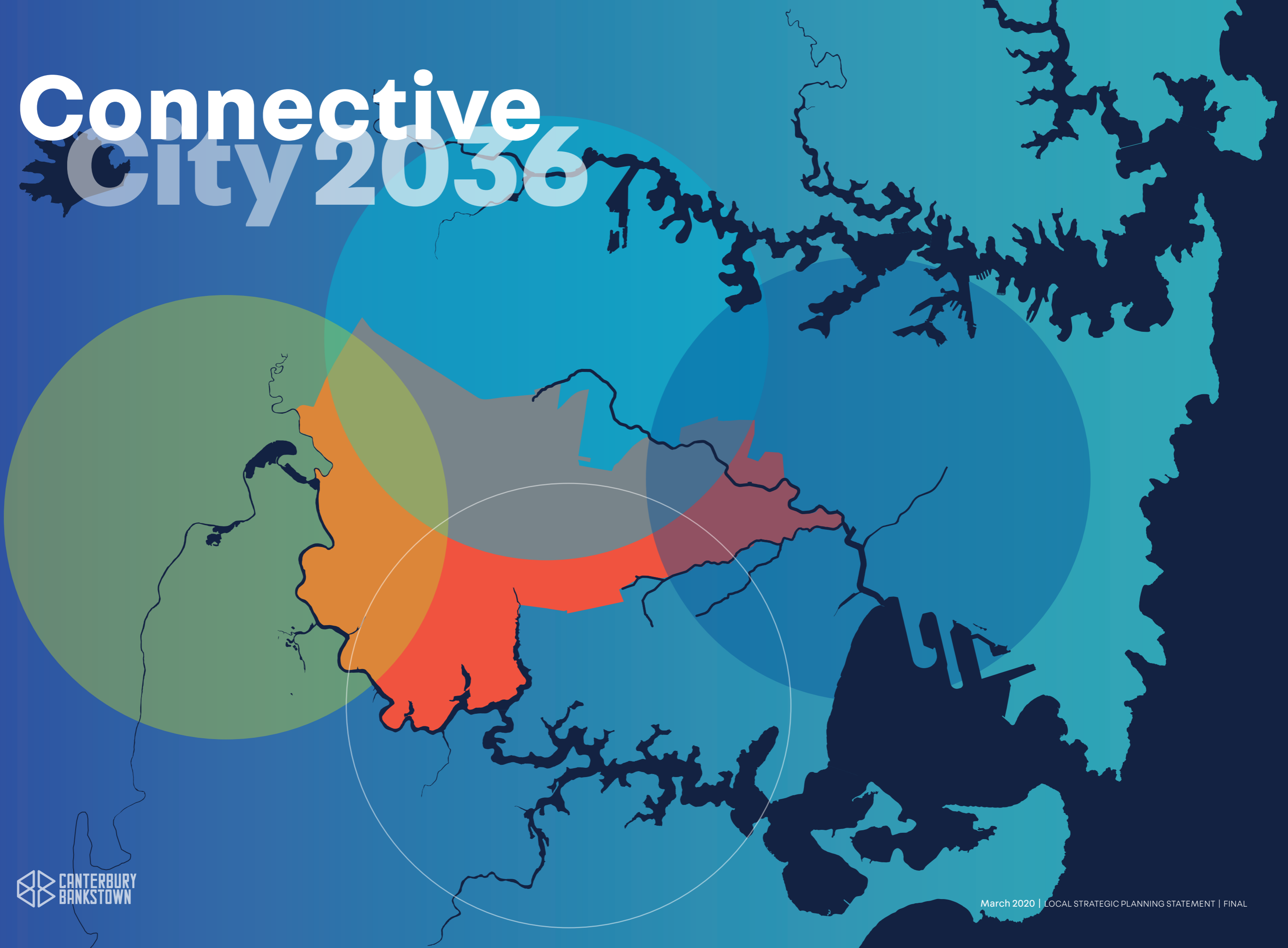


# Connective City 2036





## Acknowledgment of Country

The City of Canterbury-Bankstown acknowledges the traditional country of the Darug (Darag, Dharug, Daruk, Dharuk) people of the Eora nation.

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



**This is an exciting time for the City of Canterbury-Bankstown. We are currently home to 360,000 people and can proudly say we are one of the largest and most socially diverse communities, not just in Sydney but across the country.**

## Mayor's message



**I am proud to present *Connective City 2036*, our Local Strategic Planning Statement, which will guide the future of our City for the next 20 years.**

**With 500,000 people expected to be living in the City by 2036, we need to be ready for the future. The City of Canterbury-Bankstown should, and will, play an important role in managing and preparing for this growth.**

The City of Canterbury-Bankstown offers something for everyone. It is home to a vibrant and multicultural community, cultural events, and a variety of centres that meet our community's changing needs.

It is also home to the second largest number of businesses in Sydney, offering more than 100,000 job opportunities, and has a range of local and regional facilities and infrastructure.

The City offers hundreds of green and open spaces for people to enjoy, and benefits from three major river systems - the Cooks, Georges and Parramatta rivers - as well as many other smaller creeks and tributaries. All of these features contribute to Canterbury-Bankstown being a thriving, dynamic and real City.

Over the next 20 years, we expect more people will choose to live in, work in, and visit our City; all drawn to one, if not all, of its great qualities.

We already benefit from major investments such as Sydney Metro Southwest and the redevelopment of Bankstown Hospital, and our urban, suburban and natural areas are more active and interesting.

Our location at the heart of Greater Sydney presents an unrivalled opportunity to attract and host Greater Sydney's residents, workers and visitors.

We will continue to use data and technology to transform Canterbury-Bankstown into a Smart City, and take advantage of the opportunity that new development provides to build social capital and capability within our communities. We will ensure our City maintains the features the community wants through a sensitive and balanced strategic plan.

*Connective City 2036* is that plan. For the first time in our history as an amalgamated council, we have a land use and planning blueprint for how new infrastructure can leverage the strengths of our places across Canterbury-Bankstown.

It also seeks to boost local economies and provide a mix of locations and activities to meet the needs of the local and business community.

This is a strategic document and will underpin the preparation of the new City-wide local environmental plan and development control

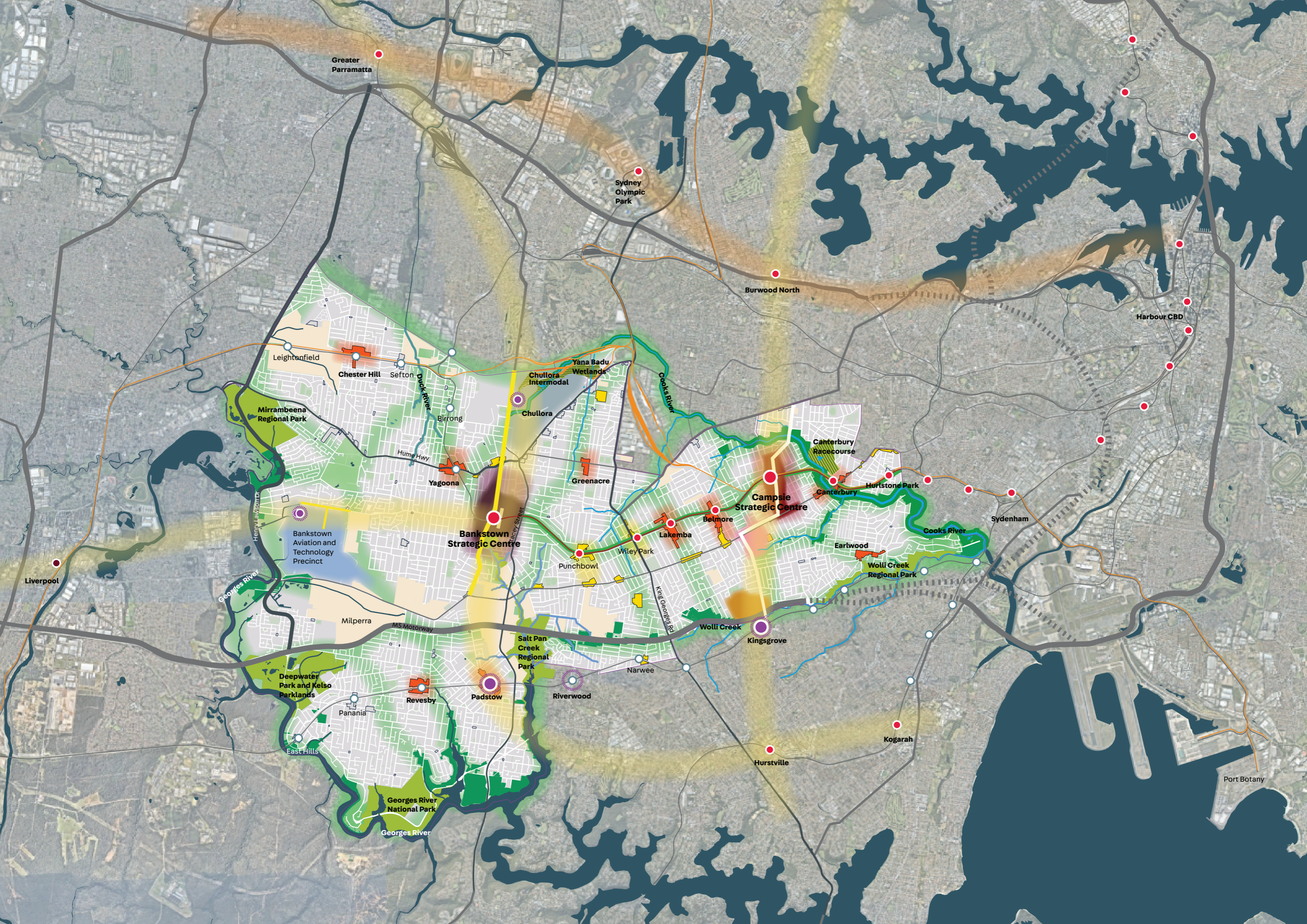
plan to provide the necessary detail on how we will shape new development in the public domain.

It gives me great pleasure knowing that this document is the result of intensive research, reflection and an ongoing and evolving conversation with our community. It reflects the needs and aspirations of our diverse community and responds to the need to plan for our future in a sustainable, economic and coordinated way because we continue to listen.

The document is also informed by, and supports, our 10-year Community Strategic Plan, *CBCity2028*, along with the Greater Sydney Commission's South District Plan. It draws on the 7 Destinations and Vision of *CBCity 2028*, and the Planning Priorities for the South District. It details how Council will work towards achieving the goals set out in these plans, through land use and development proposals. It also gives us a strong platform to advocate to State agencies for the right infrastructure, in the right location and designed to the highest standards to unlock the City's potential.

I look forward to celebrating our achievements and working together to make Canterbury-Bankstown a thriving and dynamic City for present and future generations.

**Khal Asfour**  
Mayor, City of Canterbury-Bankstown
















# 1 plan for *Connective City* 2036

**For the first time we have a consolidated vision for Canterbury-Bankstown that guides growth and balances what makes a city complete. *Connective City 2036* creates opportunities for living, working, access and movement. It protects environmental qualities, celebrates precious waterways, and knits together the cultural fabric of this vibrant new city within a quality urban setting.**




**This Plan reflects how we want the City to evolve as it welcomes an additional 135,000 residents and 44,000 workers by 2036.**

***Connective City 2036* aims to integrate a variety of transport modes with different land uses so that more people can connect to more places within the City and beyond. It will help to improve the City's ecological and river systems and create quality places for healthy living and ecological integrity.**

-  0-10 YEARS COMMITTED SYDNEY METRO STATIONS AT STRATEGIC CENTRES BANKSTOWN AND CAMPSIE
-  0-10 YEARS COMMITTED SYDNEY METRO STATIONS
-  20+ YEARS VISIONARY STATION
-  0-10 YEARS COMMITTED SYDNEY METRO CITY AND SOUTHWEST
-  0-10 YEARS COMMITTED INDICATIVE SYDNEY METRO WEST ROUTE
-  COUNCIL PREFERRED MASS TRANSIT/TRAIN ROUTE
  - Linking Parramatta to Kogarah underground via Bankstown
  - Linking Liverpool to Sydney CBD underground via Bankstown and Bankstown Airport
  - Linking Macquarie Park to Hurstville underground via Campsie and Kingsgrove
  - Responds to 20+ year visionary routes in Future Transport 2056
-  COUNCIL PROPOSED 20+ YEARS VISIONARY MASS TRANSIT/TRAIN INTERCHANGE AT KINGSGROVE AND PADSTOW
-  COUNCIL PROPOSED 20+ YEARS VISIONARY MASS TRANSIT/TRAIN STATION AT BANKSTOWN AIRPORT AND CHULLORA
  - Riverwood underground station as an alternative to Padstow
-  FREIGHT NETWORK AND STATE SIGNIFICANT INTERMODAL RAIL FREIGHT LINK
  - Protect essential freight connections
  - Reinforce the importance of Chullora intermodal as a State significant rail freight link

-  EXISTING TRAIN STATIONS CONTINUE TO SERVE THE CITY
-  RETAIN AND MANAGE CHULLORA INDUSTRIAL AND URBAN SERVICES LAND
  - Freight and urban support services
  - Chullora Junction upgraded
  - Yana Badu Wetlands subject to collaboration with Sydney Water and Cooks River Parkland are enhanced
  - Promote innovation and high tech jobs
-  MAJOR ROADS REINFORCED AS METROPOLITAN TRANSPORT AND FREIGHT ROUTES
  - M5 Motorway, Henry Lawson Drive, Stacey Street, Hume Highway and King Georges Road/Roberts Road
-  RETAIN AND MANAGE INDUSTRIAL AND URBAN SERVICES LAND
  - An increase in jobs, commerce and local services
  - An increase in industrial, distribution and warehousing businesses serving Greater Sydney
-  BANKSTOWN STRATEGIC CENTRE, HEALTH AND EDUCATION PRECINCT
  - Possible location for the new Bankstown Hospital (subject to investigation by Health Infrastructure NSW)
  - Location for the new university
  - Bankstown's civic and cultural life provides 24-hour places to live, work and play and supports health and education
  - Quality public areas support higher density retail, commercial and residential places
  - Outstanding architectural marvels protected and celebrated

-  THE APPIAN WAY, THE CIVIC FOCUS FOR THE CITY CENTRE
-  CHAPEL ROAD PRECINCT
  - Chapel Road links Chullora, Bankstown and Padstow along a civic street of public places and cultural, education, health and commercial settings
-  BANKSTOWN AVIATION AND TECHNOLOGY PRECINCT
  - Retain, manage and optimise assets and industrial land around Bankstown Airport
  - Build on the specialised aviation, advanced manufacturing and emergency services role
-  STRATEGIC CENTRE EASTERN LIFESTYLE AND MEDICAL PRECINCT
  - Civic, cultural, education and health uses within a vibrant, mainstreet town character
-  EASTERN LIFESTYLE AND MEDICAL PRECINCT
-  CANTERBURY ROAD AND KINGSGROVE ROAD MEDICAL PRECINCT
  - An urban boulevard connects an extended health and urban services precinct near Canterbury Hospital
-  KINGSGROVE TO BE RETAINED AND MANAGED, A PLACE FOR BUSINESS AND JOB GROWTH
-  ESTABLISHED LOWER-SCALE RESIDENTIAL AREAS PROTECTED
-  LOCAL CENTRES PROVIDE URBAN AND COMMUNITY SERVICES
  - Canterbury, Belmore, Lakemba, Padstow, Revesby, Chester Hill, Earlwood, Greenacre and Yagoona

-  VILLAGE CENTRES PROVIDE URBAN SERVICES
  - Punchbowl, Wiley Park, Canterbury Road-Hurlstone Park, CR-Campsie, CR-Belmore, CR-Lakemba, CR-Punchbowl, Narwee, Clemton Park, Roselands, Chullora, Yagoona-Hume Highway/Rookwood Road
-  LOCAL CENTRE POTENTIAL FOR RESIDENTIAL GROWTH
  - Supported by mass transit/train service
-  VILLAGE CENTRE POTENTIAL FOR RESIDENTIAL GROWTH
-  SMALL VILLAGE CENTRES SUPPORT URBAN AMENITY
-  GREATER SYDNEY GREEN GRID
-  River Parklands
-  Regional parklands protected for ecology and recreational activities
-  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
-  Integrated Blue and Green Web
  - Conservation corridors, urban forest tree canopy along streets, parks and gardens
  - Salt Pan Creek and tributaries
  - Duck River and tributaries
  - Cooks River, Wolli Creek and tributaries
  - Georges River and tributaries
  - Metro linear green space

**Connective City 2036 features 10 Directions that focus on the City’s metropolitan and local interactions, and 10 Evolutions to build on the City’s assets, character and opportunities.**

GSC	Greater Sydney Commission
CBC	Canterbury-Bankstown Council
DPIE	The New South Wales Department of Planning, Industry and Environment
TfNSW	Transport for NSW
NH	NSW Health
DoE	Department of Education
CC	Cumberland Council
BC	Burwood Council
LC	Liverpool City Council
CRC	Cooperative Research Centre for Water Sensitive Cities Ltd.
STC	Sydney Turf Club
CRA	Cooks River Alliance
GRC	Georges River Council
GRK	Georges River Keeper
RMS	Roads and Maritime Services
BA	Bankstown Aviation
PS	Private Stakeholders
ATSI	Aboriginal and Torres Strait Islander People
MALCs	Metropolitan Aboriginal Land Council
ESAC	Environmental Sustainability Advisory Committee
PRCG	Parramatta River Catchment Group
LAHC	NSW Land and Housing Corporation
GANSW	Government Architect NSW
DCP	Development control plan
LEP	Local environmental plan
LSPS	Local strategic planning statement
LGA	Local government area
FSR	Floorspace ratio
EPA	Environment Protection Authority
SEPP	State Environmental Planning Policy
BASIX	Building Sustainability Index
EV	Electric vehicles
VPA	Voluntary planning agreement
SIC	Special infrastructure contribution
NABERS	National Australian Built Environment Rating System



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## Canterbury-Bankstown in 2019.

Central to this project is that people can have an open say in the decisions that affect them.

The project team is committed to delivering a project that is widely accepted by the community. Our approach to community engagement sought to draw out ideas and openly discuss challenges that the community, businesses and other important stakeholders want addressed.

During the development of *Connective City 2036*, a number of community events were held to reach out to people across the City to discuss their visions for the future, consider what about the City is most important to them, and what they would like to see improved. We listened to them through:

- Community panels that explored their concerns and aspirations;
- An online survey; and
- Numerous workshops with our network of advisory committees and reference groups.

Some of the key messages we heard many times are provided in the speech bubbles opposite.

There were many more comments and feedback from the community including marked up drawings. This is included in our detailed engagement report, which is available on Council's website.

"We need to tell our story of our people through the landscape"

Auntie Lyn

"I want public transport that works well in all locations, it doesn't work well in a north-south direction"

Karen

"I love the character of my local centre, I don't want to see it replaced with modern render and glass buildings"

Naomi

"We need greater cross-city connectivity, like link buses in Perth"

Sally

"Get the links right"

Julie

"Bankstown needs to be our city, with all the services we need"

Mya

"We need to keep young people connected to the region"

Wally

"We need celebrated town centres, with great design"

Simon

"Make Canterbury-Bankstown a place you want to go to and spend a day, rather than a place you just go through"

Isabel

"The CBD and many of the other centres look dated, they need a spruce up and investment in infrastructure"

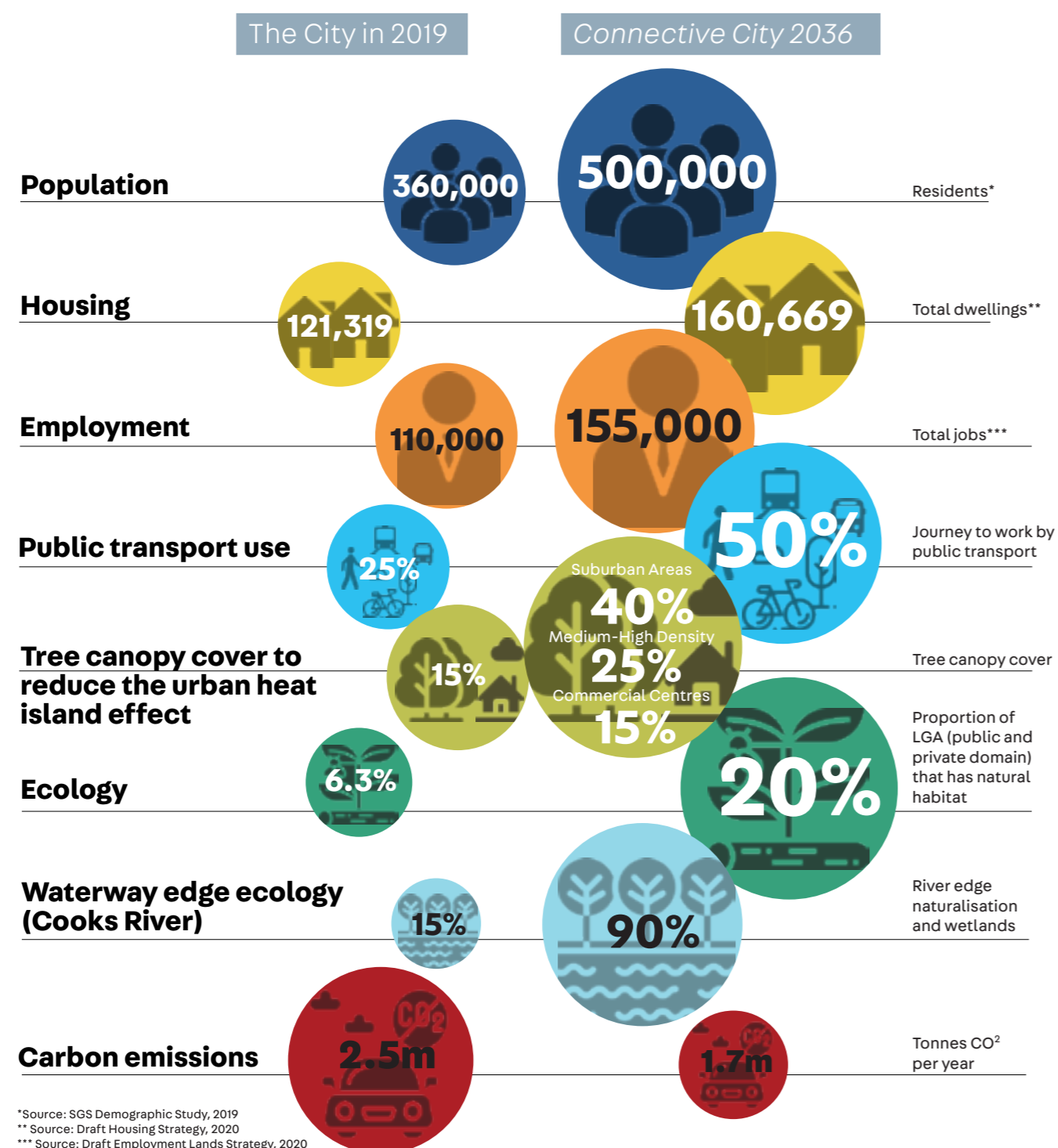
Craig

"People leave the Canterbury-Bankstown for entertainment and some types of open space as we don't have the range and quality of places and spaces the City needs"

Bernie

**Canterbury-Bankstown is a thriving and diverse area covering 110km<sup>2</sup>. *Connective City 2036* creates opportunities for growth and improvement, while ensuring the City's assets and suburban and natural areas are protected and enhanced.**

# The City in context 2019 to 2036



***Connective City 2036* is based on first understanding and then responding to the City's social, economic, environmental and physical conditions. There are some key aspects of the City today that influence how it will look and function in 2036.**

These factors include:

- Residential population increase;
- Increases in job numbers;
- The City's contribution to NSW's Gross Domestic Product;
- Carbon emissions;
- Tree coverage;
- How many people drive to work and how many take public transport; and
- The quality of waterways and the amount of area covered by natural habitat.

Planning for change means understanding the opportunities and challenges around these factors and setting indicators to focus our collective efforts.

We commissioned expert studies on housing need, employment land and floor space, transport, community infrastructure and sustainability to tell us how the City can realistically improve over the next 20 years and how change and growth has occurred in other areas around Sydney or the world.

These studies also informed decisions on how to make the most of the City's special attributes and opportunities.

The studies show that a thriving, dynamic and real Canterbury-Bankstown of the future provides a diversity of jobs and housing supported by great transport connectivity. The community is supported by multipurpose community infrastructure, accessible streets in vibrant centres, and a blue and green web that traverses the City, enriching urban, suburban and natural places and making the City more resilient in this changing climate.

Canterbury-Bankstown's potential can be realised while great suburbs and wonderful natural areas are preserved.

**Today, the City is the eighth largest economy in NSW, with a gross regional product of \$14.48 billion. By 2036 we aim to be the seventh largest economy in NSW with \$20 billion gross regional product.**

**Connective City 2036 further develops and implements the vision of CBCity 2028 – to be thriving, dynamic and real through a robust, sustainable and design-oriented framework for land use and infrastructure planning. It responds to the planning priorities outlined in the South District Plan.**



# About *Connective City 2036*

*CBCity2028* commenced the journey to a thriving, dynamic city of people who are interested, interesting and unapologetically themselves. *Connective City 2036* is the next step in this journey.

***Connective City 2036* tells the spatial story of our vision for the City at different scales and through key technical investigation areas. The plan presents the various scales of land use information, with mapping and imagery to help the community and other stakeholders visualise the City of the future and join us on this journey. This section sets out the purpose of the plan, how it was developed, what studies and policies informed it and how different stakeholders will use the document.**

*Connective City 2036* responds to the NSW Government's directive to prepare a local strategic planning statement.

*Connective City 2036* builds on our Community Strategic Plan *CBCity2028*, released in 2018.

*Connective City 2036* is informed by extensive engagement with our community and stakeholders, place analyses and technical studies and investigations in transport and movement, sustainability, housing, employment lands, community infrastructure, open space and strategic urban design.

The plan will be used by people who work, invest, live and play in the City.

# Why a local strategic planning statement?

**Connective City 2036 will be referenced as the highest level strategic planning document for the City.**

**Connective City 2036 is the 20-year plan to guide Canterbury-Bankstown’s renewal and growth to accommodate a population of 500,000 residents and 165,000 workers and visitors by 2036. It identifies a suite of 20-year strategic initiatives that we need to start planning for now to ensure a successful and prosperous city over the medium to longer term.**

Connective City 2036 is the overarching spatial plan for the City and is informed and supported by the Greater Sydney Region and South District Plan. It is the primary organising structure for a strategic, coordinated, place-led and design-based New Planning Framework.

The New Planning Framework includes:

- This Local Strategic Planning Statement;
- A new Local Environmental Plan;
- A new Development Control Plan;
- A new Development Contributions Plan;
- A new Housing Strategy; and
- A new Employment Lands Strategy.

The New Planning Framework must respond to the City’s many places, reflect and strengthen diversity, yet also be future focused to plan for the infrastructure, buildings and open space the City needs.

It must allow us to accommodate a growing population, increase job and business opportunities, and provide a high quality, sustainable urban, suburban and natural setting.

The New Planning Framework uses place responsive and evidence-based strategic planning processes, as required by statutory requirements. It reflects local and State planning legislation and Council policies.

Council employs a strategic planning approach to land use decision-making – we consider decisions, large and small, in response to contextual considerations, as well as current and future impacts and opportunities. This approach ensures land use planning results in quality development, supported by appropriate and timely delivery of infrastructure, community facilities and open space, while preserving the character of areas that make the City desirable.

However, simultaneously we need to respond to the complexities of our past as two discrete local government areas: Canterbury and Bankstown. Each had their own local environmental plans, development control plans, contributions and funding frameworks, and other strategies and policies.

Connective City 2036 is a turning point for the City, giving us the opportunity to take a holistic and long-term approach to the growth, protection and improvement of places, to leverage opportunities and to advocate for the infrastructure our broader community needs.

Connective City 2036 is our blueprint that responds to the NSW Government Planning Framework set out through:

- The Greater Sydney Region Plan;
- The South District Plan;
- Future Transport 2056;
- State Infrastructure Strategy; and
- The NSW Long Term Transport Master plan.

In response, *Connective City 2036* sets a clear vision, establishes land use directions, and sets priorities – including responsibilities and timeframes – to demonstrate why and how infrastructure can be arranged and how the City relates to neighbouring local government areas and to Greater Sydney as a whole.

Connective City 2036 will have statutory (legal) weight when adopted by Council. It must be considered as part of the LEP making process (planning proposals), and will form part of the strategic merit test for a Gateway Determination under Section 3.34 of the Environmental Planning and Assessment Act 1979. It will also:

- Promote the City’s strengths and opportunities to the community, workers and visitors, and Sydney as a whole;
- Position Canterbury-Bankstown within Greater Sydney and the metropolis of three cities, giving it a unique identity and importance;
- Provide direction on what infrastructure is required and where it should be located to help guide Council, the community, employers and decision making;

- To inform State agencies of City priorities when they are planning and programming to determine State infrastructure needs.
- Define and protect our distinctiveness, areas with a strong sense of character and unique features;
- Identify and define the locations that offer opportunities for growth and change, the vision for that change and how it will occur;
- Inform changes to Council policies and statutory plans such as the new local environmental plan and the new development control plan;
- Provide the framework to prioritise future growth areas subject to Council-led structure and master planning, guided by community and stakeholder engagement; and
- Guide planning ideas for future investigation.

### Document structure

Connective City 2036 aims to communicate a strategic land use plan up to 2036. We use precedent imagery to describe how and where change will or will not occur.

Connective City 2036 is presented in three distinct parts.

### About Connective City 2036

This section details the purpose of *Connective City 2036*: who will use it, how the public can use the document and how it was prepared. It also overviews the statutory context including the New Planning Framework.

### 10 Directions for Connective City 2036

Directions are the key components of our 20 year planning vision. These Directions define how land uses and infrastructure will be integrated and coordinated across the City and identify centres, precincts and employment lands. They also identify existing and future public transport initiatives, health and education infrastructure, the blue and green web priorities and important connections to places throughout Greater Sydney.

### 10 Evolutions

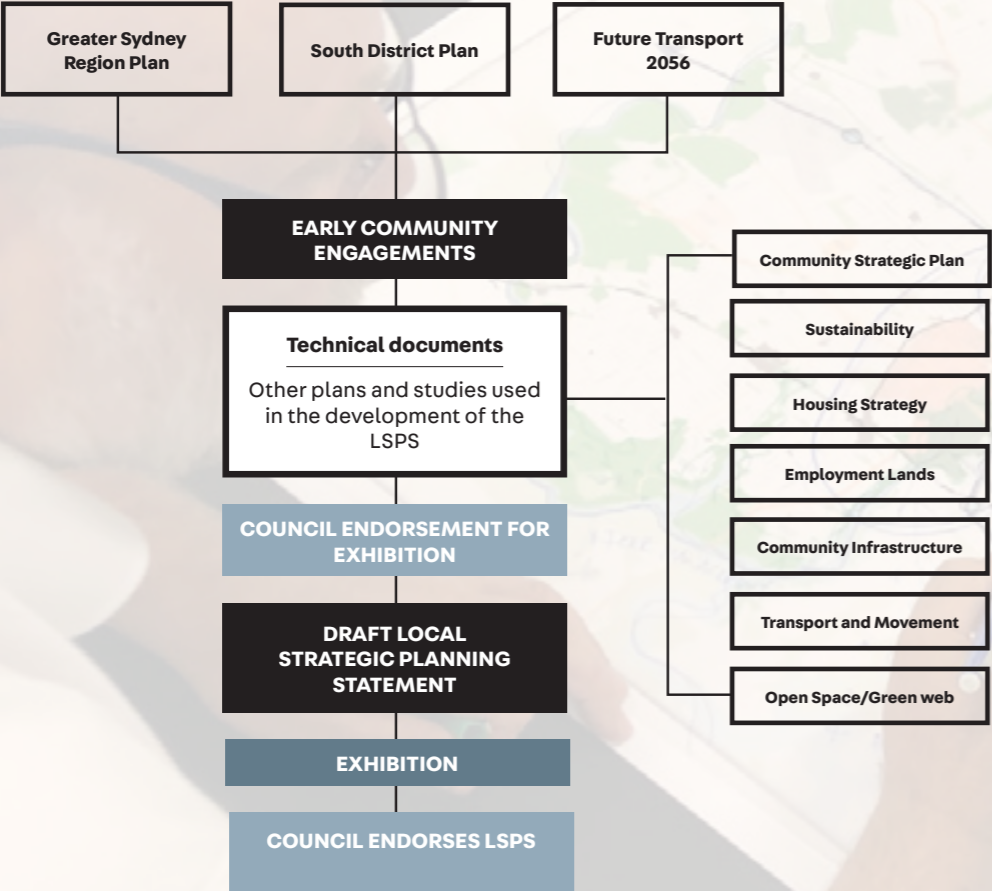
The Evolutions detail the major technical disciplines required to achieve the vision of *Connective City 2036*. They look at the directions in a more detailed, thematic way. Each evolution closely investigates aspects of the City that will stay the same, or change.

Actions and priorities to achieve each Evolution are accompanied by implementation items, and identification of the need for collaboration and prioritisation.

2018	EARLY 2019	APR 2019 Opportunity For Feedback	MAY 2019 Opportunity For Feedback	SEPT 2019 Opportunity For Feedback
Greater Sydney Region Plan and South District Plan released, CBCity2028 Community Strategic Plan released Commenced review of Strategic Planning Framework	Start LSPS background studies and technical investigations	Community workshops undertaken on LSPS key directions	Have your say	LSPS Draft on exhibition

# Developing Connective City 2036

## Connective City 2036 as coordinated a wide range of inputs



Connective City 2036's concepts and priorities are drawn from and have been tested with the community. We've assessed them against a rigorous process of discussion and feedback.

This included an intense program of consultation and engagement activities, from interactive workshops with Councillors and community leaders, to focus groups, community information sessions, meetings with major landowners and developers and an online survey.

Connective City 2036 is also informed by place analysis, technical studies and investigations, urban design studies, planning and community consultation, stakeholder consultation, and the current planning frameworks that apply to the former Canterbury and Bankstown local government areas. Research and analyses have also been tested from interstate and international jurisdictions of cities with similar population sizes and geographic makeup.

We've worked with Cumberland, Burwood, Bayside, Liverpool, Strathfield, Georges River, Inner West and Fairfield councils, and spoken with many State agencies, particularly transport agencies, the Department of Planning, Industry and Environment, the Greater Sydney Commission, Transport for NSW, Sydney Metro, the Department of Education, the Sydney South West Area Health Service and NSW Health.

Accordingly, *Connective City 2036* reflects all this data, information and feedback. It reflects the passion that the City's residents, workers, visitors and other stakeholders have for Canterbury-Bankstown.

### Broader strategic directions

The Greater Sydney Region Plan and five district plans were released in 2018. Of relevance to Canterbury-Bankstown is the South District Plan, which incorporates priorities for Canterbury-Bankstown, Sutherland and Georges River local government areas.

The Greater Sydney Commission released guidelines to help Greater Sydney councils give effect to the Region Plan and district plans as required under the *Environmental Planning & Assessment Act 1979*. All councils in NSW must prepare a Local Strategic Planning Statement.

Council decided to implement the guidelines in June 2018. This two-year Accelerated Local Environmental Plan Review Program begins with a Local Strategic Planning Statement – in our case, *Connective City 2036* – and will bring together planning controls of the former Bankstown and Canterbury local government areas into one Local Environmental Plan and supporting City-wide controls, including a Development Control Plan and Contributions Plan.

Once *Connective City 2036* is adopted by Council, it will be the principal land use strategy to support the community aspirations set out in *CBCity2028*.

### Community vision

In 2018, we asked the community what it loves about Canterbury-Bankstown and what people want for its future. Residents and representatives from business, community, sport and recreation and government groups took part in over 10,000 conversations, visioning workshops and stakeholder forums across the City.

We heard that people want the City to be:

- A proud and caring City that creates, unites and celebrates;
- A sustainable City with healthy waterways and natural areas;
- A smart and evolving City with exciting opportunities for investment and creativity;
- An accessible City with great local destinations and many options to get there;
- A motivated and active City that nurtures healthy minds and bodies;
- A well designed, attractive City which preserves the identity and character of local villages; and
- A well managed City with brave and future-focused leaders who listen.

OCT - NOV 2019  
Opportunity For Feedback

OCT - NOV 2019  
Opportunity For Feedback

NOV 2019

JAN 2020

EARLY 2020

MID 2020

Community workshops undertaken on LSPS draft

Have your say

Response to submissions and Final LSPS

Final LSPS Adopted by Council following GSC Assurance

Making of LSPS Preparation of Draft New LEP/DCP

Exhibition of Draft New LEP

# CBCity2028

The community vision was developed in 2018. We asked the community what it loves about Canterbury-Bankstown and what people want for its future. Residents and representatives from business, community, sport and recreation and government groups took part in thousands of conversations, visioning workshops and stakeholder forums across the City.

CBCity2028 set out seven Destinations to transform the City. These have guided the design and development of *Connective City 2036*.

The seven Destinations are:

- 1. Leading and Engaged** A well-governed City with brave and future-focused leaders who listen.
- 2. Liveable and Distinctive** A well-designed, attractive City which preserves the identity and character of local villages.
- 3. Moving and Integrated** An accessible City with great local destinations and many transport options to reach them.
- 4. Healthy and Active** A motivated City that nurtures healthy minds and bodies.
- 5. Prosperous and Innovative** A smart and evolving City with exciting opportunities for investment and creativity.
- 6. Clean and Green** A clean and sustainable City with healthy waterways and natural areas.
- 7. Safe and Strong** A proud inclusive community that unites, celebrates and cares.

The tables in each of the 10 Evolutions show how the priorities and actions in this Local Strategic Planning Statement meet the outcomes of each Destination in *CBCity 2028*.

*Connective City 2036* and *CBCity2028* are intimately connected and should be read together.

**Connective City 2036 builds on the Community Strategic Plan, CBCity2028, to ensure the City lives up to this community vision.**



The diagram shows the direct relationship between and the Community Strategic Plan, *CBCity2028*, the South District Plan and *Connective City 2036*. The arrow indicates that *Connective City 2036* is based on, and informed by, *CBCity2028* as its lead policy. The double head arrow indicates that the South District Plan and *Connective City 2036* interrelate.

# How Canterbury-Bankstown Council will use this document

**Connective City 2036 supports evidence-based decision-making across a range of technical land use disciplines including water management, sustainability, transport, urban design, ecology, housing, city-shaping initiatives, employment and economic growth.**

This document was placed on public exhibition, providing the community and stakeholders with an opportunity to examine it and provide views on the direction and approaches taken. In response to feedback received, amendments have been made to *Connective City 2036* and has been put to Council for final adoption.

*Connective City 2036* is the first single comprehensive land use strategy for the City. It sets in motion a series of actions to be implemented by Council, other levels of government and the private sector over time.

*Connective City 2036* informs several Council processes and procedures:

- Changes to operational and delivery plans to better align growth and change with community needs and expectations;
- Collaboration Areas being planned with the Greater Sydney Commission;
- Projects that shape the city of Canterbury-Bankstown;
- Infrastructure priorities, and our ability to advocate to other levels of government for new infrastructure and services to support growth at a local, district and metropolitan level;

- Projects such as park plans, Complete Streets Plans, master plans and structure plans;
- Sustainable transport planning;
- Upgrades or changes in place function to different areas in the City; and
- Assessing planning proposals within a strategic framework and only considering them where a public benefit or improved planning outcome is derived.

*Connective City 2036* will be referred to across all parts of Council work, and in discussions with landowners and developers to provide certainty and cut down unnecessary speculation, particularly in areas that are unsuitable for development.

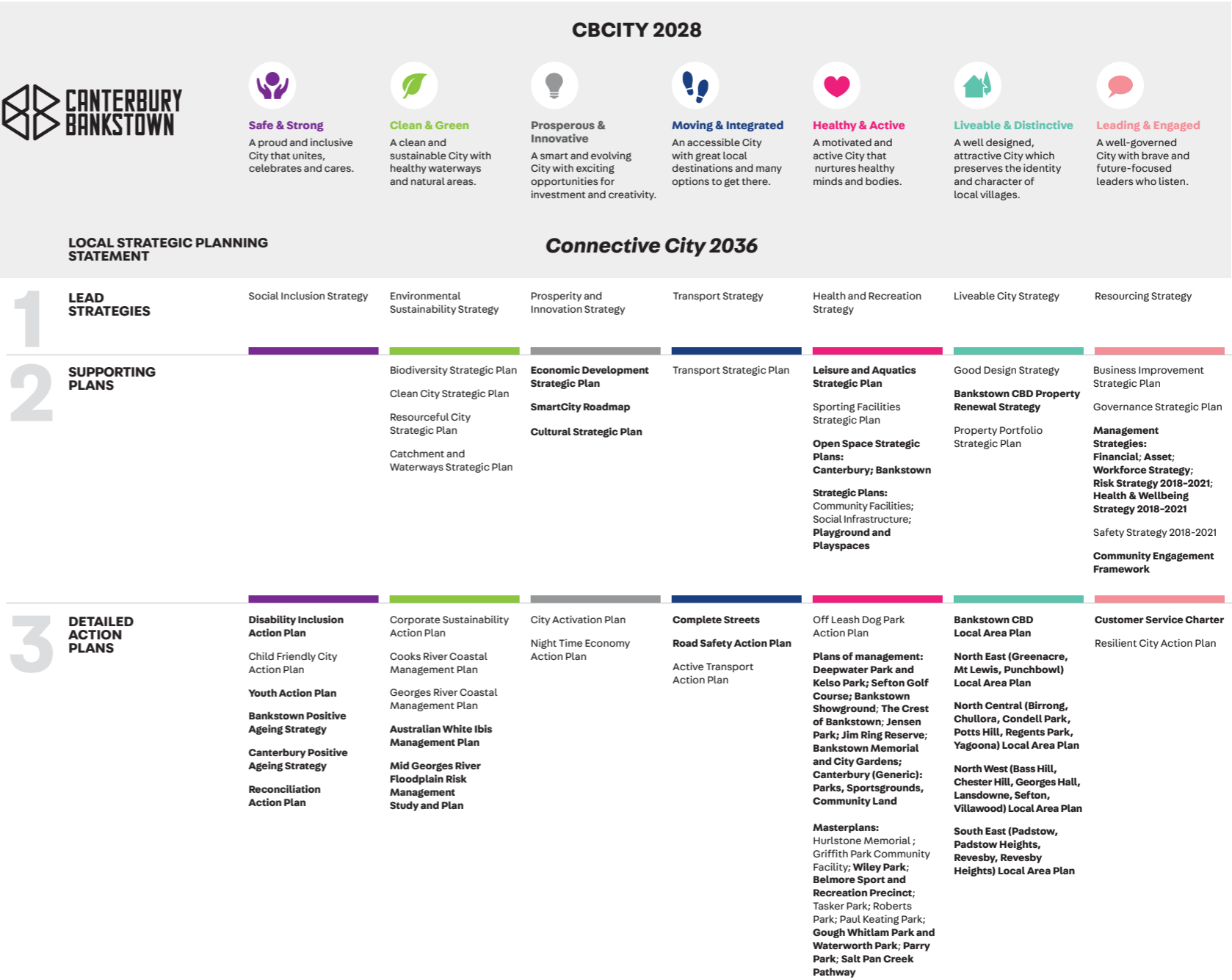
### Policy framework

*Connective City 2036* sits with *CBCity2028* and with a range of Council strategies, supporting plans and detailed action plans. Some of these have been completed and are active, while others are still under development.

This policy framework, from broad to detailed work, provides the right level and type of information required to inform the range of projects carried out across the City by the Council or the public.

All adopted policy documents are available on our website.

Canterbury-Bankstown Council's Strategic Planning Framework



This framework is a live document intended to be updated regularly as plans are completed, exhibited and adopted. This version is correct at the time of the exhibition of the LSPS. **Bold text** denotes plans completed. Plain text denotes plans in development in 2019-2020.

# Strategic and statutory planning, monitoring and review

## **Connective City 2036 will be consistently reviewed and its implementation will be monitored to measure how we are contributing to meeting the South District Plan's planning priorities.**

Progress will be considered in the context of the Greater Sydney Commission's *Pulse of Greater Sydney*, the first comprehensive monitoring and reporting framework for Greater Sydney.

Council will also use the *Greater Sydney Dashboard*, a single point of access to government data of what is happening across Greater Sydney. We will regularly contribute to this interactive tool to demonstrate what is happening in Canterbury-Bankstown.

## **The statutory planning framework**

*Connective City 2036* has been prepared in accordance with Section 3.9 of the *Environmental Planning and Assessment Act 1979*, which requires that it include or identify:

- a. The basis for strategic planning in the area, having regard to economic, social and environmental matters;
- b. The planning priorities for the area that are consistent with any strategic plan applying to the area and (subject to any such strategic plan) any applicable community strategic plan under Section 402 of the *Local Government Act 1993*;
- c. The actions required for achieving those planning priorities; and
- d. The basis on which the Council is to monitor and report on the implementation of those actions.

When adopted, *Connective City 2036* will support the Greater Sydney Region Plan, South District Plan and *CBCity2028*. It will also help guide and implement the future Canterbury-Bankstown Local Environmental Plan to be consistent with other relevant NSW legislation such as:

- *Environment Planning and Assessment Act 1979*;
- *Greater Sydney Commission Act 2015*;
- *National Parks and Wildlife Act 1974*;
- *Crown Land Management Act 2016*;
- *Heritage Act 1977*;
- *Roads Act 1993*; and
- *Water Management Act 2000*.

It will also reflect the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999*.

## **Monitoring**

*Connective City 2036* will be implemented through the following pathways:

- Review of the Local Environment Plan in three stages, with the first scheduled for mid-2020;
- Implementation, completion and review of Council plans and policies as outlined in the Strategic Planning Framework on page 11;
- A new development control plan for development across the City;
- Master plans for centres and key sites will be underpinned by place-led and design-based planning for the major centres in the City, with Campsie and Bankstown scheduled for 2020 and 2021;
- Aligning Council-led strategies, supporting plans and detailed action plans to *Connective City 2036*; and
- Advocating Council's directions and actions to State agencies and other leading organisations through collaboration.

Implementing actions through one or a combination of the above streams will require work across our land use framework under the *Environmental Planning and Assessment Act 1979* and our Integrated Performance and Reporting Framework.

### **Indicators**

The indicators provided throughout this document will be used as an aspirational guide. They are designed to ensure the City is working towards the 20 year timeframe now.

### **Actions**

The actions provided with each Evolution form the main work program and platform for monitoring.

Some actions are very specific, whilst others require further detail as work progresses on particular items.

The actions are also important in framing how we work together to ensure that *Connective City 2036* is successfully delivered through collaboration.

## **Time frame**

Time frames for completing each Action are outlined in the tables associated with each Evolution and are categorised into:

- Short term - by 2020, 0-2 years;
- Medium term - by 2021 and 2024, 2 to 5 years;
- Long term - by 2025, more than 5 years.

Some time frames extend over the short, medium and long term as they are work to be done on an ongoing basis.

## **Integrated Planning and Reporting**

Both statutory and strategic processes require us to consistently monitor performance against the actions set out under the 10 Evolutions.

This is good planning practice and will also allow us to take stock of population growth rates, development activity, and economic and environmental performance. This may mean a shift in direction or further consultation with the community or across government to respond to new policies or investment.

Planning and tracking on how the Council is implementing *Connective City 2036* will occur primarily through the *Integrated Planning and Reporting Framework*.

## **Review**

*Connective City 2036* will be reviewed at least every seven years, as is the regulatory requirement for all local strategic planning statements.

The document may be updated prior to the seven-year requirement, to reflect significant changes in the strategic planning context, including finalisation of the Local Housing Strategy.

We will undertake the review in partnership with the NSW Government and in consultation with the Canterbury-Bankstown community.

*Connective City 2036*, its indicators and actions will also be reviewed as part of the *Integrated Planning and Reporting Framework* where required.

Time frames will be reviewed through the *Integrated Planning and Reporting* framework.

# How State agencies, other councils, investors and the public can use this document

*Connective City 2036* will be used by a range of users and stakeholders, including Council.

*Connective City 2036* will set the planning framework against which future changes to the planning controls in the City's local Environmental Plan and Development Control plans are made.

*Connective City 2036* will also inform future planning decisions by Council including when considering proposals to change the Local Environmental Plan or other planning and funding tools, such as infrastructure levies and contribution plans. Consideration of this document will ensure greater transparency and consistency in Council decision-making on planning and development matters.

The Department of Planning, Industry and Environment will use *Connective City 2036* when introducing State-led strategies and assessing rezoning proposals and preparing any infrastructure contribution plans for the City. Key State agencies will use it when considering augmenting existing assets; preparing and reviewing total asset management plans; and seeking budget funding.

The Greater Sydney Commission will review and monitor the implementation of *Connective City 2036* to understand Canterbury-Bankstown's contribution to the South District Plan's planning priorities.

Our neighbouring councils may refer to *Connective City 2036* when assessing rezoning and development proposals in neighbouring local government areas to appropriately address any interface issues or related matters under the South District Plan.

Community members will use *Connective City 2036* to understand how the City will grow and change over the next 20 years, and what facilities will be delivered in the short, medium and long term.

Employers and investors are expected to also consider *Connective City 2036* when making investment decisions based on Council's forecast growth areas and possible investment in local level infrastructure, services and facilities.

## Relationship with State agencies

This document has been prepared in consultation with various State agencies and identifies the critical infrastructure elements required to support and help manage growth across the City to 2036. The outcomes and actions identified in this document seeks to be consistent with the Greater Sydney Commission District Plan.

This Local Strategic Planning Statement is not one directional and, although it will inform planning amendments at the local level, it will also be considered as part of future revisions to the South District Plan and Greater Sydney Region Plan.

Infrastructure agencies and utility providers, including Transport for NSW, the Department of Education, Ausgrid and Sydney Water will work with Canterbury-Bankstown to manage growth across the metropolitan area when they prepare and review their total asset management plans and, when seeking budget funding for projects.

This document demonstrates Council taking a leading role in defining growth where it will provide an optimal balance environmentally, socially and economically for the City. Deferring plans for growth may potentially result in State investment in infrastructure being diverted to other areas across Sydney which demonstrate capacity to accommodate growth and change over time.



## Background information - about *Connective City 2036*


- Why a local strategic planning statement
- Developing *Connective City 2036*
- CBCity2028
- How Canterbury-Bankstown Council will use this document
- Strategic and statutory planning, monitoring and review
- How State agencies, other councils, investors and the public can use this document

## Overarching Strategies - 10 Directions for *Connective City 2036*

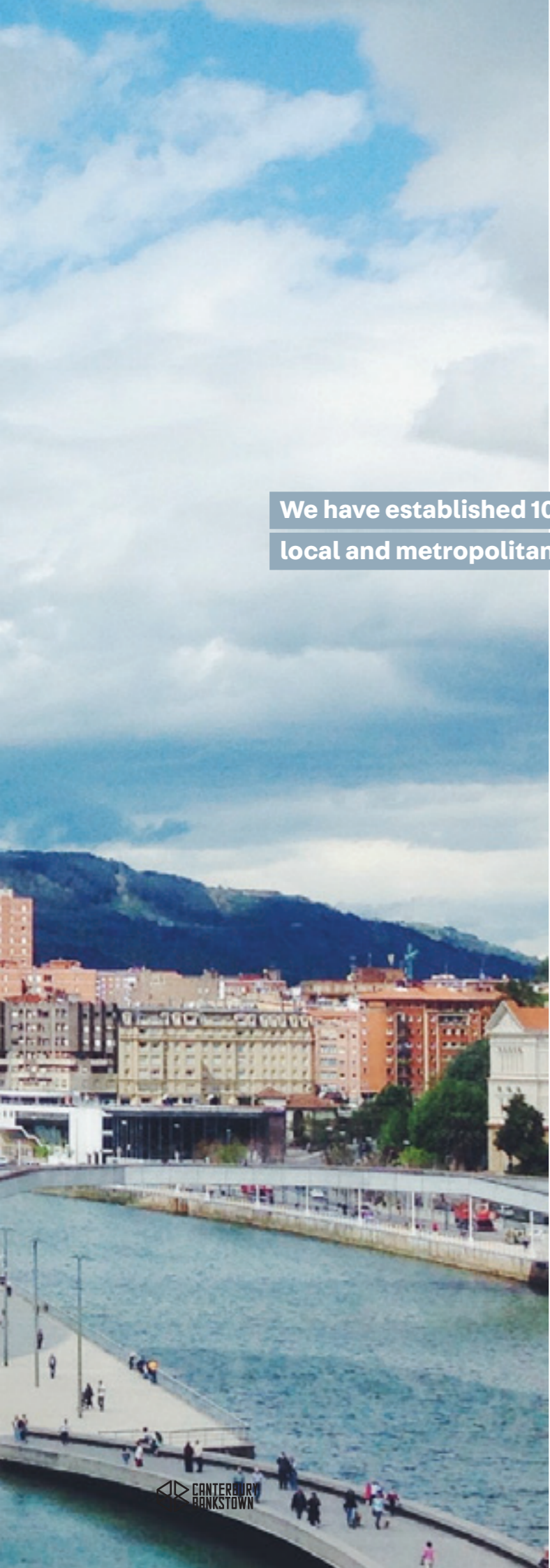
- 5 Metropolitan Directions for *Connective City 2036*
- 5 City Directions for *Connective City 2036*
- Chapel Road Precinct, *Connective City*'s heart - from Chullora to Bankstown
- Eastern Lifestyle and Medical Precinct - Campsie to Kingsgrove
- Bankstown Aviation and Technology Precinct
- 34 centres and their surrounding suburbs
- Canterbury-Bankstown's river systems and tributaries

## Detailed Plans - 10 Evolutions to achieving *Connective City 2036*

1. Evolution 1 Coordination, Community, Collaboration and Context
2. Evolution 2 Movement for Commerce and Place
3. Evolution 3 Places for Commerce and Jobs
4. Evolution 4 Blue Web
5. Evolution 5 Green Web
6. Evolution 6 Urban and Suburban Places, Housing the City
7. Evolution 7 Cultural Places and Spaces
8. Evolution 8 Design Quality
9. Evolution 9 Sustainability and Resilience
10. Evolution 10 Governance and Funding



**Canterbury-Bankstown is Greater Sydney's  
largest (by population) and centrally located  
within Greater Sydney**



We have established 10 Directions to acknowledge the City's local and metropolitan influences.

# 10 Directions defining *Connective City* 2036

**This section introduces 10 Directions that are interlinked and based on Canterbury-Bankstown's location at the heart of Greater Sydney, how it influences and interacts with this broader metropolitan area, and how this will shape the City's future.**

**These 10 Directions are 20-year strategic initiatives.**

We developed 5 Metropolitan Directions that focus on the role of Canterbury-Bankstown in Greater Sydney as a Metropolis of Three Cities, and 5 City Directions that focus on how Canterbury-Bankstown can support 500,000 people by 2036.

## 5 Metropolitan Directions

As Greater Sydney's largest (by population) and most centrally located local government area (LGA), advancing positive social, economic and environmental change within Canterbury-Bankstown will contribute to all of Greater Sydney. Our planning for Canterbury-Bankstown as an evolving city will also support growth and change in the broader Eastern Harbour City, focused on Sydney CBD, and the Central River City, focused on Greater Parramatta.

Our Metropolitan Directions respond to Canterbury-Bankstown as home to regional transport connections to nearby centres such as Liverpool, Hurstville and Sydney Olympic Park, and elements of the Greater Sydney Green Grid that connects people and ecological communities across Greater Sydney.

The 5 Metropolitan Directions are to:

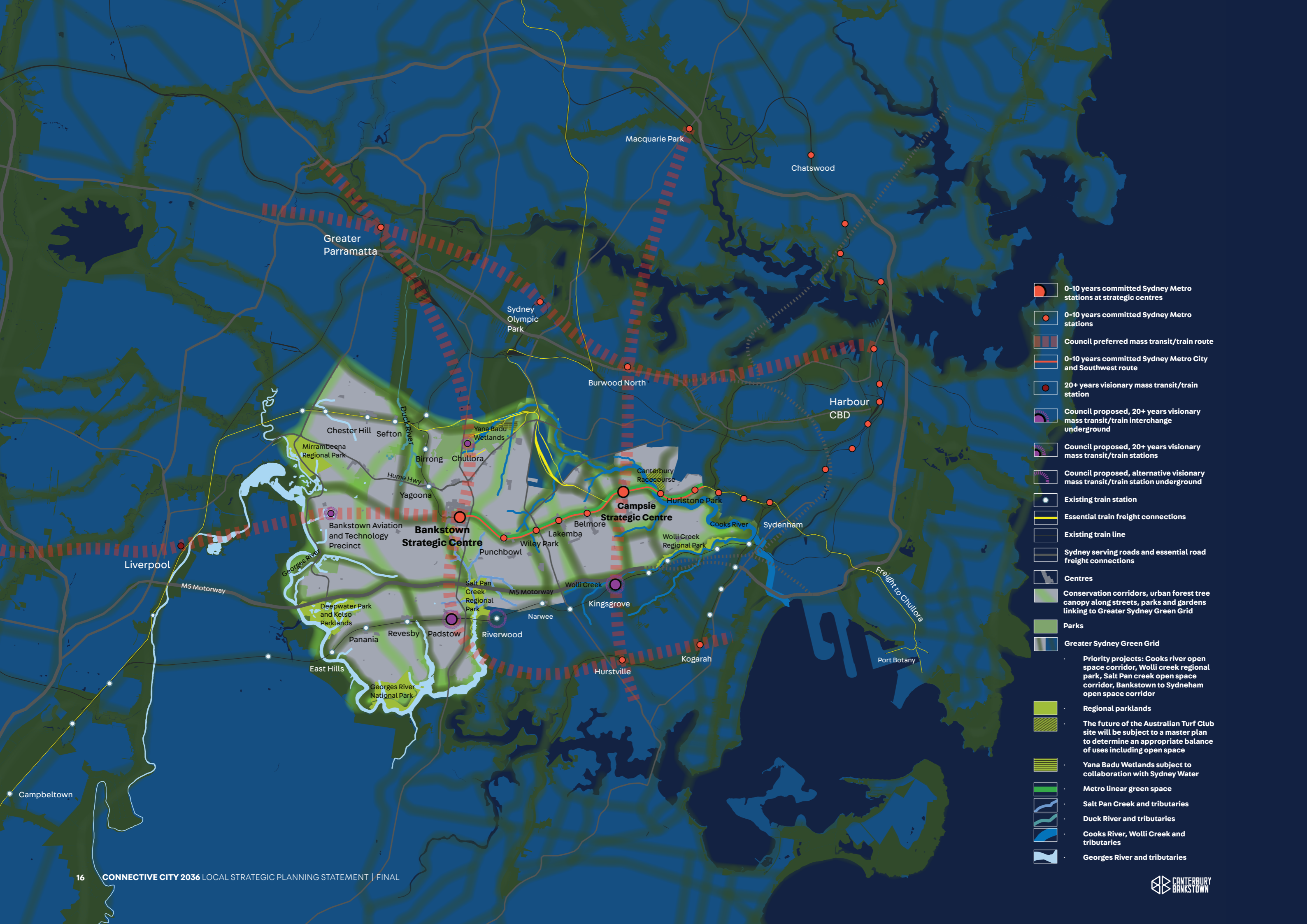
1. Support Greater Sydney's evolution into a Metropolis of Three Cities;
2. Allocate metropolitan-serving roads while optimising Canterbury-Bankstown as a freight and distribution powerhouse;
3. Fulfil the aspiration for an interconnected mass transit system;
4. Connect the Cooks, Georges and Parramatta river catchments through the Greater Sydney Green and Blue Grids; and
5. Support a growing Sydney by creating a hierarchy of great places and dynamic urban centres.

## 5 City Directions

We will prioritise growth and renewal in specific places in Canterbury-Bankstown – places where we can build on current strengths and proactively respond to opportunities. Growth and change will be coordinated, well designed and above all well executed.

The 5 City Directions focus on:

1. Chapel Road Precinct, Connective City's heart – from Chullora to Bankstown;
2. Eastern Lifestyle and Medical Precinct - Campsie to Kingsgrove;
3. Bankstown Aviation and Technology Precinct;
4. 34 centres and their surrounding suburbs; and
5. Canterbury-Bankstown's river systems and tributaries.



- 0-10 years committed Sydney Metro stations at strategic centres
- 0-10 years committed Sydney Metro stations
- Council preferred mass transit/train route
- 0-10 years committed Sydney Metro City and Southwest route
- 20+ years visionary mass transit/train station
- Council proposed, 20+ years visionary mass transit/train interchange underground
- Council proposed, 20+ years visionary mass transit/train stations
- Council proposed, alternative visionary mass transit/train station underground
- Existing train station
- Essential train freight connections
- Existing train line
- Sydney serving roads and essential road freight connections
- Centres
- Conservation corridors, urban forest tree canopy along streets, parks and gardens linking to Greater Sydney Green Grid
- Parks
- Greater Sydney Green Grid
- Priority projects: Cooks river open space corridor, Wolli creek regional park, Salt Pan creek open space corridor, Bankstown to Sydenham open space corridor
- Regional parklands
- The future of the Australian Turf Club site will be subject to a master plan to determine an appropriate balance of uses including open space
- Yana Badu Wetlands subject to collaboration with Sydney Water
- Metro linear green space
- Salt Pan Creek and tributaries
- Duck River and tributaries
- Cooks River, Wolli Creek and tributaries
- Georges River and tributaries

# 5 Metropolitan Directions for *Connective City 2036*

**Canterbury–Bankstown is positioned centrally in Greater Sydney, nearly equidistant to Sydney CBD, Parramatta, Liverpool and Kogarah.**

**Within Greater Sydney as a Metropolis of Three Cities, Canterbury–Bankstown will complement, support and align with the three cities while connecting to centres in the north, south, east and west through implementation of the priorities and actions identified in the 10 Evolutions.**



## Support Greater Sydney's evolution into a Metropolis of Three Cities

- Canterbury–Bankstown's central location and direct proximity to Greater Parramatta creates opportunities for us to plan for the City's development as a supporting city, especially as Greater Sydney moves towards an urban structure of a Metropolis of Three Cities. Our planning today can optimise the City's strategically located transport, commercial and residential opportunities to bring benefits well beyond local government boundaries.
- Connective City 2036* considers opportunities for a range of complementary business activities including start-ups, industrial, commercial, local services and urban services that can easily access Greater Sydney's metropolitan centres. We can ensure that Canterbury–Bankstown's industrial and commercial land continues to provide for commercial and incubator businesses, and large and small industrial, distribution, recycling and warehouse uses.
- We're also planning for diverse housing choices and quality residential settings so that we can meet the diversity of future housing needs for our community in places near public transport, with high quality open space, local services, and civic, community and unique environmental assets.



## Allocate metropolitan-serving roads while optimising Canterbury–Bankstown as a freight and distribution powerhouse

- As Chullora's Intermodal Terminal is upgraded, we will aim to reflect Canterbury–Bankstown's growing role in Greater Sydney's freight and logistics network as a connector from Port Botany to the entire metropolis. This will support freight movements and improve intermodal efficiency.
- Major roads in Canterbury–Bankstown service Greater Sydney, providing safe and efficient connection between the City's industrial and commercial areas and link north to south and east to west. Our planning will designate and strengthen the City's road network as part of a metropolitan road network, helping to move heavy traffic away from local streets in areas that can be strengthened as attractive residential districts.
- Connective City 2036* recognises the M5/ WestConnex as a road transport gateway for national and international trade partners who require road connections from Canterbury–Bankstown to Western Sydney Airport, Port Botany, Sydney Airport, Liverpool, Campbelltown and Sydney CBD. Stacey Street, King Georges Road, the Hume Highway and Henry Lawson Drive will remain as vital links for Greater Sydney's commercial, industrial and freight logistics.
- We will strengthen destinations for emerging businesses and industries across the City, bringing greater opportunities for investment, job diversity and economic links with the nation and the world.



## Fulfil the aspiration for an interconnected mass transit system

- Canterbury–Bankstown's connections to Greater Sydney's south, north, east and west make it a foundational location for a north–south and east–west mass transit interchange.
- Our planning for the integration of a mass transit service with the current rail network can effectively allow the transition of Greater Sydney's mass transit system from a radial to a grid network under Sydney.
- The committed Bankstown Sydney Metro Southwest and the potential for additional north–south mass transit lines, one through Campsie and Kingsgrove and the other through Bankstown, would introduce significant flexibility for people who need to travel between major destinations throughout Greater Sydney. This includes visionary routes, proposed by Council from Parramatta to Kogarah via Bankstown; Macquarie Park to Hurstville via Campsie; and Liverpool to Sydney via Bankstown Airport.
- Connective City 2036* recognises the opportunity of new underground mass transit stations to support renewal and attract investment to the city – which means more jobs, a greater diversity of jobs, and business opportunities, particularly in Chullora, Kingsgrove, Padstow (or Riverwood) and Bankstown Airport.



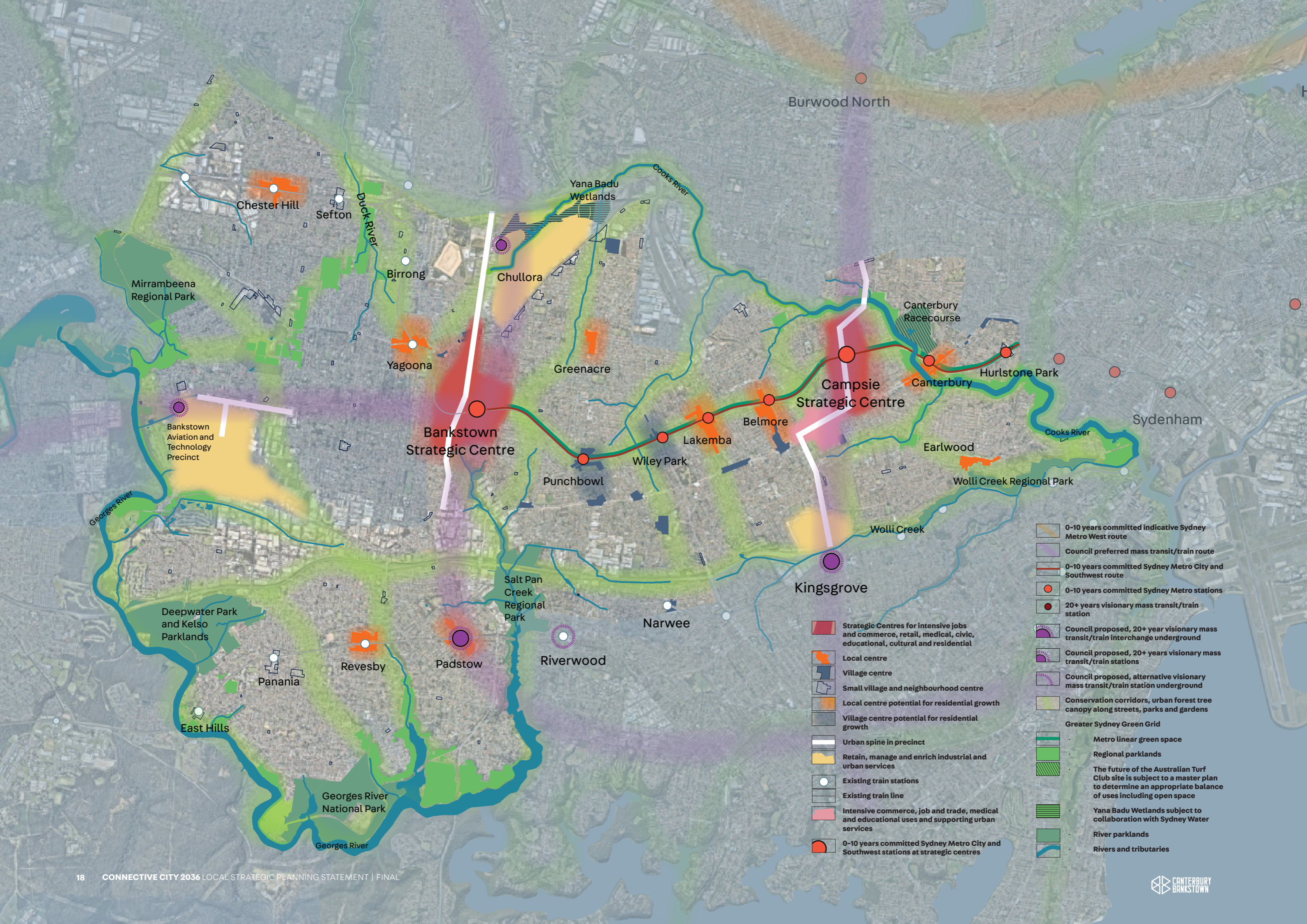
## Connect the Cooks, Georges and Parramatta river catchments through the Greater Sydney Green and Blue Grids

- The Greater Sydney Green Grid connects across Canterbury–Bankstown, linking ecological areas, rivers, river parklands and large open spaces to create a vast network of green, recreational and ecological spaces and active transport routes.
- Canterbury–Bankstown is bounded by ecological corridors and natural areas that also weave through the City. *Connective City 2036* aims to further strengthen and protect these areas as the basis of Greater Sydney Green Grid network to neighbouring council areas and beyond across Greater Sydney. We're implementing planned conservation corridors across the western side of the City and will establish new corridors in the east.
- Cooks River, Wolli Creek, Georges River, Salt Pan Creek, Duck River, minor tributaries and a green space that will follow mass transit/train lines will complete a vast network of interconnected ecological, recreational, hydrological, walking, cycling and cultural spaces and places. Areas along this network that are close to areas being renewed will be ideal open space areas for residents.
- Canterbury–Bankstown is connected to Liverpool in the Western Parkland City via Georges River, to the Central River City via Duck River and to the Eastern Harbour City, including Botany Bay, via the Cooks River. It is an ecological and hydrological connector at the heart of Greater Sydney.



## Support a growing Sydney by creating a hierarchy of great places and dynamic urban centres

- Canterbury–Bankstown's many and varied centres represent a robust framework for sustainable urban growth, where quality, diverse housing sits within a mix of retail, local services and businesses and close to protected natural areas and open space.
- Connective City 2036* focuses on opportunities for new jobs, businesses and housing in renewed centres. In Bankstown and Campsie, our planning will co-locate higher density housing with jobs, local services and open spaces near train, mass transit/train and bus connections. This will meet ambitions for a 30-minute city, where residents can access a strategic centre within 30 minutes by public transport. Successfully managing freight and servicing is fundamental to creating successful centres across the City.
- Design quality is the foundation from which the City will grow, so that large and smaller centres are well known and well loved and attractive destinations within the Greater Sydney landscape. Design-led planning will help to evolve each centre's existing public domain and character.
- Established low density residential areas offer housing for intergenerational living or larger families. When this type of housing sits within ecological and catchments, water quality, habitat and view lines are protected. As such, we will not plan for medium density building types in these areas; instead these builds are more appropriately located at centres.

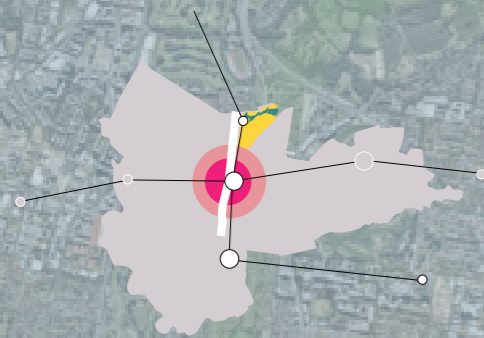


- 0-10 years committed indicative Sydney Metro West route
  - Council preferred mass transit/train route
  - 0-10 years committed Sydney Metro City and Southwest route
  - 0-10 years committed Sydney Metro stations
  - 20+ years visionary mass transit/train station
  - Council proposed, 20+ year visionary mass transit/train interchange underground
  - Council proposed, 20+ years visionary mass transit/train stations
  - Council proposed, alternative visionary mass transit/train station underground
  - Conservation corridors, urban forest tree canopy along streets, parks and gardens
- Greater Sydney Green Grid**
- Metro linear green space
  - Regional parklands
  - The future of the Australian Turf Club site is subject to a master plan to determine an appropriate balance of uses including open space
  - Yana Badu Wetlands subject to collaboration with Sydney Water
  - River parklands
  - Rivers and tributaries

- Strategic Centres for intensive jobs and commerce, retail, medical, civic, educational, cultural and residential
- Local centre
- Village centre
- Small village and neighbourhood centre
- Local centre potential for residential growth
- Village centre potential for residential growth
- Urban spine in precinct
- Retain, manage and enrich industrial and urban services
- Existing train stations
- Existing train line
- Intensive commerce, job and trade, medical and educational uses and supporting urban services
- 0-10 years committed Sydney Metro City and Southwest stations at strategic centres

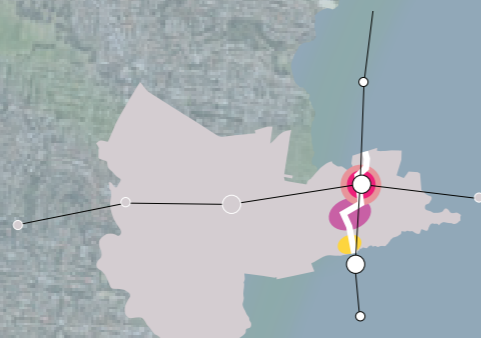
# 5 City Directions for *Connective City 2036*

**Canterbury-Bankstown is defined as much by its diverse river systems as its variety of centres and suburbs.**



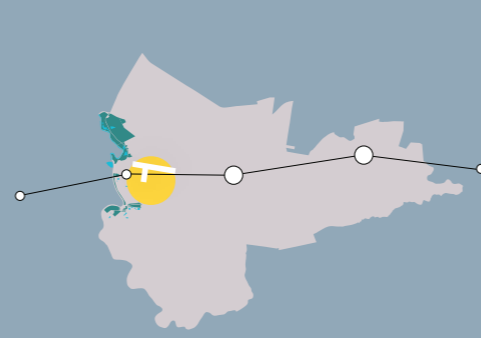
Chapel Road Precinct, Connective City's heart – Chullora to Bankstown

- Bankstown's role as a Strategic Centre and Health and Education Precinct will be reinforced by the Chapel Road Precinct from Chullora to Bankstown along Chapel Road as the City's industrial, economic, educational, cultural, administrative, housing and business capital.
- Future mass transit services will mirror the Precinct, providing metropolitan-wide north-south connections and creating the catalyst to re-energise the area.
- *Connective City 2036* aims to build the Precinct as home to the City's major health and education infrastructure, as well as key civic and cultural places and industrial. It will be a fitting street of activity and services for a population of half a million people.
- A centre-piece for Bankstown is a new hospital (subject to investigation by Health Infrastructure NSW) which will create a thriving and dynamic health and employment precinct.
- As Chullora's industrial and urban services land is retained and managed, workers will enjoy a leafy, green setting on the edge of a restored Cooks River. Council will commence discussions with Sydney Water regarding the opportunity for public access to Yana Badu wetlands.
- Areas in proximity to mass transit stops, will be modern locations for new businesses, jobs, shops and community infrastructure. Our focus on quality design will knit public areas back together, with new civic spaces.
- Residents will have the option of higher density living in Bankstown, with a setting that focuses on people, pedestrians and activity.



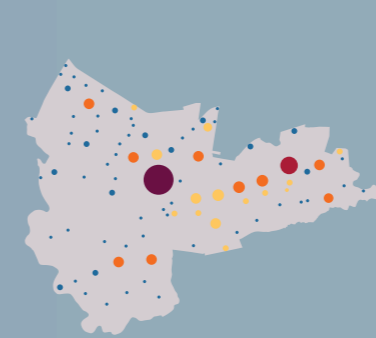
Eastern Lifestyle and Medical Precinct – Campsie to Kingsgrove

- The Eastern Lifestyle and Medical Precinct along Beamish Street and Kingsgrove Road will be the shopping, medical and cultural centre in the City's east. *Connective City 2036* plans for high, medium and low density housing so that people have a greater choice. The evolution of the Eastern Lifestyle Precinct will reinforce Campsie's Strategic Centre role in Metropolitan Sydney.
- We will optimise the existing health support services, facilities and retail along Canterbury Road and support Canterbury Hospital to create a cohesive medical precinct. Canterbury Road will be a destination in itself and transform into an urban boulevard.
- The higher densities within the Strategic Centre of Campsie Town Centre will be close to future mass transit stop and be designed to enhance heritage-significant places.
- Sydney Metro South West will link Campsie to Bankstown, North Sydney, Macquarie Park and Chatswood. There is opportunity for further mass transit connectivity to Liverpool, Burwood and Hurstville. To complement these connections, bus or light rail connectivity to allow workers and residents to better access nearby localities such as Croydon Park, Kingsgrove and Canterbury Road.
- Industrial areas around Kingsgrove can be improved by including innovation and start-up opportunities. New and emerging industries will offer a diversity of jobs within a pedestrian-focused urban setting.
- The Cooks River Parklands and some of Canterbury Racecourse will be investigated for ecological restoration, improved water management and informal recreation.



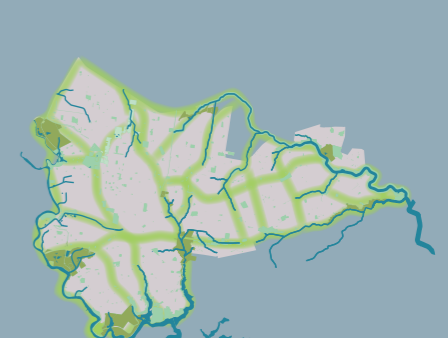
Bankstown Aviation and Technology Precinct

- We will build on the aviation heritage at Bankstown Aviation and Technology Precinct and create a centre of aviation excellence with supporting specialist health, emergency services and aviation education sectors. *Connective City 2036* will focus on the potential of advanced manufacturing, industrial innovation, smart transport and logistics on industrial lands close to the Precinct.
- People will swiftly travel from the hub to Bankstown and Liverpool on potential mass transit/train services, and we will focus on improving the local setting and making it easier to walk around.
- We will aim to rationalise freight traffic so that the area is more pleasant with a strong place function. The duplication of Henry Lawson Drive and a new M5 on/off ramp will create better connections.
- We will also focus on enhancing Georges River Parklands to create better connections and an attractive environment for people working, visiting and studying in the Precinct.
- Marion Street will become the key connector road linking the Aviation Precinct to Bankstown with the potential for rapid transport between the two.



34 centres and their surrounding suburbs

- *Connective City 2036* recognises that each of the 34 centres in Canterbury-Bankstown is different, and each has its own character and economic and cultural focus.
- We describe a hierarchy of centres to help us better plan for growth; these are city, local, town, village and small village centres. The hierarchy of centres informs our decisions about building uses, types and scales; where we need to plan for infrastructure; what kind of open space is needed; and how we can support community cohesion and sustainable living.
- For example, the largest centres including both strategic centres – Bankstown and Campsie – are classified as City and Town Centres. They are the key focus for jobs, cultural activities and housing. Village centres with mass transit/train stations will be vibrant residential urban centres with a choice in housing and commercial, civic, cultural and community uses. Smaller village centres will give local residents access to public transport, and opportunities for small business and local services within an easy walk.
- The hierarchy helps us to protect established residential areas and enhance unique areas such as Earlwood's topographic relationship to Wolli Creek Regional Park, or the traditional main streets in Croydon Park, Hurlstone Park, Belmore and Lakemba.
- Built form is designed to create great urban places that match a character and feel defined by the community.
- Medium density buildings in proximity to centres suitable for growth will provide housing diversity.



Canterbury-Bankstown's river systems and tributaries

- Contributing to the Greater Sydney Green grid by completing an interconnected open space network will reflect and balance a mix of recreational, environmental, social and cultural needs will provide quality open space for ecology and recreation.
- We have established whole-of-catchment strategies for the Georges, Cooks and Parramatta River catchments. These prioritise water management and natural resource initiatives to create sustainable river processes and beautiful open spaces for the City.
- The City's open space and waterways will be celebrated and be a focus for community, cultural and civic activities. *Connective City 2036* will guide how we plan for and manage open spaces for active and passive recreation to match community needs and create high quality community places.
- We will improve the quality of river systems to support aquatic habitats and iconic species, and rehabilitate and vegetate riparian zones – areas alongside waterways.
- *Connective City 2036* aims to create greener suburbs and centres which will be home to more indigenous vegetation to support native flora and fauna, and to provide leafy connections along streets and neighbourhoods. More mature trees will be introduced to provide shading and habitat.
- Centres, suburbs and developments will be rejuvenated, with the principles of water sensitive cities, water sensitive urban design, and sustainable living at the core of our planning.

# Opportunities plan Bankstown and Chapel Road Precinct.



Large fragments of the original Cooks River estuary and riparian and forest provide a unique opportunity to create a large ecological parkland in the heart of Sydney, with links to Rookwood Cemetery, Cooks River Parklands and Potts Hill Parklands. Council will commence discussions with Sydney Water.

The intermodal is nationally significant and the upgrade creates opportunities for business.

The industrial and urban services land at Chullora is well connected by road to the rest of Greater Sydney. Retaining and managing industrial areas supports the potential for employment with improvements to amenity help to grow the area's potential.

A new subdivision and new mid-block streets would improve connections.

A restored Cooks River and linear parks along the river could provide an attractive setting for businesses and workers.

Rookwood Road from Amy Street to Hume Highway could be a grand road and frontage for the industrial and urban services uses at Chullora, yet still carry significant traffic.

Streets and smaller lots can provide variety within the mix of industrial and urban services uses.

Chapel Road can evolve into a vibrant street, with high quality building, park and street design.

Pedestrians and cyclists can be encouraged to use Chapel Road by providing more civic and community uses along the Road.

Bankstown can include taller, high density commercial and residential towers, with commercial uses along most streets, subject to working with Bankstown Airport and within aviation safety parameters for height in the Bankstown City Centre.

The Appian Way will be transformed into a pedestrianised street, lined with shops and restaurants.

An integrated station development at Bankstown could transform the city centre. Council will continue to advocate for the undergrounding of Bankstown Station.

Bankstown Complete Streets will transform the centre's public spaces.



Density and intensity draw people to live and work in Bankstown.



Bankstown retains its colour and small-scale character.



A great open space is only a five-minute walk from anywhere in the Chapel Road Precinct



Integrated station development provides a grand new public place and world class urban design.



The Appian Way is full of activity, with great retail, public art and pedestrian areas.



Integrated station development creates floor space.



Chapel Road is a grand and desirable city street.



Chapel Road Precinct, with the Bankstown City Centre at its heart, is Canterbury-Bankstown's primary growth area. It will be a major destination for shopping, jobs and civic and cultural activities, characterised by a distinctive public domain.

# Chapel Road Precinct, Connective City's heart - Chullora to Bankstown

**Bankstown City Centre is Canterbury-Bankstown's premier urban centre and an anchor of activity for the Chapel Road Precinct, connected to Greater Sydney by a mass transit system.**

The Bankstown City Centre will continue to be the premier location for commerce, civic, cultural, administrative and social activity for *Connective City 2036*, having been identified as a Health and Education Precinct and Strategic Centre in the South District Plan. This will be enhanced by the introduction of major infrastructure such as Sydney Metro, universities, renewal of key sites, and a new Hospital (subject to investigation by Health Infrastructure NSW).

The Appian Way will be transformed into a pedestrianised street lined with shops and restaurants. Streets will radiate from The Appian Way to an interconnected network of places with character, creating a 24-hour city.

Important precincts within Bankstown including Saigon Mall, Bankstown Mall and the Civic precincts will continue to define the character and attractiveness of Bankstown as the City's primary civic, cultural and shopping places.

Major public health, transport and education institutions form anchors in the precinct including a new hospital (subject to investigation by Health Infrastructure NSW). Around these, we expect to see development opportunities that reflect an understanding of each area's existing qualities and community and business interests. This will be planned for in collaboration with State agencies.

Chapel Road Precinct and Bankstown will be the location for major civic and cultural spaces and places that will draw people from across the city to enjoy major events and celebrations.

Bankstown will include taller, high density commercial and residential towers, with commercial uses lining most streets, subject

to working with Bankstown Airport and within aviation safety parameters for height in the Bankstown City Centre.

Chapel Road from Macauley Avenue to Rookwood Road will be a tree-lined, wide footpath boulevard where people can take the bus, walk, cycle or drive. The Hume Highway intersection will continue to function as a major movement route. Chapel Road connects public buildings, parks and public places. Nearby, Salt Pan Creek is a major ecological and cycling route linking Bankstown to Padstow.

Chapel Road Precinct will evolve using the highest quality building, park and street design, and will attract visitors from afar to experience and enjoy its unique character.

The industrial and urban services land at Chullora will be retained and managed as it is in direct proximity to the nationally significant intermodal. Land within Chullora will be investigated for a greater focus on innovation and high technology jobs to complement the intermodal, consistent with the retain and manage approach. A master plan will guide larger building forms to activate a distinctive structure of wide streets and parks.

Yanu Badu Wetlands offer wide linear parklands along the Cooks River between Rookwood Road and Strathfield Golf Course. This could be a quality setting for new businesses, planned for in a way that avoids negative impacts on water management and ecology. The nearby Chullora Train Heritage will continue to host educational tours and activities, as well as corporate events.

Not far away, and linked by public transport along Marion Street, is the Bankstown Aviation and Technology Precinct, providing jobs within a business park setting.

Key open spaces such as Paul Keating Park, Memorial Oval and Bankstown City Gardens continue to offer the City quality outdoor spaces for community and civic events. Renewal of major sites will offer new opportunities for new open space and linkages.

## Opportunities plan Eastern Lifestyle and Medical Precinct.

The Cooks River can be restored to improve ecological health, with new wetlands and park areas redesigned for habitat, relaxation and exercise along the Cooks River from Fifth Avenue to Canterbury.

On the basis that the Australian Turf Club ceases operations in Canterbury, the future of the site will be the subject of a master plan to determine an appropriate balance of uses including open space.

Playing fields and other open spaces along the river could provide a better balance between playing fields and habitat to allow space to restore the river.

New housing will benefit from proximity to major open spaces along the river, and the river will be improved for passive and active recreation, water management and ecology.

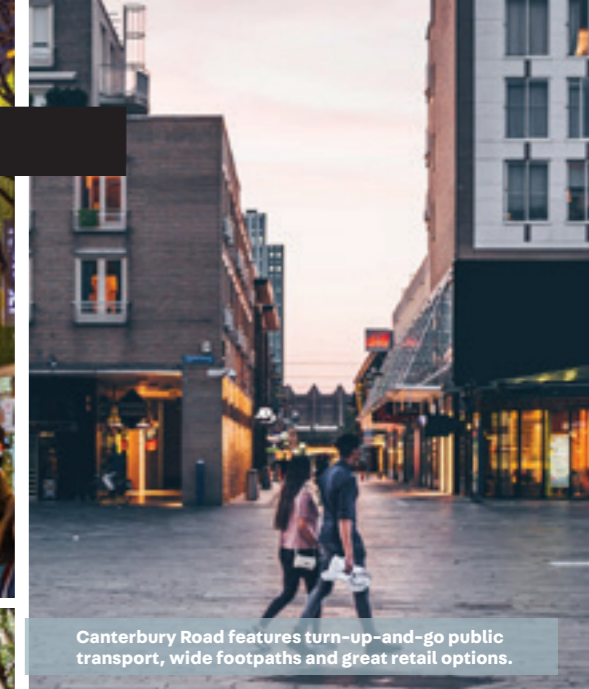
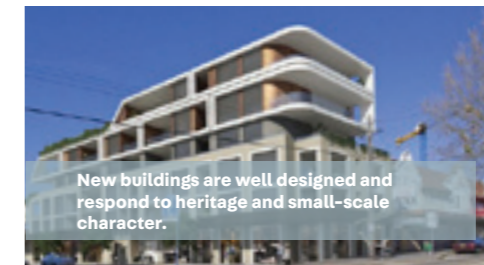
Character areas and heritage within Campsie can be protected, while focusing on medium and high density housing linking to Beamish Street and Canterbury Road.

Canterbury Road can be an urban boulevard and medical destination focused on Canterbury Hospital, with great shopping and pedestrian connections.

The proximity to the hospital is an opportunity to create an extended hospital precinct where structural planning and transport options can resolve connections to Canterbury Road, and allow for a new interconnected street pattern and open space. Existing urban services and industrial lands will be retained.

Kingsgrove Road could provide turn-up-and-go bus services that link the Precinct.

Kingsgrove will be a place for business and job growth, within an urban setting of streets and parks.



# Eastern Lifestyle and Medical Precinct - Campsie to Kingsgrove

**Campsie is a cultural, retail and local employment hub in the City's east that provides cross-regional links to metropolitan centres to the north and south. Canterbury Hospital will influence the growth of surrounding land uses to evolve into a pedestrian-friendly and multifunctional medical precinct.**

Well designed buildings will respond to the area's character and heritage, and we'll protect these elements while focusing on medium and high-density housing around Beamish Street and Canterbury Road. Alongside this work, we'll look at public domain improvements and build public infrastructure to keep pace with growth.

Land fronting Canterbury Road and stretching to Harp Street and Kingsgrove Road could be incorporated into the medical precinct.

Canterbury Road will be the focus for the precinct with pedestrian areas, street activity and shops. Between Kingsgrove Road and Beamish Street, it will be an urban boulevard and medical destination focused on Canterbury Hospital and medical-related businesses. The employment function of these lands will complement the mix of land uses in Campsie.

Its key feature is the superb view of Sydney CBD looking east which is framed by well-designed and distinctive building facades. Ground-level retail features double-height ceilings to create a well-proportioned retail street frontage.

The urban boulevard will extend from Burwood Road to Canterbury, providing a pleasant walking and shopping environment.

Industrial land in the vicinity of Kingsgrove Road, Canterbury Road and Harp Street could be transformed to create an extended hospital precinct and include allied health activities. This will be consistent with the retain and manage approach as set out in the District Plan.

A new structure plan will set out connections to Canterbury Road and internally within the area, and define a generous public domain.

Road speeds along Beamish Street, Canterbury Road, Kingsgrove Road and other major roads will reflect surrounding land uses and the intensity of pedestrian and cycle movements.

Pedestrian and cycling safety and safe access to public transport will be a key priority for the precinct.

Along the Cooks River from Fifth Avenue to Canterbury, we'll focus on restoring an ecologically healthy river, with new wetlands and park areas redesigned for habitat, relaxation and exercise. There will be a balance between playing fields and habitat to allow space to restore the river.

If the Australian Turf Club ceases using Canterbury Racecourse, new public open space could be created in the fashion of Centennial Park, with a wetland as its heart. The site could accommodate a balance of institutional uses and accommodation.

Kingsgrove will be a place for business and job growth, within an urban setting of streets and parks. Public transport will link Kingsgrove to the precinct and along Beamish Street to Croydon Park, allowing turn-up-and-go services to connect to mass transit/train services.

The precinct could develop an arts focus and be a major destination for the eastern part of the City, with a variety of jobs that draw people from across Greater Sydney.

Council-owned land can catalyse change in Campsie, such as new community and cultural facilities, expanded open space, underground car parking, adaptive re-use of the Orion building or a mix of residential and commercial uses.

**The Eastern Lifestyle and Medical Precinct will provide high quality public areas and civic, community and employment opportunities for people and businesses in the east of the City. The Precinct's evolution capitalises on the hospital and expanded medical support uses. Canterbury Road between Kingsgrove Road and Beamish Street will be an urban boulevard and medical destination.**



# Opportunities plan Bankstown Aviation and Technology Precinct .

Connect the precinct to the Georges River parklands and The Crest of Bankstown Sporting Park to provide amenity to workers and students in the Precinct.

Enhance connectivity between Bankstown Airport and Georges Hall Small Village Centre to provide day to day amenity and services to airport students, employees and other occupants.

Support growing aviation activity hub around the Northern Airport Gateway and enhance public transport connectivity from this gateway to Bankstown City Centre via Marion Street. Advocate for high quality place making and celebration of aviation and defense heritage.

Council Proposed 20+ visionary mass transit/ train station providing connectivity to Bankstown and Liverpool will enhance connectivity and attractiveness of working and investing in this Precinct.

Future development on the South West Precinct at Bankstown Airport will provide significant industrial jobs growth in this precinct.

Enhance the day and night attraction of the Bankstown Showground and surrounding sporting facilities to maintain its regional sporting role.

The industrial lands in Milperra, the Airport’s southern edge and Condell Park will be retained and managed. The area will evolve into an advanced manufacturing, industrial technology, freight and logistics hub anchored by Bankstown Airport. This precinct will transition into high amenity industrial precinct with greener public domain.

As Western Sydney University transitions from its Milperra campus, the site can be renewed to create an innovative and sustainable community area, with open space, community facilities and infrastructure and potential new educational uses. Further master planning and community engagement will inform the area’s future.



Bankstown Airport will continue to grow as a hub of aviation student training



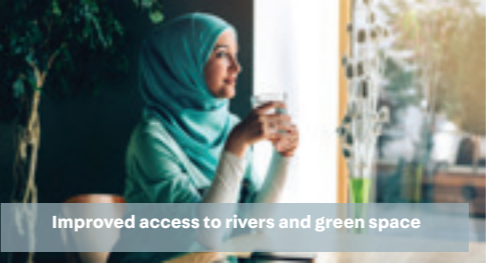
Greening of the public and private domain for improved sustainability and amenity



Smart logistics can leverage off Bankstown Airport and access to Sydney road network



Metro connectivity to the precinct can enhance its attractiveness to work and invest



Improved access to rivers and green space



Bankstown Airport and surrounding lands will support the emergence of a centre of general aviation excellence



Industrial lands will be more walkable

# Bankstown Aviation and Technology Precinct

**The Bankstown Aviation and Technology Precinct is one of the region's most important employment hubs. Anchored by Bankstown Airport, the precinct will develop into a cluster of aviation excellence, aviation training, advanced manufacturing and smart transport and logistics.**

**Direct Metro connectivity to Bankstown, along with enhanced connectivity to the Georges River Parklands and surrounding centres and open spaces, will make this precinct one of the most attractive to invest and work in.**

Bankstown Airport will continue to be a hub for general aviation, emergency services and aviation training. These aviation specialisations present the opportunity to develop health, academic, research and training partnerships with institutions in Bankstown such as Western Sydney University and Bankstown Hospital.

This precinct is abutted by the Georges River Parklands, which provides a green spine along the river's edge. Enhanced connectivity to this green space, the Georges Hall small village and surrounding sporting parks will add amenity and make the precinct more valuable for investment, working and studying.

The industrial lands in this precinct will be retained and managed. It will evolve into a hub for advanced manufacturing and smart transport and logistics, taking advantage of the precinct's proximity to Bankstown Airport and Sydney's main road network, particularly the M5 and Henry Lawson Drive.

Marion Street will provide the key east-west connection between the Precinct and Bankstown City Centre. Marion Street will also be the Airport's primary northern gateway into the hub of its aviation focused activity.

A future mass transit/train station could further spur the Precinct's attractiveness for investment in high-technology businesses, generating jobs connected to lifestyle, cultural, civic and entertainment amenities in Bankstown City Centre and through to Liverpool. The potential for future mass transit/train connections from Liverpool to Western Sydney International Airport would link Bankstown Airport into Western Sydney Aerotropolis.

The Western Sydney University site at Milperra provides the opportunity for sustainable community uses, public open space and new educational uses. New open spaces and community facilities would be an attractive feature for those working in the surrounding Milperra employment lands.

Road for freight movements and streets with more of a place function are both important in servicing this precinct.

Freight movements will be improved through upgrading access from the precinct onto the M5 Motorway and duplication of Henry Lawson Drive from the M5 to the Hume Highway.

Freight movements will consider the needs of the airport as a hub for medical deliveries, maintenance and research functions and the growth of light aircraft at the airport.

The growing aviation training function of the airport will be supported by expanded student housing and amenity options in Bankstown City Centre, facilitated by enhanced public transport connectivity along Marion Street in the short to medium term and the Bankstown to Liverpool Metro extension in the long term.

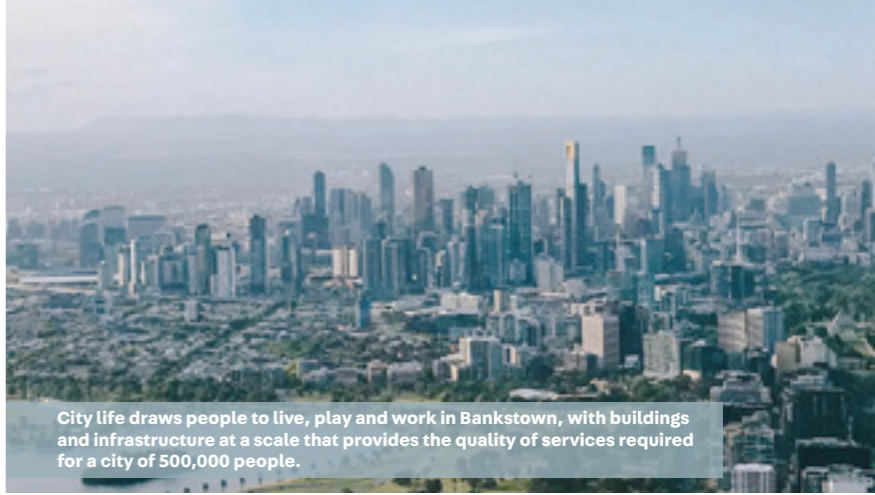
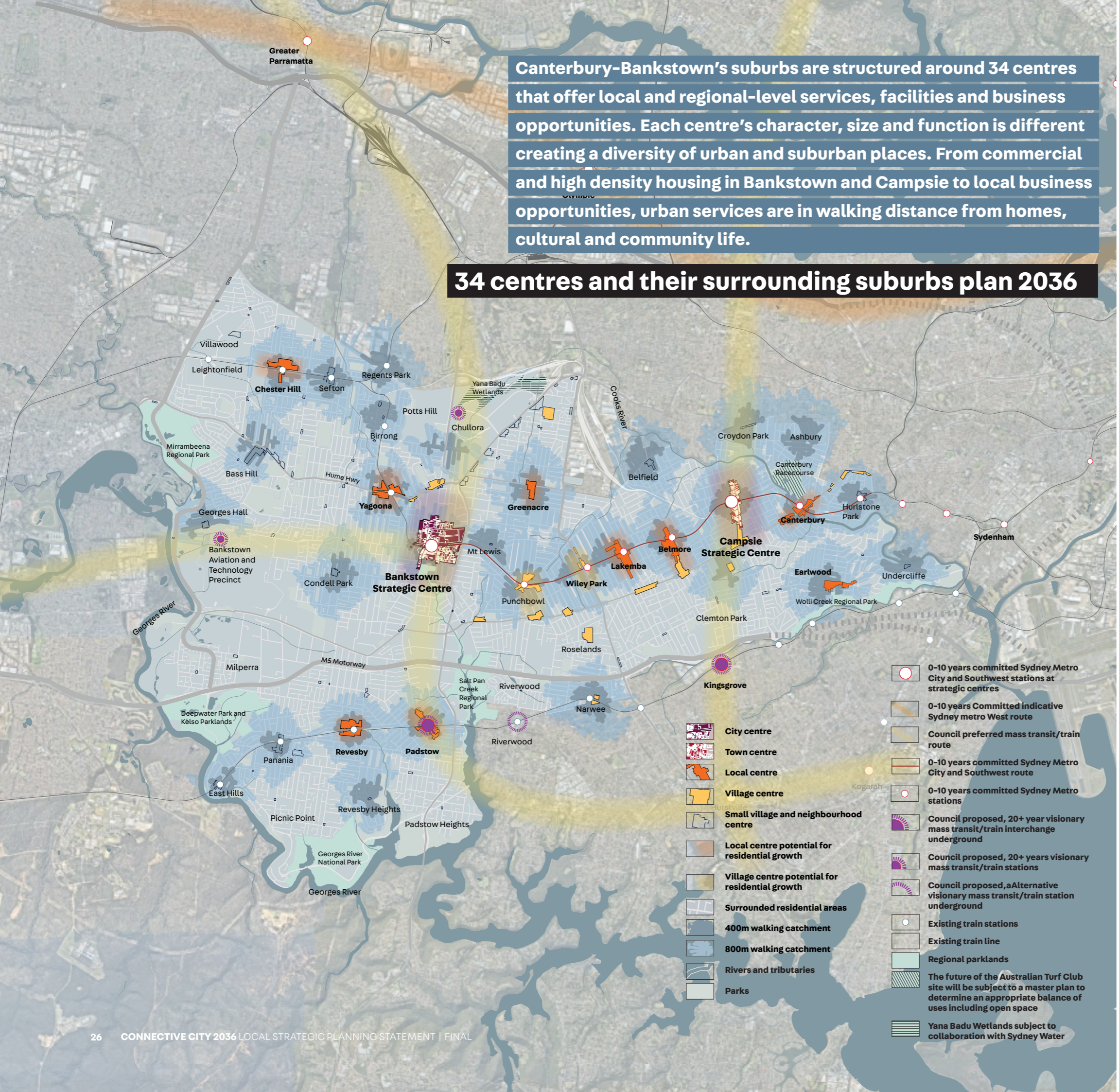
Bankstown Airport will grow as a hub for emergency services, with technology providing the opportunity for expanded virtual health and enhanced emergency response management.

Council will continue to work with Bankstown Airport and other key stakeholders on realising the vision and actions of the Bankstown CBD and Bankstown Airport Place Strategy.

**The Bankstown Aviation and Technology Precinct, anchored by Bankstown Airport, will become a hub for advanced manufacturing, smart transport and logistics, general aviation and aviation training. It will be characterised by high quality public domain with good access to the adjacent Georges River Parklands and the surrounding centres and amenities.**

Canterbury-Bankstown's suburbs are structured around 34 centres that offer local and regional-level services, facilities and business opportunities. Each centre's character, size and function is different creating a diversity of urban and suburban places. From commercial and high density housing in Bankstown and Campsie to local business opportunities, urban services are in walking distance from homes, cultural and community life.

34 centres and their surrounding suburbs plan 2036



City life draws people to live, play and work in Bankstown, with buildings and infrastructure at a scale that provides the quality of services required for a city of 500,000 people.



Established low density residential areas will be protected.



Complete Streets Programs facilitate a range of street types that allow centre life to flourish.



Renewal and community infrastructure are delivered side by side.



Centres are designed for everyone with flexible, multifunctional spaces

Public transport integrates with pedestrian areas and the public domain.

City Centre	Bankstown
Town Centre	Campsie
Local Centre	Canterbury, Belmore, Lakemba, Padstow, Revesby, Chester Hill, Earlwood, Greenacre, Yagoona
Village Centre	Punchbowl, Wiley Park, Canterbury Road-Hurlstone Park, Canterbury Road-Campsie, Canterbury Road-Belmore, Canterbury Road-Lakemba, Canterbury Road-Punchbowl, Narwee, Clemton Park, Roselands, Yagoona-Hume Highway/Rookwood Road, Chullora
Small Village Centre	Bass Hill, Regents Park, Georges Hall, Condell Park, Hurlstone Park, Birrong, East Hills, Belfield, Croydon Park, Sefton, Panania
Neighbourhood Centre	Ashbury-Trevenar Street, Ashbury-King Street, Bankstown-Chapel Road South, Bankstown-Canterbury Road/Stacey Street, Bass Hill-Hume Highway/Millar Road, Bass Hill-Hume Highway/Hector Street, Birrong-Ferrier Road, Chester Hill-Barbers Road, Chester Hill-Woodville Road, Chester Hill-Miller Road/Gurney Road, Chester Hill-Miller Road/First Walk, Chester Hill-Arlewis Street, Clemton Park-William Street, Condell Park-Edgar Street, Greenacre-Hume Highway/Rawson Road, Greenacre-Hume Highway/Cardigan Road, Earlwood-William Street/Main Street, Earlwood-William Street/Bexley Road, Georges Hall-Denman Road, Georges Hall-Surry Avenue, Greenacre-Hume Highway/Roberts Road, Greenacre-Hume Highway/Murray Street, Greenacre- Roberts Road, Greenacre-Wangee Road, Greenacre - Waterloo Road/David Street, Kingsgrove-Moorefields Road, Lansdown, Milperra-Amiens Avenue, Milperra-Bullecourt Avenue, Mt Lewis, Padstow-Alma Road, Padstow-Gibson Avenue, Padstow Heights-Villiers Road, Panania-Lambeth Street, Picnic Point-Kennedy Street, Punchbowl-Columbine Street, Punchbowl-Canterbury Road/Punchbowl Road, Revesby-Beaconsfield Street, Revesby-Queen Street, Revesby-The River Road/Doyle Road, Revesby Heights-Centaur Street, Roselands-King Georges Road, Riverwood-Hannans Road, Sefton-Hector Street/Munro Street, Sefton-Hector Street/Broad Street, Sefton-Hector Street/Jocelyn Street, Undercliffe, Villawood-Miller Street, Yagoona-Angus Crescent, Yagoona-Emery Avenue, Yagoona-Rose Street, Yagoona-Hume Highway/Diffey Street, Yagoona-Hume Highway/The Avenue Yagoona West-Dargan Street.

# 34 centres and their surrounding suburbs

**Canterbury-Bankstown’s commercial centres are distributed across the City landscape.**

**They form the focus for surrounding residential areas, with local services, community and civic places and public transport. They are convenient and cost effective for small business.**

**Of the City’s 88 centres, 34 are larger centres that provide for the needs of surrounding residential areas.**

The City’s suburbs, streets, blocks and shops were originally designed around pedestrians and public transport. People could walk between centres, shops were located on major roads to capture passing trade, and main roads ran along ridgelines to avoid flooding and major topographic differences.

This pattern of settlement also informs how we plan for growth and change today.

Suburban areas across the city all have a variety of centres that support them and provide urban services close to homes. Many are within 400m of housing, and some are even more accessible, being only 300m or 200m. This provides an opportunity for *Connective City 2036* to strengthen sustainable suburban living by improving walkability and increasing urban services across all centres, particularly the small village centres and neighbourhood centres.

Each centre has unique features and communities, and we’ll reflect this in our planning. Smaller centres are unlikely to see significant change.

Larger centres, where the character, community or services favour more housing and activity, will continue to evolve into vibrant urban places.

As populations change and grow, we need a variety of community, civic and retail services within the centres, as these are the City’s hubs of activity. The focus for all centres is commercial and street-fronting retail space. The larger centres are more likely to be home to shop-top housing, and experience an increase in the amount, diversity and quality of commercial space, local jobs, services, community and civic places and public transport.

Bankstown and Campsie are Canterbury-Bankstown’s primary centres, both designated as Strategic Centres in the South District Plan. Bankstown’s growth will be anchored in its role as a Health and Education Precinct.

These will continue to see an increase in well designed medium and high density housing along with infrastructure improvements, jobs and business opportunities. We aim to match this growth with improved building and public domain design, pedestrian safety and public transport.

Canterbury, Belmore, Lakemba and Padstow could be serviced by a mass transit/train system. They will therefore be suitable for a greater mix of housing and urban services.

The local centres of Revesby, Chester Hill and Yagoona will provide urban services to a wide catchment and provide additional housing.

Earlwood and Greenacre, although not connected by rail or mass transit/train stations, provide a wide variety of urban and community services to a large suburban population, and will have shop-top housing.

Centres such as Earlwood, located on steep terrain and within the waterway catchment of a National Park, will see suburban areas around the centre retained as a low scale residential suburb without medium density housing.

The infrastructure required for village community life, such as great streets, parks, and the community spaces and services required to grow centres, will in part be provided through renewal opportunities and will operate alongside planning and development assessment. The village centres of Punchbowl, Wiley Park, Canterbury Road-Hurlstone Park, Canterbury Road-Campsie, Canterbury Road-Belmore, Canterbury Road-Lakemba, Canterbury Road-Punchbowl, Narwee, Clemton Park, Roselands, Yagoona-Hume Highway/Rookwood Road and Chullora will be home to a range of local urban services, and will provide opportunities for daily and weekly shopping needs. Where rail and mass transit/train services are available, these centres will also see an increase in housing.

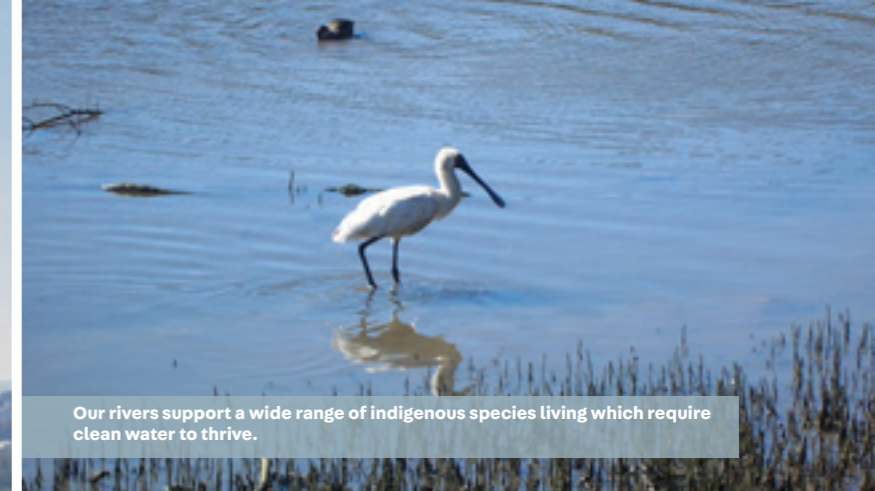
Opportunities to match vehicular speed limits with surrounding land uses and the function and quality of places will be a focus for improving pedestrian amenity particularly within centre main streets.

Village centres are hubs of community life, with high quality public, civic and community spaces and places. They are places designed for pedestrians.

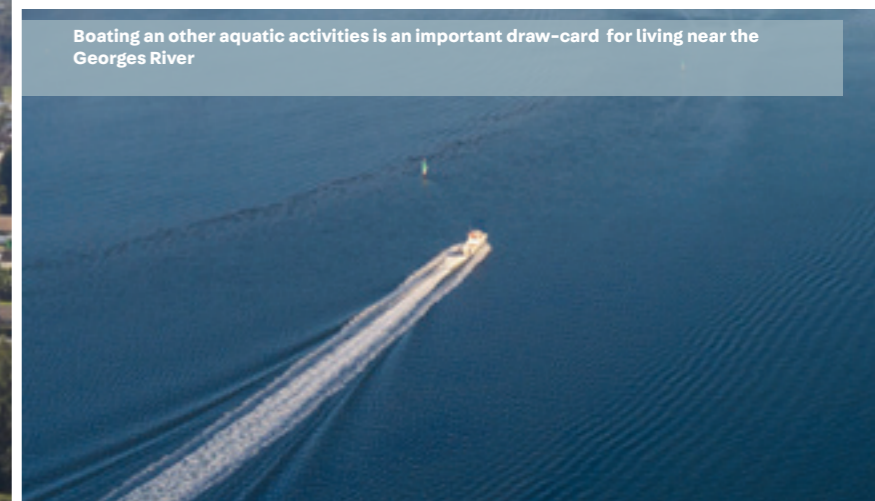
The small village centres of Bass Hill, Regents Park, Georges Hall, Condell Park, Hurlstone Park, Birrong, East Hills, Belfield, Croydon Park, Sefton and Panania will meet the daily needs of people living in surrounding suburbs.

Notwithstanding their size, the many small neighbourhood centres across the City are places where local relationships are formed and community spirit evolves.

**Canterbury-Bankstown is shaped by its rivers. The City's river systems and tributaries interconnect with its green places and open spaces, creating green and blue webs that interlock with the Greater Sydney Green Grid and combine to provide a vast network of special places that the community, pedestrians and cyclists can easily access and enjoy both now and into the future.**



Our rivers support a wide range of indigenous species living which require clean water to thrive.



Boating and other aquatic activities is an important draw-card for living near the Georges River



Waterways throughout the City are all unique in their character and qualities which will be recognised in future planning.



Increasing opportunities to access the water is important for future planning



Native vegetation supports health waterways and provides habitat for animals and birds.

People enjoy being able to get to the waters edge along rivers and creeks.



The Georges River is a largely natural system with opportunities for recreation and ecology to coexist.

# Canterbury-Bankstown’s river systems and tributaries

## Our planning for a green and blue web recognises that the City’s waterways influence a catchment well beyond the City’s boundaries.

We need to consider how the health of our waterways will influence the upstream and downstream health of other waterways and catchments across Greater Sydney. We must also plan for the broader connections that people will make for exercise and recreation via the Greater Sydney Green Grid.

While we will tailor our approach for each of the Georges, Cooks and Duck rivers – and for important ecological areas like the Yana Badu Wetlands (subject to collaboration with Sydney Water), or river edges and regional parks such as Wolli Creek, Salt Pan Creek and Mirrambeena – we will also consider how the natural and scenic landscapes interact with each other and with urban areas.

In doing so, we are reflecting one of the directions of the Greater Sydney Region Plan – a city in its landscape. This direction acknowledges the quality and benefits of natural landscapes and the importance of balancing their protection – and enhancing their health, how they are used, and how they are accessed – with the need to plan for a growing population and economy.

In this way, *Connective City 2036* considers the City’s blue and green webs as assets that must be protected and enhanced.

The valuable open space along the Georges River and its tributaries will be protected and sustained, even as the river faces the pressures of a growing City. Like our approach in the Cooks River, we will look to implement a catchment-wide program to address these pressures.

Duck River will be celebrated and protected from stormwater runoff and pollution. We will focus on the opportunities to improve community awareness of and connections to Duck River.

The Cooks River will be revitalised to support the economic growth of places like Chullora, attracting workers and businesses. Its continued health will allow for natural water management systems as well as places for native plants and animals.

Extensive parklands along the river and places like Parry Park at Lakemba or Federation Reserve at Campsie will form part of the Green Web, and connections for biodiversity, cycling, walking, organised sport and informal rest and relaxation.

The City’s many sporting parks will complement and extend opportunities to improve ecological outcomes and create a broader range of sport and recreation activities and connections, such as coordinated cycling and walking paths.

The river’s wetlands will do more than provide relaxing vistas for people to enjoy; they are essential filters for water quality and provide habitats for native animals. These natural

processes can be replicated as stormwater pipes are transferred back to natural creeks and rivulets and innovative natural filter processes are introduced. Enhanced, accessible and celebrated river parklands will interconnect with the City’s Green Web. Already, six regional parks are dotted across the City, and each has its own distinct character. The Yana Badu Wetlands (subject to collaboration with Sydney Water) will be extended along the Cooks River to Rookwood Road to create a new regional park that focuses on water management excellence.

Creating a blue and green web for Canterbury Bankstown will lead to sustainable river processes, beautiful open spaces and greener suburbs and centres. Streets, neighbourhoods, rivers, streams and tributaries will connect to green spaces and a richer tree canopy cover to combat the impacts of heat islands, encourage more people outdoors and improve the City’s ecological resilience.

The Greater Sydney Green Grid, which is the Sydney wide green spaces corridors and the blue and green webs which are Canterbury-Bankstown’s green and blue corridors dovetail with one another. The grid and the webs are integral to our City and are referenced through this document.

More information on these can be found in Evolutions 4 and 5.

An aerial photograph of a city, likely New York City, showing a dense urban landscape. A large, lush green park (Central Park) is visible in the center, surrounded by numerous tall, multi-story buildings. The image captures the contrast between the built environment and the natural space of the park. The text is overlaid on the lower-left portion of the image.

**Our vision incorporates 10 integrated Evolutions for a City that stimulates cultural, civic and economic activity, and a design quality that responds to, and celebrates, valued open spaces and natural areas.**



# 10 Evolutions to achieve *Connective City 2036*

**This chapter introduces the 10  
Evolutions that will shape and deliver  
*Connective City 2036*.**

**Our 10 Evolutions consider where we are now and the challenges and opportunities that come from population growth and change.**

We have considered expert advice on how to get the most from current and proposed infrastructure, and have identified where we need to collaborate with the NSW Government to deliver the infrastructure to support growth.

The 10 Evolutions are aspirational. They move beyond addressing backlogs to identify the kind of city-shaping and community-serving infrastructure we need.

The 10 Evolutions are arranged in terms of scale; each is as important as the next and all will be integrated and coordinated into one outcome.

Each evolution identifies:

- The challenges and opportunities we are building on;
- The aims of each evolution;
- Targets we will measure our success against; and
- Actions that will focus our efforts in the short, medium and long term.

## **Evolution 1 Coordination, Community, Collaboration and Context**

Innovative thinking and design, good governance and collaboration between all stakeholders is required to achieve the vision.

## **Evolution 2 Movement for Commerce and Place**

Connectivity is critical. This evolution identifies a transport network that supports the premier locations for change (Bankstown and Campsie) and better connections for people living in other urban and suburban areas to transport interchanges and connectivity options.

## **Evolution 3 Places for Commerce and Jobs**

Canterbury-Bankstown's centres and industry sector strengths offer a diversity of jobs. This evolution identifies the land use context needed to stimulate jobs growth in centres and where growth in new industry sectors will attract new jobs.

## **Evolution 4 Blue Web**

Waterways are a valued asset for the City. This evolution sets out how we can better integrate the Cooks, Georges and Duck rivers and their tributaries and creeks into urban and suburban areas.

## **Evolution 5 Green Web**

The Green Web is an interconnected network of green spaces and natural areas. This evolution shows how the Green Web will extend across the City as we enhance existing and proposed green links.

## **Evolution 6 Urban and Suburban Places, Housing the City**

Diversity of housing is fundamental to a thriving and dynamic City. This evolution identifies the most appropriate locations for growth and change where we will work with the NSW Government to focus investment. Suburban areas will be preserved for low density housing on quieter, tree-lined streets.

## **Evolution 7 Cultural Places and Spaces**

The City offers a great lifestyle with cultural pockets and a diversity of people and places within the community. This evolution sets out the city-shaping and community-supporting infrastructure required to sustain and enhance Canterbury-Bankstown.

## **Evolution 8 Design Quality**


The City has many places of built, natural and cultural heritage and places with real character. This evolution describes how we can instil the right design choices to achieve a sustainable, liveable, healthy and attractive city.

## **Evolution 9 Sustainability and Resilience**

Council supports the NSW Government's goal of net-zero emissions by 2050. This evolution sets out place-based approaches that manage energy, water and waste efficiently to help us build resilience across the City, encourage sustainable urban living and create cooler streets that help to mitigate changes in the climate.

## **Evolution 10 Governance and Funding**

This evolution sets out the funding framework and processes to ensure required infrastructure is properly staged and funded.



**Achieving great cities requires design ideas, based on an understanding of place and context, generated and refined through drawing.**

# Evolution 1

## Coordination, Community, Collaboration and Context

**Planning for great cities must respond to the existing physical, social and economic features of places. Design-based processes uncover new solutions by considering the broader urban ecology – suburban and natural – when making metropolitan, city, place, space, street or building-scale decisions, and by focusing on engagement with the community and collaboration across government.**



Collaboration across Council and State agencies brings together expert knowledge and experience to drive innovative solutions.



The community understands the places where they work and live. Their insights and vision lead to better design and planning.



Central to a coordinated approach to creating a great city is an integrated public transport system. This allows places to be for people, creates a more sustainable city and forms the focus of centres.

Building a great city also involves future thinking, creativity, good governance and collaboration between the many private and public stakeholders who live, work, govern and invest in the City.

**Building a great city takes an enormous amount of money, time and effort stretching across millions of decisions, many years and thousands of people.**

**All urban places, including Canterbury-Bankstown, are changing. Every year hundreds of choices are made on how private and public land, buildings, roads, landscapes and parks will change.**

As places change and become more urbanised, creating great places requires a broader view and the level of coordination needed to make good decisions increases dramatically.

Where individual interests dominate in landownership and development decision-making, parts of the City may be disconnected or not function well between different land uses. Better coordination will make sure that all impacts and opportunities are considered – for example, new major road works will consider local people, shopping areas, parks or houses.

At a statutory level, decisions are governed through a formalised planning process that to a large extent focuses on managing change on individual sites. *Connective City 2036* addresses this by taking a strategic approach and considers the City in relation to the whole of Sydney – its geographic and population size and location demands – to ensure that we do not plan for the City in isolation.

Sites must be considered in terms of the broader context: the street, neighbouring buildings, parks and the overall urban structure, as well as the desired future of it as a place. Analysing, understanding and responding to this broader context will help to build a common future vision for the City.

Coordination ensures that the hundreds of choices have a line of sight to the broader picture, the greater benefit of the whole City, its future potential and its potential within Greater Sydney.

Councils are the leaders in this space. They are best positioned to manage competing interests and drive solutions that benefit the present and future population.

*Connective City 2036* acknowledges that change is continuous, particularly in centres where business will always seek to grow and thrive. Changes in urban centres can have broader impacts – not just for the people who live there, but the people who shop, do business and work there. All can be affected by just one development or changes to a street or a park.

Our aim is to involve the community and stakeholders in decision-making so that these places suit their needs and aspirations and reflect their intimate knowledge of a place.

We have established a 20-year timeframe for *Connective City 2036* so that we can test our proposals and decisions to consider and facilitate future growth and improvement while also preserving and protecting suburbs and natural areas. This allows us to set the right urban conditions and protect well located sites for major investments such as mass transit/train network extensions, road upgrades, universities or hospitals.

We must also consider the context in which our planning and design exists. Context considers aspects of sites and precincts such as the 20-year future form of a place or the future character of a street. Contextual decision-making ensures that all items that make up a city are designed and planned to relate to one another and to realise the synergies or opportunities available through co-location and juxtaposition.

Co-location of land uses and activities can in many situations realise opportunity and create a more vibrant, interesting, economically viable and unique city.

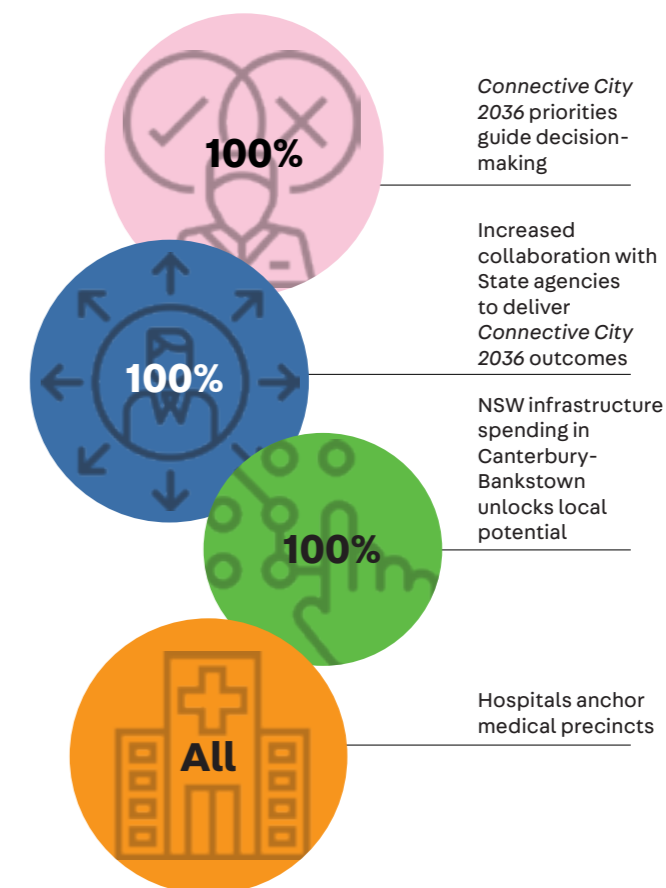
Co-location is also key to the liveability priorities of the *South District Plan*, which emphasises the benefits of co-locating social infrastructure such as schools with other services and transport. This reduces the need for people to travel and will help create community hubs across the City.

## PRIORITIES

- Support Greater Sydney as a metropolis of three cities
- Transform employment places in key locations
- Undertake the City's evolution through a well tested design-led process
- Embed community and stakeholders in decision-making
- Create a well connected, integrated city
- Co-locate land uses and activities and optimise performance of State assets
- Drive consumer-centric services

## Indicators

2036



Icon made by Freepik, Mynamepong, Wichai.wi, Kiranshastry from www.flaticon.com

**Coordinated decision-making takes into account a broad range of scales and a variety of perspectives.**

## Coordination

Coordinating all parts of the city as a whole requires us to consider the wider context of planning and design decisions. For example, a well considered house renovation can improve the whole street, or shopfronts lining a city street can make it an attractive destination. When looking at parts of the city, considering the wider context will always reveal new and relevant aspects that are not readily visible when looking solely at any given part.

A common example is how large glass shopfronts work logically along busy pedestrian streets, so that shops can benefit from passing trade. This also creates a vibrant and attractive city destination.

By contrast, a shop that has a blank wall to the street does not benefit the street as a whole and does not entice people to walk past. There are some examples of this kind of design in Canterbury-Bankstown; *Connective City 2036* is the opportunity to change and renew the urban setting.

Some growth and change is organic; other, such as the urban renewal along Chapel Road, comes about from the strategic planning approach detailed in *Connective City 2036*, structured policy decisions, or detailed transport and master planning.

Regardless, any change is not isolated and is not simple. A new transport initiative must be coordinated with supporting land uses; a new residential development must be coordinated with suitable electricity, water or energy requirements, and must consider and integrate with the character and feel of the street and place in which it is located.

A coordinated approach makes the most of growth and change so that it enhances the City. It also aims to optimise investment so that one city element – for example, mass transit/ train line investment – brings about far greater benefits than just a new transport route, and is instead the basis for place-making.

In this regard, *Connective City 2036* is also about considering the whole City and broader aims – for example, how we can embed greater sustainability outcomes in a new development, or what economic or educational benefits can be drawn from investment in the City’s hospitals. It considers the overall impacts of a decision in order to minimise or avoid negative elements such as congestion, noise pollution or out of character design.

It also starts to set the City up for new and emerging economies through disruptors such as the smart city movement, sharing economy or incubator and collaboration spaces. We need to plan for these disruptors to leverage the benefits they can provide and balance them with the more conventional needs of the City.

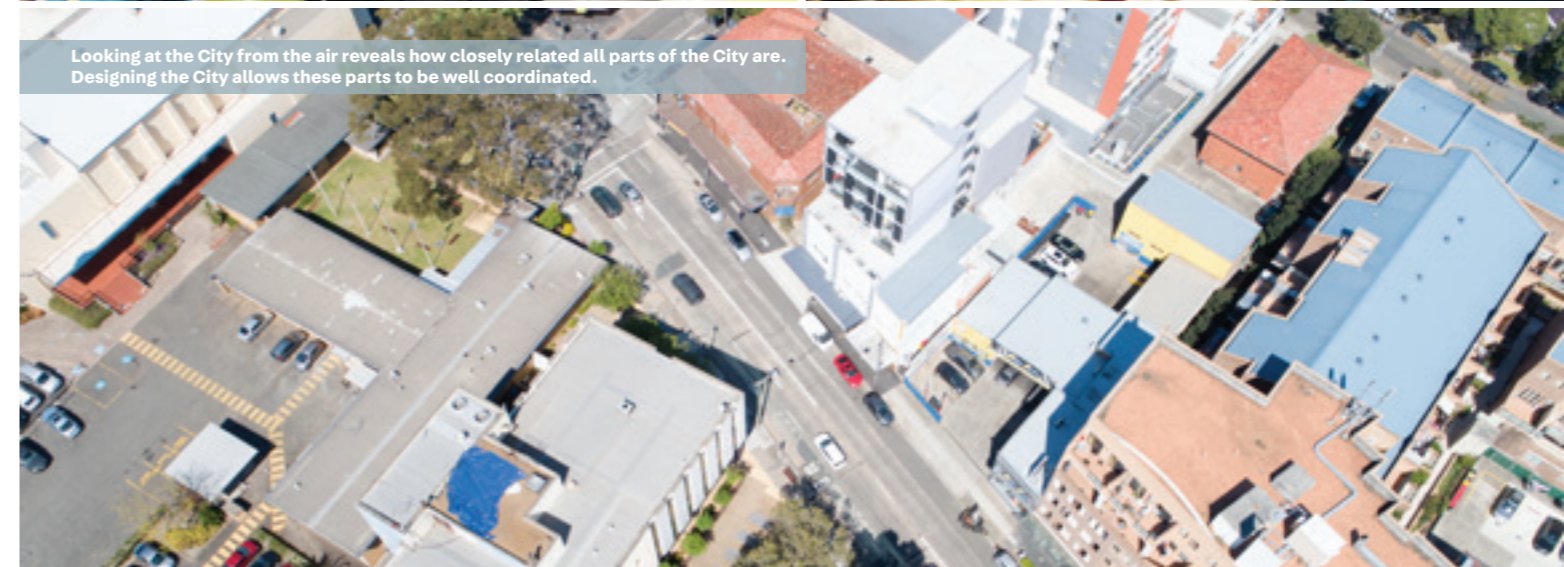
## Smart Cities

Being a smart city means using technology, connectivity and data to make real improvements. Growth presents a great opportunity to find smart solutions to urban issues. We want to use technology and data to deliver more responsive and effective services and facilitate resilient and informed decision-making.

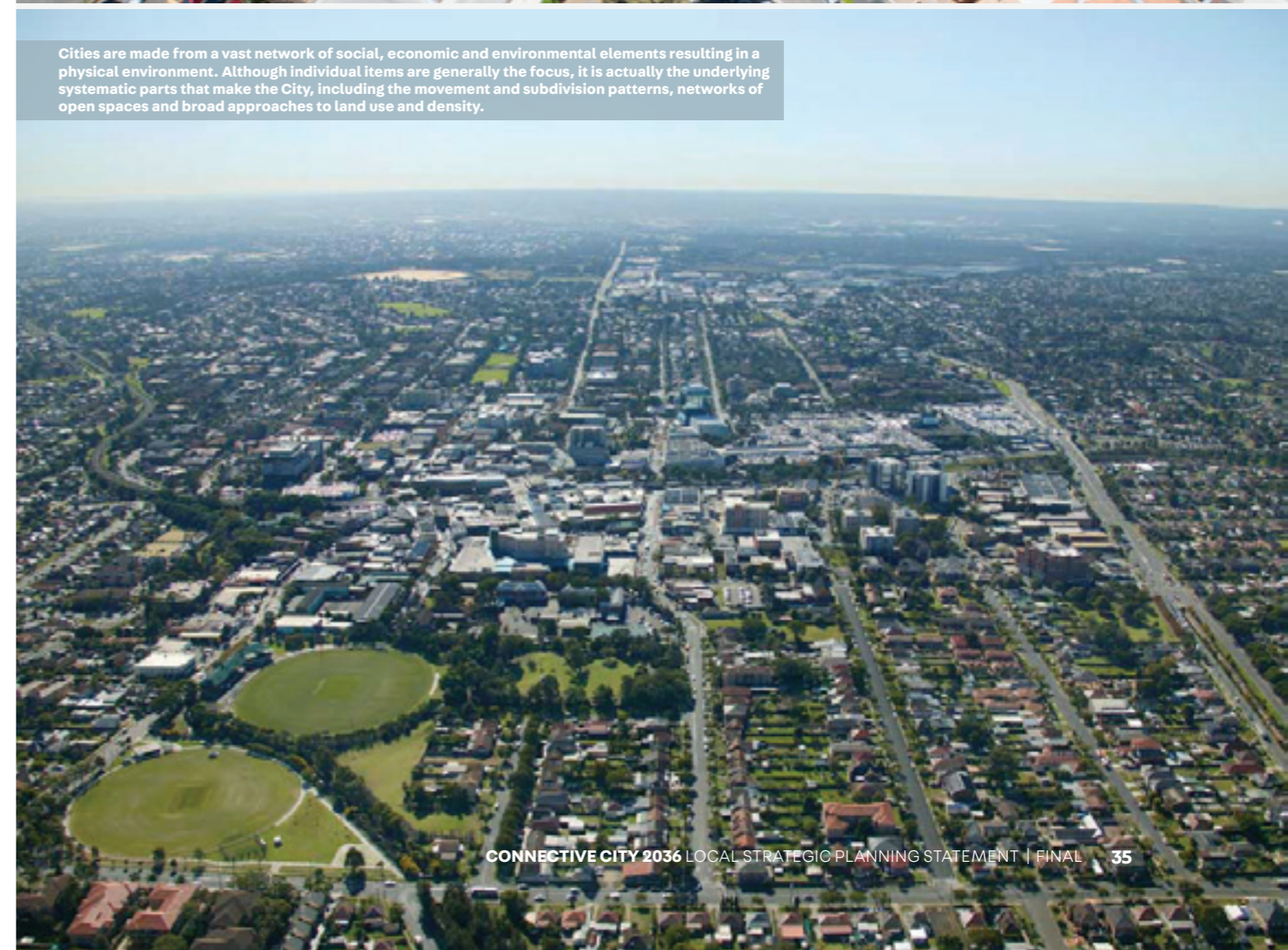
Our SmartCity Roadmap is guiding our progress towards becoming a smart city. We will work with the community, State agencies and local businesses to strategically align our vision and efforts.



Cities are places for people.



Looking at the City from the air reveals how closely related all parts of the City are. Designing the City allows these parts to be well coordinated.



Cities are made from a vast network of social, economic and environmental elements resulting in a physical environment. Although individual items are generally the focus, it is actually the underlying systematic parts that make the City, including the movement and subdivision patterns, networks of open spaces and broad approaches to land use and density.

**A design-led and place-based plan will be prepared for each precinct and each centre.**  
**These will address the future form and infrastructure required to support high quality places in a way that works with existing, individual character.**



### Community

Involving the community is essential – as noted earlier, we want our decisions to reflect the aspirations of the community, especially in centres where so many people and businesses experience the broader impacts of change.

We are committed to consulting with the community as the City grows and changes – this might relate to community input to an individual development or asking the community to help us to shape the future of a broader area. We also involve the community in the many elements that make a City great, from economic development strategies, to open space planning and arts and culture initiatives.

We connect with the community in many ways, from our online ‘Have your say’ portal, to our Residents Panel, community forums, and public exhibition of strategies. For planning matters such as development applications and planning proposals, our Community Participation Plan sets processes to lock in certainty and transparency in decision-making.

As *Connective City 2036* is implemented – through structure planning, master planning, Complete Streets Program or other park and public domain improvements – our considered, timely and extensive consultation will give everyone a chance to be involved in the development of plans and policies.

Businesses and investors, community groups and peak bodies will also be invited to participate and guide planning and design decisions.

We will strengthen the economic self-determination of the Darug people of the Eora nation who hold an intimate and expert knowledge of the land in Canterbury-Bankstown.

We will draw on this knowledge during community to better understand and support their economic aspirations as it relates to land use planning by consulting and working with Council’s Aboriginal and Torres Strait Islander Committee in accordance with our adopted Reconciliation Action Plan.

We will ensure that cultural and linguistic diversity is incorporated into planning and engagement.

### Collaboration

Both the Greater Sydney Region Plan and the South District Plan emphasise collaboration. In Canterbury-Bankstown, we will work within a Greater Sydney Commission-led collaboration area process whereby every public organisation involved in the renewal of a place sits at the same table.

This means utility providers, health providers, educational institutions, transport planners, urban designers, town planners and other partners within government understand each party’s objectives. This helps us to understand the constraints that each organisation faces and work and negotiate within these constraints to consider the opportunities on offer.

The collaboration process supports our aspirations for growth areas across the City. Our continued involvement with State Agencies, stakeholders, landholders and the community will support better decision making.

We will continue to ensure a collaborative approach to major projects and planning to make sure that as the City develops we are engaging and working with as many relevant organisations as possible, including the community who will benefit from the development and the landowners we must partner with to achieve better outcomes.

### Context

For Canterbury-Bankstown, at the very heart of a growing, changing Greater Sydney, decisions need to be taken in the context of the entire metropolis. The South District Plan sets out immediate housing targets for Canterbury-Bankstown that consider the expected extent of population and housing growth for the whole of Greater Sydney. We have then moved to consider what this means and what is feasible for Canterbury-Bankstown, to achieve the vision of Greater Sydney as a 30-minute city.

Job targets for Bankstown, Campsie and Canterbury are established in the context of overall economic growth in Greater Sydney and the important economic connections to growing places outside Canterbury-Bankstown such as Greater Parramatta and Liverpool. Further, the focus on Bankstown Airport is expected to also shift as the planning for and delivery of Western Sydney International Airport and its surrounds evolves.

*Connective City 2036* is informed by the higher-level strategic planning and helps to bring a broader context into our efforts to develop the New Planning Framework, including the South District Plan and the Greater Sydney Region Plan.

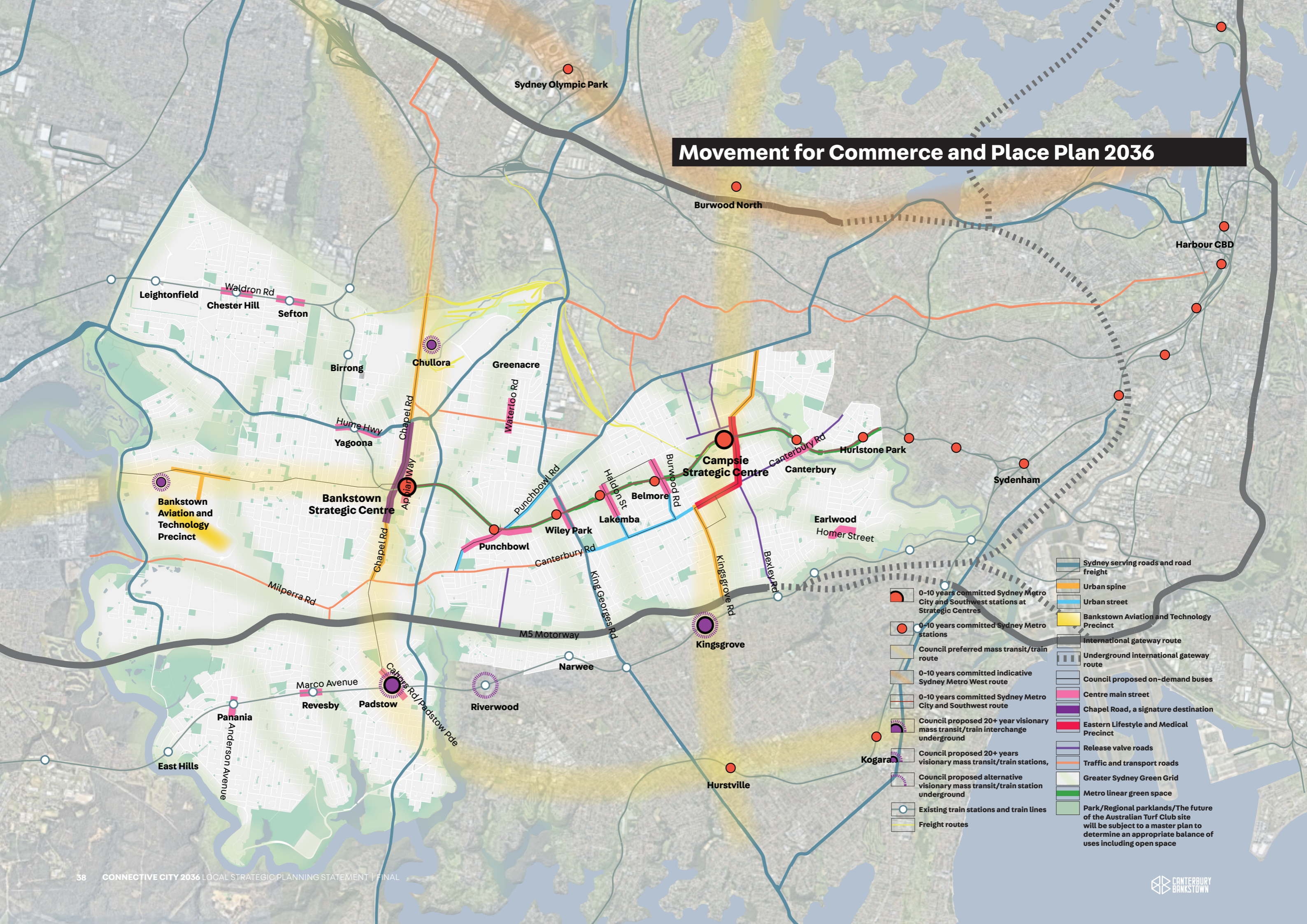
This acknowledges that context in a metropolitan sense has implications for the City’s local context. Where we know that broader context, we then want our decisions to reflect Canterbury-Bankstown’s places, character, economy and community. This work requires coordination, collaboration and the community to ensure a mix that retains everything people love about the City, within the context of contributing to the broader ambitions for Greater Sydney as a Metropolis of Three Cities.

# EVOLUTION1 - CONTEXT, COORDINATION, COMMUNITY AND COLLABORATION

	PRIORITY	ACTIONS	CBCITY 2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	E1.1 Support Greater Sydney as a Metropolis of Three Cities	E1.1.1 Formalise regular meetings with State agencies to ensure early collaboration on key metropolitan projects	💡💬	🚶🚶🚶	CBC, GSC	🕒
		E1.1.2 Formalise regular meetings with City of Parramatta, Cumberland, Strathfield, Burwood and Georges River councils to discuss relevant metropolitan-scale projects	💡💬	🚶🚶🚶	Councils, GSC, CBC	🕒🕒🕒
		E1.1.3 Identify key north-south synergies between local government areas and engage these with neighbouring councils	💡💬	🚶🚶🚶	GSC, CBC	🕒🕒
		E1.1.4 Promote <i>Connective City 2036</i> through direct consultation across government and with other councils to better integrate local, regional and metropolitan objectives	💡💬	🚶🚶🚶	GSC, CBC, PCC	🕒🕒
		E1.1.5 Focus on Bankstown City Centre, Chullora, Campsie and the Eastern Lifestyle and Medical Precinct and Bankstown Aviation and Technology Precinct – when determining land use planning and advocacy priorities in the first five years of this plan	💡💬	🚶🚶🚶	GSC, DPIE, CBC	🕒🕒
	E1.2 Transform employment places in key locations	E1.2.6 Prioritise planning for Chullora within the Chapel Road Precinct and the Eastern Lifestyle and Medical Precinct to unlock economic potential for commerce and job growth	💡💬👣	🚶🚶🚶	GSC, CBC, Sydney Water	🕒🕒
		E1.2.7 Meet regularly with TfNSW to determine how best to plan for new jobs in station precincts	💡💬	🚶🚶🚶	TfNSW, CBC	🕒🕒
	E1.3 Create a well connected, integrated city	E1.3.8 Undertake integrated land use and infrastructure planning on all new road, rail and metro projects	💡🌱👣	🚶🚶🚶	TfNSW, CBC	🕒🕒
		E1.3.9 Develop memorandums of understanding with Transport for NSW and Sydney Metro to formalise engagement procedures on all City projects from decision-making and business case development to detailed design and construction, and to formalise Council's early involvement on placed-based design	💡💬👣	🚶🚶🚶	TfNSW, CBC	🕒🕒
		E1.3.10 Work with Sydney Metro to create a Sydney Metro Southwest linear green space and cycle route	💡💬👣	🚶🚶🚶	TfNSW, CBC	🕒🕒
		E1.3.11 Collaborate with Sydney Metro to promote and deliver well designed integrated station developments at Campsie, Bankstown, Padstow and Kingsgrove	💡💬👣	🚶🚶🚶	TfNSW, CBC	🕒🕒
		E1.3.12 In implementing Evolution 3, use the Movement and Place framework to determine and protect the place function for appropriate streets or roads in precincts and centres	💡💬👣	🚶🚶🚶	TfNSW, CBC	🕒🕒
	E1.4 Co-locate land uses to activate and optimise performance of State assets	E1.4.13 Work with NSW Health so that planned investment in hospitals form part of broader health precincts supported by complementary uses and urban services	💡🏠👣	🚶🚶🚶	CBC, NH	🕒🕒
		E1.4.14 Work with Department of Education and Create NSW to facilitate multiple uses of existing land and building assets	💡🏠👣	🚶🚶🚶	CBC, DoE, Create NSW	🕒🕒
		E1.4.15 Collaborate with CreateNSW when planning for the City's arts and cultural needs	💡💬👣	🚶🚶🚶		🕒🕒
CITY-SHAPING	E1.5 Embed community and stakeholders into decision making.	E1.5.16 Implement the objectives of the Canterbury-Bankstown Community Participation Plan on all <i>Connective City 2036</i> projects	💡💬👣	🚶🚶🚶	DPIE, CBC	🕒🕒
		E1.5.17 Hold sessions with the existing community voice panels and technical reference groups to explain the broader strategic vision of <i>Connective City 2036</i>	💡🌱💡🏠	🚶🚶🚶	DPIE, GSC	🕒🕒
		E1.5.18 Regularly monitor and review <i>Connective City 2036</i> in light of new strategic directions or policies, or activities within Canterbury-Bankstown and undertake a statutory review of the Local Strategic Planning Statement at least every seven years	💡🌱💡🏠	🚶🚶🚶	GSC, CBC	🕒🕒🕒
		E1.5.19 Hold sessions with the Canterbury Bankstown Council's Aboriginal and Torres Strait Islander Committee on <i>Connective City 2036</i> to better understand how to acknowledge Aboriginal rights and interests in strategic planning processes	💡🌱💡🏠	🚶🚶🚶	CBC	🕒🕒
	E1.6 Undertake the City's evolution through a well tested, design-led process	E1.6.20 Develop design solutions in 2 and 3 dimensional drawings for major sites and proposals	💡🌱💡🏠	🚶🚶🚶	DPIE, CBC	🕒🕒
		E1.6.21 Develop strategic urban design and place-based principles and promote them across Council	💡🌱💡🏠	🚶🚶🚶	CBC, DPIE	🕒🕒
		E1.6.22 Develop master plans for all precincts and growth centres	💡🌱💡🏠	🚶🚶🚶	CBC, DPIE	🕒🕒
		E1.6.23 Implement the Bankstown CBD and Bankstown Airport Place Strategy and continue involvement in the Collaboration Area process	💡🌱💡🏠	🚶🚶🚶	All agencies, CBC, GSC	🕒🕒
		E1.6.24 Harmonise and consolidate the Canterbury LEP 2012 and Bankstown LEP 2015 into a single planning instrument	💡🌱💡🏠	🚶🚶🚶	CBC, DPIE	🕒
	E1.7 Drive consumer-centric services	E1.7.25 Formalise processes that ensure evidence from community needs analyses, land economic modelling and environmental performance analyses underpins planning for Collaboration Areas, growth infrastructure compacts, structure plans and built form plans	💡💡🏠	🚶🚶🚶	DPIE, GSC, CBC	🕒🕒🕒

Delivery: 🕒 By 2021 (0–2 years) 🕒🕒 By 2021 and 2024 (2–5 years) 🕒🕒🕒 Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

# Movement for Commerce and Place Plan 2036



- Sydney serving roads and road freight
- Urban spine
- Urban street
- Bankstown Aviation and Technology Precinct
- International gateway route
- Underground international gateway route
- Council proposed on-demand buses
- Centre main street
- Chapel Road, a signature destination
- Eastern Lifestyle and Medical Precinct
- Release valve roads
- Traffic and transport roads
- Greater Sydney Green Grid
- Metro linear green space
- Park/Regional parklands/The future of the Australian Turf Club site will be subject to a master plan to determine an appropriate balance of uses including open space
- 0-10 years committed Sydney Metro City and Southwest stations at Strategic Centres
- 0-10 years committed Sydney Metro stations
- Council preferred mass transit/train route
- 0-10 years committed indicative Sydney Metro West route
- 0-10 years committed Sydney Metro City and Southwest route
- Council proposed 20+ year visionary mass transit/train interchange underground
- Council proposed 20+ years visionary mass transit/train stations
- Council proposed alternative visionary mass transit/train station underground
- Existing train stations and train lines
- Freight routes

# Evolution 2

## Movement for Commerce and Place

**Connective City 2036 sets out an ambitious movement and place plan that prioritises better public transport and space for pedestrians. It demonstrates the need for investment in an interconnected mass transit/train system for Greater Sydney. Our movement for commerce and master plans considers how the City's major roads and streets will efficiently move people and goods, yet also be great places for people.**



Bankstown Complete Streets transforms the public domain to provides great amenity for pedestrians and cyclists along Olympic Parade



Cities and centres need plenty of space for pedestrians.



Key roads across the City will be dedicated Greater Sydney-serving transport routes, to allow other roads and street in growth precincts to have a stronger place function.

Whether they allow for metropolitan connections or whether they are quieter thoroughfares around centres, all streets and roads should be safe, functional and designed to fit with surrounding urban and suburban areas.

### Canterbury-Bankstown's movement modes include walking, cycling, buses, freight trains, passenger trains, heavy vehicles, car share and private cars, regional flights and freight and logistics operations.

Greater Sydney's movement network is designed at a broader scale, but enables people and businesses in Canterbury-Bankstown to efficiently connect to major metropolitan centres such as Parramatta, Port Botany, Sydney Airport, Liverpool and Sydney CBD as well as regions beyond Sydney.

Within Canterbury-Bankstown, our planning needs to better integrate movement modes with land uses, particularly in centres, so that places are easy to walk around, are vibrant and retain a safe and attractive street character. This in turn supports local business and community activities.

Other modes may be available in the future, including a system of on-demand mini buses, expanded car share, driverless vehicles or trackless trams. *Connective City 2036* allows for us to adapt to these technologies if and when they become available.

The City's movement system has four roles:

- Contribute to keeping Greater Sydney moving;
- Facilitate movement across the City to support commerce, jobs and services;
- Balance the needs of pedestrians and vehicles in centres; and
- Manage parking pressures across the City.

### Opportunities

The City is in a period of infrastructure investment. The conversion of the Sydenham to Bankstown heavy rail line to Sydney Metro services by 2024 will ensure faster, more frequent and direct access across Greater Sydney, including metropolitan centres, strategic centres, employment hubs and other important destinations. This could be supported by new, higher frequency bus services.

Bankstown City Centre is experiencing a period of rapid change including a planned Western Sydney University Campus for up to 12,000 students, potential for a new hospital (subject to investigation by Health Infrastructure NSW)

and large-scale mixed use developments. These developments will increase the number of people using the City Centre but will also increase demand for service vehicles, cars and buses.

Sydney Metro Southwest will drive this transformation, and could be complemented by a network of transit options close to Sydney Metro stations, such as local and regional bus networks. Major infrastructure must be matched with improvements to the public domain.

This approach will better align transport choice to trip purpose, which will increase public transport, walking and cycling use and reduce car use. From this, we can start to plan for centres where it is easier to walk or cycle along centre streets while also making centres attractive places to work, live, shop and visit.

Sydney-wide cycle networks are improving, and we will aim to connect with these to create a regional cycle network for residents and commuters.

Canterbury-Bankstown is at the heart of Greater Sydney's transport network. Increasing road efficiency, reliability and connectivity between metropolitan centres, particularly for freight traffic, influences productivity gains at the macro level and increases commercial opportunities.

### Determining factors

As the City grows, the movement system will need to change if it is to provide the level of amenity required for a city of 500,000 people. In particular the following current movement configurations will need to be addressed:

- Limited north-south commuter connections, no interconnected commuter system;
- Poor commuter networks west of Bankstown, to centres such as Parramatta, Hurstville and Liverpool;
- Limited frequent, reliable and safe bus services outside key centres and outside peak hours;
- Limited opportunity for inter-connected walking and cycling links;
- Few facilitated pedestrian crossings along Canterbury Road, Hume Highway, Henry Lawson Drive and Milperra Road;

### PRIORITIES

Provide frequent and safe travel choices

Connect to the Harbour CBD, Kogarah, Hurstville, Greater Parramatta and Liverpool

Maintain and improve strategic road and rail transport corridors

Address blockages in the road network to improve traffic flow on Greater Sydney-serving roads

Deliver attractive urban streets that meet the needs of pedestrians

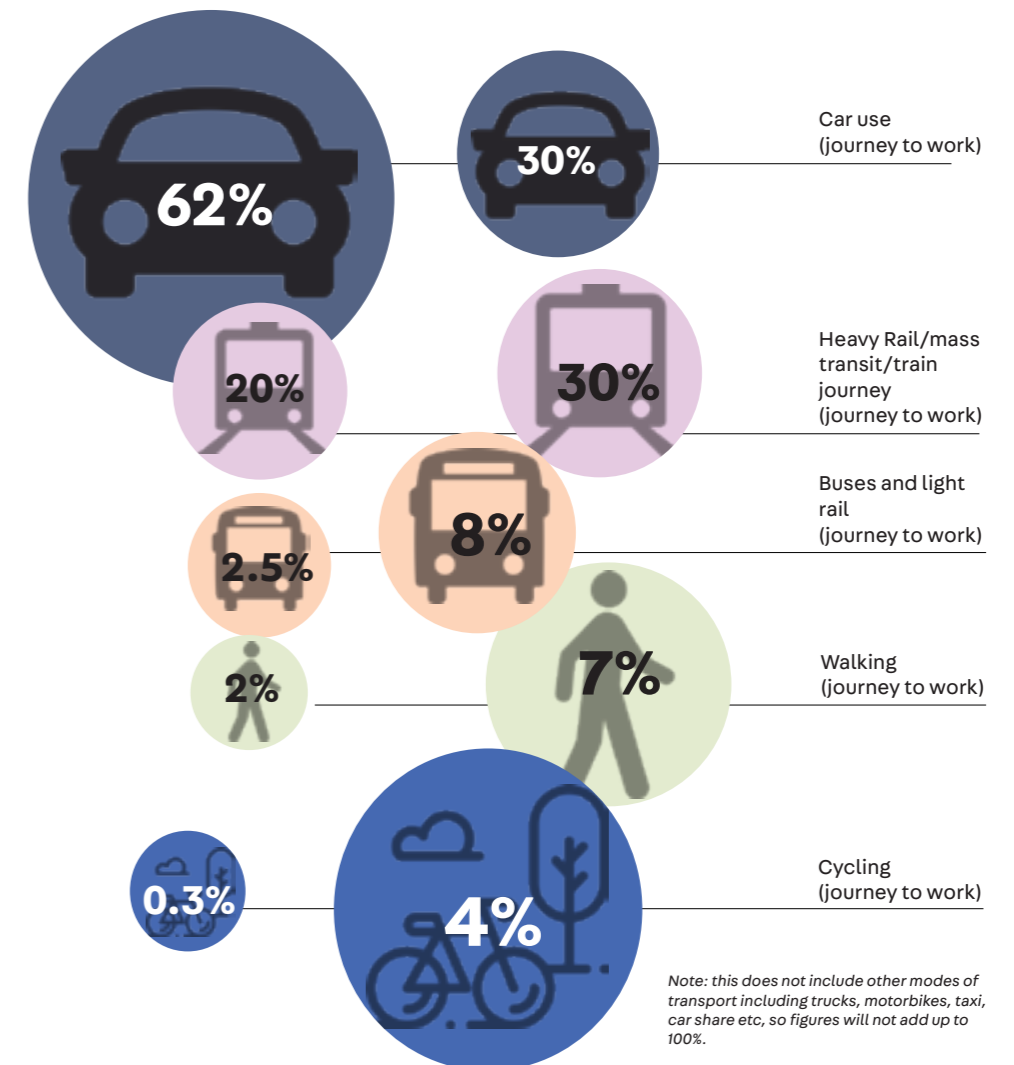
Provide an interconnected and accessible walking and cycling network

Protect Greater Sydney's regional freight corridors

### Indicators

2019

2036



Icon made by Freepik from www.flaticon.com

- Major roads and freight routes – including the M5 Motorway, Hume Highway, Canterbury Road, King Georges Road, Stacey Street/ Fairford Road, Henry Lawson Drive and Punchbowl Road – that move high volumes of traffic through the City to key destinations across Greater Sydney;
- Limited place function for all main streets in centres, which are used as through traffic routes;
- Poor pedestrian connectivity across railway lines in Bankstown and other centres;
- Limited pedestrian crossing points on urban roads endanger pedestrians;
- Inadequate pedestrian and vehicular permeability across the rail corridor within Bankstown City Centre;
- Traffic congestion along Stacey Street, Bankstown; and
- Vehicle and bus through traffic within Campsie.

*Connective City 2036* addresses these issues to create a high-performing movement system for the future.

### Prioritising and promoting cycling

Walking and cycling for short trips encourages people to be active and healthy while reducing travel emissions.

The City includes some recreational cycle ways along waterways and through green spaces; however, these do not always link with the Greater Sydney cycle network. We need to create and improve these connections.

Key routes should follow transport corridors such as the M5 Motorway and the Sydenham to Bankstown rail corridor. This could be complemented by north-south routes to connect centres such as Bankstown, Lakemba, Padstow and Campsie.

Publicly accessible end-of-trip facilities, bicycle parking in centres and a clear wayfinding system will encourage more people to cycle, make the cycle network easier to navigate and better integrate cycling at transport interchanges.

### Improving walkability

The City's pedestrian network is unwelcoming in many centres due to heavy traffic and poor amenity. As a centrally located city, main roads are dominated by large numbers of cars and heavy vehicles making through trips across (and within) the local government area.

We want to make streets and roads in centres places for people. This will make walking a safer and a more attractive way for people to get around.

The major opportunities for the pedestrian network include more frequent facilitated pedestrian crossings along roads that are more of a destination and a place, such as some parts of Canterbury Road. Other solutions will make it easier and safer for people to choose walking, including:

- Direct, flat, well lit and dedicated routes that are not shared with other transport modes;
- Reconfigured streets to welcome high volumes of pedestrians;
- Slower/moderated traffic speeds in centres to improve the pedestrian experience and increase opportunities for footway dining and street activity;
- Better integration with other transport modes at interchanges so that more people choose to walk to and from public transport;
- Connections across rivers, such as a footbridge at East Hills;
- Increased use of public art and street furniture to make the pedestrian environment more attractive and encourage a range of users;
- Tree canopy cover to moderate heat and sunlight during warmer months;
- Encouraging active transport to school through working with the Department of Education on walk to school programs; and
- Promoting local access to health fresh food and local fresh food production.

### Matching transport options to trip types

The vision for Greater Sydney is for a place where people can conveniently access jobs and services in their nearest metropolitan and strategic centre within 30 minutes by public transport, seven days a week.

With developments such as Western Sydney University, a new hospital in Bankstown (subject to investigation by Health Infrastructure NSW), and future growth of health and medical services around Campsie, transport must be available 24 hours a day to these locations.

Public transport services and infrastructure can be enhanced by thinking about the trips people take and the movement mode they use:

- Metropolitan trips (5+ km) through the City to metropolitan and strategic centres can be made by regional rail and future mass transit/train services.
- Intermediate trips (2-5km) are the majority of trips within the City and, if supported by appropriate land uses, represent an opportunity to enhance the capacity and efficiency of the transport network.
- Local trips (less than 2km) can be made, in general, on foot, bicycle or other micro-transport modes.

mass transit/train and supporting services provide the opportunity to build a 24-hour, integrated transport network supported by safe, high amenity streets, starting with a focus on Bankstown and Campsie. Acknowledging the need to get it right the first time, we will continue to advocate to the NSW Government on the need to achieve the best possible civic outcomes around each mass transit/train station, and integrate each station in a way that improves each centre.

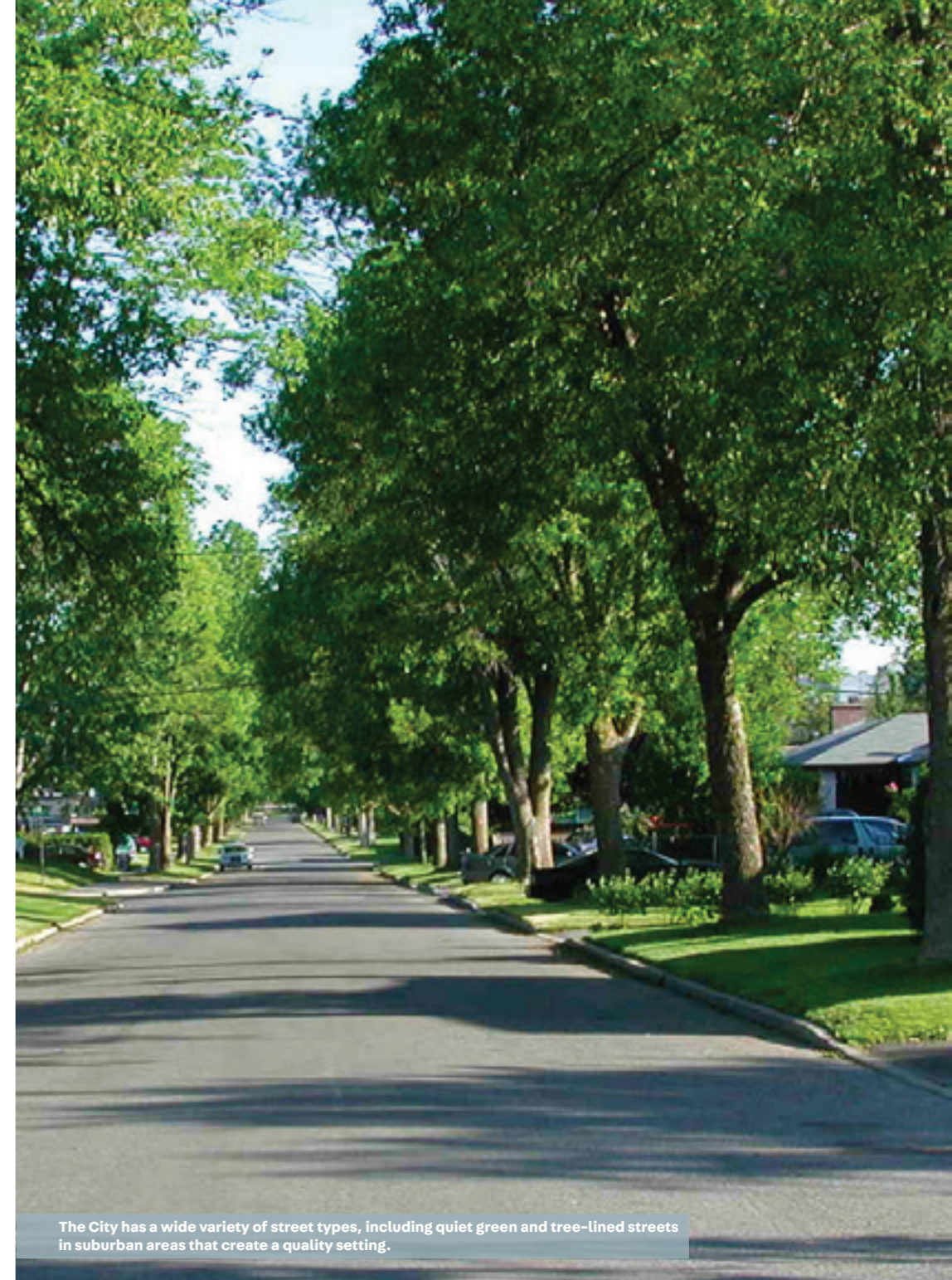
### Protecting significant transport corridors

Land for future transport corridors must be protected in the master planning of affected centres, particularly those serviced by mass transit/train services.

The specific corridor preservation needs of each centre and its surrounding area will be modelled and reviewed as part of master planning.

Future passenger and freight rail corridors must be located to minimise impacts on residential areas and employment lands.

We will work with transport agencies to protect and manage regional freight routes that traverse the City and connect Greater Sydney, while minimising the impacts on the community.

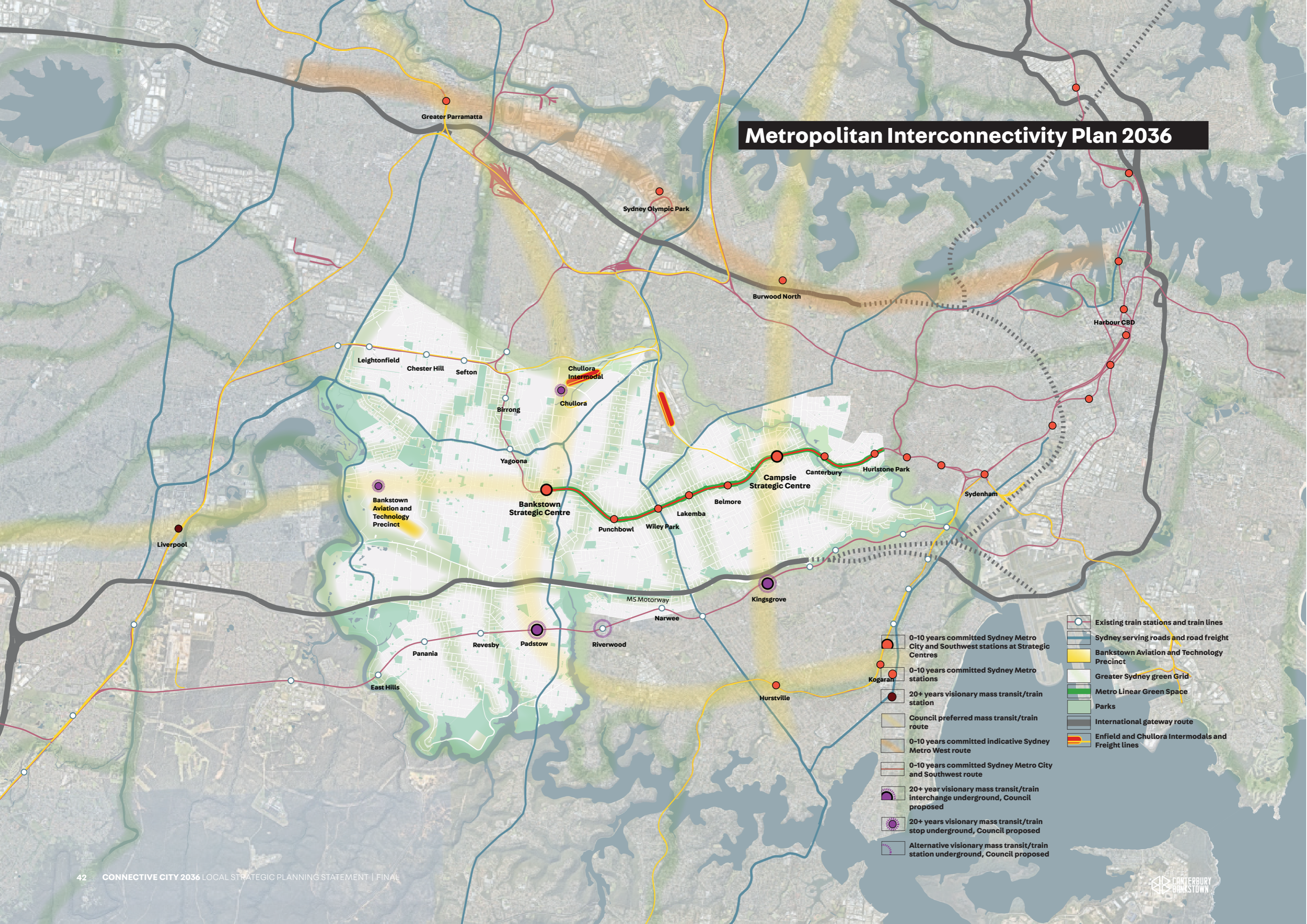


The City has a wide variety of street types, including quiet green and tree-lined streets in suburban areas that create a quality setting.



Cycle routes that connect across the City and into Metropolitan Sydney will provide opportunities for riding to work and for leisure.

# Metropolitan Interconnectivity Plan 2036



- Existing train stations and train lines
- Sydney serving roads and road freight
- Bankstown Aviation and Technology Precinct
- Greater Sydney green Grid
- Metro Linear Green Space
- Parks
- International gateway route
- Enfield and Chullora Intermodals and Freight lines
- 0-10 years committed Sydney Metro City and Southwest stations at Strategic Centres
- 0-10 years committed Sydney Metro stations
- 20+ years visionary mass transit/train station
- Council preferred mass transit/train route
- 0-10 years committed indicative Sydney Metro West route
- 0-10 years committed Sydney Metro City and Southwest route
- 20+ year visionary mass transit/train interchange underground, Council proposed
- 20+ years visionary mass transit/train stop underground, Council proposed
- Alternative visionary mass transit/train station underground, Council proposed

With easy connections to the established Eastern Harbour City, developing Central River City and emerging Western

Parkland City, Canterbury-Bankstown is well positioned to become the *Connective City 2036*.

### Complete streets

Master plans developed for centres will be underpinned by a Complete Street Program, which will guide the future planning and design of centres to coordinate transport and streets with public areas and different building uses.

Streets will help to make centres attractive destinations and places for people and commercial activity.

### Mass transit/train

The advent of new mass transit/train connections will provide a foundation for complementary services that will transform how people move to and from Canterbury-Bankstown in the long term.

We will work with Transport for NSW to ensure mass transit/train stations and services coordinate with local transport needs so that people have several options to get to stations, from commuter parking or turn-up-and-go buses. The NSW Government will provide commuter parking where appropriate.

### Buses, on-demand buses and potentially light rail

New mass transit/train services will also improve regional and local public transport services in the medium to long term. This could begin with additional mass transit/train lines, high frequency bus routes and potentially light rail extensions.

In the 20+ timeframe a potential mass transit/train line from Bankstown to Liverpool could service the Bankstown Aviation and Technology Precinct while also increasing movement and access within the City and beyond to Liverpool, Western Sydney International Airport and the south west.

North-south public transport connections could be strengthened by connecting:

- Parramatta to Kogarah/Hurstville via Bankstown with a Sydney Metro or mass transit link, connecting Bankstown to Greater Parramatta and reinforcing a grid-based

public transport network on a north-south orientation;

- Chullora to Bankstown to Padstow via high frequency bus services like the B-Line; and
- Burwood to Kingsgrove and Hurstville via Campsie to create a public transport spine that connects the Sydney Metro Southwest to Sydney Metro West, allowing for the possible reconfiguration of Campsie as a bus and rail interchange to accommodate the expected increase in activity and address public transport and pedestrian need.

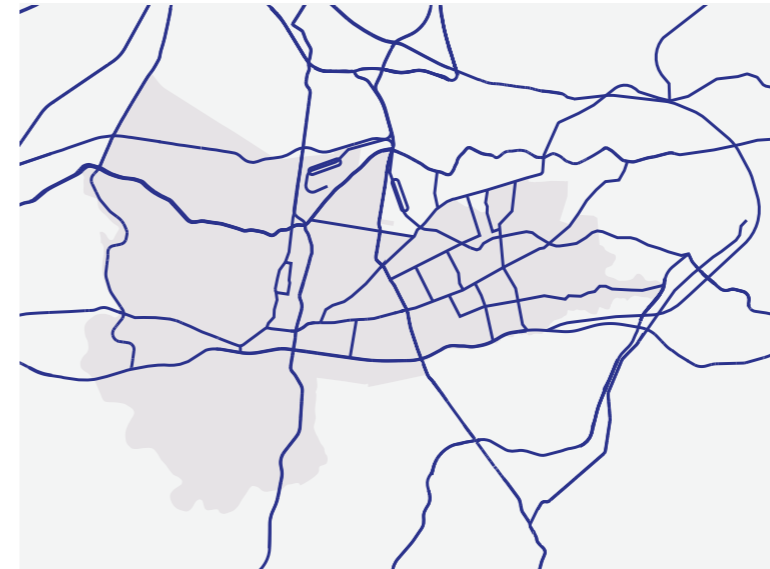
Strategic thinking about connections and existing and future land uses will focus medium and high density mixed-use development along selected routes while also broadening our ability to create a true 30-minute city.

High frequency bus routes will also be investigated between:

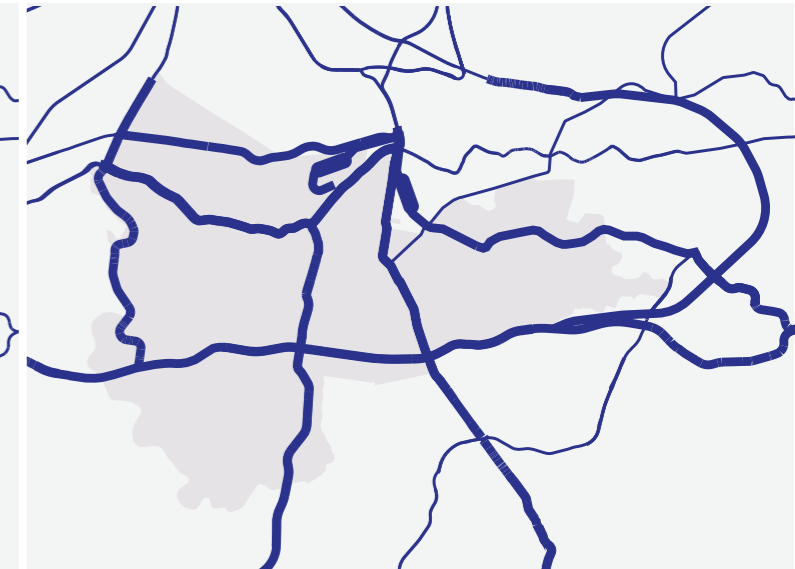
- Parramatta and Bankstown via Chester Hill;
- Panania and Parramatta on the T8 Line via Chester Hill;
- Sutherland, Hurstville with Bankstown via Padstow;
- Hurstville and Strathfield via Roselands along King Georges Road;
- Bankstown and Strathfield via Chullora;
- Sydney Airport and Burwood via Rookwood, Bexley and Campsie;
- Bankstown to Padstow; and
- Bankstown to Bankstown Airport.

### Diagrammatic freight movements ideas initiated by Council

Today



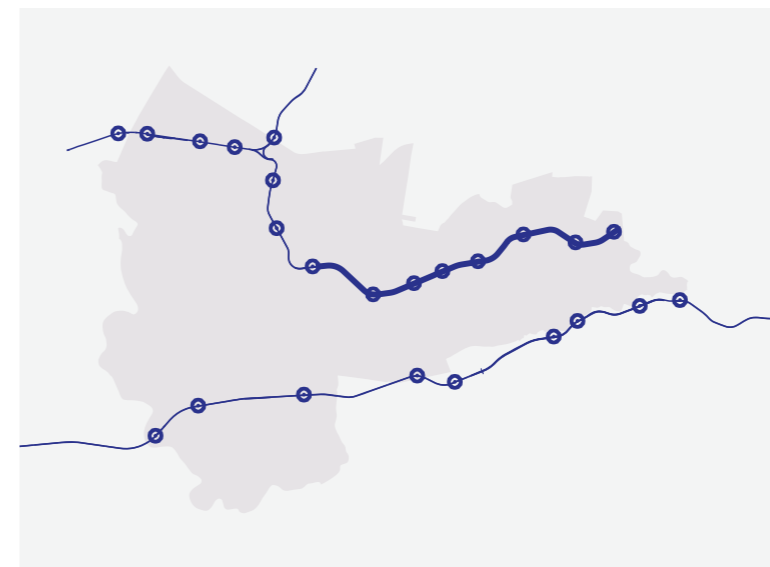
*Connective City 2036 (council proposed)*



Currently freight moves across all major and secondary roads in the City, which reduces safety and amenity in centres and neighbourhoods. Through carefully planning the transport and road network, heavy vehicles and traffic can be managed to optimise freight and commercial movement performance while reducing impacts on neighbourhoods and centres.

### Diagrammatic Public transport ideas initiated by Council

Today



*Connective City 2036 (council proposed)*



Currently commuter train lines radiate out from Sydney CBD in a generally east-west direction, and north-south connections are limited. Potential north-south mass transit/train connections through Bankstown and Campsie could connect all current train lines, increasing the availability and efficiency of public transport within the City and across Greater Sydney.

## The Movement and Place Framework designates roads and streets in centres as vibrant streets and State and regional roads for traffic.

### Universal access and inclusion

Regardless of their age or ability, all people should be able to access the full range of services and activities available. Planning for universal access and inclusion will underpin all precinct and master planning processes.

Future Transport 2056 identifies a Movement and Place Framework that aims to balance the role of roads and streets as places that move people and goods with land uses immediately adjoining them.

The Framework designates road spaces according to their function to establish and appropriately manage the needs of transport customers, road/street users and the broader community, depending on the street environment they are travelling in.

This also acknowledges that people's needs and expectations change for different street environments, and that some streets and roads are essential for pedestrians, commerce and street life.

Today Canterbury-Bankstown's roads are suitable for cars and vehicles in places such as Yagoona along the Hume Highway, Canterbury along Canterbury Road and Wiley Park along King Georges Road.

However, we need to think about how some roads and streets, particularly in centres and precincts, can also be places for people. Where major roads interact with centres and precincts, pedestrian amenity and safety must be considered alongside vehicle access and movement.

Using the Movement and Place Framework, *Connective City 2036* aims to predominantly designate roads and streets in centres as vibrant streets, while most State and regional roads are designated as movement streets or corridors.

The M5 Motorway will continue as an international gateway for longer road movements, with the next tier of roads fulfilling a Greater Sydney-serving role.

As Bankstown, Campsie, Belmore and Lakemba are transformed into places for people, streets within Punchbowl, Canterbury Road, Padstow, Revesby, Panania and Chester Hill will be vibrant streets that balance 'place' and 'movement' functions.

Some streets that are well used by pedestrians may need interventions that calm, slow or remove traffic to prioritise safety and amenity of pedestrians. These are called 'places for people'. Suburban streets will primarily serve as 'local streets', while State and major roads will continue to primarily serve as movement corridors.

Along with residential and commercial growth, the place function of the following streets will be enhanced through application of the Movement and Place Framework:

- Haldon Street from Lakemba Street to Grace Avenue, Lakemba;
- Burwood Road from Bridge Road to Wilson Avenue, Belmore;
- Beamish Street from Brighton Avenue to Claremont Street, Campsie;
- Canterbury Road from King Georges Road to Canterbury;
- Investigate Kingsgrove Road from Canterbury Road to Homer Street;
- The Mall from the Appian Way and Jacobs Street, Bankstown;
- Bankstown City Plaza, Bankstown; and
- Fetherstone Street from North Terrace to The Mall, Bankstown.

### Campsie

The road network in and around Campsie cannot accommodate any significant increases in traffic; therefore, alternative non car-based transport options will be required to carry the load.

Traffic conditions will have to be considered during structure planning and master planning phases for Campsie and the Eastern Lifestyle and Medical Precinct to resolve issues, including how traffic can bypass Campsie, and the impacts of larger developments, such as the hospital, larger sites in Campsie, and whether any development may occur around Canterbury Racecourse.

### Bankstown City Centre

We are expecting a doubling of jobs, an increase in students and visitors and increase in high density housing in Bankstown City Centre. This requires an integrated approach to transport to support the centre's growth and productivity.

At a macro-level, people and goods must move efficiently to and from Bankstown to retain its attractiveness as a key centre for investment. Sydney Metro Southwest is the first stage in achieving this. At a micro-level, the Complete Streets Program will guide Bankstown's transformation to a pedestrian-focused, safe and vibrant place. Vehicular movements will be concentrated on a ring road around the CBD, and bus storage and movement will be managed more efficiently. The following projects will complement this work:

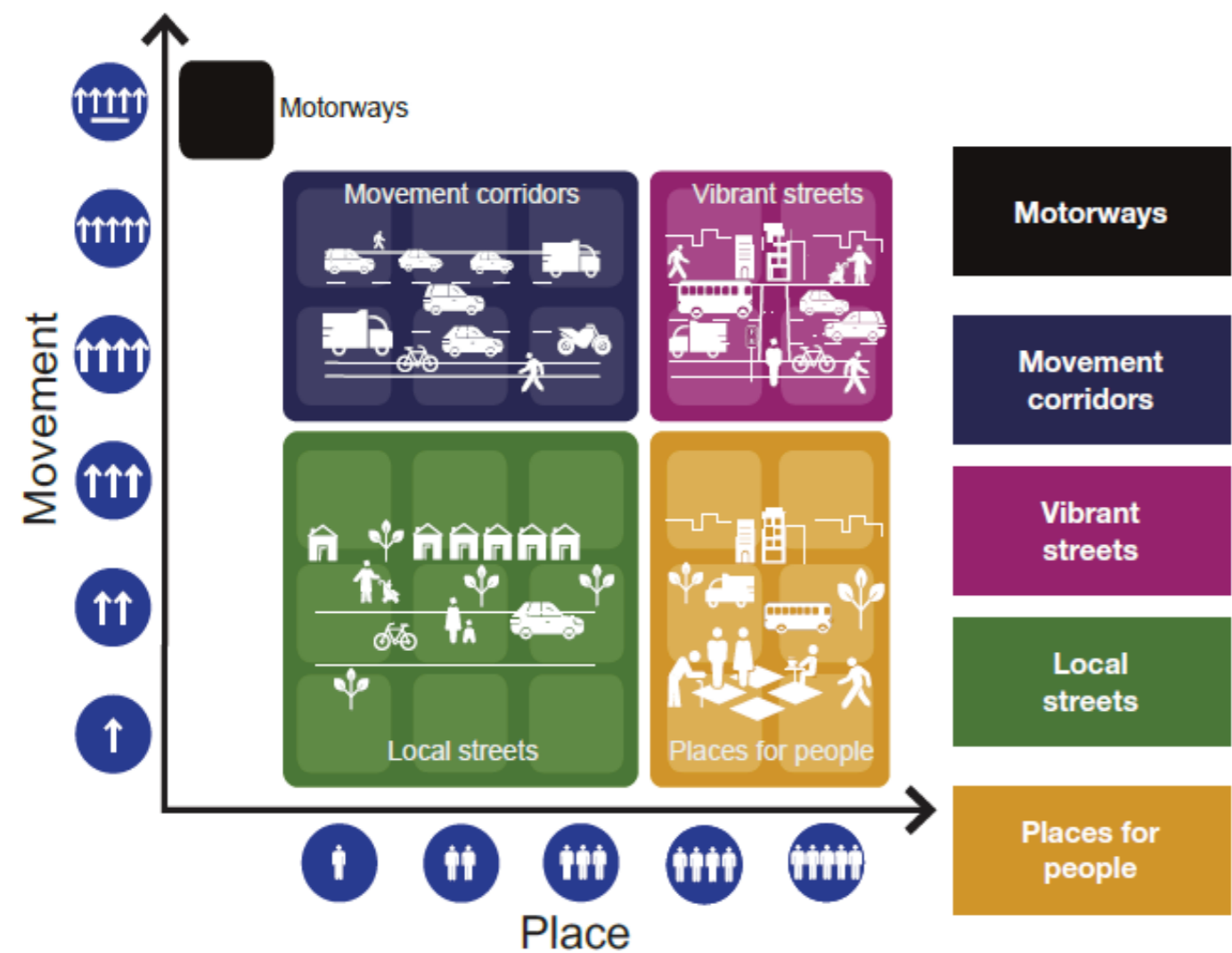
- Making the ring road network the focus for movement through the City Centre – this includes Rickard Road, Meredith Street, Greenwood Avenue, Brandon Avenue, Chapel Road South, McCauley Avenue and Stacey Street;
- Duplicating Henry Lawson Drive from the Hume Highway to the M5;
- Extending mass transit/train beyond Bankstown to connect north-south to Parramatta via Chullora and Kogarah via Padstow or Riverwood;

- Extending mass transit/train beyond Bankstown to connect to Liverpool via the Bankstown Aviation and Technology Precinct;
- Rationalising bus movements, interchange and layover to create a more seamless and efficient bus network that supports a pedestrian-prioritised centre;
- Delivering a central pedestrian spine along The Appian Way that connects the City's core major anchors and provides pedestrian connections over the rail line;
- Creating a vibrant civic spine as the focal point for institutional development along Chapel Road with pedestrian connections over the rail line;
- Undertaking the grade separation of the Stacey Street/Hume Highway intersection to create efficient north-south vehicle movements and more efficient access for goods and people via this corridor into Bankstown;
- Focusing parking along the ring road network to reduce the need for vehicular traffic in the core of the City Centre;
- Creating a finer grain road and pedestrian network by redeveloping major sites including Bankstown shopping centre and former Bankstown RSL site; and
- Improving cycling infrastructure to and through the centre in the public and private domains.

### Local Freight

**Structure planning for all centres will include integrated transport planning that ensures local freight requirements are efficiently met to support successful commercial and retail areas.**

Chapel Road can become a broad boulevard linking important places within the City Centre.



**Motorways** are strategically significant roads that will move people and goods rapidly over long distances.

**Movement corridors** provide safe, reliable and efficient movement of people and goods between regions and strategic centres.

**Vibrant streets** have a high demand for movement as well as place, with a need to balance different demands within available road space.

**Local streets** are part of the fabric of suburban neighbourhoods and provide access for the local community.

**Places for People** are streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors and are places communities value.

Transport for NSW's *Movement and Place Framework* will be used to deliver more vibrant streets and places for people. (Source Transport for NSW 2017).



Sydney Metro will act as the catalyst for new and improved bus services and walking and cycling connections. The way people travel will change as Canterbury-Bankstown becomes the exemplar of a 30-minute city.

Parking

Catering for parking demand across the City varies, with increasing competitiveness for on-street parking in centres and across the suburbs. Enhanced public transport connectivity will change the nature of, and need for, parking in centres.

Competition between parking, freight and servicing exists in centres. Parking in all town centres will prioritise users that contribute to the economic viability of the centre, while freight and servicing should be onsite or consolidated.

A sufficient mix of on-street and off-street parking will achieve this. All Council-managed parking will be controlled by a parking management plan that prioritises a mix of short-stay and medium-stay parking over long-stay parking, to encourage high parking turnover and adequate availability of public parking throughout the day.

Parking requirements should be linked to the relative level of access to public transport, so in centres such as Bankstown and Campsie, with high levels of east-west and north-south connectivity, parking rates in development should be lower than in less accessible centres. As further public transport investment is implemented, parking rates will be reviewed and numbers reduced relative to the public transport access and in the context of new technologies and disruptions in access and movement.

Reducing or removing existing minimum parking requirements in commercial centres will be considered to allow small-lot development and to encourage public and active transport. Parking maximums can be applied to developments in commercial centres that generate peak-hour parking demand but must be accompanied by the provision of other travel modes.

Reduced permanent and long-stay parking in centres, combined with improvement to the operation of freight and servicing, provides the opportunity to dedicate kerbside space to high turnover, short-stay spaces in each centre. As a principle in centres, as little kerbside space as possible will be used for long-stay, residential, commuter, loading and services parking, which will be provided within development sites and at zero or very low rates in neighbourhood centres and rail connected centres.

















































































With technology and disruption in transport and mobility, parking, including basement parking, should be designed for future adaptability. This includes ensuring basement floors are flat, requiring minimum floor to ceiling heights and prohibiting the strata subdivision of parking areas.




Dual-occupancy and secondary dwellings create demand for parking. Parking for new developments in residential areas should not rely on on-street parking; adequate off-street parking must be incorporated into any new development. The parking management plan will control on-street parking to ensure fair and equal availability to all residents.

An indicative approach to parking by centre type is set out below:

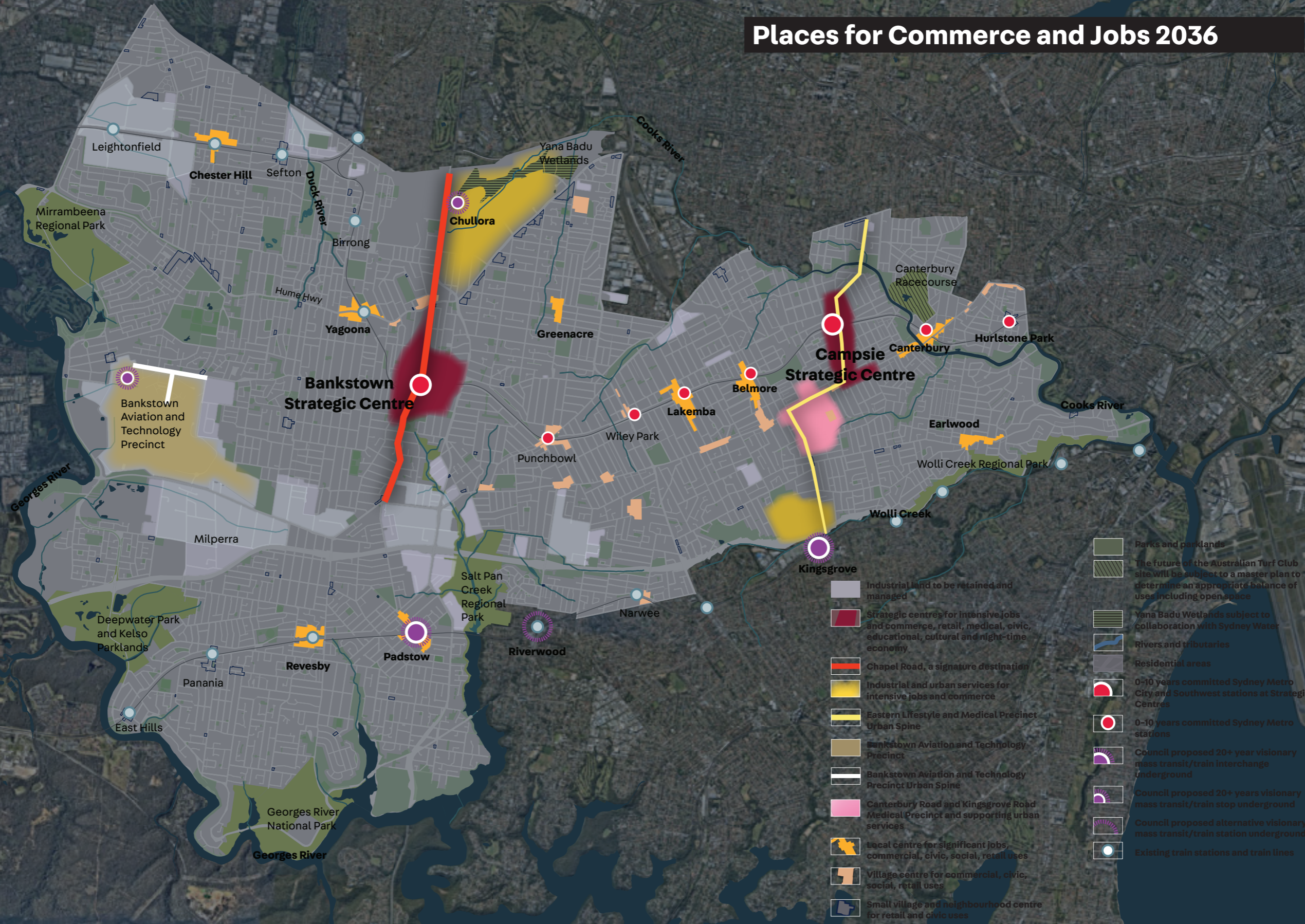
Place	Off-street parking	Servicing	On-street parking
City centre	Reduce parking permitted. Parking rates a 'maximum'.  Review parking rates as transport (mass transit/train, rapid bus or light rail) is delivered.  Underground parking	Freight and servicing spaces onsite.  Loading and servicing areas on edge of small-lot/main street precincts for 'last mile' delivery via walking or cycling.	No on-street commuter parking.  Minimal on-street service/loading space.  Maximise short-stay, taxi, ride share spaces  Consider need for dedicated coach/bus parking.
Town centre	Reduce parking permitted. Parking rates a 'maximum'.  Review parking rates as transport (Sydney Metro, rapid bus or light rail) is delivered.  Underground parking.	Freight and servicing spaces onsite.  Loading and servicing areas on edge of small-lot/main street precincts for 'last mile' delivery via walking or cycling.	No on-street commuter parking.  Minimal on-street service/loading space.  Maximise short-stay, taxi, ride share spaces.
Local centres	Maximum parking rates for all development, with minimal parking required for residential development.  Review parking rates as transport (Sydney Metro, rapid bus or light rail) is delivered.	Freight and servicing spaces onsite.  Loading and servicing areas on edge of small-lot/main street precincts for 'last mile' delivery via walking or cycling.	No on-street commuter parking.  Minimal on-street service/loading space.  Maximise short-stay spaces.
Village and small village centres	Parking required for residential development, and minimal parking for non-residential development. Zero or little parking required in rail-accessible centres.  Review parking rates as transport (mass transit/train, rapid bus or light rail) is delivered.  Underground parking	Consolidated freight, service zones in centres	Consolidated on-street service/loading space.  Maximise short-stay spaces.
Neighbourhood centres	Parking required for residential development, and minimal parking for non-residential development. Zero or little non-residential parking permitted on small-lot development.	On-street permitted.	Maximise short-stay spaces.

Streets provide for a range of transport modes.

EVOLUTION 2 - MOVEMENT FOR COMMERCE AND PLACE						
	PRIORITY	ACTIONS	CBCITY 2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	E2.1 Provide frequent and safe travel choices	E2.1.26 Develop a city-wide transport strategy to outline our movement and connectivity priorities to guide future integrated transport plans for Bankstown, Campsie and other centres			TfNSW, CBC	
		E2.1.27 Coordinate with TfNSW in the application of the Movement and Place plans in alignment with <i>Connective City 2036</i>			TfNSW, CBC	
	E2.2 Connect to the Harbour CBD, Kogarah, Hurstville, Greater Parramatta and Liverpool	E2.2.28 Make provision for future stations and underground rail corridors to accommodate the possible Bankstown to Liverpool Sydney Metro extension, consistent with the Place Strategy for Bankstown CBD and Bankstown Airport			CBC, TfNSW	
		E2.2.29 Collaborate with the NSW Government to plan for future Sydney Metro, on-demand buses, high frequency bus routes and light rail services to connect Kogarah to Parramatta via Bankstown, and Hurstville to Macquarie Park via Campsie			TfNSW, GR, CC, Parramatta Council, BC, LC, CBC	
		E2.2.30 Advocate for a Sydney-wide grid-based rail/Metro system			TfNSW, CBC	
	E2.3 Maintain and improve strategic road and rail transport corridors	E2.3.31 Plan for and protect road and rail corridors through planning instruments while minimising impacts to the surrounding community			TfNSW, CBC	
		E2.3.32 Contribute to the planning and delivery of major road and rail projects in <i>Connective City 2036</i>			TfNSW, CBC	
		E2.3.33 Collaborate with Sydney Trains to maintain or improve current train frequency between Bankstown, Lidcombe and Liverpool at a minimum			CBC, TfNSW	
	E2.4 Address blockages in the road network to improve traffic flow	E2.4.34 Prepare a list of local infrastructure improvements for all master plans			TfNSW, CBC	
		E2.4.35 Implement the Canterbury Road Review			DPIE, TfNSW, CBC	
		E2.4.36 Identify place-based improvements with TfNSW for major road projects intersecting centres			TfNSW, CBC	
		E2.4.37 Construct Stacey Street/Hume Highway grade separation and Henry Lawson Drive duplication (M5 to Hume Highway)			CBC, TfNSW	
		E2.4.38 Collaborate with TfNSW to develop a traffic plan to reinforce city-serving roads			TfNSW	
	E2.5 Deliver attractive urban streets that balance pedestrian needs	E2.5.39 Implement design and delivery of the Chapel Road Precinct, from Bankstown to Chullora			TfNSW, CBC	
		E2.5.40 Design and deliver Beamish Street as a boulevard from Campsie to Kingsgrove			TfNSW, CBC	
		E2.5.41 Implement a staging plan for the Complete Streets Program for Bankstown, Campsie and other centres			TfNSW, CBC	
		E2.5.42 Collaborate with TfNSW on the design of major transport projects to ensure high quality design and pedestrian safety			TfNSW, CBC	
CITY-SHAPING	E2.6 Protect Greater Sydney's regional freight corridors	E2.6.43 Undertake planning to protect freight activities around the intermodal and freight lines			TfNSW, CBC	
		E2.6.44 Implement the upgrade to Chullora Junction while minimising impacts to the surrounding community			Infrastructure Australia, TfNSW	
	E2.7 Provide frequent and safe travel choices	E2.7.45 Collaborate with TfNSW to enable turn-up-and-go bus services from Sydney Metro stations			TfNSW, CBC	
	E2.8 Better balance the place function	E2.8.46 Develop master plans that aim to calm traffic in centres and divert through traffic, and advocate for these solutions to Transport for NSW			TfNSW, CBC	
	E2.9 Deliver attractive urban streets that balance pedestrian needs	E2.9.47 Implement parking strategies that maximise short-stay parking on-street in centres, locating long-stay parking on the edges of centres			CBC	
		E2.9.48 Review parking rates in centres to match a relative public transport accessibility			CBC	
		E2.9.49 Review parking controls for suburban development to minimise demand for on-street parking			CBC	
	E2.10 Create an interconnected walking and cycling network	E2.10.50 Develop an active transport action plan for the City			TfNSW, neighbouring Councils, CBC	
		E2.10.51 Implement planning controls that require end-of-trip facilities			CBC	
	E2.11 Protect Greater Sydney's freight corridors	E2.11.52 Implement planning controls that consolidate freight, loading and servicing functions in centres to maximise curb space use for short-stay parking			CBC	

Delivery:  By 2021 (0–2 years)  By 2021 and 2024 (2–5 years)  Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

Places for Commerce and Jobs 2036



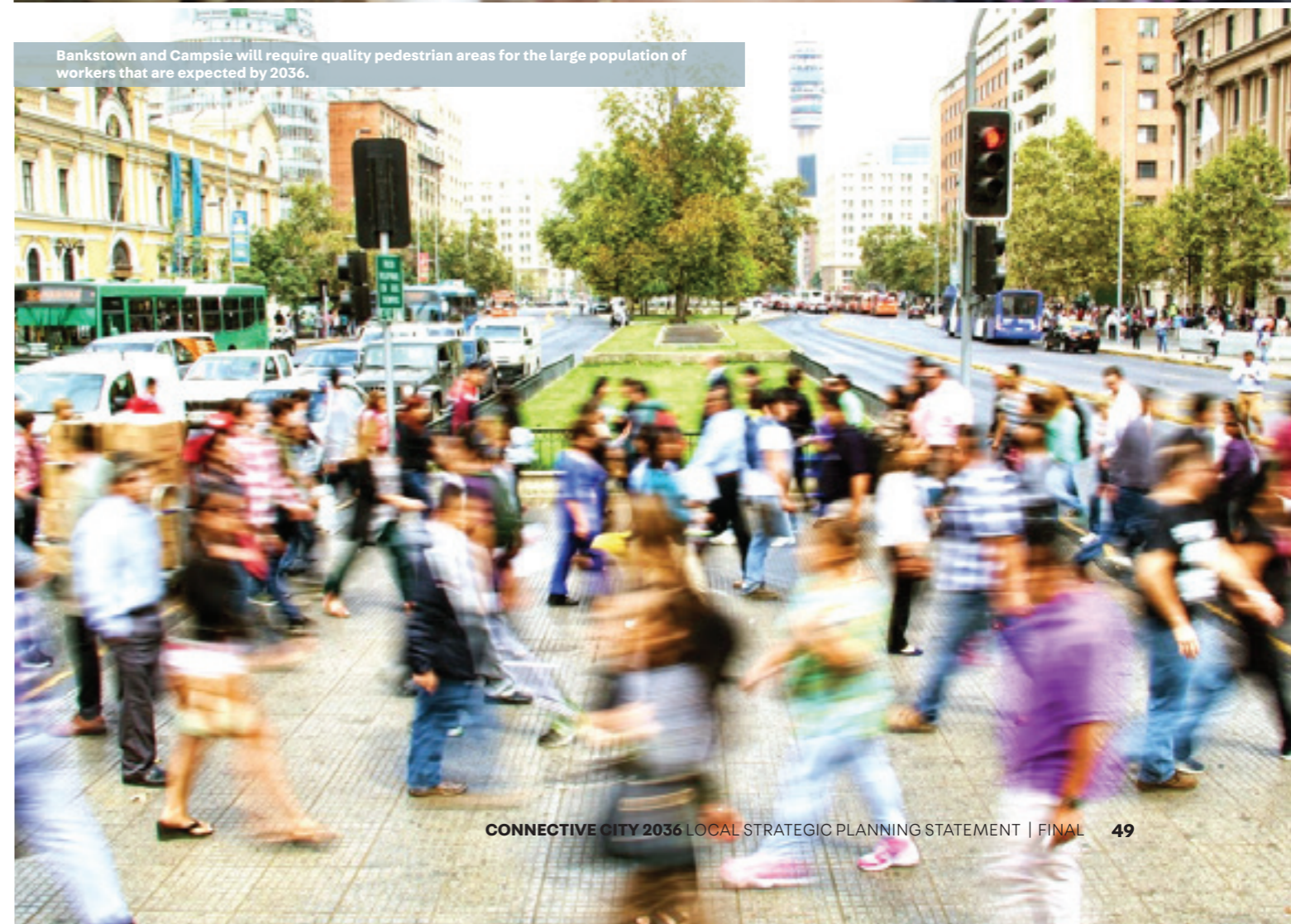
# Evolution 3

## Places for Commerce and Jobs

**Canterbury-Bankstown will build on its strengths and connectivity to deliver local jobs, a strong local economy and a diverse, skilled workforce that is an integral part of the Greater Sydney economy.**



Connective City 2036 provides many opportunities for small business, new businesses and family run businesses as well as for large business and corporations.



**The City is home to 115,000 jobs and we are planning for an additional 41,000 jobs over the next 20 years.**

**The City is the eighth largest economy in NSW with a gross regional product of \$14.48 billion, almost three per cent of the State's economy. The City has a long-standing specialisation in manufacturing due to its centrally located and easily accessible industrial areas, proximity to freight networks, and skilled labour force.**

Transport, postal and warehousing is also a large generator of value, with specialisations in road transport (taxis and buses), warehousing, storage services, postal and courier pick-up and delivery services.

Population-serving sectors such as retail, health care and social assistance also provide many local jobs and are well used by the resident population.

With an additional 45,000 jobs expected over the next 20 years, we are planning for existing commerce to grow, as well as an expansion in health care, social assistance, education and training, construction and retail trade.

Bankstown will be home to the highest number of jobs in the South District, with Campsie and Canterbury as the City's main job hubs. Chullora and Kingsgrove will also contribute increases in job numbers and diversity.

We need to plan for these jobs to be near transport and other land uses, so that more people can get to work on public transport and access other services or shopping.

### Opportunities

The South District Plan classifies Bankstown and Campsie as strategic centres, with Bankstown also identified as a health and education precinct. This designation sets these centres as important locations for jobs and commerce.

We are working with the Greater Sydney Commission through the Collaboration Area process for Bankstown City Centre and Bankstown Aviation and Technology Precinct to reinforce the process of growth and improvement in these areas. The resulting Place Strategy and future growth of Bankstown City Centre will be anchored by Bankstown's Health and Education Precinct development.

The City's stable economic growth, evidenced by the additional 8189 new jobs created in the four years from 2014 to 2018 in almost all industry categories, is expected to continue.

The biggest trend in the last 20 years is towards knowledge-intensive jobs making up 48 per cent of the NSW workforce. This shift in demand for knowledge-intensive jobs is the result of globalisation, affluence, automation, digitisation and rising demand for services.

This is evidenced in the City with the largest employment sector growth being in health care and social assistance, which has grown by 2.3 per cent and 3503 jobs in the four years to 2018.

The NSW Government announced a \$1.3 billion investment in a new hospital for Bankstown (subject to investigation by Health Infrastructure NSW), in addition to an extension already underway for the current Bankstown Hospital and \$6.5 million to upgrade Canterbury Hospital.

As the City's population gets older, the need for a strong health care sector will continue through to the 20-year time frame.

Education and training is the second largest growth sector with an increase of 1.4 per cent and 2248 jobs in the same four-year period.

The University of Western Sydney has committed to a new campus in Bankstown which will lead to other associated job and business opportunities including over 650 teaching and support staff.

The City is well positioned to target, attract and cater for the needs of knowledge workers by providing opportunities for well placed and suitably designed new office space co-located with other commercial and educational opportunities.

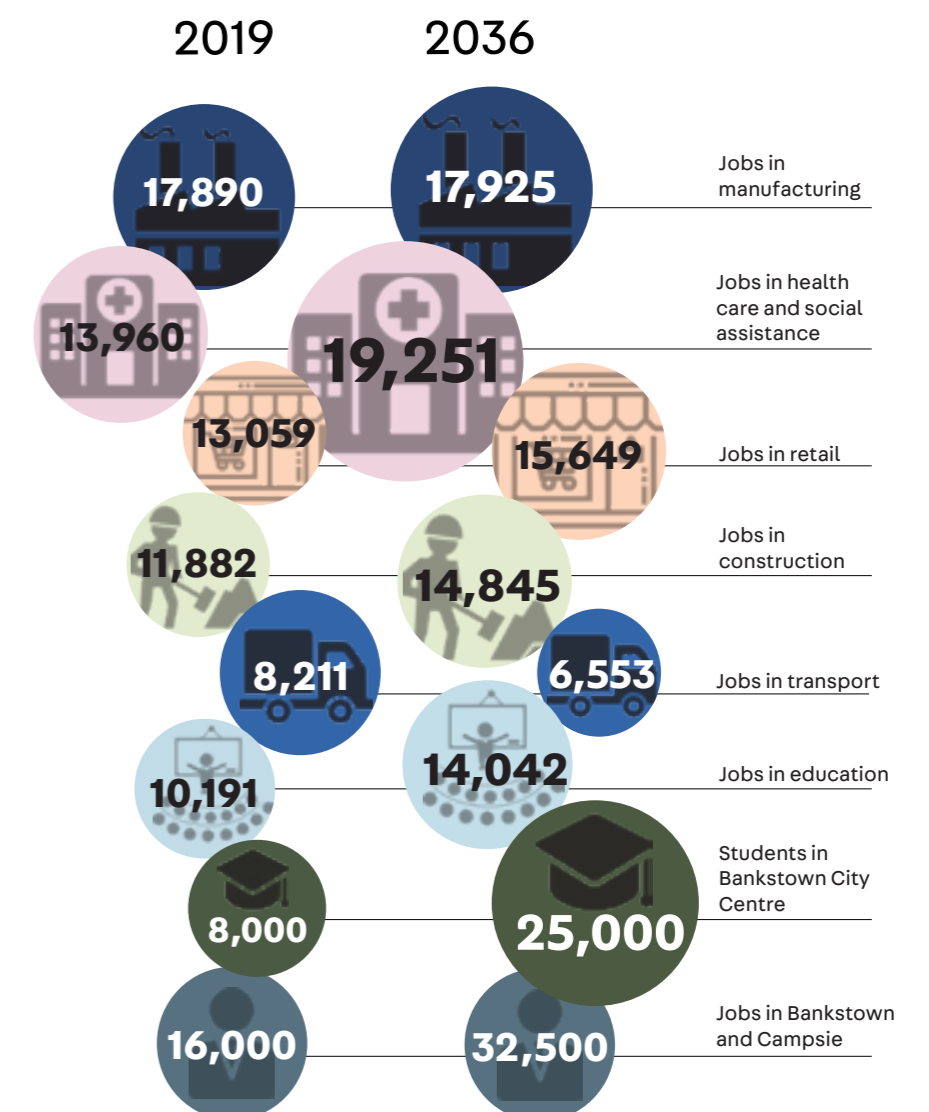
Between 2014 and 2018, transport, warehousing, and postal jobs increased by 0.6 per cent with an additional 1080 jobs, and accommodation and food services were up by 0.8 per cent with an additional 1358 jobs. Maintaining an efficient road network is key to continued growth in these sectors.

Connections to Bankstown Airport, Port Botany and the New M4 and M5 motorways provide opportunities for the freight, logistics and distribution industries, as does the City's dense population and employment locations.

### PRIORITIES

- Retain and manage industrial and urban services land
- Increase job numbers, choice and diversity
- Attract investment in health, education, research and technology
- Protect and enhance employment lands
- Increase the number of people living and working in the City
- Locally connect centres to their catchments
- Connect Bankstown and Campsie to Greater Sydney

### Indicators



Icon made by Freepik from www.flaticon.com  
Source: Draft Employment Lands Strategy, 2020

## Determining factors

A large proportion of people living in the City do not work there. This presents an opportunity to increase the number and type of jobs across the City in all commercial and industrial locations to provide a greater range of jobs for residents.

The City also has an underrepresentation of jobs in the knowledge-based sectors such as professional and technical. This will need to be addressed with appropriate land and floor space to attract new businesses.

In line with national trends, the City has seen a decline in manufacturing (-1.5 per cent and -817 jobs) and construction (-2.8 per cent and -2329 jobs). However, this decline is not across all sectors with growth in warehousing and logistics and other population driven manufacturing sectors.

We will continue to designate well located land and space for manufacturing and other industrial type uses, maintain excellent freight and road connections, and minimise land use conflicts with housing and other sensitive land uses.

## A diversity of job types

The South District Plan forecasts that by 2036 25,000 jobs will be available in Bankstown and 7500 in Campsie. Analysis indicates that the City has an adequate supply of employment lands to meet these targets. It will, however, require master planning to unlock potential and to ensure that quality places and buildings support the function of strategic centres.

Unlocking potential also requires mass transit/train services to make employment centres more attractive for investors and knowledge workers, particularly in Bankstown and Campsie. Better connections to Sydney CBD, Chatswood, Macquarie Park and Norwest will strengthen economic links with the Eastern Economic Corridor and stimulate economic opportunities that will attract jobs to Bankstown, Chullora and Campsie.

Bankstown City Centre will be the economic heart of both the City and the South District. It will be an important knowledge, health and education employment hub, emerging as a health and education precinct anchored around a Western Sydney University campus, a

redeveloped Bankstown Hospital (subject to investigation by Health Infrastructure NSW), TAFE, and investment in private health and research. Economic flow-on effects will create opportunities for more local jobs, including knowledge-intensive jobs. Enhanced tourism, visitor accommodation, arts and cultural services and meeting and events uses will provide further employment.

The Chapel Road Precinct will be an important economic corridor, supporting industrial and urban services land at Chullora, which benefit from direct connections to Bankstown, Parramatta and Sydney CBD along the Hume Highway, Newcastle along the A6/M1 and Wollongong along the A6/A1 motorways.

Campsie will mature into an Eastern Lifestyle and Medical Precinct, supported by economic uses along the spine from Kingsgrove to Campsie via Canterbury Hospital.

Protected industrial lands will provide space for local services to meet demand and maximise job-generating development and investment.

Local centres will better serve their local communities, with some becoming day and night destinations for activity.

Planning rules and outdoor dining rules will also seek to enable the corner shop to once again become a local service and a place where a local community can connect.

We will also look at settings to enable an increase in knowledge-intensive industries that can tap into a highly skilled and multilingual labour pool, and in central locations.

## Building a more resilient economy

The domestic economy has been undergoing constant and rapid change, which creates challenges to how we plan for employment lands. Providing adequate and well located opportunities for investment in higher education and facilitating growth in knowledge-intensive jobs will build resilience into the local labour force.

Just 13 per cent of Canterbury-Bankstown jobs are knowledge-intensive roles, compared to 29 per cent in Greater Sydney. Focusing on improving the performance and productivity of employment lands, and their connectedness to other employment centres and domestic and

international gateways, will help to address this gap and help drive the City's growing reputation for fostering innovation and start-up businesses.

We can also look to leverage local specialisations and unique attributes such as a large migrant community with strong global relationships and connections to food preparation, especially as the economy transitions from manufacturing to advanced manufacturing.

## Retaining all service and employment lands

There are more than 13 major industrial areas across the City. Consistent with the South District Plan, we will retain Canterbury-Bankstown's business and industrial lands to maintain capacity for future jobs. As a transitional arrangement, planning proposals that seek to rezone business and industrial lands for alternative uses that have already received a gateway determination will continue to be progressed.

The renewal of industrial and urban services lands will be investigated for higher order employment uses to increase the density of jobs. We will investigate improvements or developments that provide a more attractive and sought after commercial environment such as small scale ancillary retail uses including food and drink premises, kiosks, markets, medical centres and neighbourhood shops. As a general principle, we will not support proposals to introduce residential development into industrial and urban service areas, including aged care facilities and live/work units.

Any proposals would need to address the principles for managing industrial and urban services land in the South District Plan.

## Key employment growth areas Bankstown City Centre

Bankstown City Centre as a strategic centre, will be the economic heart of the City, with 25,000 jobs and 25,000 students by 2036. Chapel Road Precinct, linking the City Centre north to Chullora and south to Padstow, will be the heart of the health and education precinct, with a TAFE Campus and a Western Sydney University campus.

Bankstown-Lidcombe Hospital will be redeveloped on a new location (subject to investigation by Health Infrastructure NSW). It will deliver comprehensive healthcare for south-western Sydney, including the latest in emergency medicine, surgical services and critical care.

Further collaboration with South East Sydney Health District will be undertaken.

Bankstown will be home to visitor accommodation, high quality and affordable housing, arts and cultural services and meeting and events offerings to support surrounding employment lands at Chullora and Bankstown Aviation and Technology Precinct.

Our efforts to improve Bankstown's economic performance will include a strong, safe and vibrant night-time economy, and creating a place of innovation, commerce, culture and energy. Bankstown City Centre will be promoted as a genuine destination in Greater Sydney.

## Chullora

The industrial and urban services land at Chullora contains large vacant lots with good access to an established rail freight network.

Although the approach for this precinct is retain and manage, council will investigate an increase in the range of complementary services in the area to attract new industry sectors, along with high quality civic spaces and parklands along the Cooks River.

The area will be enriched by protecting the existing high productivity employment lands around the intermodal.

The potential for a new mass transit/train station in this area would substantially improve the performance, quality and quantum of investment to this precinct, including potential to encourage innovation and intensification of employment uses consistent with the retain and manage approach.



Small-scale streets and businesses will be required throughout employment areas in order to provide an attractive and well serviced place to work.



Connective City 2036 provides opportunities for growth in a wide range of sectors including industrial, construction, warehousing, distribution and office space.



**Our planning will focus on a significant increase in the range of services on offer in order to attract further high-profile businesses.**

#### **Campsie and the Eastern Lifestyle and Medical Precinct**

Jobs growth, enhanced connectivity and improved lifestyle and amenities in and around Campsie will support the realisation of its Strategic Centre role under the South District Plan.

Campsie will underpin the Eastern Lifestyle and Medical Precinct, supported by an economic spine from Kingsgrove to Campsie via Canterbury Hospital. The Hospital will anchor a new health and wellness services precinct. Potential north-south and east-west mass transit/train connections will provide access to a larger catchment of workers. This precinct is estimated to grow from 4800 jobs in 2016 to 7,500 jobs by 2036.

Greater accessibility to and along the Cooks River, Council investment in the Canterbury Aquatic Centre, and new open spaces and community uses at Canterbury Racecourse will underpin the high quality lifestyle and wellness precinct.

#### **Bankstown Aviation and Technology Precinct**

Bankstown Airport and surrounding employment lands will leverage aviation, advanced manufacturing and transport logistics specialisations to create a true aviation and technology precinct. Airport specialisations in emergency services and aviation training can be supported north of the current runway through connections along Marion Street to Bankstown and student housing. The existing cluster of manufacturing could transition into an advanced manufacturing precinct, while access to the airport, major freight routes and Greater Sydney provides further opportunity.

As with Chullora, Bankstown Airport would benefit from a mass transit/train stop between Bankstown and Liverpool to open the Airport to major job markets at Bankstown and Liverpool.

The Western Sydney University site in Milperra will be subject to a master plan process to realise an appropriate future based on its proximity to the precinct, the urban context and community consultation.

#### **Leverage infrastructure**

Canterbury-Bankstown is positioned to capture transport and logistics through road and rail into the long term.

In the 10 years to 2016, Australia's domestic freight grew by 50 per cent and this is expected to continue by another 26 per cent to 2026. Continuing to work with industry on increasing operational efficiency, capacity and capability, combined with ensuring the availability of land for employment generating uses, will mean the City becomes one of Greater Sydney's key locations for distribution of goods and services.

New infrastructure, including mass transit/train, Western Sydney University city campus, the new Bankstown Hospital (subject to investigation by Health Infrastructure NSW), and longer-term mass transit connections will improve the capacity to diversify industries and jobs across the City. We will target employment growth around these infrastructure investments to optimise land uses and improve network efficiencies.

Further investment in transport infrastructure, health and education will help to transform local economic and employment opportunities.

#### **Hierarchy of centres**

A logical retail and commercial hierarchy will guide the growth of a network of efficient business centres. This hierarchy is detailed in 34 *centres and their surrounding suburbs*.

From a commerce and jobs perspective, this hierarchy includes:

- The strategic centres of Bankstown City Centre, as a major centre for employment and activity, and Campsie Town Centre, anchoring a specialised lifestyle precinct;
- Chullora's industrial and urban services land, that could be enhanced for technology businesses;
- The various local businesses and services at village centres and small centres; and
- Standalone shopping centres at Chullora Marketplace and Roselands.

The hierarchy of centres guides where we will focus growth in jobs and housing and direct investment in local infrastructure. It demonstrates to other levels of government and the private sector the location and level of concentration of activity, growth and investment and aims to safeguard against unplanned and sporadic planning outcomes that provide little certainty to industry or the community.

#### **Existing employment precincts**

Bankstown, with connections to Chullora and Padstow via the Chapel Road Precinct and the Bankstown Aviation and Technology Precinct, will support an increase in jobs in surrounding precincts. Growth and investment in tourist and visitor accommodation, student housing, arts and cultural offerings, events and conferencing facilities in Bankstown will boost the reputations of these places as quality locations to do business.

#### **Housing for employment growth**

Our planning for new housing must respond to and support economic growth. The local economy is influenced by factors such as liveability and amenity, access to affordable housing and childcare, the socio-economic status of an area, accessibility to retail and commerce, and convenience.

Maintaining and adding to the mix of housing in and around centres is essential to the long-term economic life of centres and offers opportunities for renewal and reinvestment in public spaces and local infrastructure.

This mix however should include:

- Key worker housing close to Bankstown and Campsie to support the health, education and employment functions of these centres;
- Executive housing close to Chullora, Bankstown, Campsie to support growth in knowledge-intensive employment;
- Student housing in Bankstown City Centre to support the growing higher education roles of Bankstown and Bankstown Aviation and Technology Precinct; and
- Visitor and tourist accommodation to support the employment precincts, hospitals, arts and cultural sectors and visitation to the local area.

#### **Emerging sectors**

*Connective City 2036* will assist local industry to create, innovate and grow the economy by promoting the use of new technologies; science, technology, engineering and mathematics (STEM) advancements; and other innovations to improve national and international competitiveness. This will see the traditional manufacturing base, which currently employs 17 per cent of the workforce, grow into an advanced manufacturing model utilising technology to produce more bespoke, specialised, high-value goods. Investment in the education sector will give the workers of tomorrow the appropriate skill set to operate these new factories.

Change-makers and industry leaders will be empowered to share our SMART ambition and lead new methods of working, such as co-sharing workspaces, share economy services and a 24-hour economy that disrupts industries and produces more cost efficient and streamlined service models.

Spaces for start-ups, incubators, and arts and cultural industries will support the growth of up-and-coming industry sectors such as health care and social services, and transport, warehousing and logistics. These sectors are growing and are expected to be the largest employers in the future.

#### **Out of centre and standalone retail**

Canterbury Bankstown has two standalone shopping centres at Chullora and Roselands. These centres will be maintained as primarily retail complexes with the opportunity for mixed use development that is appropriate for the location and context.

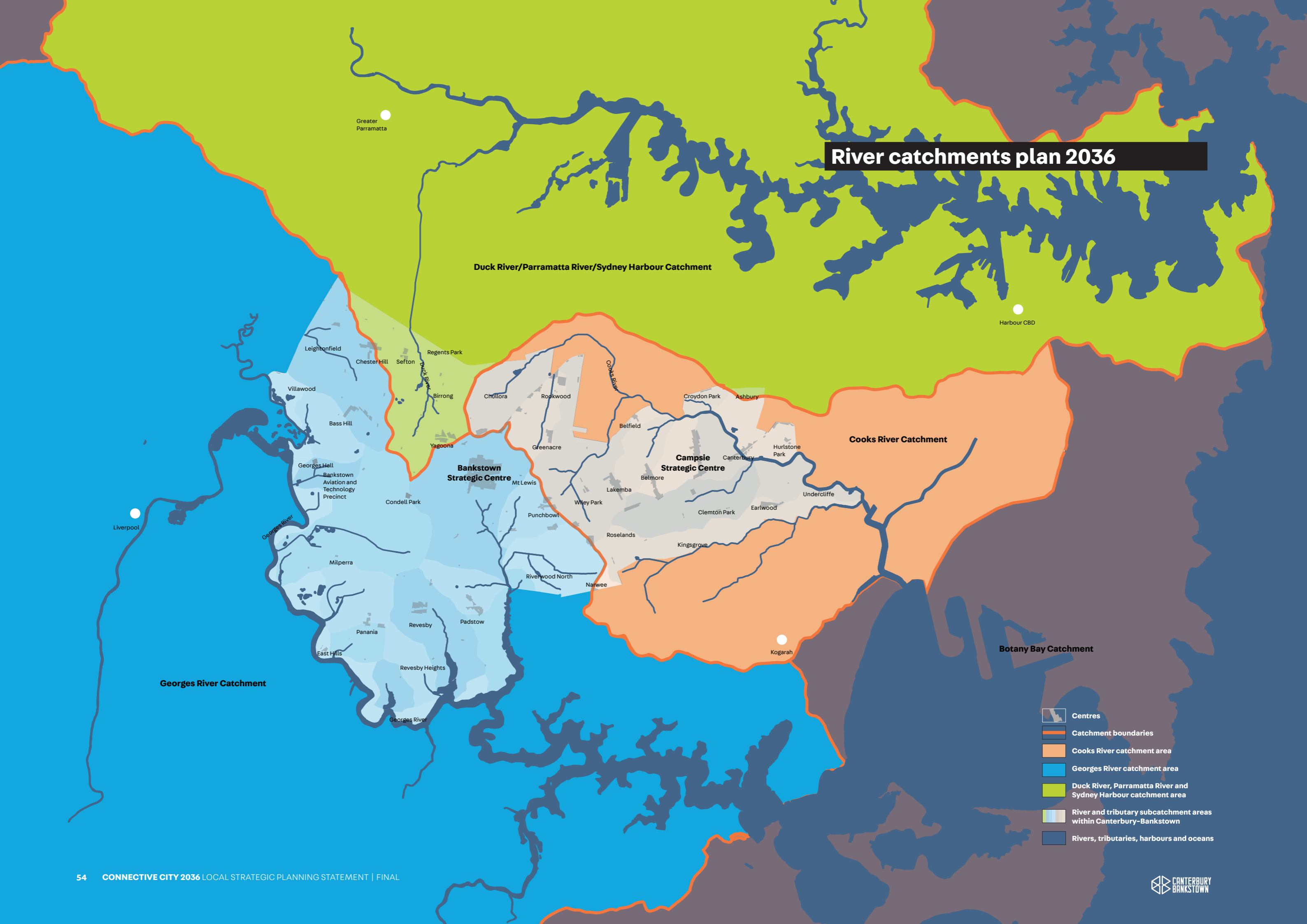
Out of centre, specialised large-format or bulky goods retail will be focused on main road corridors and employment precincts. This type of retail should be of a typology, size and scale that does not detract from centre-based retail activity nor any surrounding residential or industrial lands.

# EVOLUTION 3 - PLACES FOR COMMERCE AND JOBS

	PRIORITY	ACTIONS	CBCITY 2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	E3.1 Increase job numbers, choice and diversity	E3.1.53 Provide capacity for 25,000 jobs and 25,000 students in Bankstown City Centre by 2036	💡	🏢	CBC	📅
		E3.1.54 Create a commercial core for premium commercial and civic development in Bankstown City Centre, anchored by university, public and private hospital and other institutional development. Ensure a minimum two floors of commercial development in the mixed use zone in Bankstown City Centre	💡	🏢	NSW Health, health and education sectors	📅
		E3.1.55 Implement controls for no net loss of employment floor space on sites within the Bankstown and Campsie centres	💡	🏢	CBC	📅
		E3.1.56 Provide capacity for 7,500 jobs in Campsie Town Centre by 2036. Maintain ground floor active uses	💡	🏢	CBC	📅
		E3.1.57 Prepare a place-based night-time economy strategy for Bankstown City Centre	💡🏠	🏢🏠	Create NSW	📅
		E3.1.58 Plan for increased employment density in Kingsgrove to attract contemporary industry sectors	💡	🏢	CBC	📅
	E3.2 Attract investment in health, education, research and technology	E3.2.59 Plan for significant increase in education, knowledge intensive and cultural jobs in Bankstown City Centre, focused along the Chapel Road Precinct	💡	🏢	CBC	📅
		E3.2.60 Prepare a Master plan for Chullora to retain and manage industrial and urban services land and enrich with high technology uses	💡🏠	🏢	Sydney Water, TAFE NSW, CBC	📅
		E3.2.61 Encourage over-station development above the Bankstown Metro Station to increase job capacity and attractiveness of the City Centre	💡	🏢	Sydney Metro, TfNSW, CBC	📅
		E3.2.62 Plan for a health precinct that includes urban services anchored by Canterbury Hospital in Campsie	💡	🏢	NSW Health, CBC	📅
		E3.2.63 Plan capacity for tourist and visitor accommodation; event, conferencing and meeting space; and arts and cultural facilities that support Bankstown's health, education and commercial role	💡	🏢	CBC	📅
		E3.2.64 Invest in enhanced connectivity to the Cooks River and community infrastructure to create a genuine lifestyle, health and wellness based centre at Campsie	💡	🏢	CRA, Sydney Water, Infrastructure Australia, CBC	📅
	E3.3 Protect and enhance employment lands	E3.3.65 Prepare master plans for Bankstown and Campsie, reinforcing their strategic centre functions	💡	🏢	TfNSW, CBC	📅
	E3.4 Connect Bankstown and Campsie to Greater Sydney	E3.4.66 Advocate for potential connections between Parramatta and Kogarah via Bankstown and Chullora and Bankstown to Liverpool via Bankstown Airport-Milperra, and protect future mass transit corridors	💡👣	🏢🏠	TfNSW, CBC	📅
		E3.4.67 Investigate a potential Hurstville to Five Dock via Campsie mass transit/train connection	💡👣	🏢🏠	CBC, TfNSW	📅
CITY-SHAPING	E3.5 Attract investment in health, education, research and technology	E3.5.68 Encourage student housing in Bankstown City Centre to support the growing education role of Bankstown City Centre and Bankstown Aviation and Technology Precinct	💡🏠	🏢	Education and aviation sector, CBC	📅
	E3.6 Protect and enhance employment lands	E3.6.69 Retain and manage all industrial and business lands and do not support residential land uses, including aged care and live work units, in industrial and urban services lands	💡	🏢	CBC	📅
		E3.6.70 Review land uses surrounding Bankstown Airport to encourage advanced manufacturing, aviation and logistics and encourage higher quality development outcomes	💡	🏢	CBC	📅
		E3.6.71 Review land uses around freight hubs to minimise sensitive and conflicting land uses	💡	🏢	CBC	📅
		E3.6.72 Review land use controls for industrial and business lands including those around freight hubs to protect existing and emerging employment sectors, and to minimise sensitive and conflicting uses.	💡🗨️	🏢	CBC	📅
	E3.7 Increase the number of people living and working in the City	E3.7.73 Build partnerships with key health and education institutions in Canterbury-Bankstown to provide pathways for local employment, focusing on both blue and white collar opportunities	💡	🏢	TAFE NSW, Universities, health and education sector, CBC	📅
		E3.7.74 Ensure local urban services lands support local enterprise and allow for supporting office space	💡🏠	🏢	CBC	📅
		E3.7.75 Provide housing typologies that support the employment role of Bankstown, Campsie	💡	🏢	CBC	📅
	E3.8 Enhance local economic activity in centres and suburban areas	E3.8.76 Review corner shop controls to allow for outdoor dining flexibility for small-scale local investment	💡🏠	🏢	CBC	📅
		E3.8.77 Council prepare night-time economy action plans for centres as part of any centres master planning	💡🏠	🏢	CBC	📅

Delivery: 📅 By 2021 (0–2 years) 📅 By 2021 and 2024 (2–5 years) 📅 Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

# River catchments plan 2036



# Evolution 4

## Blue Web

**At the heart of our vision is a city of  
three clean, healthy and living river  
systems which flow through the  
catchment and evoke a strong sense  
and spirit of place.**



The Georges River has vast areas along its river banks of original vegetation. This will continue to be highly valued and protected.



Sydney Park is a beautiful natural park providing something for everyone within an ecological setting, and sets a quality precedent for interaction with water in a parkland setting.



The Cooks River mangroves restore water quality and create marine animal habitat.



## Canterbury-Bankstown’s suburban, urban and natural areas are celebrated as part of three waterway systems: the Cooks, Georges and Duck rivers.

### Water in the City

In an urban landscape like Canterbury-Bankstown, water is critical to quality of life and making spaces and places better to live in. Without adequate water, vegetation and trees cannot grow, street and parks are too hot in summer and native animals cannot thrive.

As the City grows, all water must be used wisely as it is a valuable resource. Water can be utilised to celebrate open spaces and cultural places while making them more functional and attractive.

The City is bounded by the Georges, Cooks and Duck rivers. This includes a third of the Cooks River waterway, the headwaters of the Duck River and significant tributaries and areas of the Georges River.

The impact of an urban environment on the health of these river systems is significant. These rivers connect to a vast network of creeks, wetlands, tributaries and streams. The catchment areas for these river systems cover the entire 110km<sup>2</sup> of the City area. In this regard, all activities that occur within the City have an impact on any one of the waterways. Like other natural features they form part of cultural identity and community character and must be integrated into the City’s planning and design.

### Determining factors

When the Georges River area was settled, many natural river edges and parklands were retained, making it a coveted area in Greater Sydney to live and visit. However, areas around the Duck and Cooks rivers were farmed, industrialised and urbanised more heavily. The waterways suffered significant damage. Along the river and creeks, clearing channelling and dredging was undertaken to:

- Clean unusable river edges, wetlands, billabongs, creeks, and streams; and
- Reduce flooding by encouraging fast flowing and unobstructed water flows from suburban areas to the ocean.

The gradual increase in hard surfaces has led to abnormal quantities of water rapidly reaching the rivers after rain, bringing pollutants and contributing to poor water quality in rivers, in the receiving waters of Sydney Harbour and Botany Bay, and, ultimately, in the ocean.

The natural environment associated with waterways has also been impacted with clearing of bushland, saltmarsh and mangroves that once offered habitat and water cleansing processes. Fragments of natural vegetation remain and while some wildlife has adapted, much has been lost.

Urban waterways can be restored as ecologically functional and liveable places. This requires multiple funding sources, partnerships with key land managers and a whole-of-city approach to value water in the landscape. Integrating waterwise practices in the design of buildings, parks and streets can be addressed in part through planning rules under the New Planning Framework.

Demonstrating the need for a new water management approach, then establishing funding sources, are major challenges.

### A water management revolution

*Connective City 2036* heralds a new era for water management in the City and is intended to establish an ecological basis for open space and waterways.

By 2036, the City’s streets and buildings will no longer back onto rivers and creeks but rather turn to face them, to celebrate them as a primary part of the City’s identity and quality. The water cycle and water management infrastructure will be a visible and valued part of the urban landscape.

The health of waterways will be one of the essential considerations in guiding planning and development. Planning and design will consider the river as a living system rather than a waste water channel. Impacts on water quality, pollutions, ecology or flooding in local areas and receiving waters will be considered across all land within river catchment areas.

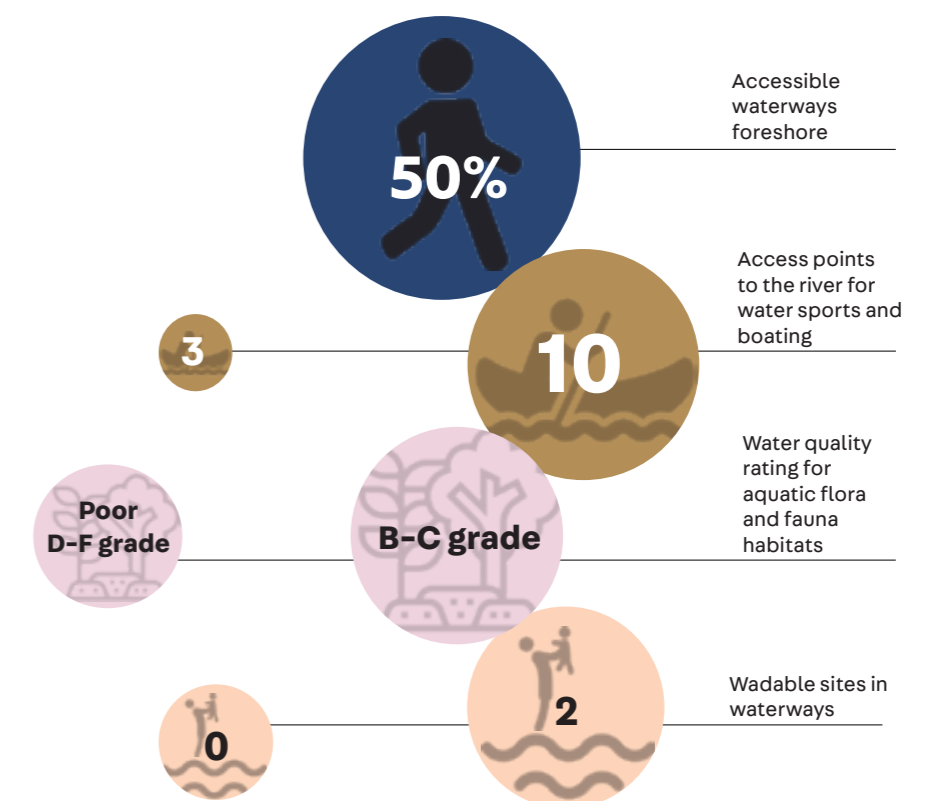
### PRIORITIES

- Achieve three healthy, clean and living river systems
- Restore rivers to a more natural state and celebrate water within the City
- Connect the community’s cultural, social and recreational life to rivers
- Transform the Cooks River into a healthy ecological system
- Achieve metropolitan connections along the City’s river systems and the Green Web
- Ensure planning for land within river catchment areas considers the improvement of water quality
- Reframe water infrastructure from grey to green

### Indicators

2019

2036



Icon made by Freepik, Scott de Jonge from [www.flaticon.com](http://www.flaticon.com)

**Connective City 2036 heralds a new era for water management in the City, which recognises and seeks to rectify past mistakes, and establishes a sound ecological basis for future management of open space and waterways.**

Connective City 2036 aims for Canterbury-Bankstown to be a water-sensitive city with clean and healthy waterways that contribute to improving the receiving waters of Kamay/Botany Bay and Sydney Harbour. It takes a whole-of-catchment approach to ensuring clean, healthy and living waterways. The built up urban areas from the catchment to the rivers will provide opportunities to treat, slow, store or harvest water and reduce pollutants.

Community participation will be essential in the planning, design and creation of waterways and places. Drawing the community back to the waterways will reconnect residents to the river systems, and create a sense of ownership, connection and value. We will increase awareness of the location of and routes to waterways by greening of streets and parks that lead to waterways or that are located on tributaries and creeks.

### Reconstructed wetlands and riparian areas

We are already working with Sydney Water to balance flooding, urban stormwater, recreational space and ecology in places such as Cup and Saucer Creek, Earlwood; Gough Whitlam Park, Undercliffe; and Yana Badu Wetlands, Chullora (Council to commence discussions with Sydney Water). We have also rehabilitated and transformed Lake Gillawarna, Georges Hall within Mirambeena Regional Park.

While significant, these projects are largely located in the Cooks River catchment and only cover a small proportion of all the City's waterway systems. They do, however, demonstrate the immense transformational nature of greening water infrastructure to benefit ecological restoration, increase community pride and the liveability of places, reduce flooding, improve water quality and return endemic plant and animal species in abundance.

Public spaces along waterways will be multifunctional community places. The Georges, Cooks and Duck rivers offer significant potential, with existing public open space along their banks linking up to form a fairly continuous green corridor with opportunities for new wetlands, revegetation and recreational areas.

These areas of open space are the primary opportunities to improve water management, ecological health, and reduce flooding through revegetation, reconstruction and interpretive improvements such as bush tracks and educational events.

A healthy ecosystem is an essential element of a liveable place. The presence of high-quality fragments of native landscapes in the riparian zones of river catchments provides opportunities to rebuild a functional network of ecological communities. Riparian zones, the lands adjoining bodies of water, will be considered as part of our catchment-based and land management approach. They will provide positive opportunities for people in urban areas to connect with nature and contribute to the aesthetics of the urban environment.

### Community connections, waterways and natural areas

Ongoing engagement and greater recognition of the river systems will create a sense of ownership and encourage more people to support the care and cleanliness of rivers.

The Cooks, Georges and Duck rivers are living historical artefacts to which many people over generations have formed a relationship, be it one of survival or aesthetics.

We will continue to recognise the ongoing human connection to water and work with the community to create and maintain connections. Where nature and urban areas have been disconnected, a holistic approach will allow for sustainable relationships between humans and the environment. Where rivers have been concreted, they will be restored as dynamic and autonomous natural spaces.

Connecting with the community will be key, involving catchment management groups and building awareness among the general public.

Water cycle and water management infrastructure is visible in the urban landscape. Connections will focus on physical links between water, pathways and destinations. The traditional 'rain to drain' pathway will be modernised to repair and rehabilitate river flows and open channels to connect to new and existing public open spaces.

Our commitment to increasing public access to rivers and tributaries includes naturalising the banks and making them accessible to people of all abilities. We will employ water sensitive urban design to highlight natural attributes of the water and expand naturalised banks and foreshores into the urban landscape.

As rivers and waterways become public spaces and part of the natural environment, they will contribute to urban sustainability and public health and help to futureproof the City against heat stress and heatwave events, providing cooler, shadier areas.

### Grey to green infrastructure

The combined catchment areas of the Cooks, Georges and Ducks rivers receive around double the amount of water in rainfall as the amount used to supply the whole of Sydney with water.

However, this water is not used as it is currently considered stormwater.

Stormwater engineering requires catchment areas to be designed to channel water out of urban areas, into streams and rivers and out to the sea as quickly as possible.

This results in hard surfaces, and concrete stormwater infrastructure channelling water rapidly away from urban areas and through to our waterways and eventually the ocean.

The results of this are:

- A significant waste of water that could be used in urban, suburban and natural areas;
- Scouring of natural waterways and rivers;
- Lack of ecological areas around the edges of rivers and waterways;
- Poor flood resilience;
- An increase in flood risks and dangerous fast moving water; and
- Significant levels of urban pollutants throughout waterways, rivers and the ocean.

Much of this water could be harvested and used in the landscape and within the built environment for non-drinking purposes.

Our approach will represent a major shift, from 'rain to drain' to 'rain to grounds'. All water sources will be valued and we will work with water service providers such as Sydney Water to ensure that an integrated water servicing approach maximises community benefit.

Making rivers swimmable again requires efforts to reduce and delay stormwater run-off towards river systems through appropriate water sensitive urban design, catchment-based plans and managing water from source to sea.

### Incorporating water in the City

Water sensitive urban design will be incorporated into suburban, high density and industrial developments to treat water before it reaches the rivers. This will:

- Provide water for lush, green landscapes;
- Improve biodiversity;
- Improve property landscape amenity;
- Reduce the effects of urban heat; and
- Facilitate recreation.

Water projects will follow the National Health and Medical Research Council's Guidelines for Managing Recreational Waters and the Australian Guidelines for Water Recycling.



Wolli Creek is the only National Park in the eastern part of the City.

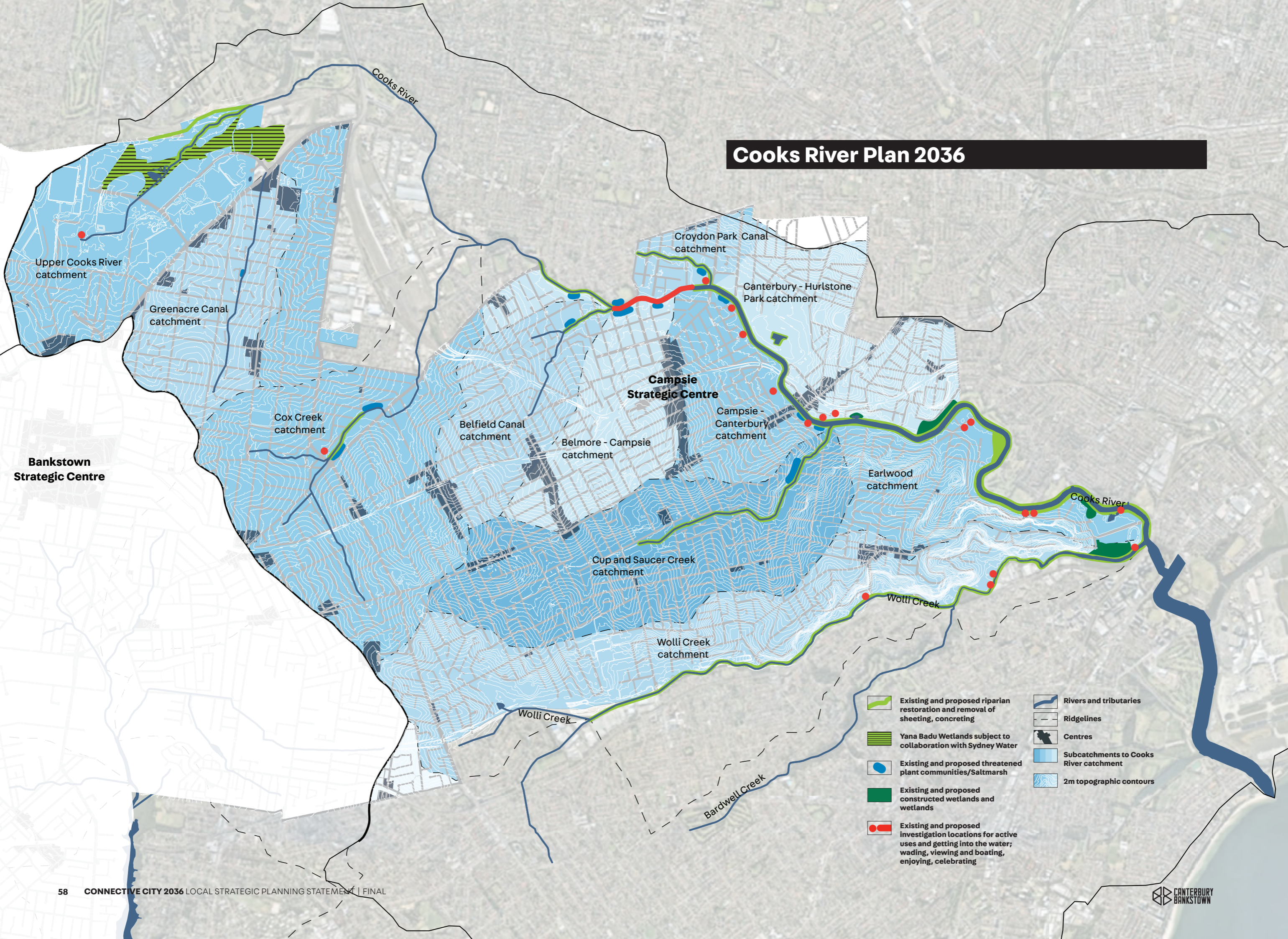


Flowering trees support a wide variety of insects and birds.



The Landing Lights is a spectacular wetland restoration project in Banksia, Sydney. This is now teeming with birds and other species and is a wonderful place to visit to enjoy and reconnect with the original ecology of the area.

# Cooks River Plan 2036



- Existing and proposed riparian restoration and removal of sheeting, concreting
- Yana Badu Wetlands subject to collaboration with Sydney Water
- Existing and proposed threatened plant communities/saltmarsh
- Existing and proposed constructed wetlands and wetlands
- Existing and proposed investigation locations for active uses and getting into the water; wading, viewing and boating, enjoying, celebrating
- Rivers and tributaries
- Ridgelines
- Centres
- Subcatchments to Cooks River catchment
- 2m topographic contours

**We anticipate that by 2036 Cooks River will be a treasured and healthy river valley that enriches the heart of Sydney.**

**The Cooks River is Sydney’s inner city river system connecting the Eastern Harbour City to the South District and the Central City District through a network of waterways from Chullora to Botany Bay. With over half a million people living in the catchment it is a significant urban waterway that provides green places for everyone. Around 12 per cent of the catchment consists of waterways and parklands.**

The Cooks River system comprises the waterway itself; open space directly adjacent to the waterway; and urban areas comprising industrial lands and high, medium and low density neighbourhoods. Several organisations are responsible for its management. It is a complex catchment environment. Actions on both land and water will consider impacts to the Cooks River system and, by 2036, the catchment should be working across the system to provide clean water into rivers.

Approximately 33 per cent of the Cooks River catchment flows through the City and this includes lands at the very top of the catchment at Chullora and Potts Hill, and freshwater streams such as Greenacre Creek, Cup and Saucer Creek and Cocks Creek.

Sydney Water has the care and control of around 80 per cent of waterway-related assets in the catchment while the remainder is shared among local Councils and the NSW Government, requiring all organisations and levels of government to work closely together.

The City’s extensive parklands along the main river channel and tributaries provide green biodiverse places like Tasker Park at Canterbury, Parry Park at Lakemba, Croydon Park, and Federation Reserve at Campsie. Collectively these form our Green Web, a network of public and private green places and connecting corridors across the City for biodiversity, cycling, walking, and passive and active recreation. The Green Web is essential to maintaining and improving liveability.

#### **A whole-of-catchment approach**

The complex catchment environment requires collective action and collaboration with neighbouring Councils, Sydney Water and major landowners, so that everyone can achieve the community’s vision for a healthy river valley.

We will work with the Cooks River Alliance to coordinate the delivery of the Cooks River Catchment Coastal Management Program (CMP).

Through extensive consultation, the CMP will be a long-term strategy for the coordinated management of the waterway for 20 years, 50 years and beyond. It details how, when and by whom management actions are to be implemented, and the costs and proposed cost-sharing arrangements. The Alliance expects that Stage 4 – finalisation of the CMP – will be completed by December 2021.

#### **An ecologically diverse river valley supporting a clean river**

Central to the catchment is a river that is ecologically healthy, used by the community and rich in flora and fauna. The River itself will support an abundance of plants and aquatic animals.

The wetlands along the River and tributaries are important filters for water quality as well as for habitat. Within Council’s lands are two offline constructed wetlands – Yana Badu at Chullora and Cup and Saucer Creek. Wetlands can also be areas for passive recreation and constructed wetlands can be a feature of the River’s tributaries (Council to commence discussions with Sydney Water). Stormwater drains that lead to rivers can go from concrete drainage pipes back to creeks and rivulets and water slowed and filtered through rain gardens and other natural filter processes.

Mangroves and saltmarshes are also important habitats and water filters. Mangroves currently reach to Canterbury and saltmarsh, once common, only occurs in a constructed area at Gough Whitlam Park. The River’s edge and adjoining space can be transformed to make way for saltmarsh and mangrove.



Our river systems are home to a wide range of flora and fauna.



The green grid is a network of green places and connecting corridors for biodiversity, walking, and cycling.

The banks of the Cooks River and its tributaries were concreted during the 1930s and 1940s. Although small fragments of regrown vegetation remain, restoration of the entire Cooks River is a primary city-shaping project for *Connective City 2036*.



Providing opportunities for people to interact with water in various ways – from wading and kayaking to admiring the view – is a key outcome of this plan.



The fragments of remaining bushland include the endangered ecological communities of Cooks River Clay Plain Scrub Forest and Turpentine-Ironbark Forest. These occur from the top of the River at Chullora through to Campsie and Wolli Creek. In 2036 these remnant fragments will be contiguous with plant communities across public and private lands through the implementation of the Green Grid and other controls.

The Cooks River valley animals are diverse and live and pass through urban habitats as well as along the waterway's more natural area. These include small bush birds and many water birds, possums, flying foxes and micro bats, frogs and reptiles. To ensure future generations can also experience wildlife so close to the City, the quality and quantity of habitat needs to be increased.

#### **Aboriginal traditions from Yana Badu to Kamay**

The river and its creeks can provide a place for mutually beneficial and sustainable relationships with Aboriginal people, contributing to reconciliation activities, Aboriginal leadership and other opportunities. By 2036, the river and its associated geographic locations will be recognised by Aboriginal names and its cultural significance better understood.

#### **Cooperative approaches guide river restoration**

The community's desire for a healthy River valley requires long-term resilient partnerships that create collaboration across government, industry and the community. These partnerships would support innovative funding models that activate the practical solutions that can restore the Cooks River system and provide the community with a liveable and healthy River valley.

We will look to the NSW Government to improve the health of, and bring activity to, Yeramba Lagoon.

#### **A parallel approach for the Georges and Duck rivers**

With 61 per cent of the City flowing into the Georges River, and several parks and reserves dotted along the Georges River and Salt Pan Creek foreshore, the health of the Georges River system is directly linked to the liveability of the City. However, the pressures on the river system are also great.

We will work with Sydney Water and the Parramatta River Catchment Group to improve awareness and celebrate the Duck River, and improve its health and amenity by reducing pollution and stormwater runoff and improving community access to the river.

With a significant network of valuable open space along the creeks and main river channel of the Georges River, these assets need to be protected and sustained in terms of riparian restoration and bank stabilisation.

The Duck River starts at the top of the City and flows north into the Parramatta River across industrial, residential and parkland areas, mainly relying on constructed concrete channels. It is often unacknowledged due to its relatively smaller size and historic lack of access, but it faces many of the same pressures.

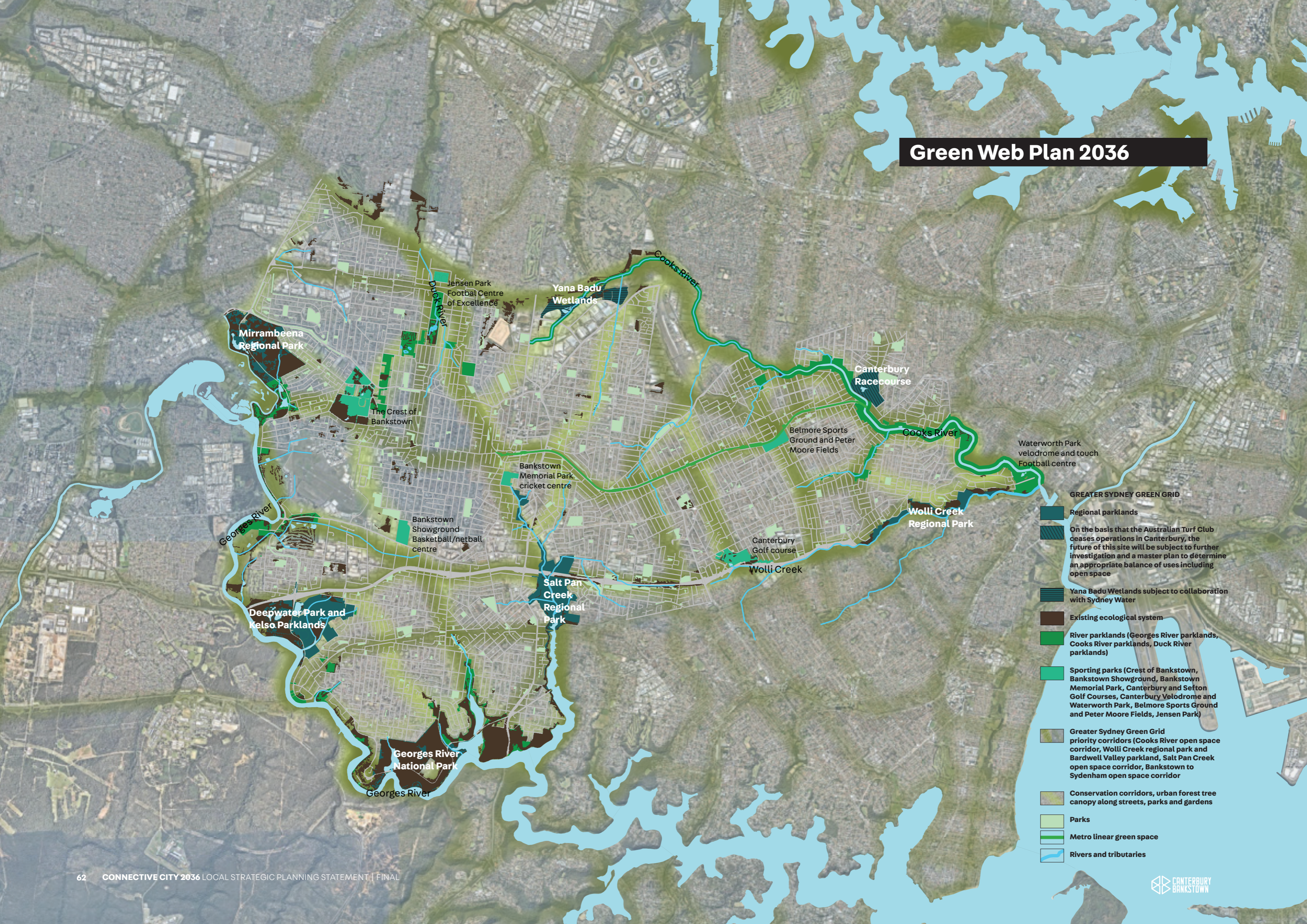
We will work with Sydney Water and the Parramatta River Catchment Group to improve awareness and celebrate the Duck River, and improve its health and amenity by reducing pollution, stormwater run-off, increase visitor access and improve community connections to the River.

## EVOLUTION 4 - BLUE WEB

	PRIORITY	ACTIONS	CBCITY 2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	<b>E4.1 Achieve three healthy, clean and living river systems</b>	E4.1.78 Develop and implement whole-of-catchment plans for the Georges, Cooks and Parramatta River catchments that confirm water quality objectives and integrate coastal management and upper catchment priorities			Sydney Water, DPIE, TfNSW, CMC, CBC with other catchment Councils	
	<b>E4.2 Restore rivers to their natural state and celebrate water within the City</b>	E4.2.79 Develop and implement a Catchment and Waterways Strategic Plan that prioritises key actions across the City			Sydney Water, DPIE, Catchment Management Committees, CBC	
	<b>E4.3 Connect the community's cultural, social and recreational life to rivers</b>	E4.3.80 Establish and support a whole-of-catchment community of interest for the Georges, Cooks and Parramatta River catchments			Other catchment Councils, Georges River environmental education centre, CBC, Catchment Management Committees	
		E4.3.81 Engage with the Canterbury Bankstown Council Aboriginal and Torres Strait Islander Committee and broader indigenous community when planning for the three rivers			Sydney Water, DPIE, Catchment Management Committees, ATSI, CBC	
	<b>E4.4 Achieve metropolitan connections along the City's river systems and the Green Grid</b>	E4.4.82 Develop and implement active transport plans that link sections of the Cooks River, and connect sections of the Georges River with the Cooks and Duck River catchments			TfNSW, neighbouring Councils, CBC	
		E4.4.83 Establish an active transport and natural corridor plan for the Sydenham to Bankstown urban renewal corridor that responds to water management at its core			CBC, DPIE, Sydney Metro, Inner West Council, TfNSW	
	<b>E4.5 Improve water quality when planning urban, suburban and natural places</b>	E4.5.84 Establish a pilot at Campsie to become a water-sensitive city that integrates best practice sustainable urban water management into place planning			CRC for Water Sensitive Cities, Cooks River Alliance, DPIE, CBC, Sydney Water	
CITY-SHAPING	<b>E4.6 Reframe water infrastructure from grey to green</b>	E4.6.85 Establish best practice planning controls for water sensitive urban design as key drivers in the Cooks River and Georges River Catchment Coastal Management Programs			DPIE, Cooks River Alliance, Georges Riverkeeper, Sydney Water, CBC	
		E4.7.86 Develop a creek bank naturalisation program for the Duck River sub-catchment that defines the waterways as key elements of the Parramatta River catchment			Sydney Water, DPIE, Catchment Management Committees, CBC	
		E4.7.87 Undertake a City-wide catchment condition assessment to guide rehabilitation priorities			Catchment Management Committees, CBC	
	<b>E4.7 Restore rivers to their natural state and celebrate water within the City</b>	E4.7.88 Develop and implement a Cooks River waterway naturalisation program. Develop and implement a Georges River bank stabilisation and riparian rehabilitation program to enhance the waterway and protect open space			Catchment Management Committees, CBC, Sydney Water	
		E4.8.89 Deliver community and schools education programs that celebrate and teach the importance of living with healthy waterways			Catchment Management Committees, CBC	
	<b>E4.8 Connect the community's cultural, social and recreational life to rivers</b>	E4.8.90 Work with relevant authorities to enhance and improve access to Yana Badu Wetlands			CBC, major landholders, Cooks River Alliance, Strathfield Council, Sydney Water	
	<b>E4.9 Transform the Cooks River into a healthy ecological system</b>	E4.10.91 Adopt a water sensitive city approach to precinct planning and urban design that sets sustainable urban water management as a core element			CRC for Water Sensitive Cities, DPIE, CBC	
		E4.10.92 Introduce best practice water sensitive urban design planning controls for development into Council's planning and strategic documents			Sydney Water, Catchment Management Committees, CBC	

Delivery: By 2021 (0–2 years) By 2021 and 2024 (2–5 years) Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

# Green Web Plan 2036



# Evolution 5

## Green Web

**Connective City 2036 will create an integrated network of ecological and green spaces between urban and suburban places. The Georges, Cooks and Parramatta rivers will be celebrated as cultural places with improved ecological areas. New parklands at Yana Badu Wetlands (subject to collaboration with Sydney Water) and Canterbury Racecourse (if the Australian Turf Club were to cease operating in Canterbury) and investment into Salt Pan Creek, will create a ring of regional parklands, increasing the area available for ecological communities and providing more open spaces for the community that will form our Green Web.**



Many existing suburbs have extensive tree cover, particularly around rivers and creeks.



Tree lined streets can provide shade for people, habitat for birds, and an attractive setting.



Vegetation cools the urban environment.



Vegetation along the Cooks River are vital for ecology and water management.



Cycling routes are important in many green web areas.



The Green Web will connect the City with the ecological and recreational fabric of Greater Sydney. It will traverse the City, linking people, places and natural areas.

**Canterbury-Bankstown’s Green Web will link regional and local parklands, natural and urban waterways and walking and cycling routes to create a vast interconnected network of ecological and recreational spaces across the City. It will contribute to the Greater Sydney Green Grid.**

This network is the basis for Canterbury-Bankstown to be a clean and green city – a place for people, recreation and nature.

The Green Web is based on ecological health and biodiversity. It will help tackle the urban heat island effect, address open space needs and provide space for sport and recreation.

It has five major intersecting, interrelated and interconnected components:

- Regional parks;
- River parklands, which interlock with the Blue Web;
- Sporting parks;
- Conservation corridors; and
- Parks.

The numerous smaller parks across the City also contribute to its open space needs and ecology.

Public schools and other facilities can open their sports fields and parks outside of school hours to extend opportunities for these spaces to also form part of the Green Web.

**Opportunities**

The original natural environment across the City has been modified by industrial and urban development. Much of the City’s original woodland plains were cleared. The small remnant areas of original vegetation are high quality fragments of native landscape – their protection and extension is a key strategy for *Connective City 2036*.

To re-establish healthier and more abundant fauna and flora, we need to consider the right type, species and location of vegetation and connect pockets of habitat across urban and suburban areas through tree and vegetation corridors.

Having close contact with nature and native bushland near people’s homes and workplaces will be essential. As urban areas become denser, the need to access natural areas increases.

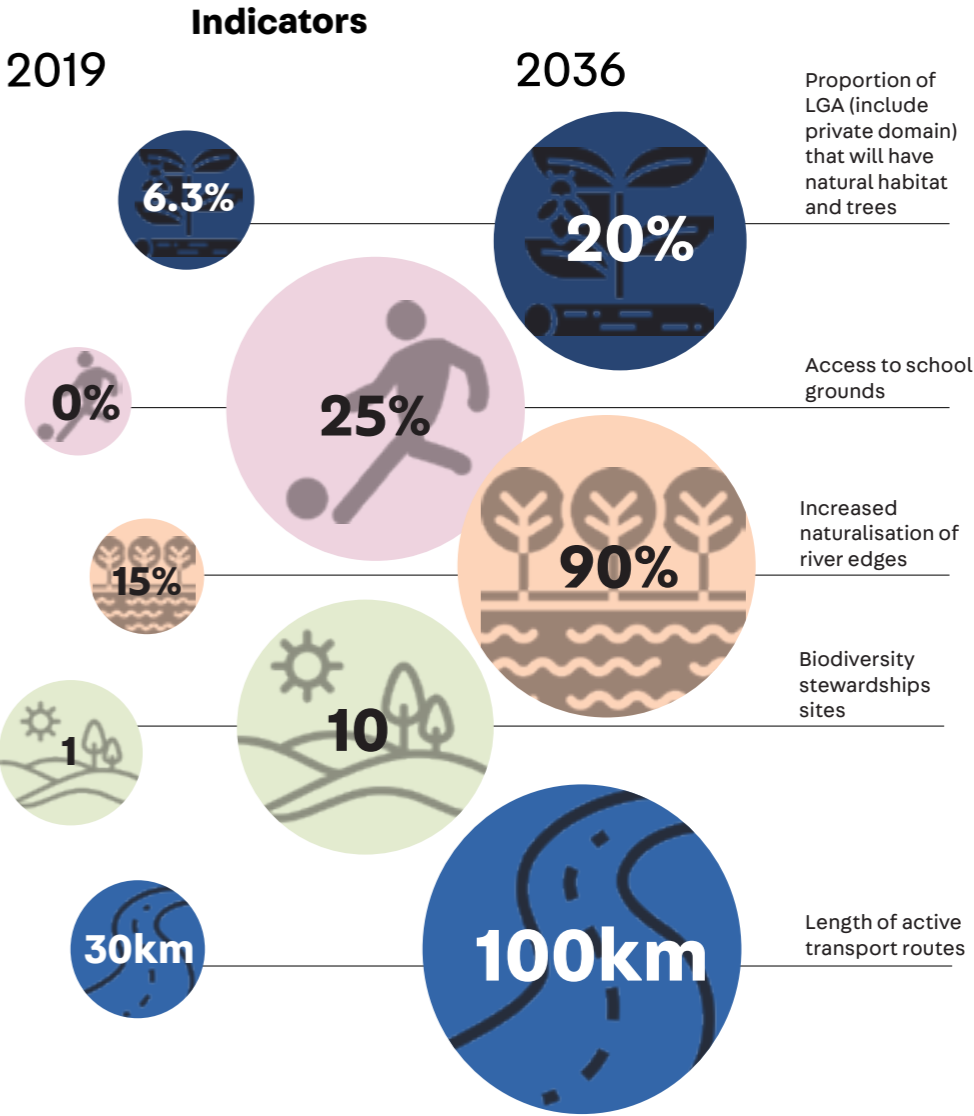
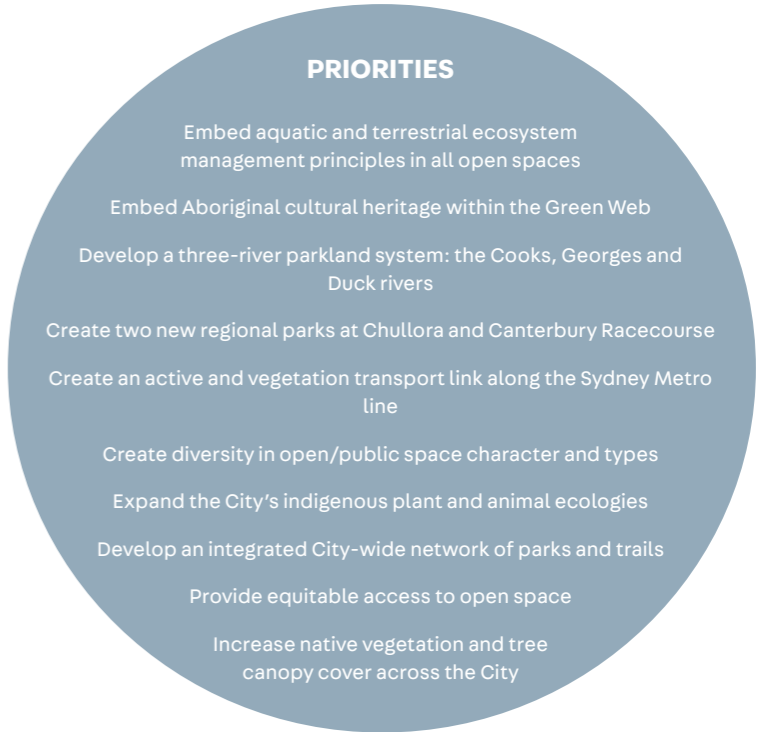
Areas where we expect to see an increase in the population require destination open spaces, places for cultural and community events and spaces for recreation. They will also require linear open space corridors – that is, places where people can connect through recreation, walking and cycling.

Well located regional sport parks are places where individuals or teams can progress from grassroots to regional representation across all major sports codes. We will also seek to enhance the multifunctionality of these venues, providing flexibility and capacity to cater for non-sporting community events and celebrations.

Planning for open space can be a challenge. There are limited opportunities for new open spaces, meaning we need to rethink and renew existing spaces. We should no longer provide exclusive leases of open space to organisations to maximise their use by all segments of the community.

Council’s Open Space Strategic Plan indicates deficiencies in local open space along the east-west axis of Canterbury-Bankstown. The Government Architect NSW guidelines identify how opportunities for new open spaces can be planned for. We will work across government to ensure development along the Sydney Metro Southwest corridor becomes a vehicle to create new parks and vegetated spaces of appropriate scale. We will also work with State agencies to deliver an active transport link following the Sydney Metro line between Bankstown and Hurlstone Park.

An early opportunity open to be considered by Council is the former Canterbury Bowling Club site. This site has the ability to provide much needed open space in a town centre location otherwise expected to grow in housing and jobs.



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## Regional parks and river parklands

People living in every part of the City should be able to access a large regional park, each with its own distinctive character and function. Canterbury-Bankstown will have a range of multifunctional, high quality and large parks near where people live.

Existing regional parks that we will continue to enhance are Mirrambeena Regional Park, Deepwater Park and Kelso Parklands, Georges River National Park, Wolli Creek National Park and Salt Pan Creek Regional Park.

We will establish two new regional parks:

- Yana Badu Wetlands with an extension along Cooks River to Rookwood Road will become a focal point for water management excellence and the and industrial and urban services at Chullora (subject to discussions and collaboration with Sydney Water); and
- 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.

Regional parks will be complemented and extended by linear river parklands, interconnected open space networks that include the Cooks River Parklands (Rookwood Road, Chullora to Richardsons Avenue, Tempe), the Georges River Parklands and Duck River Parklands.

The continual improvement of these regional parks will build from an ecological base and include:

- A range of informal passive and active recreational opportunities;
- Natural water management systems;
- A flexible range of spaces for formal and informal cultural and community events and activities;
- Areas for indigenous flora and fauna to flourish;
- Spaces where people can be immersed in nature;
- Extensive walking and cycling paths and trails
- Cafes and other facilities; and
- Small car parks on the peripheries.

From this base, Canterbury-Bankstown's landscape will be shaped through considered approaches and innovative solutions.

New regional parklands formed through state, local and private sector partnerships will respond to localised needs driven by population growth. A proactive approach to shared services will meet the challenges of landownership, tenure and management to unlock the potential for greater community access to Council owned, leased lands. Such collaboration, which is ongoing, will be based on communication and sharing of ideas.

A better open space system will connect the new regional parklands to existing space to create a connective and cohesive whole. Rather than simply providing more spaces for a growing population, the new parklands will reinforce connections by linking to Blue Web connections and walking, cycling and biodiversity corridors.

An opportunity lies in the future uses of golf courses within the City, which could open up active outdoor spaces for both golf players and to broader community needs.

## Sporting parks

Sporting parks will complement and extend the ecology, recreation and sporting opportunities across the City. These include The 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, and Jensen Park.

Accessibility of regional sports precincts will be critical. *Connective City 2036* aims to provide opportunities for people to share these spaces at different times and for different uses. The new generation of open spaces will have something for everyone, supported by Canterbury-Bankstown's:

- Sports Facilities Strategic Plan – focusing on access to sports facilities based on future growth, as well as for informal sports (to be finalised by July 2020);
- Community Facilities Strategic Plan – supporting a diversity of uses in public facilities (to be finalised by July 2020);



Bushland areas allow kids to play with and learn about nature.



Many community events occur in open, green spaces.



Large native trees are nature's air conditioning systems and a key characteristics of cooler streets, parks and gardens.

**Multifunctional parks provide for ecology, water management, recreation and relaxation.**



Sydney Park, St Peters, Sydney has been recreated into a healthy, restored waterway and ecological parkland provides something for everyone.

- Creative City Strategic Plan – enabling creative and cultural events in major open spaces(adopted); and
- Economic Development Strategic Plan – planning for the needs of not only residents, but also workers, in particular through night-time activity (exhibited but not yet adopted).

### **Interconnected walking and cycling**

A system of pedestrian and cycle paths providing continuous, cross-City cycle ways and walking trails that connects all park spaces will influence open space planning and encourage sustainability and movement.

This system will complement existing routes within and outside the City and connect with routes across Greater Sydney. The Sydney Metro line between Bankstown and Hurlstone Park will be a spine for new bike routes.

Opportunities to further extend off-road shared pedestrian and bike routes will be explored to grow this valuable network.

### **Parks and open spaces in centres and precincts and suburban areas**

Re-imagining existing public spaces in a variety of forms offers different local experiences including night-time activities. Breakout spaces that cater for exercise, art and performance will be facilitated in laneways, road closures or parcels of land for which there isn't a clearly defined purpose, and will introduce greenery and nature into busy areas. Specially selected tree planting will enhance individual vibrancy and foster a sense of place in each village centre.

Most of the City is within 400m of a pocket park, local, district or regional park. However, there are significant barriers to some parks which affect access including crossing the M5 or arterial roads, topography (eg. steep terrain) and lack of the space they seek (eg. Passive recreation elements). Council is progressively increasing the diversity of uses for open spaces through the master planning process. This includes identifying opportunities to improve access.

Access to open space within high density residential areas will be considered as part of detailed master planning for centres to meet the South District Plan benchmark. This will

include opportunities for new development to enhance or deliver new open spaces.

### **Conservation corridors and the urban forest**

Conservation corridors will act as habitat corridors across existing urban and suburban areas to link up rivers and regional parks. These are not all open spaces but can provide native trees and vegetation in street verges and may also be included within private gardens.

The urban forest expands beyond public parkland areas, interconnecting the Green Web with catchment-based street tree programs and partnerships with private landowners to embellish and celebrate the extent of green canopy. Biodiversity stewardship and expanding natural areas will showcase ecological restoration, community education and participation.

Rivers and their catchments are at the heart of Canterbury-Bankstown's natural area management. They are critical to our vision for an integrated parkland system.

### **Implementation of Greater Sydney Commission's South District Plan Green Grid Priorities**

The detailed design and delivery of the following South District Plan Green Grid priorities will be progressively refined through the Metropolitan Green Space program and any master planning and precinct planning in centres:

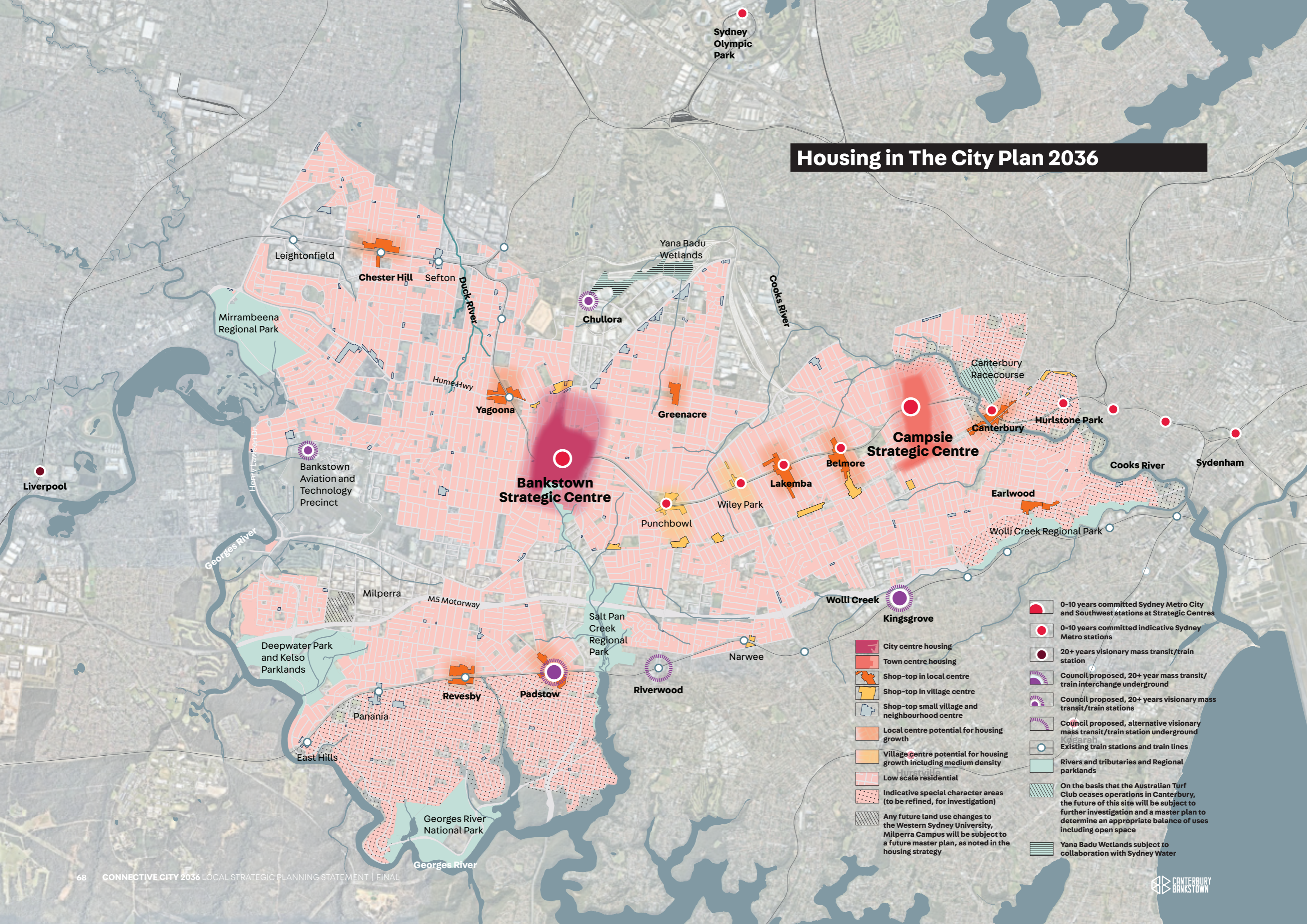
- Sydenham to Bankstown Open Space Corridor;
- Cooks River Open Space Corridor;
- Wolli Creek Regional Park;
- Salt Pan Creek Corridor;
- Georges River Parklands;
- Duck River Open Space Corridor; and
- Greater Sydney Green Grid.

## EVOLUTION 5- GREEN WEB

	PRIORITY	ACTIONS	CBCITY2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	<b>E5.1 Embed aquatic and terrestrial ecosystem management principles in all open spaces</b>	E5.1.93 Develop a Biodiversity Strategic Plan and Urban Forest Strategy that identifies and prioritises opportunities and locations to enhance natural area cover across the City's open spaces, waterways, centres and neighbourhoods			DPIE, CBC	
	<b>E5.2 Embed Aboriginal cultural heritage within the Green Web</b>	E5.2.94 Work with the Metropolitan Aboriginal Land Council to identify priority sites and initiatives for future action			MALCs, ATSI Reference Group, CBC	
	<b>E5.3 Develop a three-river parkland system: the Cooks, Georges and Duck rivers</b>	E5.3.95 Investigate options and establish a plan for a continuous green corridor link along the Cooks, Georges and Duck rivers and their tributaries from the upper catchment areas to the main river channel  Explore opportunities for golf courses to be opened up to provide a balance of active outdoor spaces for golf players, the broader community and ecological improvement			CC,GRC,SW,CRA, DPIE, CBC, STC,BC	
	<b>E5.4 Create an active and vegetation transport link along the Sydney Metro line</b>	E5.4.96 Develop and active transport route along the Sydney Metro Southwest corridor			Sydney Metro, TfNSW, DPIE, CRA, GRK, CBC	
		E5.4.97 Advocate for an enhanced green corridor link along the Metro Corridor that connects wildlife habitats and ecological communities from the Cooks and Georges River catchments				
	<b>E5.5 Develop an integrated City-wide network of parks and trails</b>	E5.5.98 Deliver the priorities of Council's existing policies in alignment with green web and active transport priorities			CBC	
		E5.5.99 Use open space hierarchies to guide decision-making				
	<b>E5.6 Provide equitable access to open space</b>	E5.6.100 Update the property acquisition and divestment plan to prioritise open space deficiencies, use open space hierarchies to guide decision-making and avoid exclusive leases on open space			CBC	
	<b>E5.7 Increase native vegetation and tree canopy cover</b>	E5.7.101 Develop and implement an Urban Forest Strategy across the City's centres, commercial and residential areas to increase tree canopy			RMS, Sydney Water, Sydney Metro, ST, CBC	
	<b>E5.8 Use ecological areas and water ways as the foundation for all open spaces</b>	E5.8.102 Identify and prioritise recovery actions on biodiversity hotspots			CBC	
CITY-SHAPING	<b>E5.9 Embed Aboriginal cultural heritage within the Green Web</b>	E5.9.103 Map and celebrate the places, corridors and heritage that are significant to Aboriginal people			CBC, ATSI, CRA, GRK	
		E5.9.104 Explore opportunities for dual naming of priority sites, drawn from the experience of local Aboriginal people				
	<b>E5.10 Investigate the creation of two new regional parks at Chullora and Canterbury Racecourse, making the City home to eight regional parks</b>	E5.10.105 In collaboration with Sydney Water, rehabilitate the Yana Badu Wetlands as a priority wildlife habitat and celebrate its importance with improved community access if the site becomes available  If Australian Turf Club operations cease at Canterbury Racecourse, investigate and master plan the site to determine an appropriate balance of uses, including open space			CRA, Sydney Water, CBC	
	<b>E5.11 Create an active transport link along the Sydney Metro line</b>	E5.11.106 Plan for safe, comfortable and leafy active transport connections to enable people to move from homes to planned Metro stations			Sydney Metro, CBC	
	<b>E5.12 Create diversity in open/public space character and types</b>	E5.12.107 Continue to identify and plan for new and improved public spaces to support residents, workers and visitors in priority growth areas			ST, CBC	
	<b>E5.13 Expand the City's indigenous plant and animal ecologies</b>	E5.13.108 Activate a web-linked interactive residential native plant guide to promote local plant species			CBC, ESAC, CBC	
		E5.13.109 Identify and promote local wildlife species				

Delivery: By 2021 (0–2 years) By 2021 and 2024 (2–5 years) Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

Housing in The City Plan 2036



# Evolution 6

## Urban and Suburban Places, Housing the City

**While Canterbury–Bankstown is expected to contribute up to 40,000 new dwellings to Greater Sydney’s housing stock by 2036. To ensure a consistent housing pipeline, we will target delivery of 50,000 new homes to match the aspirations of the South District Plan and to create flexibility for additional take-up. In aiming for diverse, accessible and affordable housing, we will focus new housing in established centres. This will protect and enhance attractive, low density suburban areas; offer more housing choice close to public transport; and encourage vibrant centres across our City.**

Planning for Bankstown City Centre will provide for high-rise buildings to support an increase in quality commercial and local services.



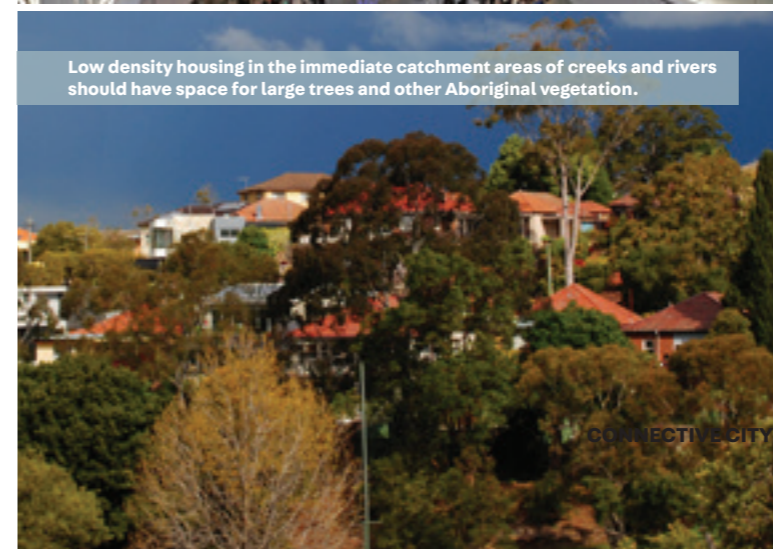
Larger developments will provide retail and other uses on the ground and first floors to activate the city street and provide for city life.



All centres will provide open space for residents of all ages to enjoy.



Low density housing in the immediate catchment areas of creeks and rivers should have space for large trees and other Aboriginal vegetation.



Centres will be planned to provide for the recreational needs of residents.



It is essential that the variety of new housing that becomes available over the next 20 years responds to the growing community’s changing needs, across a range of price points.

**People and families want homes that meet their needs in terms of size, design, location and price. People also need to be able to easily access their work, shops, services, transport, social networks and open space to support their day-to-day life. When we make decisions about where to locate new housing, we consider these needs, and how people can become part of a community that features quality civic space, entertainment and leisure opportunities.**

There is also a need for affordable housing options to support members of the community who would otherwise rely on social housing. Affordable housing can be a transitional step out of social housing into private housing. We will prepare an affordable housing policy alongside a housing strategy for the City. These will examine the need for affordable housing and test the financial capacity for industry to provide this form of housing.

Our Local Housing Strategy, when completed early in 2020, will provide the a detailed plan for housing across the City.

**The City today**

The City’s central location in Greater Sydney makes it an attractive place to live.

The City covers a large area of approximately 110km². A significant proportion of this area is suburban housing, although there are also substantial areas of industrial land and numerous centres.

The City has 34 main centres which we’ve categorised into city, town, local, village and small village centres.

There are a further 54 neighbourhood centres distributed across the City which service residential areas.

Surrounding these centres are 41 residential suburbs including Ashbury, Bankstown, Bass Hill, Belfield, Belmore, Beverly Hills, Birrong,

Campsie, Canterbury, Chester Hill, Chullora, Clemton Park, Croydon Park, Condell Park, Earlwood, East Hills, Georges Hall, Greenacre, Hurlstone Park, Kingsgrove, Lakemba, Lansdowne, Milperra, Mount Lewis, Narwee, Padstow, Padstow Heights, Panania, Picnic Point, Potts Hill, Punchbowl, Regents Park (with parts within Cumberland Council), Revesby, Revesby Heights, Riverwood, Roselands, Sefton, Undercliffe, Villawood, Wiley Park and Yagoona.

**Who lives in the City?**

At the 2016 Census, the City had a population of 360,000, making it the largest local government area in terms of population in NSW.

The City’s population has grown by 45,850 over the past 10 years.

**A strong and diverse community**

Many people who come to live in the City stay, with 68 per cent of residents today having also lived in the City five years ago.

Canterbury-Bankstown is predominately a family area as couples with children make up 40 per cent of all households.

**An ageing population**

The forecast indicates an increase of people in the over-65 demographic requires us to plan for a more mature-aged community. For example, some older homeowners are downsizing from larger homes, increasing demand for semi-detached and high-density housing, especially since 2006. We expect this trend to continue.

**Renting and group households**

The share of households renting has risen by approximately four per cent since 2006, becoming the most prevalent tenure type in Canterbury-Bankstown.

The number of group households increased by around 2,000 since 2011 with Canterbury (South) - Campsie being a particular hotspot.

**Diversity of places**

In general, people who have been living in the City for the longest time are in suburbs on the

**PRIORITIES**

Establish a clear hierarchy of centres to provide a framework for future growth and character

Locate 80 per cent of new housing within walking distance of mass transit/train stations

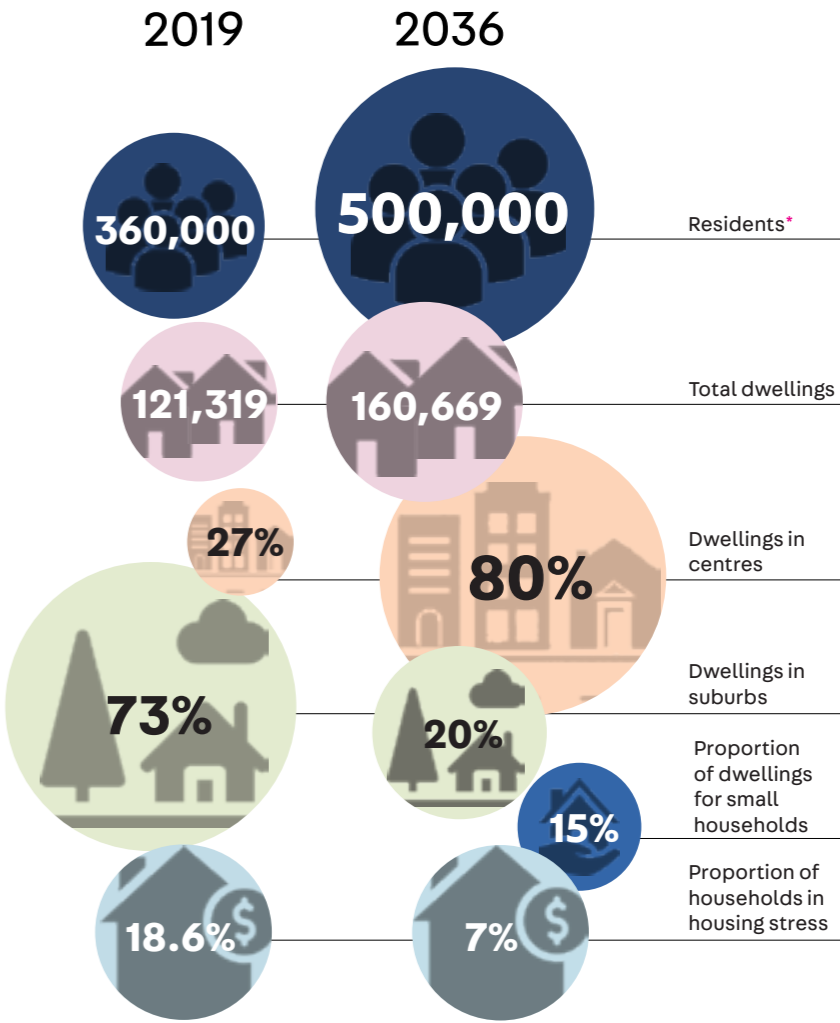
New housing in neighbourhoods and suburbs will maintain local character and landscape

Provide housing choice to suit each life stage through a range of housing typologies, sizes and tenures

Provide affordable housing typologies, especially for very low, low and moderate income households

Aim for design excellence

**Indicators**



High rise housing in the City centre allows residents the opportunity to live close to transport, jobs, and education, while enjoying a city lifestyle.

Icon made by Freepik from www.flaticon.com  
\*Source: SGS Demographic Study, 2019

	Council's implied dwelling demand based on the South District Plan	Demand for dwellings based on current trend*	<b>Connective City 2036 dwelling target supply</b>
2016-2021	13,250 (GSC 0-5 year target)	9,000	<b>12,500</b>
2016-2026	----	18,000	<b>25,000</b>
2016-2036	58,450 (Council implied contribution to the South District based on 70% of the total forecast population under the South District Plan)	39,350	<b>50,000</b>

\* Source: Draft Housing Strategy, 2020

outskirts of the City in suburbs such as Padstow, Kingsgrove, Earlwood, Panania, Milperra, Canterbury and Ashbury.

The number of occupants in many of these households is decreasing, as children reach adulthood and move out of home. This decrease results in smaller households in comparatively large houses.

**Opportunities**

A new university campus and hospital in Bankstown would attract increased numbers of students and young professionals to the area, requiring a different housing mix.

Today, Bankstown and Campsie provide the highest housing density within the City, followed by those centres located on train lines which offer a wide variety of services and community facilities for residents close to public transport.

Investments in mass rapid transit usually increases private investment around stations, including in new housing. Sydney Metro City and Southwest may follow with investment at Campsie, Bankstown, Punchbowl, Canterbury, Campsie, Belmore and Lakemba.

Any new housing must follow master planning in order to improve liveability for the current and future community.

The City's other centres are a focus for transport, service and community life.

These are places that can also support future housing growth, as most are close to schools as well as health and community facilities.

Existing low density suburban neighbourhoods already provide a high level of amenity and are a rich source of housing for dual occupancies and granny flats. These are valuable for their

character and proximity to ecological areas such as waterways and natural parklands and should be protected.

These areas are also valued for their larger lots and gardens. They provide the choice of housing that attracts knowledge workers to live and work in Canterbury-Bankstown, as well as multigenerational and young families.

These and other opportunities will be detailed in our Local Housing Strategy to be completed in early 2020.

**Determining factors**

**A car dependent community**

While the number of households owning multiple motor vehicles is high, the number of households with three, four or more motor vehicles is also increasing at around 30 per cent over a 10-year period.

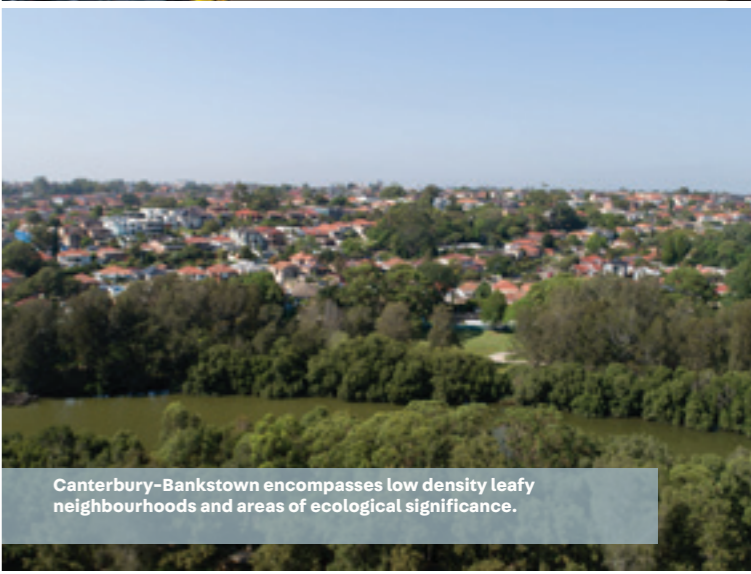
The planned investment in future transport infrastructure may impact preferences for mobility and private vehicles.

Increasing housing near rail stations will encourage public transport use and reduce traffic congestion and the environmental impacts of car use.

**Housing stress**

At the 2016 Census, 18.6 per cent of households in Canterbury-Bankstown were experiencing housing stress, such as paying rent or having housing repayments greater than 30 per cent of the household income. This figure is high compared to the average for Greater Sydney, which was 11.8 per cent.

In the decade to 2016, the median mortgage repayments in the LGA increased by 23 per cent compared to 20 per cent in Greater Sydney.



Many locations across the City, particularly near rivers and creeks, have steep topography affording residents with view of the City and across Greater Sydney. View sharing should inform development design.



### Housing demand and Greater Sydney Commission housing targets

In 2016 there were an estimated 121,615 dwellings in the City, with demand forecasts indicating an additional 39,350 new dwellings will be needed by 2036 to accommodate projected population growth.

Approximately 9000 of these dwellings will need to be provided by 2021 and the remaining 30,350 delivered up to 2036.

The Greater Sydney Commission has established short term LGA and longer-term district housing forecasts that could equate up to an average of 2900 new dwellings per year.

Testing the number of dwellings being built per year against projected demand over 20 years finds that the number of dwellings needed each year will be lower than the Greater Sydney Commission target, even when including growth stimulated by mass transit/train services.

From January 2016 to April 2019 there have been 7,000 dwellings completed, resulting in an average of around 2,000 dwellings per year.

Council's implied dwelling demand for Canterbury-Bankstown based on the South District Plan is 58,000 new dwellings by 2036. To achieve this, the market would have to deliver more housing per annum than it did in the recent housing boom.

This indicates that it will be challenging to meet the implied target of 2,900 dwellings per year. In light of that, *Connective City 2036* will target delivery of 50,000 new homes to align more closely with the South District Plan and create flexibility for additional take up, should that occur.

### Existing capacity for new dwellings

An examination of the capacity of the City to accommodate additional dwellings under the current (2018) planning controls, which include zoning, floor space ratios and maximum building height, indicates that:

- Housing capacity is in shop-top housing, with the greatest proportion located within Bankstown City Centre; however, this is not enough to match demand.
- The centres with the greatest capacity for additional dwellings are the centres along the

Sydney Metro Southwest corridor, but this is not currently realised.

- Higher density forms of development, although permissible, are also dependent on a number of other planning factors, including lot size, frontage and adequate building separation. Planning rules have the effect of substantially limiting the actual level of development that can be realised.
- The future of Council-owned land, in particular the current administration building and car park, needs to be reviewed.
- There is capacity for dual occupancy and secondary dwellings across the City, however this type of development is not suitable for all areas.

Notwithstanding the above capacity, a fresh review of housing controls in larger centres will better match the location, type and size of housing enabled by our planning controls and the housing required in the future. This will occur through master plans, structure plans and built form plans.

### Growth split between centres and suburbs

An aspirational growth split of 20% of housing in suburban areas and 80% in centres will be used as a broad objective rather than a hard target. This will be further tested and formalised in the Local Housing Strategy.

Utilising this growth split allows us to focus on how we can ensure the housing of the future matches the communities short, medium and long term requirements. In Canterbury-Bankstown there is a deficit of smaller and medium size dwelling well located near transport and local services. This need has emerged from demographic analysis that indicates an aging population with the desire to downsize yet still live in the City as well as first home buyers and young professionals and students for whom well located dwellings suit lower levels of car ownership and proximity to local services.

As the City has numerous train stations there is the opportunity to further support these centres with both shop-top and medium density building types within close proximity to the centres commercial area.

The commercial growth, diversity and character differences of centres are key considerations in future planning and will be paramount in master planning which will primarily support local services and jobs growth, character, pedestrian amenity, servicing for businesses when planning for more housing.

Housing diversity will be considered around the larger centres and over time all of the 34 centres will have additional housing and housing diversity.

Building types will be carefully considered to improve centres and will include a diversity of housing including shop-top and medium density building types such as terraces, town houses and manor houses in close proximity to the centre.

The types, numbers and locations for dwellings will be determined at a broad level through the Local Housing Strategy when completed next year. Detailed planning will occur via master planning processes to ensure the place and the community are at the forefront of decision making.

### Promote a mix of uses in centres

People want to easily access their employment, recreation, civic, commercial, health and educational requirements. We will encourage a mix of these uses in all centres, close to transport.

### Dual occupancies and multi dwelling housing

The *Connective City 2036* proposes a review of our planning controls' for dual occupancies.

There is significant capacity for dual occupancy and secondary dwellings across the City, however this type of development is not suitable for all areas.

In identified special character areas and localities with narrow streets, the controls and permissibility applying to dual occupancies will be reconsidered. Potential controls to be tested include wider frontages and larger minimum lot size requirements.

This will be formalised in the Local Housing Strategy.

### Principles for housing in the City

The following principles have been adopted to guide decisions about future housing delivery:

1. Locate 80 per cent of new housing within walking distance of mass transit/train stations;
2. Promote a mixture of uses in centres that support the functioning of everyday life including employment, recreation, civic, commercial, health and educational requirements;
3. Grow Bankstown to fulfil its role as a regionally significant City Centre;
4. Grow Campsie into a vibrant strategic town centre;
5. Strengthen Campsie with a cultural centre on the Council site at its heart;
6. Increase housing supply within centres along the Sydney Metro Southwest corridor;
7. Sustainably grow smaller centres;
8. Coordinate housing delivery and infrastructure planning;
9. Set planning rules that deliver quality design and feasibly deliver investment in new development;
10. Provide housing choice to suit each life stage through a range of housing typologies, sizes and tenures;
11. Provide affordable housing typologies especially for very low, low and moderate income households; and
12. Lead with place-based and design-led planning to inform change.

### Locate 80 per cent of new housing within walking distance of rail or metro

The way we plan for housing helps us to strengthen existing centres and protect the character and best features of established neighbourhoods. We will do this by establishing the hierarchy of centres.

Currently the split of development is 27 per cent within centres and 73 per cent outside of centres, this is not sustainable. While housing diversity includes low density development, the distribution of density will need to shift to higher densities. To 2036, the share of density in centres is set to double.

Suburbs around the Georges River have a stunning natural setting that will be protected and retained.

We will prioritise housing growth in larger centres between now and 2036. These centres are close to public transport links to Liverpool, Parramatta and Sydney CBD. This will help us to coordinate the design and provision of built form, public domain, local services and community services and will maximise infrastructure and civic improvements.

Locating new housing in centres will:

- Generate interesting and vibrant centres that people enjoy visiting and spending time in;
- Maximise residents' access to jobs, services, shops, recreation and leisure activities;
- Make efficient use of existing infrastructure, minimising the need for new services and facilities;
- Minimise the need for car travel, reducing traffic congestion and environmental impacts of car travel; and
- Support local businesses by increasing the number of people living in the local retail catchment.

Centres that will be investigated for additional housing (subject to master plans, structure planning, community consultation, and environmental and urban design studies) include Bankstown, Campsie firstly and then Belmore, Lakemba, Wiley Park, Punchbowl, Canterbury, Yagoona, Chester Hill, Revesby and Padstow.

### Sydney Metro City and Southwest

The completion of the Sydney Metro City and Southwest, scheduled for 2024, provides the opportunity to locate people in direct proximity to the Sydney-wide mass transit system. Centres with Metro stops will become attractive to a wide range of people who need or want direct, easy and safe public transport to other major centres across Sydney.

This considerable infrastructure investment is important to substantially increasing the availability of public transport to a large number of people.

Many of the centres with a Metro stop will become very attractive places to live and work. Planning for the City will take these factors into consideration with master plans to be developed for the strategic centres of Bankstown and Campsie in 2020.

### Bankstown as a Strategic City Centre

Bankstown will accommodate a mix of land uses including a university, commercial offices, retail and residential development. Health Infrastructure NSW will consider clustering the acute hospital and health services with related research and educational uses in Bankstown CBD.

Housing in Bankstown CBD will be located near this mix of land uses, making life convenient for residents. New housing will also support Bankstown as a strategic centre.

The Collaboration Area process has facilitated the development of a Bankstown CBD and Bankstown Aviation and Technology Precinct Place Strategy. This focuses on many opportunities, such as a new Western Sydney University campus and clustering the acute hospital and health services with related research and educational uses in Bankstown CBD.

Residential development is compatible with these proposals as it will provide housing for students and workers. The height of buildings is limited by the proximity of Bankstown Airport and associated aircraft movements.

Delivering housing in Bankstown City Centre will:

- Provide a high rise model commensurate with its status as a City Centre, to improve housing choice;
- Help meet both short and long term targets;
- Encourage a lively and dynamic urban centre;
- Support local businesses by bringing more residents into the trade catchment for the City Centre;
- Provide economic opportunities for business;
- Drive the need for high quality infrastructure;
- Provide accommodation for a wide range of users including students, teachers and health workers; and
- Drive investment in development which will provide retail and commercial opportunities.

### Grow Campsie as a Strategic Centre

The South District Plan identifies Campsie as a strategic centre. *Connective City 2036* proposes that Campsie renew into a lifestyle precinct, offering a diversity of retail and leisure

experiences that build on the existing character of the town centre.

Campsie's range of medical services and specialist uses will attract people to the centre. With low density housing within walking distance of both the civic hub and Sydney Metro station, there is capacity for population growth as Campsie emerges as a cultural destination precinct. We will encourage developments that provide commercial space and jobs in the centre.

The retail strip along Beamish Street has a fine grain character with many of the original shop fronts and intact parapet detail from several 20th century architectural periods. Immediately behind Beamish Street the built form is low density residential with some limited examples of medium density development.

There are some examples of recently constructed shop-top housing which has been designed to maintain the street proportions of the original shops with housing set behind the parapet. This built form contributes to the character of Campsie, and will be supported through master planning and development controls.

The existing medium density development in Campsie is unlikely to be renewed, however, public domain and improved connectivity to the centre and Sydney Metro station can improve residential amenity. A mix of densities and heights within walking distance of the Sydney Metro station will be tested with a transition to low density housing around the centre.

Detailed master planning for Campsie will identify opportunity sites and provides a cohesive urban design approach.

The master plan will be developed using place-making principles which leverage the existing character of the centre.

Master planning will also:

- Identify and encourage more diverse housing typologies (mix of dwelling sizes, student housing, affordable/key worker housing, seniors' housing) through the preparation of a master plan for Campsie and in the setting of development controls within the local environmental plan and development control plan;
- Prepare building envelopes that set out how



Areas with an increase in residential flat buildings need to have well designed, attractive and multifunctional open spaces.

**In addition to the tailored master plans, Complete Streets Plans will be prepared to address the future form and infrastructure required to support high quality places. These plans will be prepared prior to decisions about centre boundaries, building form, height and FSR.**

additional density can be accommodated while maintaining the existing Beamish Street fine grained streetscape character;

- Prepare a public domain improvement strategy to be funded through development contributions, which will encourage urban design and place-making improvements to achieve greater street activation, landscaping and creating opportunities for open space/ public plaza areas;
- Identify the dwelling mix and types of housing that should be provided within Campsie to suit the housing need of the current and future community;
- Define street works and landscaping requirements to provide high quality links to key open spaces and major employment areas such as Canterbury Hospital; and
- Sit within a broader structure plan for the Eastern Lifestyle and Medical Precinct.

### **Housing in centres along the Sydney Metro Southwest corridor and Riverwood**

The Sydney Metro Southwest corridor has been identified by the NSW Government as a location for new housing. We will maintain the character of these areas and plan to develop adjoining and surrounding lands and sites, including high density development. The DPIE will work closely with Inner West and Canterbury Bankstown Councils to develop a high-level, principle-based planning strategy for the corridor.

Within the framework established by the strategy, the Department will work with Canterbury Bankstown Council to develop an implementation plan for key centres in the relevant part of the corridor to give effect to the strategic principles, focusing on areas where major changes are anticipated to occur.

Greatest growth will be planned for the centres of Canterbury, Campsie, Belmore, and Lakemba, with more modest growth in Punchbowl, Wiley Park and Hurlstone Park.

Riverwood precinct comprises a large site with significant LAHC investment and potential.

### **Current Land Use Strategies**

Adopted land use strategies already have informed this plan and will inform the New

Planning Framework. They are based on detailed analysis and community engagement and will continue to guide future growth and infrastructure improvements in centres across the City, these include the centres of Yagoona, Greenacre, Revesby, Padstow, Punchbowl, Condell Park, Panania, Birrong, East Hills, Regents Park, Rookwood Road and Revesby North.

Council led site investigations and plans particularly on key sites will be used to realise the potential and strengthen the role of strategic centres.

### **Sustainably grow local, village and small village centres**

Many of the centres in Canterbury-Bankstown have capacity for some moderate growth in housing. Birrong, Sefton, East Hills, Panania, and Greenacre have recently been identified for growth in the former Bankstown City Council's land use strategies. It is expected these centres will remain local places while also realising the potential as set out in these strategies. New housing will be encouraged in high amenity locations near open space or public transport.

### **Coordinate housing delivery and infrastructure planning**

Renewal creates opportunities to plan for and fund local infrastructure. Focusing housing around centres with access to transport creates opportunities for developer-funded infrastructure and civic improvements.

We will encourage housing in areas served by infrastructure and support incremental growth matched to public domain improvements, additional community services and facilities, and capacity in local infrastructure.

This is fundamental to planning for centres and the City as a whole. Detailed plans are provided in all the other Evolutions in this document.

### **Quality design**

Existing areas that are zoned for R3 medium-density but which have density controls that make medium density development unfeasible should be reviewed. Sites to be up zoned to R3 or which maintain their existing R3 zoning will need to have density controls that enable medium density development.

Our new local environmental plan will align

to applicable planning rules of permitted development types. The changes will apply the R2 Low Density Residential Zone more broadly throughout the City, ensuring medium density housing forms, such as multi-dwelling housing and manor homes, are not permitted. The R3 Medium Density Residential Zone will support housing growth near town centres and areas of high amenity, and permit a variety of medium density housing formats including residential flat buildings.

The permissibility of multi-unit dwellings such as townhouses and villas, and the application of the R3 Medium Density Zone, is inconsistent throughout Canterbury-Bankstown. For example, approximately 60 per cent of the former Bankstown Local Government Area is zoned R2 Low Density Residential, and the R3 Medium Density Zone is limited to a small number of sites in the north west.

In the former Canterbury Local Government Area, the approach is almost the reverse; the R3 Medium Density Residential Zone covers most of the Local Government Area and the R2 Low Density Residential Zone applies only in Ashbury and Earlwood. To create greater consistency and to better reflect existing and intended development, R3 Medium Density Residential Zoned areas in the former Canterbury Local Government Area will be replaced with the R2 Low Density Residential Zone.

### **Provide housing choice to suit each life stage through a range of housing typologies, sizes and tenures**

As of 2016 around 20 per cent of households in the area consisted of one person, and a further 22 per cent were couples without children, yet only 5 per cent of dwellings had one bedroom.

This mismatch between household size and dwelling size is forcing some households in the area to spend more on their housing than needed. Around eight per cent of households consist of older people living alone. Older people generally like to stay near their family and friends, but sometimes need to downsize.

Providing a supply of smaller dwellings throughout the area would support a range of demographic groups, including older residents.

### **Affordable housing**

Housing prices in the City, like the rest of Greater Sydney, are increasing. Between 2006 and 2016, the median mortgage increased by \$4500 (23 per cent) and the median rent increased by \$9,360 (90 per cent). In less affluent area, households spend relatively more on their housing. In 2016, the median household income varied from \$52,624 a year in Lakemba to \$102,596 in Chullora/Potts Hill. In Lakemba the median rent was 35 per cent of a household's median income, yet in Chullora/Potts Hill it was 28 per cent.

Households are identified as being in stress if they fall within the lowest 40 per cent of equivalised incomes (income adjusted by the ABS using equivalence factors to remove the effect of household size and composition on income nationally), who are paying more than 30 per cent of their usual gross weekly income on mortgage or rent repayments. In 2016, 9.7 per cent of households were experiencing mortgage stress and 39.1 per cent were experiencing rental stress.

The Greater Sydney Region Plan proposes affordable rental housing targets in the range of 5-10 per cent of new residential floor space, subject to viability. *CBCity2036*, proposes a more aspirational target of 15 per cent of all new development in growth precincts. We will test the viability of both approaches through our Affordable Housing Policy, which is currently being developed. It is essential that the affordable housing settings are reflective of the market's ability to accommodate affordable housing as part of development feasibility.

Providing a supply of smaller dwellings will support a range of demographic groups, including older residents and can be achieved by:

- An affordable housing policy that considers affordable rental housing; and both market led and community housing initiatives;
- The NSW Government's guidelines and captured through uplift in land value; and
- Recognising that renewal could displace lower income households, particularly those who live in older homes, which is generally more affordable, and exploring initiatives to offset this displacement as part of renewal processes.

### **Place-based and design-led planning**

Canterbury-Bankstown has strong communities, with its local, town and village centres providing a focus for community life and a richness of cultural diversity. It also encompasses low density leafy neighbourhoods and areas of ecological significance.

In order to verify centre dwelling targets and matching infrastructure requirements, centres where adequate structure planning has to be undertaken will undergo design-led and place-based structure planning prior to being rezoned. This will include community and stakeholder consultation before, during and after plan preparation, in accordance with Council's Community Participation Plan.

This process will inform future land use zones, built form and public domain controls to ensure density is well placed, well designed, improves the character of existing centres and provides residential and pedestrian amenity and access to both large and smaller open spaces in proximity to housing and centres.

In some centres, creating large new open spaces is not possible. In these situations innovative design solution will be considered such as creating space on privately owned land or buildings and utilising public infrastructure to generate public open space.

### **Special Character Areas**

Maintaining local character is important to our new planning framework. The introduction of special character areas will identify the unique characteristics of particular areas in our city which we will look to safeguard from inappropriate development.

Special character areas will be developed with the community and could be based on planting, built character, scenic and cultural landscapes, views to and from these areas, streetscape characteristics or suburb characteristics. For instance, where there are character buildings in an area or street, planning rules could be used to protect built form features that make that area special, such as brick, pitched roofs, generous setbacks with vegetation or larger lot sizes. Council will investigate special character areas through a study that will inform the planning controls. Community engagement will be an important part of this process.

# EVOLUTION 6- URBAN AND SUBURBAN PLACE, HOUSING THE CITY

	PRIORITY	ACTIONS	CBCITY2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	<b>E6.1 Create the hierarchy of centres to guide future growth</b>	E6.1.110 Use the centres hierarchy to prioritise master planning, precinct planning and master planning for centres			GSC, DPIE, CBC	
		E6.1.111 Test 80 per cent of new housing growth within walking distance of suitable centres through the Local Housing Strategy			GSC, DPIE, CBC	
		E6.1.112 Develop master plans for centres to inform development control reviews			GSC, DPIE, CBC	
	<b>E6.2 Address the South District Plan</b>	E6.2.113 Complete the housing strategy to determine how best to deliver 50,000 new dwellings by 2036			GSC, DPIE, CBC	
		E6.2.114 Confirm the role of Bankstown as a strategic centre through master planning that facilitates housing diversity			GSC, DPIE, CBC	
		E6.2.115 Confirm the role of Campsie as the City's second strategic centre through master planning and precinct planning			GSC, DPIE, CBC	
	<b>E6.3 Improve design quality throughout the City</b>	E6.3.116 Develop and implement design quality provisions with appropriate thresholds into the New Planning Framework			GANSW, DPIE, CBC	
		E6.3.117 Establish a design review panel to guide development applications			GANSW, DPIE, CBC	
		E6.3.118 Set new development controls that incorporate context, urban design and quality design			GANSW, DPIE, CBC	
CITY-SHAPING	<b>E6.4 Protect the low density character of suburban neighbourhoods</b>	E6.4.119 Reinforce the low density character of suburban areas subject to Council's Local Housing Strategy			CBC	
		E6.4.120 Identity the attributes that make special character areas unique, refine their boundaries and protect them from inappropriate development			CBC	
	<b>E6.5 Recalibrate low and medium density zones</b>	E6.5.121 Rationalise the use of the Low Density and R3 Medium Density Residential Zones throughout the City subject to Council's Local Housing Strategy			DPIE, CBC	
		E6.5.122 Review and recalibrate the permissible uses in the R2 Low Density and R3 Medium Density Zones			DPIE, CBC	
		E6.5.123 Consider medium density housing close to centres with access to mass transit/train stations			DPIE, CBC	
	<b>E6.6 Protect environmental and built heritage</b>	E6.6.124 Undertake a heritage review throughout the City			DPIE, CBC	
		E6.6.125 Use analysis of local character and heritage to inform master planning			DPIE, CBC	
		E6.6.126 Continue to operate Council's Heritage Grant Fund and Council's heritage advisory service			DPIE, CBC	
	<b>E6.7 Dual occupancies</b>	E6.7.127 Review planning controls for dual occupancies in special character areas and localities with narrow streets			DPIE, CBC	
	<b>E6.8 Implement current land use strategies</b>	E6.8.128 Integrate current land use strategies into Council's new planning framework			DPIE, CBC	
	<b>E6.9 Increase housing supply within the centres along the Sydney Metro Southwest corridor</b>	E6.9.129 Work with the NSW Government to fund and develop a high-level principles-based strategy for the corridor			TfNSW, CBC, DPIE	
		E6.9.130 Use master planning to guide Campsie's transition to a strategic centre			DPIE, TfNSW, CBC	
		E6.9.131 Maintain local character through master planning and precinct planning			DPIE, CBC	
	<b>E6.10 Provide housing that suits the population</b>	E6.10.132 Continue to allow secondary dwellings in low rise suburban locations			DPIE, CBC	
		E6.10.133 Increase the proportion of larger apartments (3+ bedrooms) in strategic locations subject to the findings of the Local Housing Strategy and viability testing			DPIE, CBC	
		E6.10.134 Increase the stock of accessible dwellings and consider permitting more group homes in Campsie			DPIE, CBC	
		E6.10.135 Allow student housing in Bankstown to support its health and education function			DPIE, CBC	
	<b>E6.11 Affordable and social housing</b>	E6.11.136 Test up to 15 per cent of new residential floor space as affordable housing, subject to viability			DPIE, CBC	
		E6.11.137 Prepare and exhibit an affordable housing policy			DPIE, CBC	
		E6.11.138 Develop an affordable housing contributions scheme			DPIE, CBC	
		E6.11.139 Work with the NSW Government on large social housing and mixed tenure redevelopment projects			LAHC, DPIE	
	<b>E6.12 Ensure housing growth is supported by infrastructure and funding</b>	E6.12.140 Prepare a new development contributions plan			DPIE, CBC	
		E6.12.141 Develop value-capture mechanisms and a contributions plan to fund local infrastructure to support housing growth			DPIE, CBC	

Delivery: By 2021 (0–2 years) By 2021 and 2024 (2–5 years) Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

## Cultural Places and Spaces 2036

Bunjil Place- City of Casey, Victoria by Louis Mokak and Christine Phillips, FJMT Studio

# Evolution 7

## Cultural Places and Spaces

**Connective City 2036 aims to build on the City's attributes as one of the most diverse communities in Australia. Cultural places and spaces will service and celebrate many cultures, languages, activities and age groups. A diverse range of large, medium and small cultural places and spaces will be established to meet community needs and enhance the lives of all people living and working in the City.**



Cultural places and spaces strengthen social connection between people of diverse cultures, and foster a thriving, dynamic and welcoming community.



A diversity of large, medium and small cultural places and spaces is needed to serve our growing community.

Distinctive and valued cultural places and spaces that support social networks and encourage connection, community expression and healthy lifestyle choices are at the heart of *Connective City 2036*.

**Building on the City’s opportunities, cultural places and spaces need to meet not only community needs but also represent a range of different sizes to provide the City’s population with the infrastructure required. *Connective City 2036* recognises three scales of infrastructure: metropolitan, city-shaping and community-supporting.**

**Metropolitan infrastructure** draws people from across Greater Sydney, providing unique experiences that entertain, inspire and invite exploration of ideas and activities. The design and setting of these places and spaces takes people out of the everyday by offering space for contemplation, expression, connection and recreation. They can be stand-alone or a cluster of spaces and places that together provide a metropolitan destination. The Chapel Road and Eastern Lifestyle and Medical Precincts provide a cluster of cultural places and spaces that together will deliver metropolitan-scale community infrastructure. The City is host to the Dunc Gray Velodrome, the only one of its type in NSW. As metropolitan-scale infrastructure, its upkeep will be supported by the NSW Government, reflecting its role for sports, arts and culture in NSW.

**City-shaping infrastructure** is key to quality urban living. Investing in high quality community facilities that enhance community wellbeing will embed community needs and aspirations at the core of the City as it grows and changes. This infrastructure will be planned for in Chapel Road Precinct and the Eastern Lifestyle and Medical Precinct.

**Community-supporting infrastructure** provides a focus for suburban and local community activities and events. It provides spaces for small, local events and programs that meet the social, educational, cultural and recreational needs of the community. Enhancing the function of existing facilities will be a key opportunity, particularly for facilities in centres identified for growth.

**Transformative metropolitan infrastructure**

Several pieces of metropolitan community infrastructure have the potential to shape growth and place civic and community facilities at the heart of urban transformation.

High quality, iconic community facilities will enhance a sense of place and community identity as an area transforms.

In Canterbury-Bankstown metropolitan infrastructure can include the following ideas that are subject to further exploration and investigation:

- Improving the design quality in areas within the Sydney Metro Southwest corridor;
- Expanding the role of the Bankstown Arts Centre and investigating the location of a new gallery in Bankstown City Centre, commensurate with Bankstown’s role as a strategic centre;
- Implementing the Bankstown Cultural Trail (identified in Bankstown Complete Streets);
- Implementing the Blue Web (Evolution 4);
- Implementing the Green Web (Evolution 5);
- Supporting key sporting facilities to enhance their use or transition to new uses where appropriate;
- Creating high quality public domain improvements as part of the Chapel Road Precinct, including public art;
- Exploring shared facilities with education facilities in the Chapel Road Precinct;
- Developing a major new cultural precinct at Campsie; and
- Working with the Australian Government to relocate SBS and ABC to Canterbury-Bankstown.

The viability of these items is subject to further investigation over the 20-year timeframe and are not committed.

**PRIORITIES**

- Deliver metropolitan, cultural spaces and places to support a future population of 500,000
- Provide inspiring and City-defining cultural places
- Provide a diverse range of sizes and types of community infrastructure
- Match community infrastructure size and type with centre size and type
- Integrate the community’s individuality to create welcoming and culturally appropriate places and spaces
- Achieve a range of adaptable, multifunctional places and spaces
- Build socially, environmentally and economically sustainable infrastructure
- Shape infrastructure by community participation and partnerships

**Indicators**

2036



Proportion of cultural places and spaces that are multi-purpose, accessible and meet community needs

Community infrastructure reflects placed-based need and planning

Icon made by Freepik from www.flaticon.com

Casa da Musica - Porto, Portugal by Philippe Ruault, OMA.  
Dynamic and imaginative and well constructed architecture improves sense of place and attractive civic places.

## City-shaping infrastructure

City-shaping social infrastructure requires creative planning and a nuanced understanding of contemporary local social conditions and broader social trends, such as the ageing population, rapid digitisation and climate change. Recognising that unexpected events and trends may emerge during the planning horizon, and providing effective city-shaping infrastructure to make room for these wildcard trends to thrive, will be a key part of *Connective City 2036*.

*Connective City 2036* includes investigation of the viability of the following high-level ideas within the lifetime of this plan:

- Consider investigating locations for cultural and creative infrastructure within Campsie Town Centre;
- Expand and enhance community facilities to build on vibrant centres that are already cultural destinations; and
- Plan for high quality public domain, including public art, in the Eastern Lifestyle and Medical Precinct and growth centres.

The viability of these items is subject to further investigation over the 20-year timeframe and are not currently committed until further investigation into detailed viability is carried out.

The City is host to key city-shaping infrastructure, such as Belmore Sports Ground, a 9,000 seat capacity rectangular stadium, and Memorial Oval, a premium cricket oval. These facilities play important roles in attracting people to the City, but also in activating surrounding centres.

## Growth areas and precincts

Improvements to community, leisure and aquatic infrastructure will support socially sustainable growth in line with the demographic profile and population projected to be living and working in the City's 34 centres.

Revitalisation of facilities as part of a holistic approach to urban renewal will maximise the value of the urban transformation in the Chapel Road Precinct and the Eastern Lifestyle and Medical Precinct.

Many other centres already include existing community facilities that could be better integrated into the urban fabric to enhance character and activation, while diversifying the range of activities.

## Community-supporting infrastructure

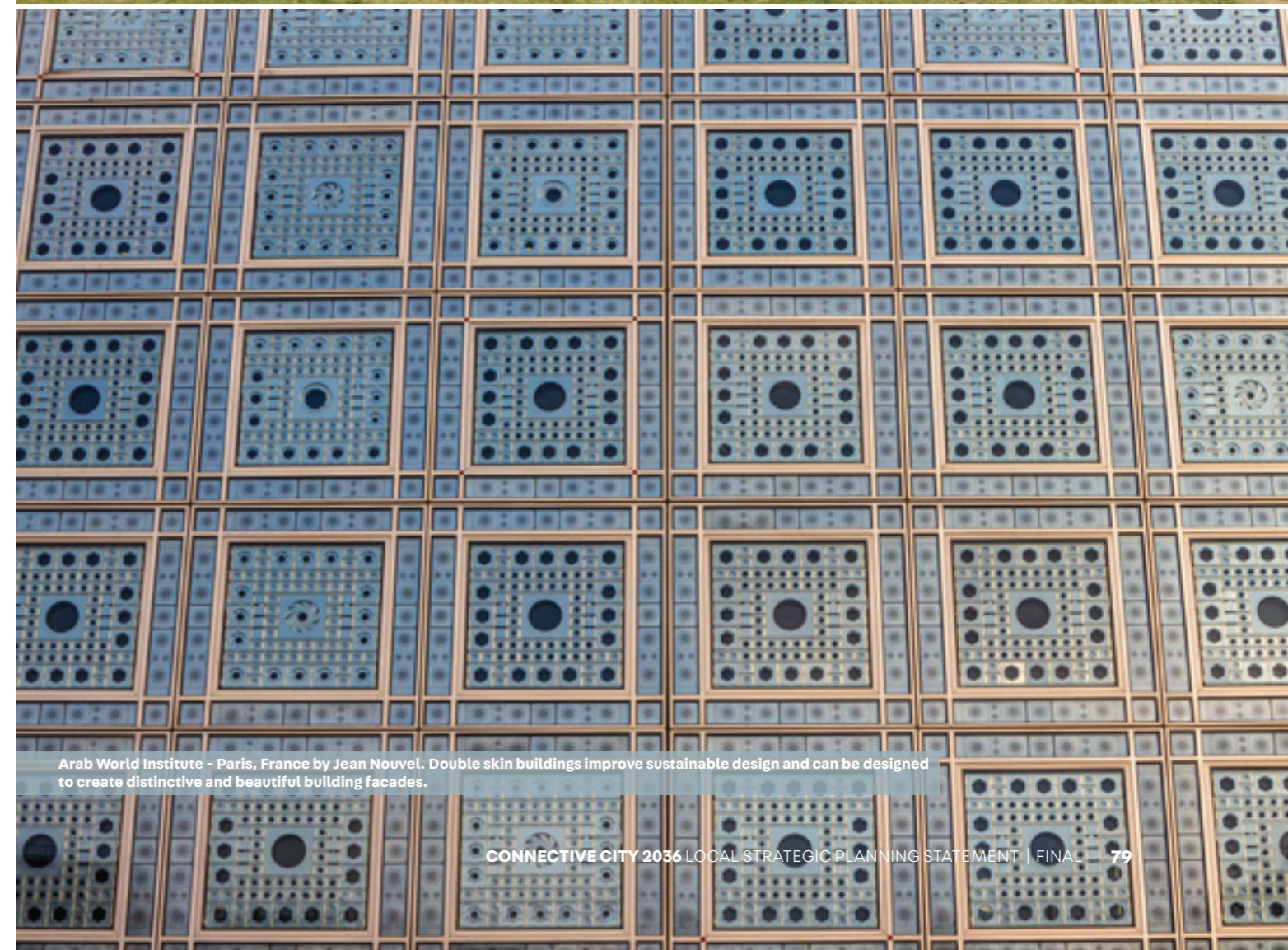
Community-supporting infrastructure includes integrated multipurpose facilities, local community halls and meeting spaces, district libraries, child care centres, and cultural and creative facilities.

Although some of these facilities may be underutilised in the short and medium term, there is potential to explore transitional and pop-up uses that activate these facilities for local communities, and to review their function and use.

A high level supply and demand analysis completed to inform *Connective City 2036* suggests that to ensure an equitable and accessible spread of community-supporting infrastructure, each catchment area should have at least one integrated multipurpose facility; community spaces within local community centres or as part of other development; access to district or higher level libraries; and access to cultural and creative facilities.



Open space and community facilities need to be adaptable to events of various scales.



Arab World Institute - Paris, France by Jean Nouvel. Double skin buildings improve sustainable design and can be designed to create distinctive and beautiful building facades.



Places and spaces will allow for understanding, expression and recognition of Aboriginal cultural heritage.

### Make community facilities work harder

A large number of community facilities reflect service provision models that are no longer current, such as early childhood health clinics, senior citizens’ centres and scout and guide halls. Other facilities are based on historic patterns of development and suburban delivery models which are no longer fit for purpose – for example, some facilities are isolated from public transport but have large parking areas. Some of these facilities are under-utilised, of varying quality, and create maintenance, renewal and planning challenges.

### Enhance the effectiveness of existing facilities

Through new operating models such as partnering with community based organisations to manage some facilities and services (e.g. youth services group) could be given management responsibilities in exchange for facilities.

There may be temporary and low impact activations that will activate facilities at limited cost to Council, such as co-working spaces.

### Improve prosperity and equity through investment priorities

Cultural places and spaces support social inclusion and equity by providing accessible, affordable facilities, places and services. The City’s network of community facilities includes affordable early childhood education and care services, facilities and programs for young people and older people, opportunities for education and lifelong learning (including in Council’s libraries) and access to technology

Community facilities act as catalysts for local economic development, creativity and enterprise by providing work spaces that support emerging businesses. There may be opportunities to develop economic development spaces linked to enterprise corridors and economic centres throughout the City – for example, co-working spaces, maker-spaces and social enterprise start-up hubs. Other facilities, such as libraries, could be used by local entrepreneurs as workspaces, or for meetings.

Community facilities also support residents experiencing disadvantage by providing a physical location for local services and programs. For example, the City includes several migrant resource centres and youth centres.

Other organisations in the City provide spaces for hire, such as sports clubs and RSL Clubs. Council will also continue to provide affordable and accessible spaces that include all community members.

### Leisure and aquatic infrastructure

Trends in the use of leisure and aquatic facilities show that many now incorporate other uses, such as allied health services to create health and fitness hubs, or cafes and social spaces. The use of new technologies assists with access to spaces and programming, and there are opportunities for centres to be multipurpose, including other types of spaces that the community can use.

As the community grows there will be shifts in participation in recreation and leisure activities that may require a shift in Council’s role and provision of infrastructure. With many facilities getting to the end of their usable life cycle, leisure and aquatic centres at Canterbury, Revesby, Roselands and Birrong will be redeveloped or improved. We will broaden the flexibility of facilities and better integrate them with their surroundings.

The leisure and aquatic centres at Greenacre and Villawood will be closed. We will invest in a new water park at Greenacre (Roberts Park) and a new community facility in Villawood (Thurina Park).

### Partnerships with other providers

The City’s many schools offer opportunities for us to collaborate with agencies like the NSW Department of Education and local private schools to increase access to school facilities – in particular meeting spaces, arts and cultural facilities and open space and sporting facilities.

We have established an effective working relationship with the NSW Department of Education to deliver joint and shared use projects across the City (e.g. Chester Hill Neighbourhood Centre). This work provides a foundation for future opportunities.

The City’s large RSL and sports clubs, including Bankstown Sports Club, already provide for the community; we will consider opportunities to harness further capacity through partnership arrangements.

### Facilities for a culturally diverse community

Community facilities provide spaces for local programs and services, English language classes, cultural and community groups – as well as informal meeting spaces and events that enable residents to build community and place-based connections.

Cultural and creative facilities also showcase and celebrate the diversity of the community. Existing facilities in the City that reflect the cultural richness of the community include women’s rest centres and health centres. Other facilities are frequently booked by prayer groups and other religious and cultural organisations.

Community facilities should continue to be equitable and inclusive of all people, as well as culturally sensitive, to encourage the social and civic participation of all residents. Facilities help to build cross-cultural and intergenerational understanding and trust, as well as individual and community wellbeing.

### Affordable spaces for community services providers

As commercial rents increase in association with the revitalisation of local centres, existing community services could be displaced. The City includes a relatively high proportion of people who experience disadvantage and recently arrived immigrants and refugees who require community services, which in turn require affordable floor space.

Low cost, leasable office space for not-for-profits will help community service providers to provide services. We will explore opportunities to temporarily lease under-utilised spaces to community service providers as they become established.

### Flexible, adaptable spaces

More flexible and adaptable spaces in existing local facilities would meet contemporary provision models that cater to a range of community needs.










































































Community space should be flexible to changes in ways of living and working within the community. The need for multipurpose spaces should be balanced with the need for purpose-built spaces for specific uses such as galleries and exhibition spaces.




Recognising these facilities as part of a network will recognise the relative strengths of particular facilities to avoid duplication of services while making a range of spaces available.

### Aboriginal cultural places and spaces

Council acknowledges the prior occupation of the land by the Darug and the Eora peoples and will seek opportunities to recognise Aboriginal and Torres Strait Islander heritage through physical features of the City and by supporting community cultural activities. In a spatial context this is about understanding Aboriginal storylines across the City, the significance of physical elements - rivers, landforms, sites of conflict, sites of recognition – that reflect the cultural memory of the landscape and the history of First Peoples.

We are committed to better understanding and recognising Aboriginal cultural places and spaces and will develop a City-wide Aboriginal cultural heritage study that will inform the New Planning Framework and future reviews of *Connective City 2036*.

EVOLUTION 7 - CULTURAL PLACES AND SPACES						
	PRIORITY	ACTIONS	CBCITY2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	E7.1 Deliver cultural spaces and places in Bankstown City Centre	E7.1.142 Investigate feasibility and location of a new cultural facility in the Bankstown City Centre as part of the Bankstown CBD and Bankstown Aviation and Technology Precinct Place Strategy	  	 	GSC, Create NSW, Sydney Metro, TfNSW, Sydney Water, DPIE, CBC	
	E7.2 Deliver cultural spaces and places in Campsie Town Centre	E7.2.143 Rely on community engagement and evidence-based approach to inform the development of new cultural places and spaces in strategic centres	  	 	GSC, Create NSW, Sydney Metro, TfNSW, Sydney Water, DPIE, CBC	
		E7.2.144 Investigate feasibility and location of a new cultural facility in Campsie	  	 	Create NSW, DPIE, CBC	
	E7.3 Integrate the community's individuality to create welcoming and culturally appropriate places and spaces	E7.3.145 Draw from community engagement and an evidence-based approach to inform the development of new cultural places and spaces in strategic centres	 	 	CBC	
	E7.4 Commit to greater understanding and recognition of Aboriginal cultural places and spaces across the City	E7.4.146 Develop and deliver a City-wide Aboriginal cultural heritage study	 	 	Create NSW, MALCs, CBC	
CITY-SHAPING	E7.5 Match community infrastructure size and type with centre size and type	E7.5.147 Use the hierarchy of centres and place-based plans to prioritise community infrastructure in centres	 	 	DPIE, CBC	
	E7.6 Provide a diverse range of sizes and types of community infrastructure	E7.6.148 Develop a network approach to the provision of community infrastructure and services	 	 	DPIE, CBC	
	E7.7 Achieve a wide range of adaptable and multifunctional places and spaces	E7.7.149 Develop a community facilities strategic plan to ensure opportunities for multipurpose community infrastructure	 	 	CBC	
	E7.8 Achieve socially, environmentally and economically sustainable infrastructure	E7.8.150 Explore opportunities for infrastructure that meets triple bottom line outcomes as part of any community infrastructure strategic planning	 		CBC	
	E7.9 Shape infrastructure by community participation and partnerships	E7.9.151 Advocate for and participate in the delivery of joint-use and shared facilities with relevant agencies and private sector stakeholders	  		DoE, Office of Sport, DPIE, CBC	  
		E7.9.152 Use evidence-based community infrastructure planning to inform all place-based plans, strategies or planning proposals	  		CBC	
	E7.10 Futureproof community infrastructure during planning and design phases	E7.10.153 Evidence-based community infrastructure planning informs all place-based plans, strategies or planning proposals. Develop a community facilities strategy that promotes flexible design and shared use	 	 	DoE, Office of Sport, DPIE, CBC	  
	E7.11 Support temporary activation of vacant or poorly-used community infrastructure	E7.11.154 Simplify processes for temporary uses on public and private land	 	  	GSC, Create NSW, TfNSW, DPIE, CBC	  

Delivery:  By 2021 (0–2 years)  By 2021 and 2024 (2–5 years)  Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

Design Quality 2036



The Connection - Rhodes, Sydney by Crone Architects.

# Evolution 8

## Design Quality

**By 2036, quality design in public and private areas will create sustainable, liveable, healthy and attractive places, while also protecting the City's heritage, including built, natural and cultural assets, and places of significant character.**

Quality design is functional and practical. It adds to quality for all ages and provides places and spaces that bring people together.



Providing and improving public places and spaces is central to making decisions about how the City should grow and change.



Old and new can work together to add richness and visual interest within the City.



Providing places for people is at the heart of how centres will grow and change.



Blending inside and outside spaces can increase and improve street life

**Connective City 2036 recognises that we need visionary leadership to unite City designers in the common objective of improving design quality. All new projects in Canterbury-Bankstown should be delivered to global design standards.**

**Diversity in the built and natural environment as well as social diversity are fundamental parts of *Connective City 2036***

People from different cultural and socio-economic backgrounds and age groups live, socialise and spend time in higher-density town centres, lower-scale and historic local villages, low density residential neighbourhoods, green open spaces, streets, community facilities and industrial areas.

There is an ever-increasing demand for differing forms of housing to adapt to varying lifestyle demands and expanding demographic trends. Rigid planning rules no longer offer the flexibility in living and working that today's resident and the wider economic community is seeking. This requires a fundamental rethink of how we accommodate future populations beyond a business-as-usual approach.

The quality of these urban places, both within the public and private realm, vary – in some areas, we see strong character, leafy streets and revitalised areas that prioritise walking and attractive streetscape; in others, revitalisation is yet to be planned for, funded and implemented.

The City's historic places and places of character are largely preserved. These places have a sense of community, identity and belonging that the local community is proud of.

There is a range of parks and recreational activities in most areas of the City, but they are generally not recognised as an interconnected system of green spaces or biodiversity corridors.

Research makes it clear that good design can improve public health, create climate-resilient cities, address the challenges of rapid population growth, respond to changing lifestyles and demographics, and drive a rounded approach to infrastructure and urban renewal.

**Opportunities for design quality**

Liveable and Distinctive is one of the seven Destinations of *CBCity2028*.

We have an opportunity to lead improvements in the quality of the City's natural and built environment so that by 2036 the City's public and private places will be planned, designed, built and maintained to the highest quality design standards.

Our key opportunity is the capacity to grow and change Bankstown and Campsie into genuine strategic centres. They can be destinations where people want to be – places where public and private buildings, open spaces, civic spaces, streets and the areas between buildings are sustainable, well designed and built for present and future generations.

Amendments to the *Environmental Planning and Assessment Act 1979* have elevated the importance of design quality across NSW, with the inclusion of an objective to achieve good design and amenity for the built environment. We will lead this process locally by mandating quality design outcomes in the public and private realm and setting up the necessary structures and processes to ensure we have the best minds focusing on design quality across the City.

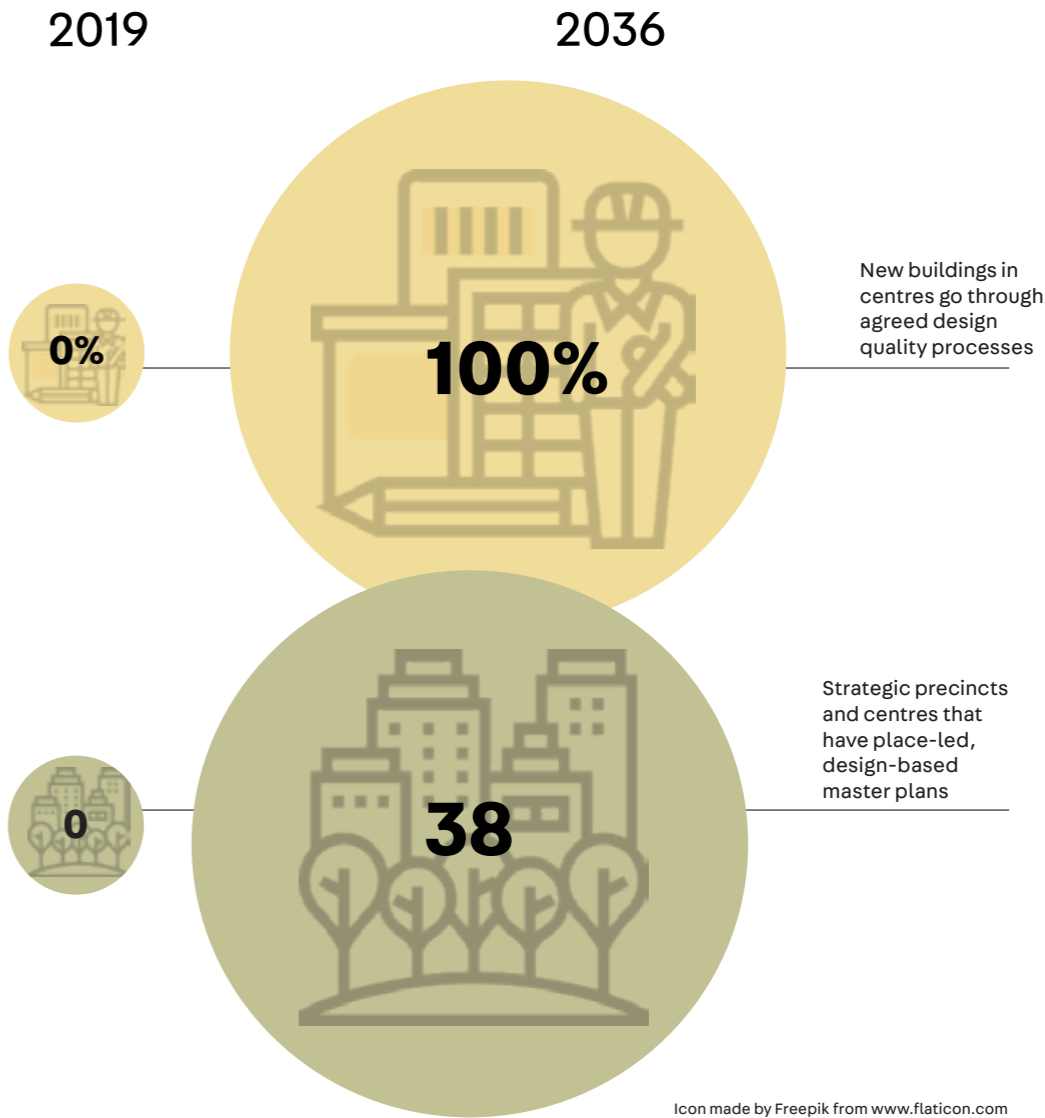
Other NSW and Australia-wide policies and protocols champion good design, including:

- *Creating Places for People*: an urban design protocol for Australian Cities;
- *Better Placed*, an integrated design policy for the built environment of NSW developed by the Government Architect NSW; and
- United Nations Sustainable Development Goals for sustainable cities and communities.

We can embed these protocols into the City's systems to become a champion of design quality, including sustainability.



**Indicators**



Bankstown Library and Knowledge Centre - Bankstown by FJMT. Quality centres require quality streets with visual connection from street to the inside of the building. Double height ground floor spaces make elegant and flexible spaces for city life.

“Good design creates useable, user-friendly, enjoyable and attractive places and spaces, which continue to provide value and benefits to people, the place and the natural environment over extended periods.”  
(Better Placed)

In *Connective City 2036* there are four design-related priorities to improve the quality of the public and private realm.

**Local leadership and a culture of design**

We will establish internal processes to review the design quality of development proposals, planning proposals and capital works projects. We will also ensure that an integrated design-led, place-based approach to city-making projects underpins all strategic plans, action plans, development proposals and planning proposals.

We will ensure that the design of places, spaces and buildings is founded on a thorough understanding of the relationship between the diverse components and functions of the built environment.

Quality design will be integral to all Council’s assets, from design through to build, management and maintenance.

**Council policy framework and controls**

The New Planning Framework creates opportunities for us to embed quality design requirements into the new Local Environmental Plan, Development Control Plan and other relevant supporting plans. A key component of ensuring good design will be the establishment of a Design Review Panel to advise applicants and Council on improving built form quality.

In order to improve the quality of the built environment in the City, we will also develop a Design Quality Manual for dual occupancy development to provide direction on how to improve design and environmental outcomes and address design challenges.

**State policy framework and projects**

We will continue to advocate for quality design outcomes to be embedded in NSW State Environmental Planning Policies (SEPPs), the Building Sustainability Index (BASIX), building regulation and certification system and the Land and Environment Court.

All NSW Government-led projects across the City will need to meet the requirements of *Better Placed* and our Design Quality Strategy and related controls. We will also advocate for high quality design in major projects in Canterbury-Bankstown that are assessed and approved by the NSW Government.

**Championing quality design**

The construction and development industries, development consultancy industry, landholders, investors and the not-for-profit sector will champion and deliver quality design to match the quality design principles (see next page); our design-related strategies, policies and controls; and *Better Placed*.

**Place-based and design-led structure planning and master planning**

Where required, precincts and places will be structure planned, underpinned by urban economics and a thorough understanding of the physical, social and environmental attributes of each precinct and place.

The community, stakeholders and infrastructure agencies will help to establish a vision and an intended outcome that draws on an evidence-based understanding of the place.



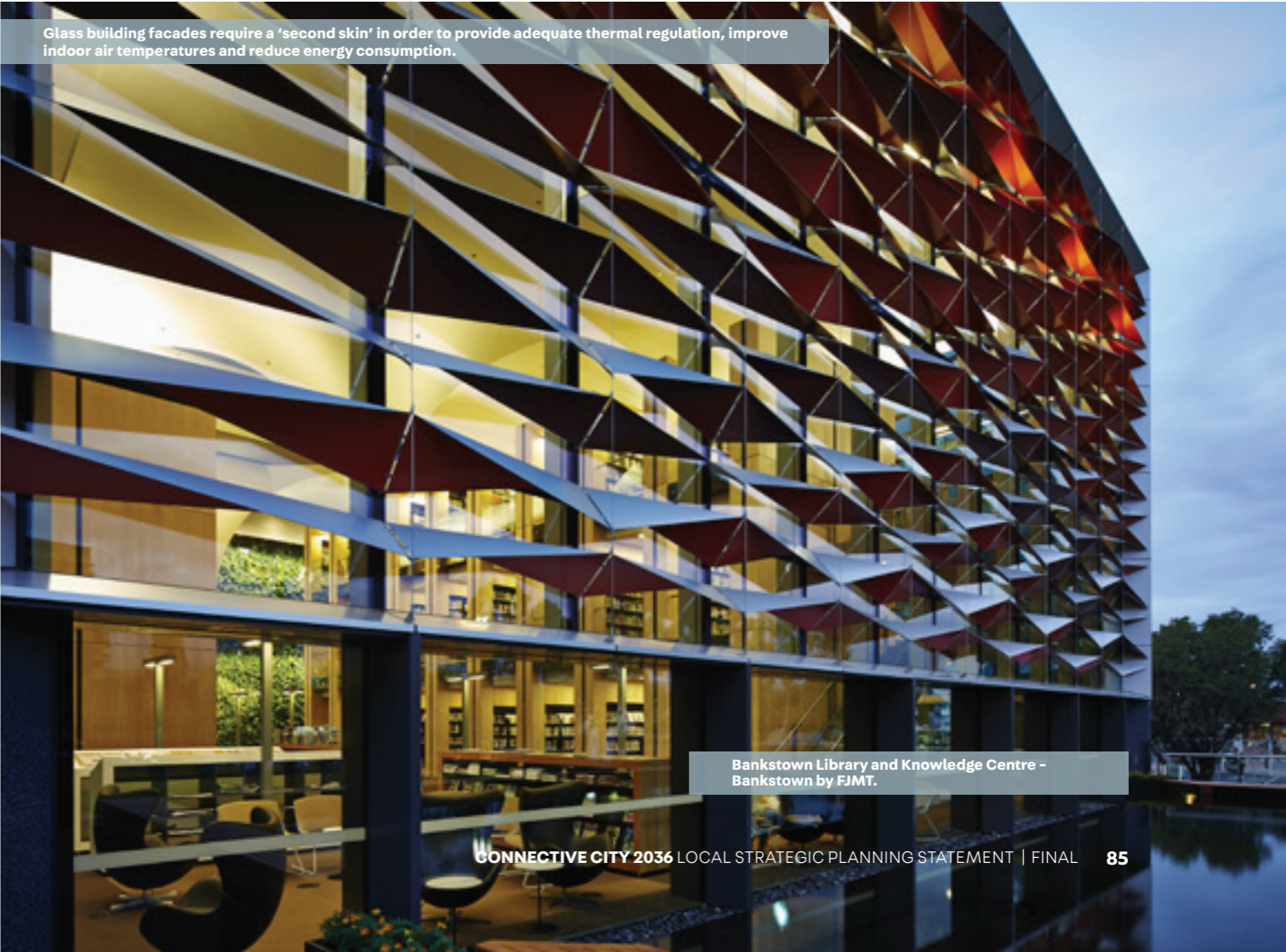
Quality open spaces in centres provide sunlight, vegetation and trees for relaxation.



Retaining and increasing small-scale tenancies along centre streets and buildings add to the quality, desirability and character of places.



Variation and creativity in building design adds to the attractiveness and quality of centres.



Glass building facades require a ‘second skin’ in order to provide adequate thermal regulation, improve indoor air temperatures and reduce energy consumption.

Bankstown Library and Knowledge Centre - Bankstown by FJMT.



Good design is based on understanding and working with the qualities and characteristics of existing places and the related community.

We have developed high level quality design principles to guide our work which include:

**1. Create places that are contextual, liveable and attractive**

Design solutions will respond to the unique historical, cultural, environmental and social characteristics of a place and contribute to a whole area - the street, public domain, neighbourhood and City - to celebrate Canterbury-Bankstown's sense of identity and feel.

We will address the many aspects of human comfort so that places are well used.

Places will be aesthetically pleasing as well as practical, and well maintained and cared for. They will be comfortable, welcoming and vibrant, supporting social interaction and enjoyable, healthy lifestyles.

The quality of the public domain will be improved throughout the design, delivery and maintenance phases of public and private developments and projects.

Views from public places are worthy of conservation and contribute to local character and amenity. The continued protection of our cultural landscapes is important for the liveability of our area. Important views and vistas will be identified during any master planning processes.

**2. Create safe, accessible and inclusive places**

People need to feel safe and secure in different places day and night, especially if they are on their own. People of all ages and abilities will be able to access and orient themselves within and to and from places. We will incorporate Crime Prevention through Environmental Design principles and accessible and universal design principles into the planning, design and maintenance of places.

Creating inclusive, inviting places that offer a range of experiences will help to connect people and places with jobs, schools, shops, community facilities, services and the natural environment.

**3. Create sustainable, resilient places that respond to community needs**

Places will be sustainable, enduring and resilient to extreme weather events and the changing climate. We will choose design that reduces consumption of natural resources and minimises environmental, and choose robust materials that are built-to-last.

We will enhance the biodiversity of Canterbury-Bankstown's plants and animals and provide open spaces that receive sunlight to support turf and plant growth and enhance people's wellbeing.

**4. Connect people and places and prioritise walking, cycling and public transport**

Places and people are physically and visually connected and pedestrians are at the heart of centres.

We can encourage physical activity and social interaction and inclusion by providing safe, easy and enjoyable walking and cycling paths and a variety of interconnected green open spaces, outdoor recreation areas, facilities and services within walking distance. By building up the tree canopy and landscape quality, we can provide shade, comfort and visual interest.

People will have access to a range of transport options and routes, including public transport, walking and cycling and well defined routes for private vehicle and freight connectivity to meet the varying mobility needs of the community.

**5. Design in a way that is place-based, collaborative, multidisciplinary and integrated.**

Place-based design engages relevant stakeholders and acknowledges that urban design is primarily about creating places for people. We will also engage with the community and stakeholders when making decisions that impact their area, ensuring all relevant built and natural matters are considered.

Our Community Participation Plan introduces a new degree of transparency and certainty in how decisions will be made, and clearly articulates the level of engagement we will undertake on all planning and development matters.

Visionary leadership in the public, private and not-for-profit sectors will prioritise best-practice planning, design, engineering, procurement and maintenance. As a base commitment, we will engage early with competent, skilled professionals to design and deliver projects.

Public spaces can be created from derelict infrastructure, such as the Goods Line - Ultimo, Sydney by Aspect Studios and CHROFI.

EVOLUTION 8 - DESIGN QUALITY						
	PRIORITY	ACTIONS	CBCITY2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	<b>E8.1 Ensure high quality design underpins NSW policies and projects</b>	E8.1.155 Collaborate with surrounding councils to advocate for and improve the quality of large infrastructure projects Ensure quality design as Sydney Metro Southwest is delivered			Surrounding councils, CBC	
		E8.1.156 Advocate for all NSW Government projects, or projects assessed and approved by the NSW Government, to achieve high quality design			NSWG, CBC	
		E8.1.157 Advocate for a review of NSW Government guidelines to improve liveability and design quality			NSWG, CBC	
		E8.1.158 Advocate for a review of the NSW Affordable Rental Housing SEPP to ensure quality and sustainable design outcomes for boarding houses, student accommodation and affordable housing			NSWG, NSWG	
		E8.1.159 Advocate for a review of NSW Exempt and Complying SEPP and Medium Density Housing Code to achieve better design quality for medium density developments			NSWG, NSWG, CBC	
		E8.1.160 Advocate for BASIX to be reviewed to achieve more sustainable dwellings			NSWG, NSWG, CBC	
CITY-SHAPING	<b>E8.2 Provide local leadership and foster an internal culture of design quality</b>	E8.2.161 Prepare place-based design-led master plans for Bankstown City Centre, Chullora, Chapel Road Precinct, the Eastern Lifestyle and Medical Precinct and Bankstown Aviation and Technology Precinct			GSC, NSWG, BA, PS, CBC	
		E8.2.162 Deliver Bankstown Complete Streets Transport and Place Plan. Prepare Complete Streets for other key centres			GSC, NSWG, BA, PS, CBC	
		E8.2.163 Establish design processes and a Design Review Panel to test the design quality of development proposals, planning proposals and capital works project			CBC	
		E8.2.164 Prepare and deliver master plans and detailed design for major parks, capital works program and specific Council-owned land			CBC	
		E8.2.165 Collaborate with other stakeholders to understand barriers and levers to delivering design quality and inform others of the benefits of design quality			NSWG, NSWG, PS, CBC	
	<b>E8.3 Ensure high quality design underpins Council policies and controls</b>	E8.3.166 Introduce a design quality and sustainability clause in the local environmental plan			NSWG, CBC	
		E8.3.167 Prepare a Design Quality Strategy for the City			CBC	
		E8.3.168 Review the development control plan with regard to urban quality, design quality and sustainability			NSWG, CBC	
	<b>E8.4 Encourage the construction and development industries, the development consultancy industry, landholders, investors and the not-for-profit sector to design and build high quality developments</b>	E8.4.169 Champion and deliver quality design for the City in line with <i>Connective City 2036</i> quality design principles and all design-related plans, action plans, policies and controls			PS	
		E8.4.170 Engage competent, skilled and highly-regarded design professionals to design and deliver great places for people			PS	

Delivery: By 2021 (0–2 years) By 2021 and 2024 (2–5 years) Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

Sustainability and Resilience Plan 2036



CaixaForum - Madrid, Spain by Herzog and De Meuron.

# Evolution 9

## Sustainable and Resilient Places

**Connective City 2036 aims for a resilient, responsive and sustainable city with buildings, spaces and people that use and manage energy, water and waste efficiently. Integrated built and natural environments will reduce the urban heat island effect, encourage new transport options, reduce waste and re-use water.**



Cool streets and suburbs with mature tree coverage is a key characteristic of a more sustainable City.



Green walls in city and town centres can improve the urban microclimate and encourage use of outdoor space in summer.



Mature trees in streets and parks are vital to a healthy, cool City.

Most of the energy used in the City is consumed by households and modes of transport, whether by bus, car or train. Making positive changes to how houses are designed, which transport modes are available to us and which ones we choose, will reduce energy use.

**Reducing energy usage and moving towards renewable energy can reduce day to day costs, improve people’s general health and reduce impacts on the environment.**

Well planned waste infrastructure, which incorporates design excellence in waste and recycling management to ensure minimum impact on the environment and community, together with measures to minimise waste transportation impacts, will be a responsive approach to future needs, and provide equitable access to waste, re-use and recycling services.

**Opportunities**

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.

Council will, through the implementation of *Connective City 2036*, be a leader in sustainable urban planning and design. Providing sustainable transport through cycling and walking, improving waste infrastructure, creating green linkages for waterways, and preserving ecological areas will contribute to the built form of the city and liveability of residents. Every part of *Connective City 2036* is underpinned by a desire to improve sustainability factors.

Canterbury-Bankstown Council will, through the implementation of *Connective City 2036*, become a leader in sustainable urban planning and design.

**Determining factors**

Canterbury-Bankstown emits approximately 2.5 million tonnes of CO2-e per year, the fourth-largest emitter by local government area in Greater Sydney. Just over a third (68 per cent) of these emissions are associated with energy use at home and work, 20 per cent from transport and 12 per cent from waste.

With population growth there will be an increase in the amount of waste generated across the City. Across NSW, each person in 2017-18 generated 2.69 tonnes of waste. The recycling

rate for NSW has reached 42 per cent but with a recycling rate target of 70 per cent there is a long way to go.

We are aware that the processes for reusing and recycling waste are not sustainable long term and there is a need to encourage separation, collection and set aside land for waste infrastructure to support and encourage a circular economy.

Supporting the sustainability and circular economy possibilities of commercial and industrial areas will support employment. Well planned waste infrastructure will minimise waste transportation impacts, be responsive to future needs, and provide equitable access to waste, re-use and recycling services for the community.

A sustainable and resilient future requires targeted approaches to suburban and urban living, so that more people can reduce emissions, produce their own energy, harvest rain and grey water and reduce household waste.

Structuring the City to allow for more housing within walking distance of centres will reduce emissions from transport and encourage walking, cycling and use of public transport.

Improving the amenity of commercial and industrial areas and facilitating higher job densities supports new industries and makes more efficient use of existing urban land.

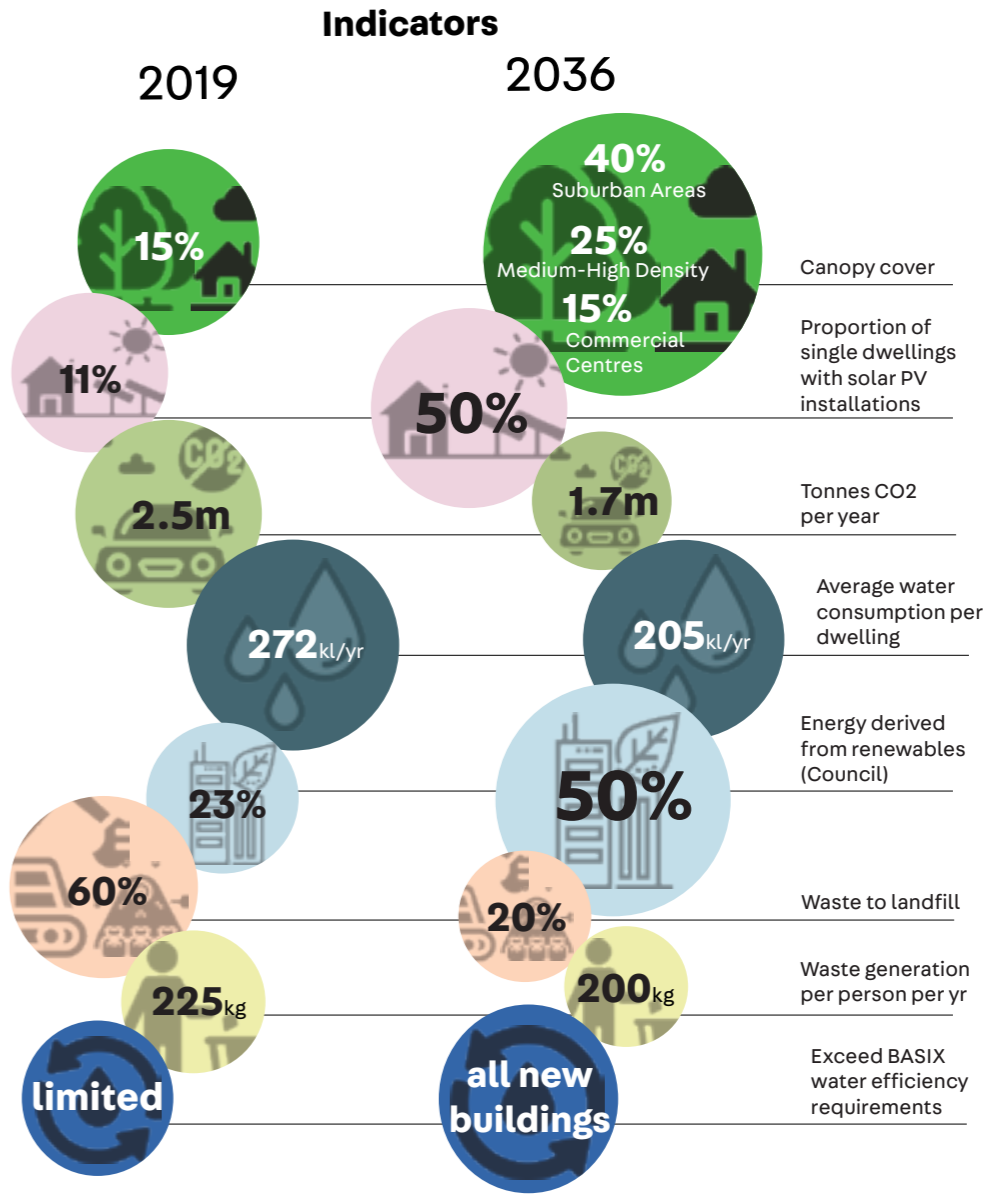
Locating greener businesses close to where waste is generated will provide better servicing near where people live and work, reducing transportation of waste.

**Greening the City**

Green spaces, waterways and trees shape and define the City and help reduce urban heat build-up and impacts of extreme weather events.

Natural systems can be woven throughout the urban parts of the City to:

- Improve the comfort and useability of all places and spaces within the City, particularly cultural and civic spaces;



Icon made by Freepik, Eucalyp, pongsakornRed from www.flaticon.com

Water underpins all life and is a precious resource.

- Build the City's overall resilience to climate change;
- Improve shading on buildings and in open spaces and streets;
- Encourage people to walk more by providing street trees for shade;
- Restore ecology by providing habitat for native animals in parks and street plantings;
- Improve water percolation into the soil, thereby reducing run-off and flooding levels.

One of the key opportunities for the City is to rediscover its waterways, the Cooks, Duck and Georges rivers. Recreating habitat links and improved ecologically based recreation and green spaces across the City linking to river systems will also connect people to recreational opportunities.

### Urban tree canopy

The effects of increasing urbanisation and global climate change are inextricably linked with the urban heat island effect. When compared to unvegetated public areas, a well managed, lush tree canopy can reduce land surface temperatures by up to 15 degrees on a 35-degree day.

*Connective City 2036* aims to increase tree canopy from the current 15 per cent of land area, to up to 40 per cent in suburban areas. This will mitigate urban heat, significantly cool streets and improve air quality.

Tree canopy cover across the City is around 30 per cent; however, this varies significantly across the City. In centres and suburban areas, the level of tree canopy cover varies from zero to 20 per cent. This correlates with higher temperatures in summer due to the low canopy cover, and we expected this to worsen: an increasing severity of the urban heat island effect has already been observed.

Increasing canopy cover can address this risk. We will identify areas of tree canopy deficiency across the City and plan to increase the urban tree canopy where required.

### Sustainable suburban living

Most people living in suburban areas benefit

from front and rear gardens and roof space. These areas can be used to provide sustainable improvements such as power generation using Photo-voltaic Solar systems, solar hot water, rainwater collection and storage, electric charging points, space to compost food and garden waste and even using some garden space to grow vegetables.

All of these initiatives have an impact on lowering waste and reducing energy and water use.

### Supporting a net zero emissions City

The City produces six per cent of Greater Sydney's greenhouse gas emissions (approximately 2.5 million tonnes of CO<sub>2</sub>-e per year), the fourth largest local government area contribution. The City's emissions are primarily associated with the way we use energy (68%), with approximately 20 per cent from how people travel and 12 per cent from waste. Reducing emissions requires City-wide and precinct-scale actions.

We are signed up to a Power Purchase Agreement that guarantees 20 per cent of total electricity purchased will be from renewable energy at a fixed price. This will increase the use of renewable energy from 1.5 per cent (solar-generated on Council facilities) to 21.5 per cent of total electricity consumed under the agreement.

The implementation of the Movement for Commerce and Master Plan will encourage more people to use public transport or walk and cycle, helping to reduce transport emissions.

In growth centres, we will use the evidence provided through the Resilient Sydney strategy and the CRC for Water Sensitive Cities to inform master planning processes.

In Bankstown, the Place Strategy will guide Bankstown towards becoming a Net Zero Emissions City through energy efficiency measures, waste and water recycling.

### Sustainable housing in centres

New homes in the City, especially in centres, can be planned to incorporate higher levels of environmental performance by:

- Meeting higher BASIX targets;



Bike riding is good for health and reduced air pollution.



High density centres can be more sustainable places to live, where public transport is provided.



Green walls can reduce the urban heat island effect.



Electric vehicles are on the rise.



Outdoor places in centres offer spaces for city life.

- Being located within an easy walk of centres;
- Being located close to public transport;
- Using sustainable building materials;
- Planning for sustainable options near new homes, such as car sharing facilities; and
- Ensuring buildings are well built for thermal comfort and built to last.

### **Waste reduction and resource recovery**

In 2017-18 the City produced approximately 90,000 tonnes of household waste and recycled approximately 35 per cent – as noted earlier, this is well below the NSW recycling target rate of 70 per cent.

*Connective City 2036* aims to integrate waste management into the fabric of urban planning to support effective collection and management of waste as an essential service. This includes identifying sustainable waste outcomes for precinct plans, master plans and all developments (apartments, industrial, suburban) up front that are safe and efficient, maximise waste reduction, increase recycling and contribute to the built form and liveability.

Improving collection and processing systems, particularly for organic waste, will reduce greenhouse gas emissions by cutting emissions from landfills and reducing resource waste.

Industrial and urban services lands will be retained for existing waste infrastructure and to support the development of a new waste and resource recovery industry to promote the circular economy and boost the recycling industry. This will help generate jobs in the waste industry, which is a key priority for the NSW Government.

### **Supporting sustainable businesses**

Industrial and urban services land at Kingsgrove and Chullora could sustain industries that support net-zero emissions, integrated water cycle management and the circular economy. The natural setting at Chullora could support businesses that are developed and operated sympathetically with the wetland features of the area.

We will support local waste, recycling, composting and food waste facilities as a local and regional industry specialisation

to help create jobs and attract investment, while supporting the processing of renewable resources and advanced technologies for the re-use of essential materials.

Supporting urban industrial uses that specialise in green technology will drive circular economy outcomes and provide future options for the city to sustainably manage its waste.

### **Managing and mitigating environmental risk**

There are a range of environmental risks including Climate Change, Flooding, Sea Level Rise, Storms, Heat and Drought. The local impact of these risks needs to be understood and managed, mitigated or planned for, due to their potential effect on human health, the natural environment and the built environment.

Council has recently undertaken a Strategic Risk Profile Assessment, which identifies the need for a review of Natural Hazard and Risk Plans as well as Emergency Management Planning to help preserve our natural and built environments and strengthen resilience. Together with the Resilient CBCity Action Plan, these will form a city-wide risk management approach to understanding local risks and providing actions to inform land use planning and other policies.











































































Although most of the city is already developed, Council will avoid intensification in areas exposed to natural and urban hazards including those which are fire and flood prone in accordance with relevant legislation.



### **100 Resilient Cities**

Council is a member of 100 Resilient Cities and has made a commitment to better manage vulnerabilities and plan for ongoing stresses.

Resilience calls for affordable access to infrastructure, services, transport and shelter, and increasing the ability for people to get to education and employment opportunities. It requires us to integrate decision-making so that growth is aligned to the timely delivery and well managed affordable infrastructure.

We are developing a Resilient CBCity Action Plan to build our capacity to better prepare for and manage shocks and stresses in a changing climate and to build the capacity of community members.

EVOLUTION 9 - SUSTAINABLE AND RESILIENT PLACES						
	PRIORITY	ACTIONS	CBCITY 2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	<b>E9.1 Achieve net-zero emissions by 2050</b>	E9.1.171 Advocate for increases in building sustainability standards through higher BASIX and NABERs ratings			DPiE, CBC	 
	<b>E9.2 Manage energy, water and waste efficiently to support more resilient and liveable communities</b>	E9.2.172 Develop an approach to waste management that maximises the reduction of waste to landfill and considers opportunities for use of waste as a resource			EPA, Office of Environment, Energy and Science, CBC	
	<b>E9.3 Optimise water conservation and re-use by adopting water sensitive urban design</b>	E9.3.173 Collaborate with Sydney Water to enhance Yanu Badu Wetlands as part of the broader network of waterways and greenspace connections and as an exemplary project of urban water management			CBC, major landholders, Cooks River Alliance, Strathfield Council, Sydney Water	
	<b>E9.4 Increase tree cover</b>	E9.4.174 Develop and implement an Urban Forest Strategy across the City's centres, commercial and residential areas to improve tree canopy			CBC	 
CITY-SHAPING	<b>E9.5 Achieve net-zero emissions by 2050</b>	E9.5.175 Encourage the uptake of renewable energy in all sectors			CBC	 
		E9.5.176 Lead and support the transition to EVs through expanded Council use			CBC	 
		E9.5.177 Include measures to facilitate low-emission forms of transport (public transport, cycling, walking) in place-based transport planning			TfNSW, CBC	  
		E9.5.178 Strongly support the use of renewable energy where possible to provide clean, affordable energy			CBC	  
	<b>E9.6 Manage energy, water and waste efficiently to support more resilient and liveable communities</b>	E9.6.179 Deliver community and schools education programs that celebrate and teach the importance of living with healthy waterways			CBC	  
		E9.6.180 Deliver well planned waste infrastructure that is responsive to future needs, and provides equitable access to waste, re-use and recycling services through planning for the future of Kelso and resource recovery facilities for the City			EPA, Office of Environment, Energy and Science, CBC	
		E9.6.181 Support the use of water-efficient technology across households and business			Sydney Water, CBC	 
	<b>E9.7 Provide sustainability features to all housing</b>	E9.7.182 Include planning controls requiring the installation of Electric Vehicle chargers in high density development, and encourage their installation in other development			CBC	
		E9.7.183 Implement design controls that require improved lighting and ventilation to reduce energy costs associated with lighting, heating and cooling			CBC	
	<b>E9.8 Ensure waste works with building and streetscape design</b>	E9.8.184 Implement new planning controls that ensure waste management makes a positive contribution to built form, urban amenity, streetscapes and liveability			CBC	
		E9.8.185 Investigate innovative and cost effective mitigation and management strategies to reduce waste and encourage recycling			EPA, Office of Environment, Energy and Science, CBC	
	<b>E9.9 Concentrate housing close to public transport</b>	E9.9.186 Maximise walking infrastructure across the City so that each household can walk to their nearest centre			CBC	  
	<b>E9.10 Support a locally based circular waste economy</b>	E9.10.187 Advocate for better waste management practices and increase the processing of renewable resources through alternative waste and recycling technologies			EPA, Office of Environment, Energy and Science, CBC	
	<b>E9.11 Optimise water conservation and re-use by adopting water sensitive urban design</b>	E9.11.188 Implement planning controls requiring landscape elements such as green roofs or walls within buildings			CBC	
		E9.11.189 Implement new planning controls that maximise opportunities for water sensitive urban design to reduce impervious surfaces, improve water quality, reduce urban run-off and re-use captured water where possible			Sydney Water, CBC	
	<b>E9.12 Increase tree cover</b>	E9.12.190 Develop and implement an Urban Forest Strategy across the City's centres, commercial and residential areas			CBC	 

Delivery:  By 2021 (0–2 years)  By 2021 and 2024 (2–5 years)  Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.

# Governance and Funding Plan 2036



Hunters Point South Park - New York by Arup, SWA/Balsley and Weiss/Manfredi.

# Evolution 10

## Governance and Funding

**The world's best cities provide people with access to infrastructure, services and utilities that support a quality of life and enhance productivity. For the first time, *Connective City 2036* aligns the growth of this new City with the provision of supporting infrastructure. It aims for the effective management and funding of infrastructure through coordination, collaboration and advocacy across government and the private sector.**



Hunters Point South Park - New York by Arup, SWA/Balsley and Weiss/Manfredi is a model for urban flood resiliency.





**Connective City 2036 will plan for, create and then manage great places throughout the City in order to achieve a high quality of life for everyone.**

**All levels of government and, at times, the private sector, are responsible for the provision of infrastructure – water and energy infrastructure; roads, streets and public transport; regional open space and protected ecological areas; and public buildings, hospitals, universities, schools and other community infrastructure.**

Great places and supporting infrastructure do not happen by accident. They require vision, careful planning and effective partnerships across government and private providers. Providing great infrastructure requires an effectively managed, long-term and sustainable funding model.

As cities evolve, they constantly change to meet the requirements of the population and to realise opportunities to improve social, economic and environmental aspects. As cities like Canterbury-Bankstown grow, so too does the complexity in planning and managing urban areas.

### Opportunities

Canterbury-Bankstown's natural areas, employment lands and cultural diversity are a strong foundation to provide greater opportunities for businesses, more and better jobs, better services and a greater choice in housing.

This requires infrastructure investment in the right locations at the right time. The NSW Government is considering clustering acute hospital and health services with related research and educational uses in Bankstown CBD. It has also committed to delivering the Sydney Metro Southwest and funding to upgrade Canterbury Hospital.

In the longer term, we will advocate for mass transit/train connections from Bankstown to Liverpool and Parramatta, the NewM5, NewM4 and Link motorway projects, and freight improvements including upgrades to the Chullora and Enfield Intermodal terminals and better freight connections to the south-west of Sydney.

These large projects can bring investment in local improvements to offset and resolve

the impacts and opportunities of large infrastructure projects on streets, parks, suburbs and centres.

For example, at a more localised level, we are working with Sydney Metro to improve the areas around stations, and to improve walking and cycling facilities. This puts us in a central position to guide and advocate for design solutions that suit each place and the community.

### Determining factors

Collaboration across all relevant agencies allows integrated decision-making that works towards a common, agreed outcome and makes better use of funds to maximise benefits to the community.

This is essential to address growing community concern that development and population growth has raced ahead of the infrastructure needed on a local and city-wide scale.

This misalignment has, in some areas, caused school over-enrolments, road congestion, public transport overcrowding and competition for space at parks. Greater coordination, community engagement and an integrated planning approach can counter this.

Planning for large infrastructure projects must not ignore local issues; it must respond to the existing urban fabric and include the community as infrastructure is developed. For example, the planning for necessary infrastructure such as roads must also protect open space and connections, avoid noise and pollution and ensure community safety.

We will continue to advocate for the highest standards for redesigning the areas that surround infrastructure projects. These must be at the same high level as other locations within Sydney.

We want the NSW and Australian governments to understand why, what, when and where infrastructure is needed in Canterbury-Bankstown. This gives us a platform to advocate for the right infrastructure, in the right location and designed to the highest standards to unlock the City's potential.

### PRIORITIES

Effectively align infrastructure funding and delivery with growth

Establish a clear picture of future places and their infrastructure needs

Support the creation of great places through an infrastructure funding framework

Use the land development process as a funding mechanism for quality infrastructure

Advocate and collaborate with State agencies and the private sector to coordinate infrastructure

### Indicators

2036

100%

Social infrastructure assessments conducted during master planning for all renewal precincts

100%

Infrastructure funding plans are developed and endorsed by funding bodies during master planning for all renewal precincts

Icon made by Freepik from [www.flaticon.com](http://www.flaticon.com)

*Connective City 2036* provides a strategic growth platform from which to advocate to other levels of government for increased spending on infrastructure.

Infrastructure is the foundation of *Connective City 2036* and can be found on nearly every page of the plan from transport, to roads, freight rail, and streetscape improvements, great architecture, green and sustainable infrastructure.

### Metropolitan, city-shaping and community supporting infrastructure

We categorise infrastructure as either metropolitan, city-shaping or community-supporting.

Metropolitan infrastructure is supplied by State and Commonwealth agencies and includes rail lines, mass transit/train services, major arterial roads, water and electricity. We have a role in advising, place-testing and collaborating with State agencies on these large infrastructure projects.

The provision of infrastructure in Canterbury-Bankstown requires us to work with a range of agencies, including Transport for NSW, Infrastructure NSW, Sydney Water, Ausgrid, Greater Sydney Commission, Department of Planning, Industry and Environment, NSW Health, NSW Department of Education, Department of Finance, Services and Innovation and the Department of Premier and Cabinet. The Australian Government may also be involved large or nationally significant projects.

City-shaping infrastructure are places or spaces that will be used by everyone in the City – they have an influence beyond their immediate areas. These include the Green Web, new aquatic, cultural/arts facilities, or major street improvements in areas like the Chapel Road Precinct and Eastern Lifestyle and Medical Precinct.

Community-supporting infrastructure includes the hundreds of parks, buildings, facilities, road and other improvements that we plan, build and manage every day.

*Connective City 2036* coordinates all scales of infrastructure, yet is primarily focused on metropolitan and city-shaping infrastructure. Our planning will align the provision of

community-supporting projects to achieve the objectives of city-shaping projects, and our collaborative approaches with State agencies will align metropolitan-scale projects with city-shaping projects.

### City-shaping infrastructure

Our most important infrastructure needs are:

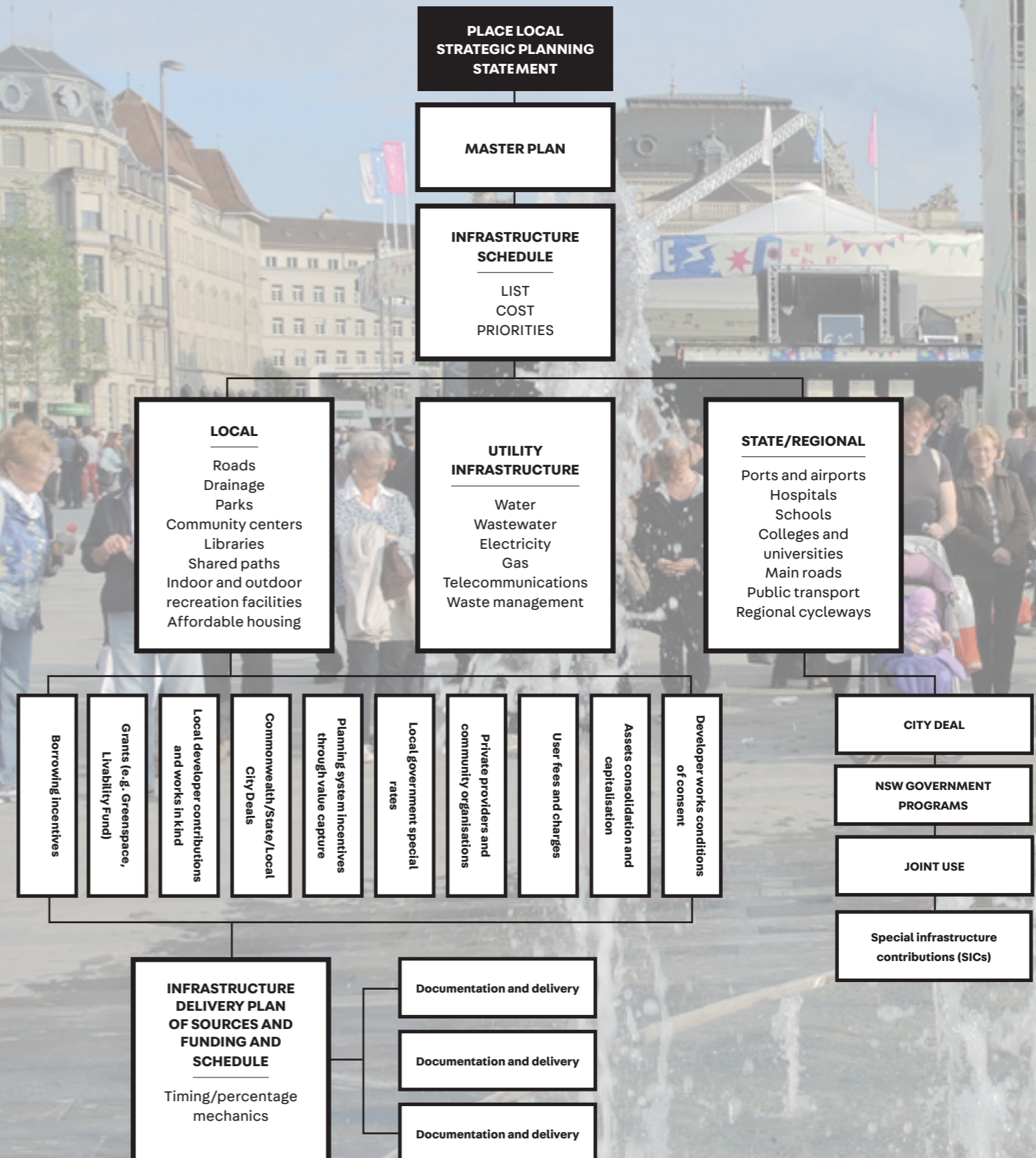
- A genuine interconnected mass transit/train network;
- The investigation of a mass transit/train station at Chullora;
- The Chapel Road Precinct and Bankstown City Centre with civic, cultural, community places for a City of 500,000 people;
- A new hospital in Bankstown (subject to investigation by Health Infrastructure NSW) and the upgrade of Canterbury Hospital;
- Schools, universities and TAFE in Bankstown and Campsie;
- Improvements to metropolitan road infrastructure;
- The Eastern Lifestyle and Medical Precinct from Campsie to Kingsgrove;
- Protecting and restoring river corridors and ecological places and a whole of system approach to open space planning through Green and Blue Webs components of *Connective City 2036*; and
- Multifunctional regional and accessible parks across the City.

### Governance and funding

We will utilise governance and funding structures to harness and allocate resources to support *Connective City 2036*. We will continue to build relationships with the different players that make decisions about the allocation of resources that will:

- Make the economy flourish and increase job opportunities;
- Unlock infrastructure impediments to enable a sustainable level of growth;
- Improve the wellbeing of the population;
- Conserve and celebrate the City's natural assets; and
- Realise the potential of how the City relates to the rest of Greater Sydney.

## Funding Process





Our city governance and funding model:

- Focuses on creating great places through the coordinated effort of many, rather than providing services in isolation;
- Effectively involves and engages residents and the broader community;
- Enables genuine collaboration between federal, state and local government, and city-shaping institutions and businesses;
- Effectively aligns infrastructure delivery with development and population growth; and
- Includes a logical road map to travel from plan to reality, including multiple funding and delivery mechanisms to provide required infrastructure.

**Collaboration and partnerships**

Major infrastructure priorities as well as many smaller projects require a collaborative approach that brings the community, State agencies and cross-boundary technical and professional disciplines together to coordinate, discuss and input into the planning and design of infrastructure. This tests the benefits of infrastructure investment early.

Our city-shaping projects will require collaboration with neighbouring councils, Transport for NSW, Ministry of Health, NSW Department of Education, Greater Sydney Commission, Department of Planning, Industry and Environment, Sydney Water, the Commonwealth Department of Infrastructure, Regional Development and Cities and mass transit/train services.

Local organisations such as Western Sydney University, Bankstown Hospital, Bankstown Airport, Sydney Airport, and major businesses that have the size will be active partners in the City’s development.

We will regularly engage and collaborate with other agencies and stakeholders to promote strategic planning (for example, reserving land for transit corridors and other network infrastructure) and leverage and align infrastructure programs with their investment plans as much as possible.

**Advocacy**

While city-shaping infrastructure has the biggest impact on the City’s future prosperity and residents’ quality of life, we are not the responsible agency for major and utility infrastructure; much of this infrastructure relies on State and Commonwealth decisions, asset management plans and budgets. We will proactively advocate for major and transformational infrastructure to be provided in the right place by:

- Logging blockages and inefficiencies in the existing networks;
- Demonstrating need and long-term forecasts and planning through *Connective City 2036*;
- Demonstrating innovative ways to resolve land use challenges;
- Working to understand infrastructure planning and delivery to work better with infrastructure providers;
- Developing ongoing, positive relationships with agencies and communicating well to ensure timely and viable advice;
- Sharing information with other levels of government about *Connective City 2036* and the community’s needs;
- Advocating to government to accelerate provision of transformational projects (such as mass transit/train services) that will underpin growth and radically improve connections between the City and the rest of Greater Sydney; and
- Demonstrating a quality designed approach to the future character of places across the City.

**Our approach**

Our management approach will consider, plan for and seek out all viable funding options. We will focus on the 10 Directions and 10 Evolutions as set out in this plan.

**infrastructure funding, responsibilities and priorities**

A prioritised schedule of State, regional, utility, local and other infrastructure will identify the facilities we will advocate for and collaborate with other stakeholders to program and fund. This will be established against a schedule of the local infrastructure to be delivered by

Council.

**Place infrastructure funding and delivery**

We will coordinate the planning, prioritisation, programming, budgeting, procurement and delivery of local infrastructure linked to life cycle asset management systems. We will tailor the funding mix to suit each class of infrastructure.

**Council lands**

Council has the opportunity to consolidate and use its land holdings to create central civic, cultural and community precincts in centres.

Where appropriate, Council should utilise its lands to generate income to support and fund service and infrastructure delivery to the community. This includes land holdings across the City, in centres and drainage reserves.

**A sustainable funding mix**

To fund infrastructure provision, different funding sources are available for different projects. We need a mix of funding that can be applied on an item-by-item basis to ensure there is sufficient money to plan, build and maintain these items. Funding sources include:

- Council special rates;
- Value sharing;
- NSW Government grants;
- Joint use project funding;
- Developer contributions;
- Commonwealth funding;
- Public/private partnership;and
- Build, own, operate and transfer model.

Developers can help to fund local infrastructure through contributions and value-capture where rezoning occurs.

**Value-capture**

While a growing population increases the demand for parks, civic squares and the like, the cost of the land needed for these places is prohibitively expensive.

Capturing and reinvesting the value derived from the development process can occur when land value increase follow planning decisions to increase densities or in locations that benefit

from new or improved infrastructure.

Value-capture schemes actively involve land developers in creating great developments and great places.

We will develop a value-capture scheme to accompany planning in the Chapel Road Precinct, Bankstown, Chullora and the Eastern Lifestyle and Medical Precinct. Value-capture schemes may also be pursued in other growth locations such as the Sydney Metro Southwest corridor.

The schemes will allow for the collection of viable and reasonable development contributions that provide the necessary infrastructure to support the increase in density.

Our place-based land use planning strategies will be designed so that open space and public domain areas are integral to new developments. This could include mechanisms such as lot consolidation, transfer of development rights and bonus floor space schemes to encourage generously-sized ground level public spaces in new developments.

**Responsive programming**

Place infrastructure projects will be incorporated into our Delivery Plan, meaning that they will be regularly reviewed and adapted to:

- Reflect the latest trends in where growth is occurring in the City;
- Align with latest Australian and NSW Government infrastructure commitments which may require us to redirect our focus to support that major infrastructure; and
- Accord with available funding resources.

EVOLUTION 10 - GOVERNANCE AND FUNDING						
	PRIORITY	ACTIONS	CBCITY 2028	SOUTH DISTRICT PLAN	COLLABORATION	TIME FRAME
METROPOLITAN	<b>E10.1 Support the creation of great places through an infrastructure funding framework</b>	E10.1.191 Prepare a sustainable funding framework for City infrastructure that identifies available funding sources and develops strategies for the delivery of infrastructure at the citywide, precinct and lot scales			CBC	
	<b>E10.2 Establish a clear picture of future places and their infrastructure needs</b>	E10.2.192 Support all place led plans, strategies or major planning proposals with an evidence based infrastructure needs analysis			Relevant State agencies, CBC	
	<b>E10.3 Effectively align infrastructure funding and delivery with growth</b>	E10.3.193 Undertake a staged approach to growth that aligns with infrastructure delivery			DPIE, CBC	
	<b>E10.4 Use the land development process as a funding mechanism for quality infrastructure</b>	E10.4.194 Advocate for development and implementation of State infrastructure contributions in growth centres			DPIE, CBC	
	<b>E10.5 Advocate and collaborate with State agencies and the private sector to coordinate infrastructure</b>	E10.5.195 Work with the NSW Government to test and implement infrastructure needs identified in Movement for Commerce and Master Plan 2036 and the Metropolitan Interconnectivity Plan 2036			TfNSW, DPIE, CBC	
CITY-SHAPING	<b>E10.6 Use the land development process as a funding mechanism for quality infrastructure</b>	E10.6.196 Prepare a value-capture based strategy for the funding of infrastructure in growth centres and update the contributions plan			CBC	
		E10.6.197 Update the Canterbury-Bankstown 7.11 Plan upon completion of master plans for each centre based infrastructure needs to respond to planned growth			CBC	
	<b>E10.7 Effectively align infrastructure funding and delivery with growth</b>	E10.7.198 Align capital works with place-based planning for centres			DPIE, TfNSW, CBC	
		E10.7.199 Investigate the reclassification of some drainage reserves from community to operational land to allow flexibility in use where appropriate			CBC	
	<b>E10.8 Advocate and collaborate with State agencies and the private sector to deliver infrastructure</b>	E10.8.200 Work with the NSW Government to identify opportunities to co-deliver new infrastructure			DPIE, Department of Education, other relevant State agencies, CBC	
		E10.8.201 Work with State agencies and private stakeholders and institutions on joint and shared use of infrastructure and facilities			Department of Education, other school providers (Catholic and independent school sectors), universities and other institutions, CBC	

Delivery: By 2021 (0–2 years) By 2021 and 2024 (2–5 years) Beyond 2025 (more than 5 years) South District Plan Directions and *CBCity2028* Transformations: Refer to page 10. Abbreviations: Refer to page 2.



***“The time is right to reconsider how we deliver infrastructure,  
and how we can adapt existing networks to our changing user needs.”***

**An Assessment of Australia’s Future Infrastructure Needs,  
Infrastructure Australia Audit June 2019**