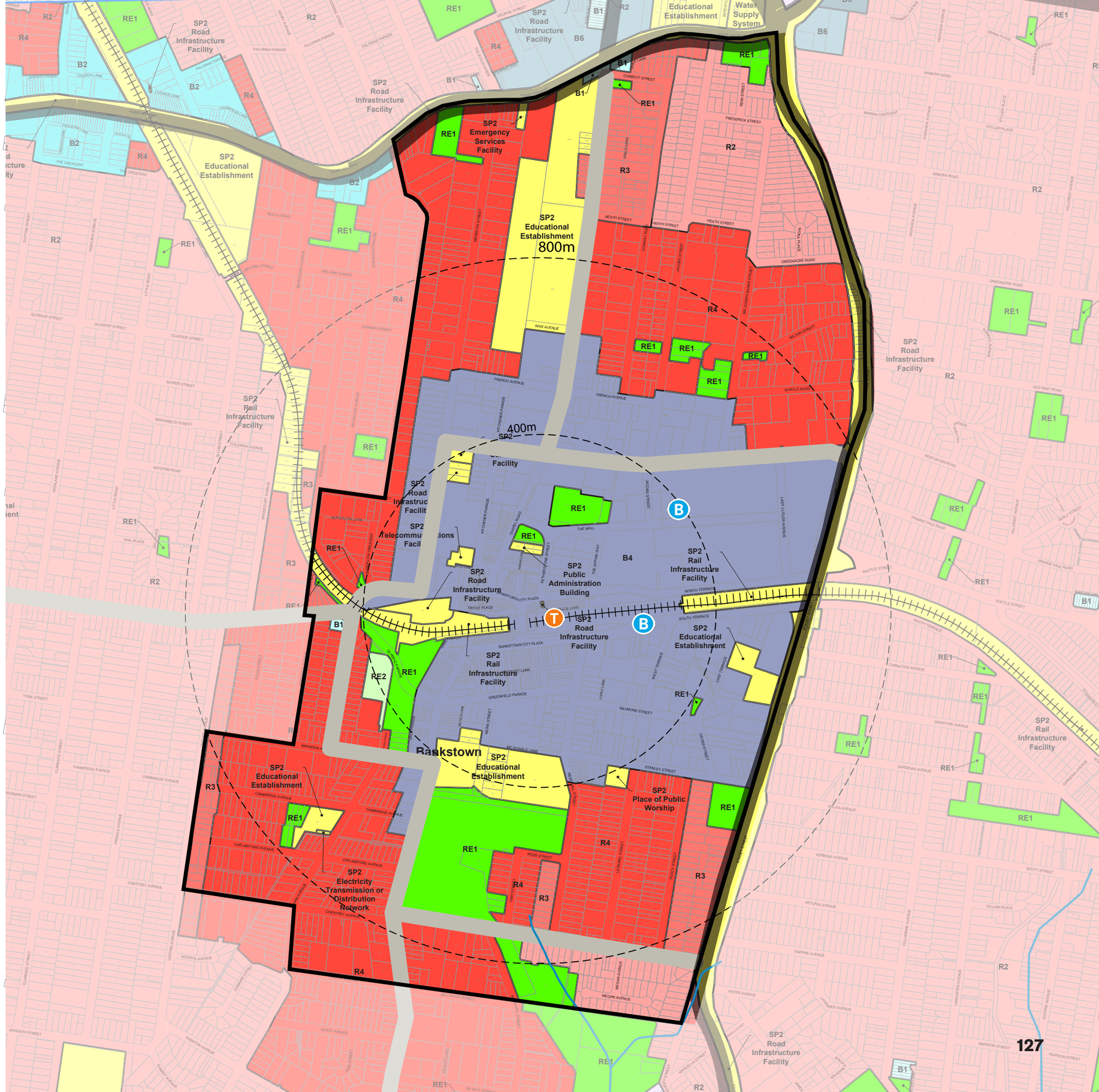
The Bankstown catchment is dotted with heights for individual lots such as TAFE NSW has a maximum height of 29m and borders land with heights of 35m to the south, 13m to the east and west and 10m to the north. Similarly, Bankstown Public School has a maximum height of 23m, while land to its east has maximum heights of 25m and 26m.

Key Issue

The numerous heights close to station has spot rezoning with little consideration to the overall height hierarchy and skyline. Due to Airspace constraints, the current height capacity are challenged to meet housing and employment demands.

BLEP 2015 Land Use

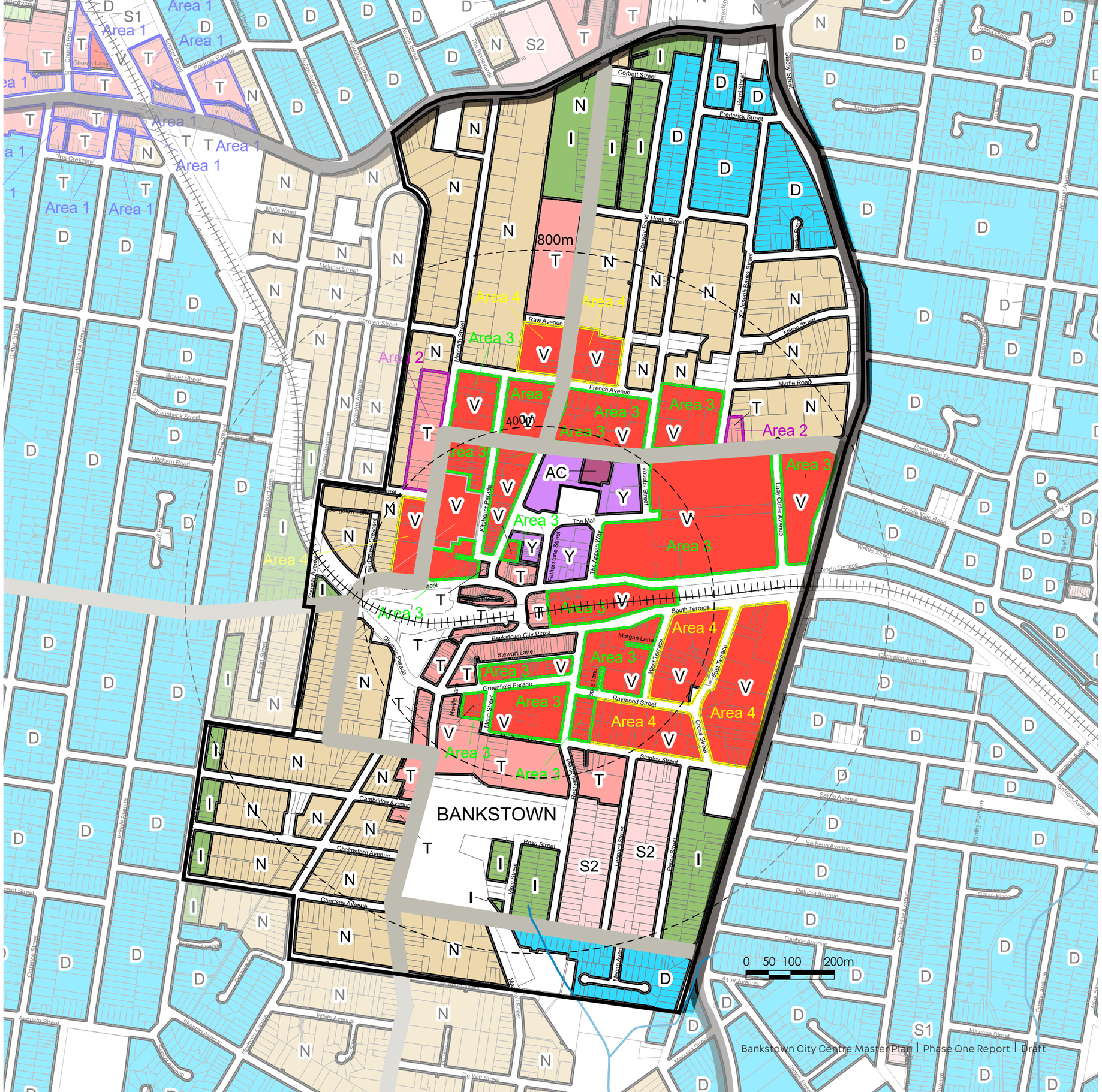
- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- B7 Business Park
- E1 National Park and Nature R
- IN1 General Industrial
- IN2 Light Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- RU4 Primary Production Small L
- SP1 Special Activities
- SP2 Infrastructure
- W1 Natural Waterways



4.5

BLEP 2015 Maximum FSR

B	0.4
D	0.5
F	0.6
H	0.7
I	0.75
N	1
P	1.25
S1	1.5
S2	1.75
T	2
U	2.5
V	3
Y	4.5
AC	8
	Area 1
	Area 2
	Area 3
	Area 4
	Area 5
	Area 6
	Area 7

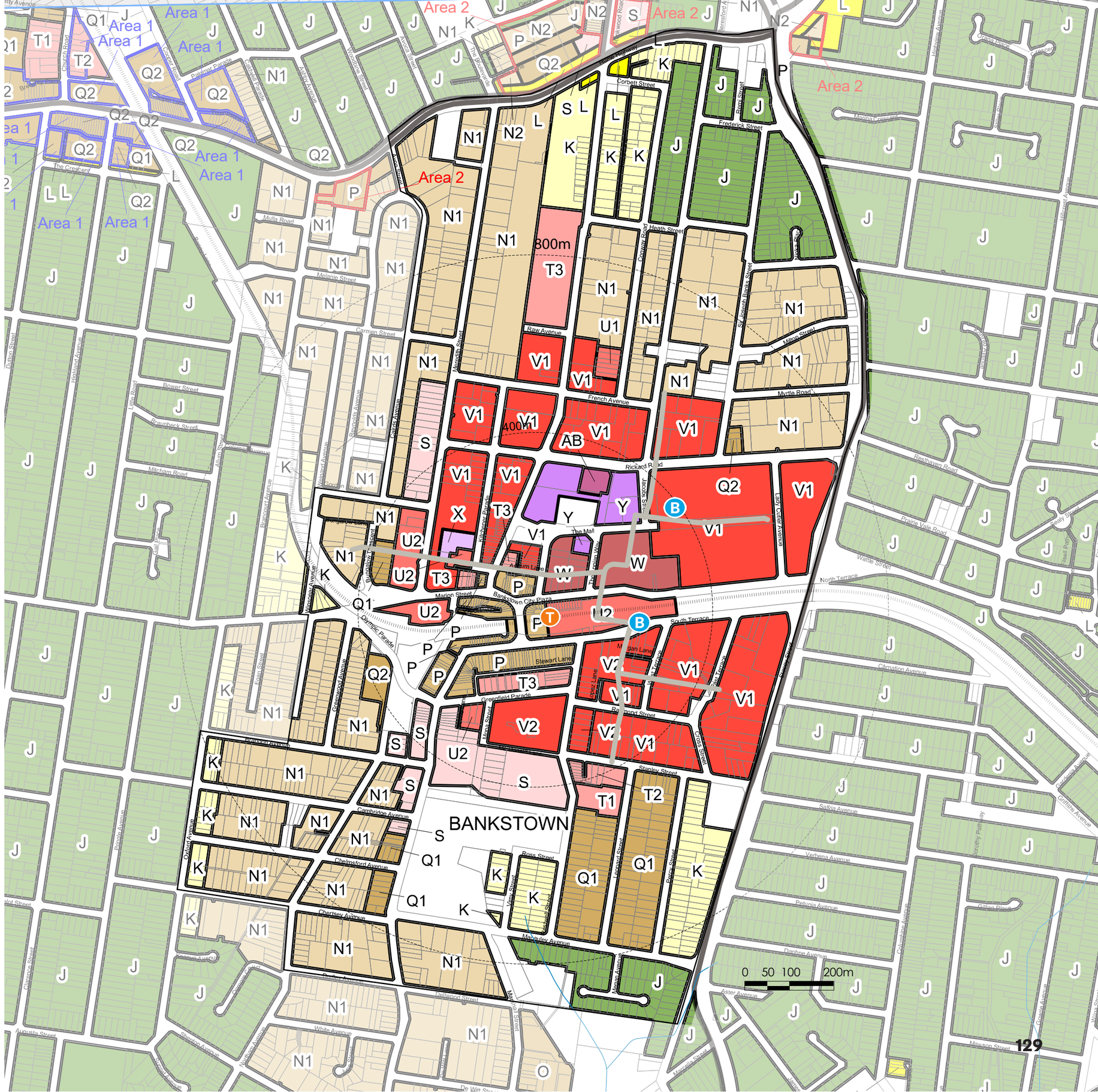


BLEP 2015 Maximum Building Height

J	9.0
K	10.0
L	11.0
N1	13.0
N2	14.0
O	16.0
P	17.0
Q1	19.0
Q2	20.0
S	23.0
T1	25.0
T2	26.0
T3	29.0
U1	30.0
U2	32.0
V1	35.0
V2	38.0
W	41.0
X	47.0
Y	53.0
AB	83.0

Area 1

Area 2



4.5

f. Built Form and Density

BDCP 2015 Controls

The Bankstown Development Control Plan 2015 (BDCP) provides detailed planning and design guidelines to support the planning controls in the Bankstown Local Environmental Plan 2015 (BLEP) and guide development in achieving the desired character for Bankstown as established in the BDCP.

The BDCP contains specific controls to guide certain types of development such as residential, commercial or educational establishments as well as site specific controls for the centres including Bankstown Central Business District (CBD). There is emphasis on street activation and pedestrian connectivity that will create a pedestrian friendly and safe neighbourhood. They key controls are noted in table to follow. For detailed controls and objects refer to BDCP 2015.

In addition, NSW Governments Apartment Design Guide (ADG), which aims to provide consistent planning and design standards for apartments development across the State is used by Council as a useful tool. It provides general guidance on development to achieve the design quality principles identified in State Environmental Planning Policy No.65 (SEPP 65).

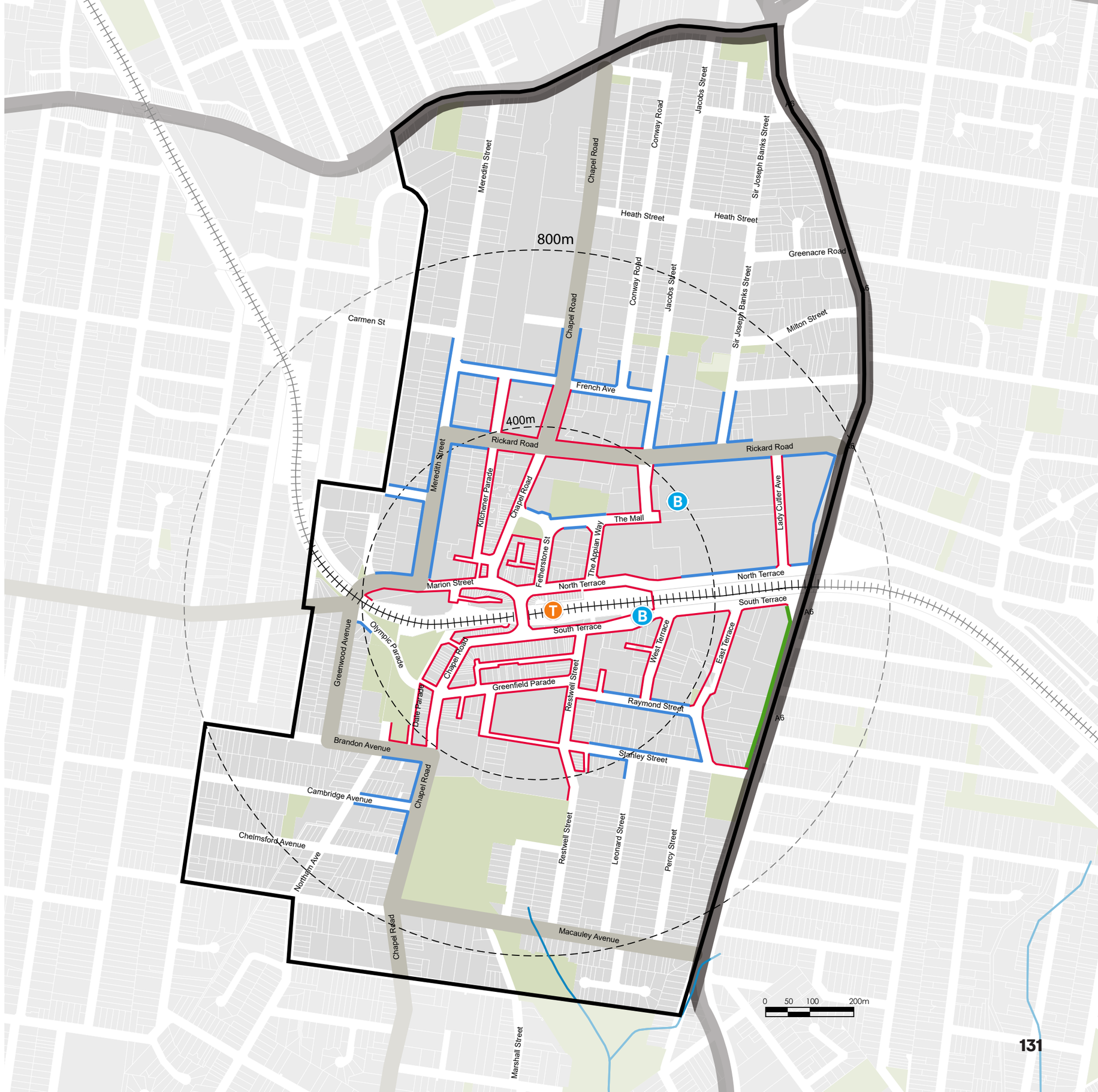
The ADG was introduced in 2015 and superseded the Residential Flat Design Code (RFDC). Some of the changes to the design principles in the ADG included:

- A reduction in solar and daylight access for development in metropolitan areas
- A reduction in natural ventilation
- A reduction in the minimum size of apartments

The key design principles are noted in Table " Apartment Design Guide Summary". For details on the design principles please refer to the ADG.

Active Frontage & mid-block connection

BDCP 2015 Street Setback



4.5

f. Built Form and Density

BDCP 2015 Controls – Residential

	Subdivision	Storey Limit	Setbacks			Private Open Space (POS)	Access to Sunlight	Landscape
			Primary St	Secondary	Side/rear		Mid-winter solstice	
Dwelling House		2	1st storey = 5.5m 2nd storey = 6.5m	Building Wall = 3m Garage/Carport = 5.5m	For wall height < 7m = 0.9m For wall height > 7m = 1.5m	80m² with min. width 5m	Min. 3 hrs for at least one living area between 8am & 4pm Min. 3 hrs for one living area of adjoining allotment between 8am & 4pm POS – Min. 3 hrs for min. 50% for between 9am & 5pm	Min. 45% within the primary and secondary street frontages At least one 75 litre tree within the primary street frontage
Dual occupancy	Attached: min. lot size 250m² per dwelling Detached: min. lot size 350m² per dwelling Detached + Secondary Dwelling: min. lot size 450m² per dwelling	2	1st storey = 5.5m 2nd storey = 6.5m	Building Wall = 3m Garage/Carport = 5.5m	For wall height < 7m = 0.9m For wall height > 7m = 1.5m	80m² with min. width 5m	Min. 3 hrs for at least one living area between 8am & 4pm Min. 3 hrs for one living area of adjoining allotment between 8am & 4pm POS – Min. 3 hrs for min. 50% for between 9am & 5pm	Min. 45% within the primary and secondary street frontages At least one 75 litre tree within the primary street frontage
Semi detached		"	"	"	"	"	"	"
Attached		"	"	"	"	60m² with min. width 5m	"	"
Multi Unit Housing		3 (no attics)	5.5m	5.5m	0.9m except for east-west orientated lots, which require 3m to southern boundary	50m² with min. width 5m	"	Min. 45% within the primary street frontages At least one 75 litre tree within the primary street frontage
Residential Flat Buildings#		No, Of Storeys / Height in Metres: 4 / 13 5 / 16 6 / 19 8 / 25	6m*	6m*	1-2 storey = 0.6 x wall height 3+ storey = min 4.5m or 0.6 x wall height Min. 5m to Ruse Park	SEPP 65	SEPP 65	Min. 45% within the primary and secondary street frontages At least one 75 litre tree within the primary street frontage except for development along Hume Highway**

#Consent not granted for lots less than 1,200m² area and 20m street frontage, if it results in land locking within the area.
*3m for Nos 1-9 Leonard Street and Nos. 74-80 Restwell Street
** min. setback to the Hume Highway is less than 20m, a row of 75 litre trees at 5m intervals along the length of the Hume Highway boundary
Min. setback to the Hume Highway is 20 metres, two rows of 75 litre trees at 5m intervals along the length of the Hume Highway boundary

Implications of DCP and ADG

Review the current DCP controls for medium density developments and amend or prepare additional controls as required. However, for high density and mixed use development, ADG prevails over provisions in BDCP. The ADG is a "guide" that is an advisory document. However, it still is applied extensively.

Council is targeting the delivery of 12,500 additional dwellings by 2036 in Bankstown. Despite the anticipated development, one of the priorities of the LSPS is for Bankstown to be a low carbon emission precinct by 2036 and net zero precinct by 2050.

The Sustainability Study undertaken by Council has demonstrated that if development in the future is to occur under the current controls in the Bankstown City Centre, then:

- The greenhouse gas emissions will increase by 61%,
- waste demand will increase by 95% and
- The massing of buildings will have an impact on the urban heat island and increase the temperature by 0.7 degrees.
- This demonstrates that the current controls and ADG will not generate design solutions that will achieve the LSPA priorities.
- Review and develop DCP controls for Tall Buildings in accordance with the Tall Building Design Study
- Review and develop DCP controls for a variety of building and development types to achieve design quality
- Develop a design excellence clause
- Further consider the advantages and disadvantages of design competitions

4.5

f. Built Form and Density

Apartment Design Guide Summary

Control	Description		
Building Height / Ceiling Heights	Generally these features will be established by the LEP which provides maximum heights. The ADC provides test heights against the number of storeys and the minimum ceiling heights required for the desired building use. The ADC encourages the following floor to ceiling heights:		
	Residential Flat Buildings		
	Residential habitable:	Ground Level 2 (above ground)	3.3m 2.7m
	Attic spaces:		1.8m
	Mixed Use Buildings		
	Retail/Commercial	Ground	4.4m
		Level 2 (above ground)	3.3
		Level 3+	2.7m
	All Types		
	Residential non-habitable:		2.4m
Building Depth	In general, the ADG suggests an apartment building depth of 12m -18m from glass line to glass line.		
Building Separation	ADG provisions suggest building separation guidelines that increase with height.		
	Up to 4 storeys (approximately 12m): • 12m between habitable rooms/balconies • 9m between habitable and non-habitable rooms • 6m between non-habitable rooms **Five to eight storeys (approximately 25m):** • 18m between habitable rooms/balconies • 12m between habitable and non-habitable rooms • 9m between non-habitable rooms **Nine storeys and above (over 25m):** • 24m between habitable rooms/balconies • 18m between habitable and non-habitable rooms • 12m between non-habitable rooms Building separation may need to be increased to achieve adequate sunlight access and enough open space on the site, for example on slopes. At the boundary between a change in zone from apartment buildings to a lower density area, increase the building setback from the boundary by 3m.		

Control	Description
Building Setbacks	Setbacks are normally controlled by the applicable Council DCP, but the ADG: • Identifies the desired streetscape character, the common setback of buildings in the street, the accommodation of street tree planting and the height of buildings and daylight access controls. • Identifies the quality, type and use of gardens and landscaped areas facing the street. • Relates side setbacks to existing streetscape patterns.
Deep Soil Zones	These provisions can be varied depending on the site area. Site area / Minimum dimensions / Deep soil zone (% of site area) less than 650m² / - / 7% 650m² - 1,500m² / 3m greater than 1,500m² / 6m greater than 1,500m² with significant existing tree cover / 6m On some sites it may be possible to provide larger deep soil zones, depending on the site area and context: • 10% of the site as deep soil on sites with an area of 650m2 - 1,500m2 • 15% of the site as deep soil on sites greater than 1,500m2
Solar and Day Light Access	Whilst not directly important for building envelopes, daylight needs to be taken into consideration: Living rooms and private open spaces for at least 70% of apartments in a development should receive a minimum of 2 hours direct sunlight between 9 am and 3 pm in mid winter. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter
Natural Ventilation	Similar to solar access and daylight access, natural ventilation is not directly influential on building envelopes, but still needs to be considered. ADG provides: • Building depths, which support natural ventilation typically range; from 12 to 18 metres. • 60% of residential units should be naturally cross ventilated.

Implications

- Maintain existing historic, cultural and fine grain character of Saigon Place
- Test built form scenarios to inform the review and establishment of LEP standards (building height and FSR) within the Master Plan Boundary, which will support the achievement of dwelling and jobs targets for Bankstown in accordance with Connective City 2036
- Land Use and Economic Study to investigate and review the distribution of land uses mandated by the LEP in order to align development potential with current economic forecasts in terms of non-residential uses. Master Plan to incorporate agreed recommendations.
- Investigate an appropriate percentage of site coverage based on various building typologies in order to maintain and enhance tree canopy. Incorporate recommendations from the Urban Tree Canopy Master Plan.
- Develop Built form DCP controls to achieve good design quality (e.g. setbacks, upper level setbacks, location and dimension of deep soil zones, maximum size of floor plate building materials, awnings, etc.) with input from the Tall Building Design Study
- Investigate development approvals that are yet to be constructed and planning proposals that will contribute to the overall dwellings and jobs targets and consider whether they are appropriate for the vision of Bankstown City Centre
- Develop signage controls to reduce visual clutter
- Develop controls to maintain and enhance active street frontage,
- Investigate appropriate street wall height, podium height and setbacks to maintain pedestrian scale and solar amenity while allowing for higher density developments to occur
- Incorporate recommendations from the Urban Tree Canopy Master Plan and Tall Building Design Study to incorporate landscaping into the built form and development sites, including tree planting.
- Increase deep soil, landscaping and tree planting on new residential, commercial and mixed use developments on the natural ground level and in podiums/rooftops and balconies (where appropriate). Incorporate recommendations from the Urban Tree Canopy Master Plan.
- Develop controls to better integrate services, waste collection, building entrances, substations, hydrants, parking entrances into the built form.
- Develop controls to allow the retrofitting of 1960s-70s residential walk-ups that do not meet current standards for accessibility and private open spaces
- Develop controls to improve design quality and sustainability of buildings to mitigate the effects of climate change through the use of high-quality & durable materials as well as integration of WSUD principles with input from the UTCMP and Tall Building Design Study
- Develop a design excellence clause for the LEP
- Develop innovative architectural, landscape and urban design solutions to manage flood risk while achieving good streetscape and built form outcomes and develop DCP controls

4.5

g. Heritage

Analysis of the heritage within the Bankstown Analysis Catchment has focused on key existing heritage items identified in the Bankstown Local Environmental Plan 2012. Heritage analysis undertaken by Artefact for Sydney Metro has provided insights into heritage of the Station Precinct. The study has also identifies the potential heritage item, which currently are under investigation. To understand the character of Bankstown catchment, character buildings, which contribute to the historic character of the area, have also been examined.

The catchment has a diverse range of heritage items, which date from the early suburban development from the 1870s until the 1940s. The diversity in architectural style, materials and scale is quite obvious in examples, which include St Felix de Valois Pioneer cemetery, shops along Chapel Road to detached dwellings. Some of the oldest buildings identified as having local heritage significance are the Bankstown Railway Station building and platform. These items dates from the early 20th century expansion of the railways between Belmore and Bankstown. The Bankstown Parcels Office (former) located within the station curtilage has also been identified as having local heritage significance.

A number of other local items are located within Bankstown City Plaza, including the Bankstown Hotel and shops on the northern side of the railway line on North Terrace and the Parcels Office located around 55m south-east of the eastern end of the station platform. Bankstown Public School and Bankstown Chinese Baptist Church to the south of railway line are also heritage listed.

The heritage listed buildings contribute significantly to the character of the Bankstown catchment. The scale and height of these buildings has ensured that scale of new development respects the existing character of the area. There is an opportunity to build on the heritage characteristics of the Bankstown catchment.

At the intersection of Hume Highway and Stacey Street is the only heritage conservation areas located within the Bankstown catchment.

Heritage items identified in the BLEP 2012 are and potential Heritage items are tabulated below.

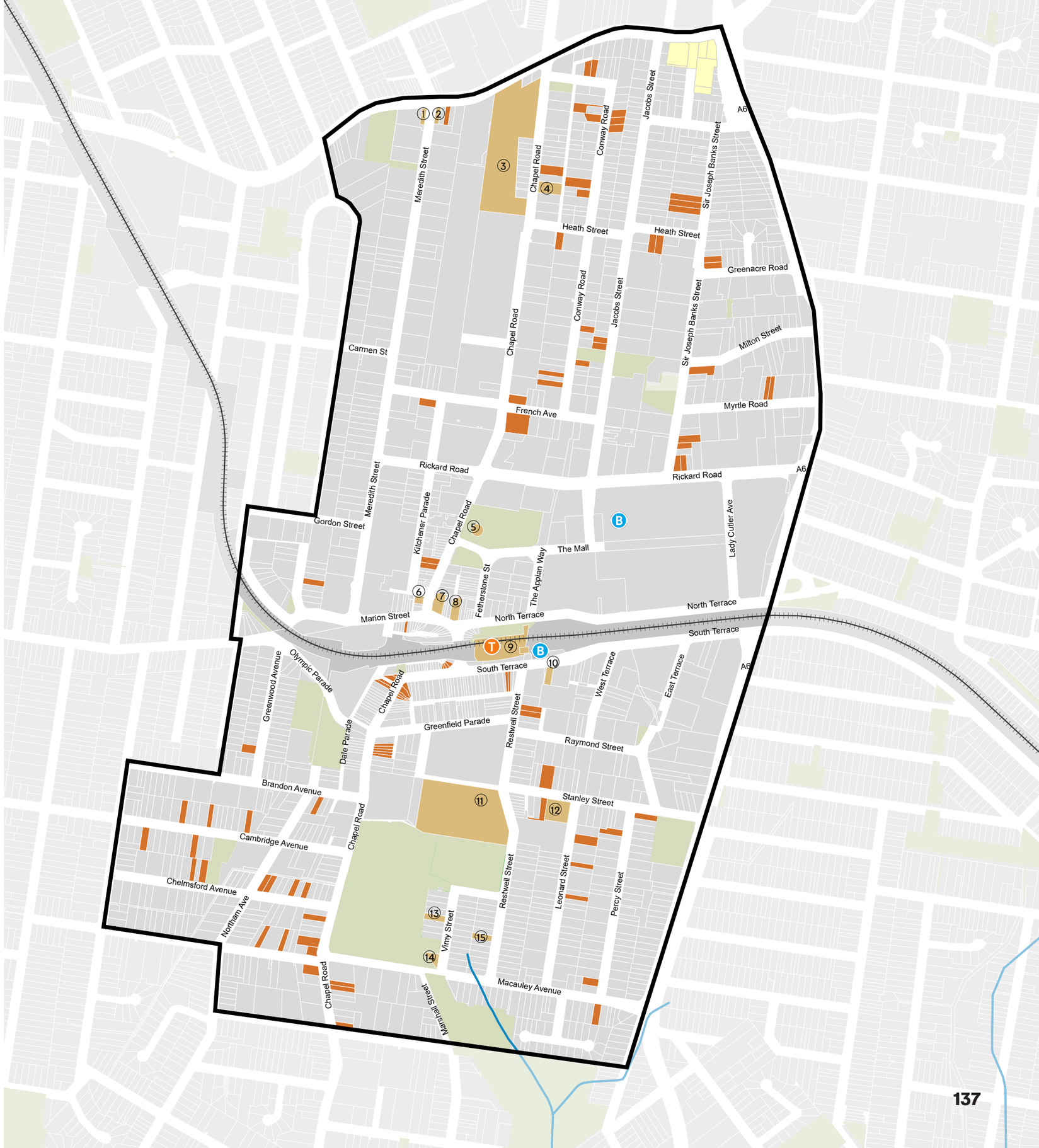
BLEP 2012 - Heritage Items

Number	Description	Address	Significance
1	Shop	363 Hume Highway	Local
2	Shop	361 Hume Highway	Local
3	347A Hume Highway	St Felix de Valois Pioneer Cemetery	Local
4	House	525 Chapel Road	Local
5	Council Chambers	375 Chapel Road	Local
6	Shop, "Rosen Chambers"	346 Chapel Road	Local
7	Bankstown Hotel	102 Bankstown City Plaza	Local
8	Shop (former accommodation house)	109 Bankstown City Plaza	Local
9a	Bankstown Railway Station building and platform	143 Bankstown City Plaza	Local
9b	Bankstown Parcels Office (former)	143 Bankstown City Plaza	Local
10	Shop	290 South Terrace	Local
11	Bankstown Chinese Baptist Church	26 Stanley Street	Local
12	Bankstown Public school	61 Restwell Street	Local
13	WSHC House,"Weymouth"	10 Vimy Street	Local
14	WSHC House,"The Nest"	22 Vimy Street	Local
15	House	89 Restwell Street	Local

Heritage & Character Buildings

Legend

- Bankstown City Centre Analysis Catchment
- Bankstown Station
- Bus Interchange
- Railway Corridor
- Public Open Space
- Existing Heritage Item (BLEP2015)
- Site of Archaeological significance (European)
- Character Buildings (1950's - earlier)



4.5

g. Heritage

Bankstown Station

Bankstown Station was designed by NSW Government Railways and built by George Leggo between 1908 and 1948. The station building is of masonry construction with simple geometry of gable walls and pitched roof.

Bankstown Parcels Office

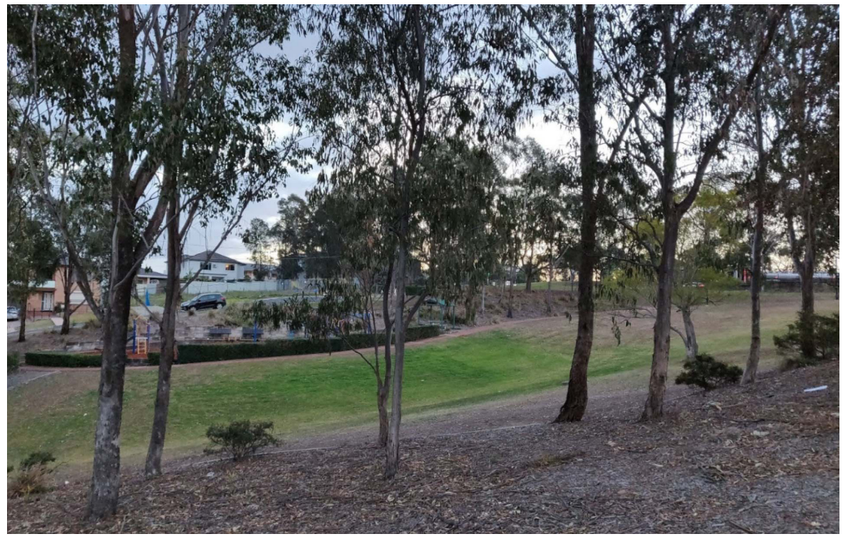
Masonry construction with a parapeted roof and relies on simple but effective fenestration for decorative effect, including ribbon and porthole windows and bullnosed brick piers.

A master plan for the Bankstown Station an the surrounds is being considered by Sydney Metro.

St Felix de Valois Pioneer Cemetery

Established in 1856, the church was constructed of sandstone. Only remnants remain following demolition in 1944. The renovated church has typical postwar church architecture with western towers, gabled walls constructed of brick masonry and high wooden roof.

Bankstown Station Building 1907 (Source:1. Lawrence, J, Madden, B, Muir, L (1999), 'A Pictorial History of Bankstown', Sydney, Kingsclear Books Pty Ltd)



Apex Reserve (Source:Google maps)

Existing Bankstown Station Building

Existing Bankstown Parcels Office
(Source: Office of Environment and Heritage)

New Sound Church (Source:Google maps)

St Felix de Valios (Source:Google maps)

525 Chapel Rd (Source:Google maps)

363 Hume Hwy (Source:Google maps)

Rosen Chambers (Source:Google maps)

Bankstown Hotel (Source:Google maps)

Shops on Bankstown City Plaza (Source:Google maps)

4.5

g. Heritage

Character Buildings

The Bankstown catchment has numerous building, which are not identified as heritage items or potential heritage item but have their own identity and distinctive character, which add to the identity of the area. These buildings include facets of heritage/historic buildings, which could include, materials or construction style that contribute to the historic qualities or significance.

The majority of character buildings identified are single or two storey detached dwellings scattered throughout the analysis area.

Implications

- Preserve heritage items that promote historic and cultural pride and are vital to place-making and local identity.
- Review current controls and develop robust controls to ensure preservation of heritage items, while allowing sympathetic alterations and additions to occur when appropriate.
- Incorporate recommendations of the Aboriginal Heritage and Cultural Study
- Incorporate recommendations from Council's European Heritage Study
- Investigate planning mechanisms such as Local Character Areas to protect areas of significant historic character and develop DCP controls for character buildings
- Further assess identified character buildings to determine need for additional heritage study for potential heritage listing
- Develop controls to reinstate historic architectural features in buildings that have been altered when possible.
- Further investigate the cultural significance of the local community represented, for example, through signage, with the aim of preserving the cultural richness in the built form
- Investigate DCP controls relating to the integration of Heritage and Character buildings within new development (careful adaptive re-use)
- Investigate and review the DCP development controls which inform the relationship between proposed new development and existing heritage items.

4.5

h. Opportunities

The following key opportunities were identified within the Analysis Catchment with respect to Urban Design. These opportunities complement and summarise elements from the list of Implications for the Master Plan to explore throughout the Analysis Report, by representing them in the adjacent map.

Within the Bankstown Analysis Catchment there are the opportunities to:

Strengthen the role and character of Bansktown City Centre

- Reinforce the city centre as a commercial core, related to the future university (WSU/UTS) to be established in the city centre, public and private hospitals and institutional development, and maximise the potential based on location and proximity to regional anchors (Bankstown Central, Arts Centre, Major Library, TAFE);
- Reinforce Chapel Road as the key spine into the City Centre, and retain the special use zoning of the TAFE, Catholic Schools, Garden Inn Hotel.
- Renew Saigon Place and enforce its role as a High Street with unique character, small scale, fine grain, retail, dining, outdoor night time and commercial precinct also anchored by Chapel Road and City Plaza.
- Retain non-residential, institutional uses within the Civic and Court Precinct, surrounding Paul Keating Park, given the significant local and State Government land ownership.
- Enhance health and commercial office cluster centred on Kitchener Parade, Chapel Road and around Meredith/ Marion intersection;
- Create a more substantial entertainment, commercial, dining and night time activity, anchored by the Sports Club, to support activation of the southern portion of the City Centre;
- Establish the mixed use development of Bankstown Central, with the provision of retail/entertainment, commercial and institutional land uses, as well as, residential uses and additional public open space subject to separate Planning Proposal.
- Expand the potential of tourist and visitor accommodation, event, conferencing, meeting space and arts and cultural facilities;
- Establish a mixed use residential, health, training and commercial precinct along Rickard Road, opposite the Civic Centre.

Implement the Recommendations from Complete Streets

- Implement the actions and recommendations of Bankstown Complete Streets to close the gaps in the movement networks (roads, pedestrian and cycling) between north and south of the train line and east and west of Chapel Street;
- Rationalise vehicle movements by converting one-way streets with two lanes, to two-way streets with single lanes;
- Potential to minimise at-grade car parking areas, by consolidating car parking in Marion Street Car Park, and provide innovative solutions for basement car parking to improve street environment and surrounding public realm;
- Relocate the bus interchange north of the train station, within Bankstown Central with reduced bus movements across Bankstown City Plaza bridge;
- Potential for new north/south (pedestrian) connections linking Appian Way and Restwell Street, recurring from the positioning of the future Metro Station, and creating a pedestrian spine and high street, and a possible location of a new entrance to Bankstown Central;

Movement Opportunities from Complete Streets

- Bankstown City Centre Analysis Catchment
- Opportunity for pedestrian-only path (Complete Street)
- Opportunity to Increase Cycle Path (Complete Street)
- Shared Path (Complete Street)
- Enhance flow on ring road for good access to edges and reduce traffic through CBD (Complete Street)
- 400m - 800m Catchment Area

4.5

h. Opportunities

Renew the urban fabric with consideration for its character and the its community

- Establish community facilities or promote affordable housing or open spaces within Council owned sites;
- Large property owners are seeking to redevelop their sites currently, presenting opportunities for Council to establish Centre-wide strategies for Bankstown and provide design parameters to work with land owners to collectively achieve desired outcomes.
- Maintain historic and fine grain character in areas of the city centre and preserve existing heritage items (built and landscape);
- Areas of residential suburban fabric along Jacobs Street and Sir Joseph Banks Street can be preserved for their character;
- Areas of residential urban fabric, along Chapel Road, Jacobs Street and Sir Joseph Banks Street with dominance of strata titled or walk-up apartments have the potential to retain existing character; and
- Establish a multipurpose community centre within Griffith Park.

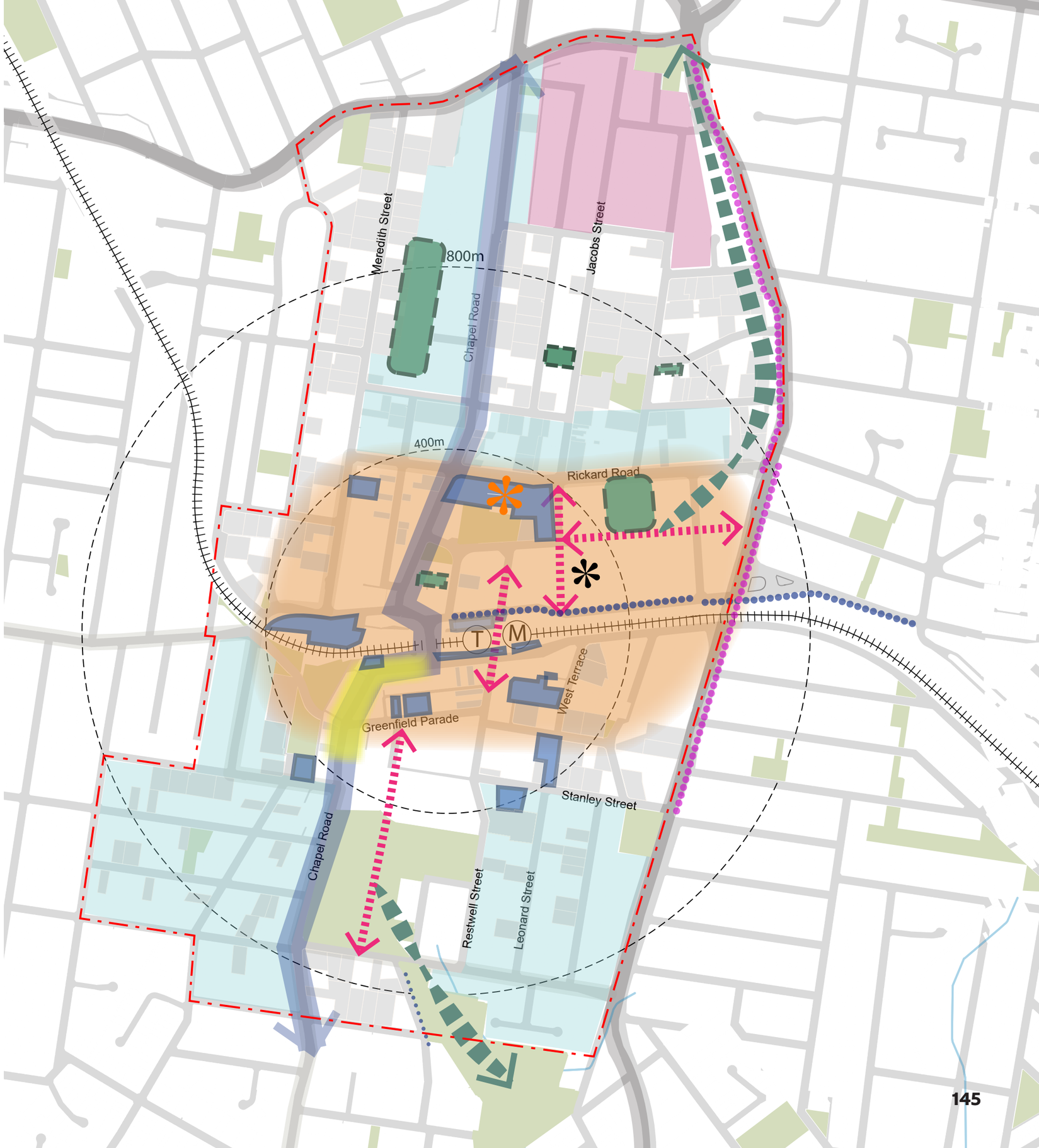
Extend the Green and Blue Webs within the City Centre

- Opportunity for WSUD and increased connectivity between the city centre and Salt Pan Creek and associated open spaces;
- Relocate the Bankstown Bowls Club and transition the site to augment the public open space provision by expanding Griffith Park; and
- Potential Open space corridor along the western edge of Stacey Street, connecting Bankstown Central to the Bankstown Reservoir. Also to be investigated by the Urban Tree Canopy Master Plan.

Opportunities

Legend

- Bankstown City Centre Analysis Catchment
- Train Line
- Proposed Metro Line
- Public Open Space
- Areas for Intensification
- Areas of special character to be preserved
- Reinforce the Role of the City Centre and intensification
- Opportunity to increase public open space
- Opportunity to promote shared use of privately owned open space
- WSU Bankstown City Centre Campus
- Bankstown Central Shopping Centre (Planning Proposal lodged)
- Chapel Rd Precinct
- Opportunity for Enhancing N/S and E/W Connectivity
- Southwest Metro E-W Walking and Cycling Link
- Stacey St Upgrade Project Cycle Way
- Opportunity to Consolidate Car Parks in Marion St Car Park
- Strata Lot - Opportunity for Retention of Urban Character
- Council-owned Site
- Protect Saigon Place Unique Character
- Open Space Connectivity
- 400m - 800m Catchment Area



4.5

i. Constraints

The following key constraints were identified within the Analysis Catchment. These constraints complement and summarise elements from the list of Implications for the Master Plan explored throughout the Analysis Report, by representing them in the adjacent map.

The analysis of open spaces has identified gaps in accessibility to local open spaces:

- North east of Train Station, between North Terrace and Stacey Street.
- West of Meredith Street between Carmen and Gordon Streets.
- East and west side of Chapel Road north of French Avenue.
- South of Stanley Street between Persy Street and Leonard Street.

Based on the analysis, the open spaces within Bankstown City Centre have reached capacity, and further investigation is required to provide additional open spaces, or improve the amenity and quality of existing open spaces.

There is a large take up of at-grade car parking areas surrounding the city centre;

Existing large developments such as Bankstown Central and Bankstown Sports Club are inward focused and limit the interaction and dynamic of the public realm;

Limited potential for urban renewal of lots in the vicinity of the city centre due to larger lots being occupied with apartment buildings, with limited ability for short term redevelopment;

Areas surrounding the city centre present a medium flood risk due to proximity to low lying land and influence of the Salt Pan Creek water catchment;

The solar access conditions to specific parks and open spaces, may impact and preclude certain types of development to occur in adjacent areas;

Considerable areas of open space currently fenced and under singular control of other public or private entities (TAFE and Bankstown Bowls Club);

Fragmented and inconsistent urban fabric with several occurrences of small scale properties adjacent to large scale developments;

Several entities are responsible for managing water infrastructure, with partnerships and collaboration being a necessity to deliver the Blue Web and implement WSUD practices;

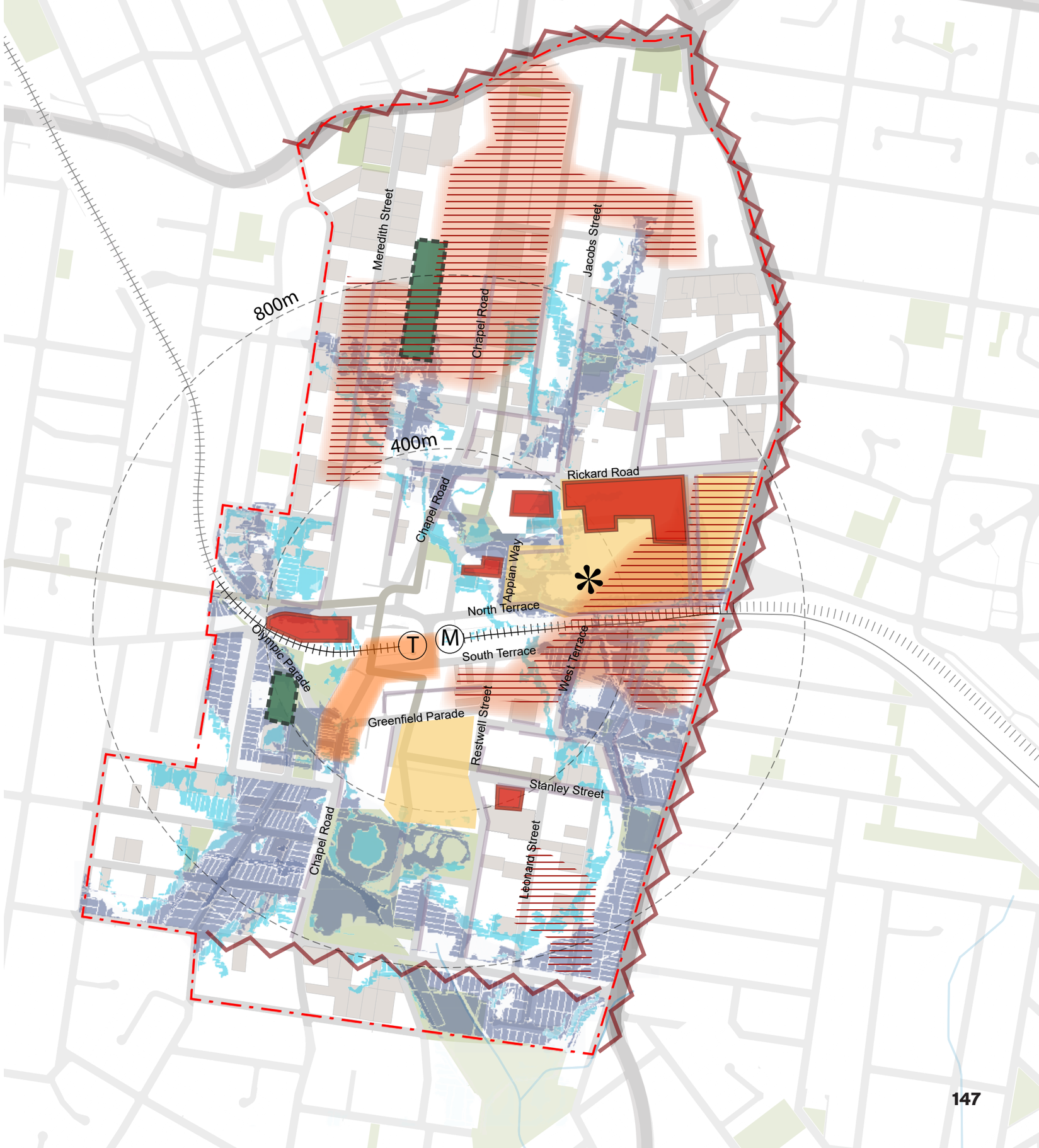
East-West connectivity along Stacey Street is limited to major traffic intersections;

Areas of residential urban fabric with dominance of strata titled or walk-up apartments have the potential to retain existing character;

Areas of residential urban fabric, along Chapel Road, Jacobs Street and Sir Joseph Banks Street with dominance of strata titled or walk-up apartments present challenges to urban renewal due to dominance of apartment buildings;

The character of urban fabric on Saigon Place presents challenges to urban renewal.

Bankstown Central is dominated by at grade car parking which is unsightly and presents challenges to the urban environment (heat island, safety, low amenity).

Constraints

- Bankstown City Centre Analysis Catchment
- Railway Corridor
- Public Open Space
- Low Permeability (Vicinity Site - Sports Club)
- Lack Of Accessibility (Open Space Gap)
- Limited Connection
- At-grade Car Parking Lots
- Fenced Open Space
- Saigon Place - Constraints for development/renewal
- Strata Lots - Limited potential for redevelopment
- High Risk Flood Zone
- Medium Risk Flood Zone
- Low Risk Flood Zone
- 400m-800m Catchment Area