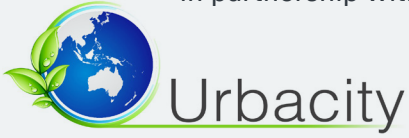


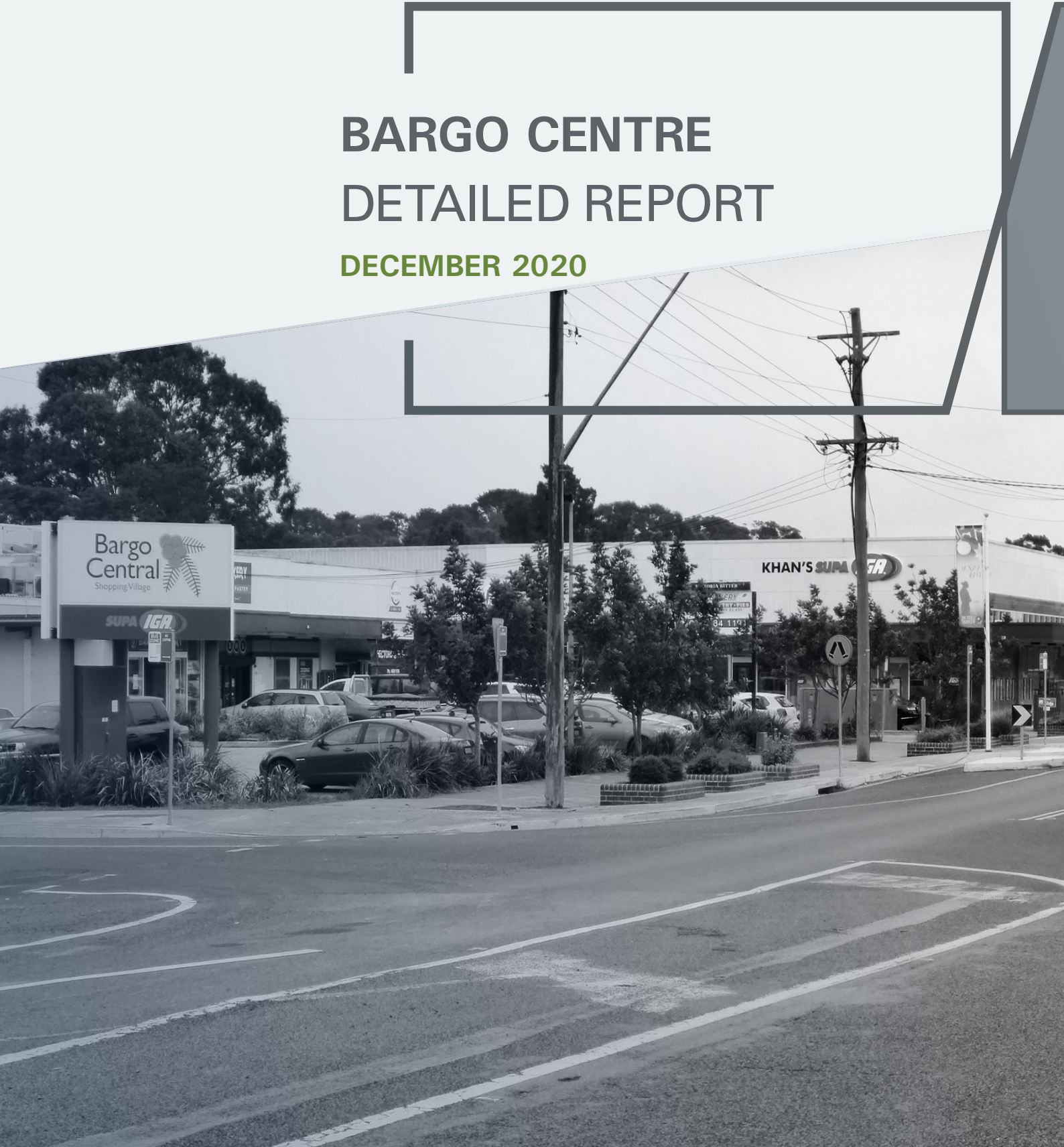


in partnership with



# BARGO CENTRE DETAILED REPORT

DECEMBER 2020



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# 1 Bargo

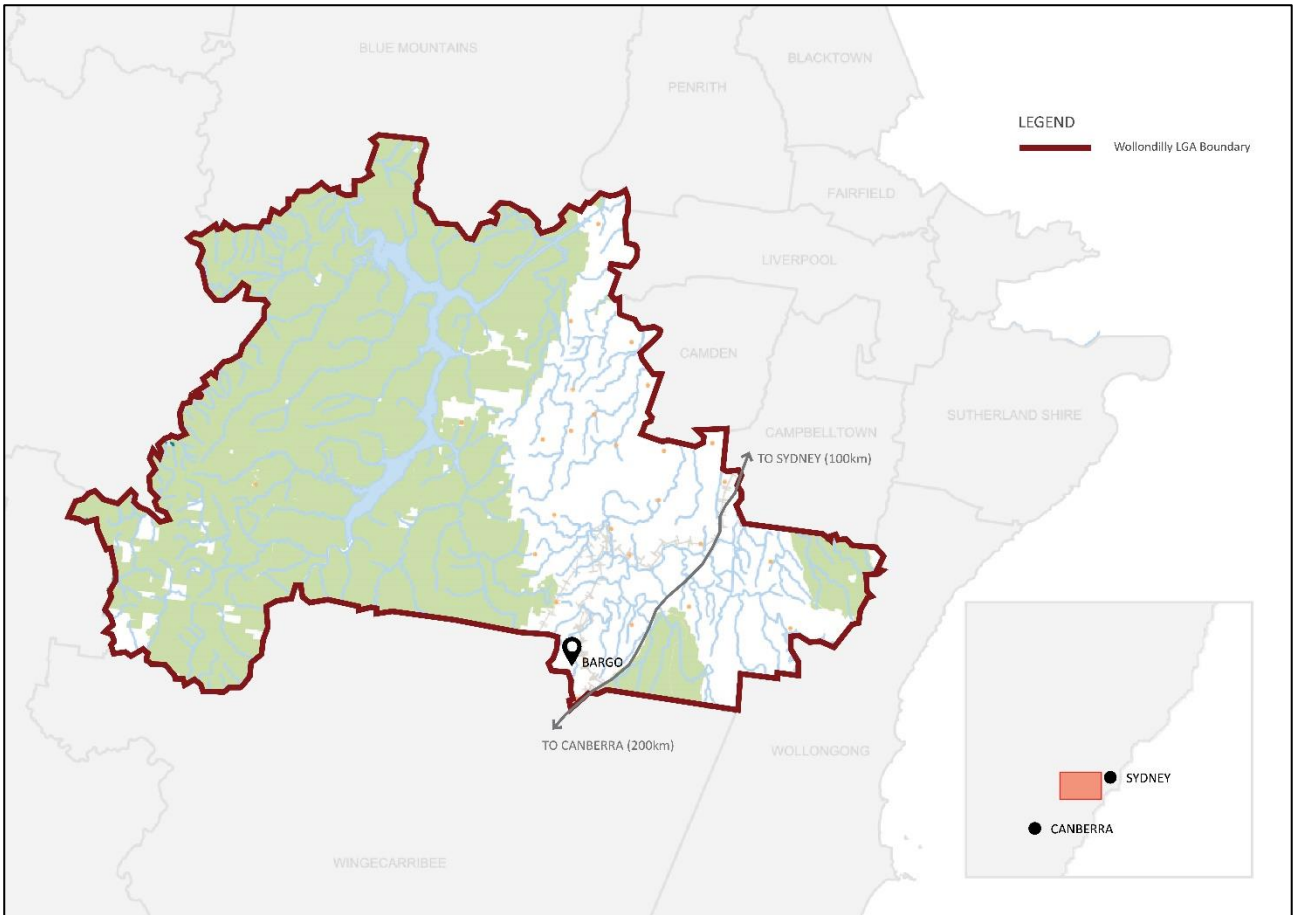


Figure 1-1 Bargo Locality Map.

## 1.2 Bargo Village, Activity Core and Edges

The key characteristics of Bargo are listed in the table below:

<b>Population</b>	<b>2016 Census</b>	4,393	
	<b>2041 Projection</b>	5,067	
<b>Centre Typology</b>	LSPS Larger Centre		Centres Study: Village
<b>Centre Functions</b>	Daily convenience centre for local catchment Some diversity of services and facilities		
<b>Centre Special Features</b>	Newly developed supermarket Substantial investment in public realm works along Rainside Ave Centre split into east and west odes by rail corridor Capacity for infill on commercial zoned land approx. 14,000m <sup>2</sup> of GFA		
<b>Future focus</b>	Bargo has potential for intensification of the activity core in the long term subject to prior planning for, and delivery of, waste water infrastructure, optimising connectivity across the rail line and station and understanding of potential mine subsidence		

Bargo is a centre currently capable of serving the daily shopping needs and limited service needs of the low density residential and rural-residential settlement surrounding the centre and the nearby small settlement of Yanderra.



Bargo is a spatially fragmented centre. The original commercial centre was established on the eastern side of the rail line and the primary school, post office, hotel and several other non-residential uses are located east of the rail line. The more recent focus for commercial-related activity is on the western side of the rail line, which clearly reflects the change in movement routes to and through the settlement over time. The links across the rail line are limited to the pedestrian overbridge at the rail station and two small, vehicle-only bridges some distance from the centre.

Bargo sportsground caters for a variety of organised and informal recreation activities but is separated from other activity hubs. There are scattered light industrial uses to the southern edges of the commercial zoned land on both sides of the rail line.

Land use patterns have not responded to additional commercial zoned land and medium density zoned land introduced with WLEP 2011. There is discontinuity of commercial and non-residential uses south of Noongah Street and south of Bargo Hotel.

The Bargo centre dominated by vehicle movements and parking. Bargo experiences significant through traffic along Remembrance Driveway particularly heavy vehicles to and from the Hume Highway. Bargo residents also regularly visit Tahmoor, Campbelltown and the Southern Highlands for shopping and other services and facilities.

Tahmoor Colliery is located on Rainside Avenue north of Bargo centre, with coal transported by rail to Port Kembla. Underground coal mining extends beneath the settlement of Bargo and the land is subject to predicted mine subsidence which limits the scale and intensity of building work until mining is completed. The colliery employs approximately 400 people, with a large proportion who live locally or in the Illawarra travelling through Bargo as the nearest access to the Hume Highway.

Bargo has the potential to grow through intensification and redevelopment of existing commercial zoned land in the longer term. This is because:

- > There is sufficient redevelopment capacity within existing commercial zoned land on both sides of the rail line
- > The railway station is centrally located and potentially an ideal focus for activity subject to upgrades and additional crossings
- > The urban settlement is readily accessible to the Hume Motorway
- > The bushland surrounding Bargo has been recently impacted by bush fires (2019/2020 season) and mine subsidence has been a contributing factor or risk for any potential future growth in the Centre.

However, activation of growth needs to be postponed subject to, and dependent upon:

- > Planning for and delivery of infrastructure and utilities particularly reticulated sewer services and upgraded and new public road connections over the rail line
- > Understanding of the future implications of mine subsidence anticipated from Tahmoor South underground mine project.

A Place Plan for Bargo is essential to address the above and adequately plan for a dynamic and vibrant centre that has potential to support an increased local population.

### **1.3 Treatment in the LSPS**

The Local Strategic Planning Statement (LSPS) identifies the following community values and needs for Bargo:

- *enhancing active links and open spaces that contribute to health and happiness*
- *improving the quality of public spaces to maintain the strong sense of community and belonging*
- *a vibrant retail centre that maintains the small-town atmosphere*
- *local sporting groups and family support centres that keep people connected*
- *protection of Bargo's natural surroundings and heritage*
- *differences between East and West Bargo that should be recognised and understood.*

Action 17.5 to the LSPS is to "Develop a site rehabilitation/closure plan for the Bargo Waste Management Centre". The Waste Management Centre is more than 1km north east of the Bargo centre and does not impact on the activity core and edges. Future uses of the Waste Management Centre would not likely include commercial lands as there are no utilities connected to the site.

## 2 Centre Appraisal and Opportunities

### 2.1 History

Bargo was the traditional Country of the Tharawal people.

In 1798 an expedition of Europeans travelled through the area and included the first recorded sighting of a Koala and a Lyrebird. Settlement in Bargo started in the 1820s when the Great Southern Road was constructed. Original buildings constructed on Great Southern Road are now heritage items. The road was a route for Cobb and Co. coaches with a crossing of the Bargo River and the dense bushland notorious for bushrangers. In 1919 the Bargo Railway was opened and substantial buildings were constructed in the town.

Railside Avenue was originally the Hume Highway connecting Sydney and Canberra. It carried high volumes of through vehicle traffic. In the 1960s and 1970s the through traffic boosted new development and activity on the western side of the rail line. The construction of the Hume Motorway reduced the pace of local growth and activity as vehicle traffic between Sydney and Canberra now bypasses Bargo.

#### 2.1.1 Heritage items and Heritage Conservation Areas

Heritage items and the heritage conservation area in the Centre are indicated in **Figure 2-1**. The heritage items in Schedule 5 to WLEP 2011 and located in or in close proximity to Bargo Centre are:

Item Name	Address	Significance
Bargo Post Office	207 Great Southern Road	Local
Hotel Bargo	225–227 Great Southern Road	Local
Bargo Rural Trading Building	237 Great Southern Road	Local
Commercial Building	243 Great Southern Road	Local
Bargo Public School	245–261 Great Southern Road	Local
Cottage	91 Hawthorne Road	Local
House	118 Hawthorne Road	Local
Bargo Public School Residence	122 Hawthorne Road	Local
Old Stock Route Railway Bridge	Lupton Road (Main Southern Railway)	Local
House	8 Noongah Street	Local
Bargo Railway Station toilet block	Railside Avenue (Main Southern Railway)	Local
Bargo Surgery	74 Railside Avenue	Local
Cottage	121 Railside Avenue (on railway curtilage)	Local
Bargo Railway Bridge (South)	Tylers Road (south of railway station)	Local
Bargo Railway Bridge (North)	Wellers Road (north of railway station)	Local

#### Opportunities:

- > Undertake a detailed urban design analysis to identify consistent building features for new and infill development to create new build forms which are distinctly different to the heritage items in the centre and which will enhance the prominence of heritage buildings in the streetscape.



Figure 2-1 Heritage map for Bargo.

## 2.2 Natural, Cultural and Community Assets

### State Conservation Areas and Dams

Bargo State Conservation Area, Bargo River State Conservation Area, and Upper Nepean State Conservation Area are all in close proximity to the Bargo centre and are accessible by car. These areas include bush walks, picnic and recreation facilities that are freely available for public use. The dam walls and major infrastructure are outstanding scenic assets.

### Bargo Sportsground

Approximately 450m walking distance south west of the railway station, Bargo sportsground is a well-established community asset accommodating rugby league, AFL, cricket, soccer, tennis, harness racing training, dog off leash area, skate park, playground and community hall. Visitors typically drive to the sportsground.

### Wirrimbirra Sanctuary

North of Bargo centre on Remembrance Driveway, Wirrimbirra Sanctuary was established in 1963. It is a not-for-profit flora and fauna research centre including wildlife sanctuary, nursery, field camp, environmental education and visitor centre. The sanctuary was severely affected by the bushfires of 2019-2020.

## 2.3 Scenic Landscape Elements and View Corridors

Railside Avenue and Great Southern Road are broad road reserves. The rail corridor adds a further broad expanse of space to the visual qualities of the Bargo Centre.

The overall scenic impression of Bargo centre is a low density, spatially dispersed centre. Roads and vehicle parking dominate the landscape of the centre on Railside Avenue. There are mature trees along Railside Avenue and Great Southern Road which are important visual elements.

The topography is flat and there are no elevated vantage points in the centre other than the pedestrian overbridge to the rail line.

## 2.4 Infrastructure and Utilities

Bargo is serviced by a pressure sewer system connected to the Picton Treatment Plant. The number of future connections is limited by the design of the pressurised system and new connections are limited. The scale of future development and growth is therefore anticipated to be incremental and limited.

## 2.5 Special and Regular Community Events and Activities

Special events and activities are focussed at the Bargo Sportsground and Community Hall. Regular sporting events attract weekend visitors from nearby localities.

## 2.6 Community

### 2.6.1 Who uses the Centre and why?

Bargo centre caters for local residents and the residents of Yanderra. There is some passing traffic travelling to and from the Hume Highway interchange south east of the centre – particularly heavy vehicle traffic as on-street parking on Railside Avenue is often available and convenient for larger vehicles.

### 2.6.2 PlaceScore Engagement Survey

The following is a collection of the responses to Council's PlaceScore Engagement Survey specific to the "Tahmoor and Surrounds". The responses are compiled from residents of Bargo, Tahmoor, Pheasants Nest and Yanderra and therefore not entirely reflective of the 'sense of place' for Bargo only.

- *Investment in service provision that suits our vision for the future.*
- *The shops have improved over the years but could be better. More things like cinemas etc. Better road networks.*
- *Places to socialise in the evening and small local events to attend. Apart from the local pubs there isn't much to do in the evenings.*

Residents most value the businesses that are locally owned and operated, their sense of belonging and affiliation with the local community. They consider improvements are needed to provide evening activities and

local employment. Residents would like to see new public realm works and places with more distinct character and design.

A strong sense of affiliation with place is a community value that will potentially sustain activity in Bargo. There is some potential for evening activities to be encouraged adjacent to the hotel and the railway station with good quality street lighting in the vicinity of the station, the presence of the hotel and the potential for smaller scale infill premises and mixed uses on the eastern side of Great Southern Road. The land between the school and the hotel is easily walkable and experiences activity during the day which could extend into evenings with a greater mix of land uses including restaurants and cafés.

Improved connectivity across the rail line is recommended to be investigated with the upcoming Transport Study and Active Transport Strategy. The southern-most rail overbridge is used frequently by heavy vehicles coming to and from the motorway. A new overbridge further south could potentially be more suitable for heavy vehicles and the existing overbridge converted to a pedestrian and cycle bridge given its heritage status.

There are several heritage-listed buildings in the Bargo centre with distinctive design and character. There is ample capacity for infill development which can also provide incentives for adaptive re-use and restoration of heritage buildings. Clause 5.10 to WLEP 2011 enables consideration of any future use of a heritage item which can demonstrate restoration of heritage assets.

## **2.7 Land Uses, Open Spaces and Community Services and Facilities**

There is a diversity of land uses in the Bargo centre. However, the land uses are spatially dispersed and fragmented and the streetscape and public realm does not encourage visitors to the centre to linger or use the centre for activities other than car-dependent, purpose-specific trips.

Footpath pavement on the western side of RAILSIDE AVENUE is broad and whilst it is aesthetically attractive and low maintenance, it does not encourage engagement of pedestrians with commercial shopfronts along RAILSIDE AVENUE nor support activities such as outdoor dining or display of goods. The footpath of RAILSIDE AVENUE is regularly interrupted with driveways and parking within the front setbacks of commercial properties, which further separates the primary pedestrian route from shopfronts.

Public toilets and picnic tables are located on the eastern side of RAILSIDE AVENUE but they are not linked with all-weather pathways, interesting landscaping or pedestrian friendly opportunities to cross RAILSIDE AVENUE to encourage their use.

The sportsground and community hall is securely fenced with limited access points. Most visitors drive to the sportsground and it is not part of the Bargo commercial centre.

The road bridges across the rail line are not within easy walking distance of the Centre. Both bridges are heritage items and do not have footpaths. They do not encourage walking between Great Southern Road and RAILSIDE AVENUE.

The pedestrian bridge over the rail line at the station is an effective pedestrian link between RAILSIDE AVENUE and Great Southern Road. The railway station and the pedestrian overbridge represents a key movement node if future redevelopment of the Bargo centre is to be effective in facilitating pedestrian movement to and through the station.

Land immediately west and adjoining the commercial strip fronting RAILSIDE AVENUE is zoned for medium density residential development. To date no development consents have been issued for redevelopment of the land. Similarly, land fronting Great Southern Road immediately north and south of the commercial zoned land is zoned for medium density residential development and no development applications have been lodged for medium density housing.

### **Opportunities:**

- > Medium density residential development opportunities may be encouraged with introduction of adaptable building typology options within walking distance of the commercial zoned land and the sportsground in conjunction with a continuous pathway network would boost local activity and encourage a walkable settlement pattern.
- > Undertake a detailed design analysis focusing on improvements to the public realm, building siting, façade design and future planning for cars and parking in a manner that does not dominate the activity and movement spaces of the Bargo centre.
- > Adaptable building typologies within and immediately surrounding commercial zoned land will encourage redevelopment and infill opportunities to address the discontinuous commercial streetscape.



## 2.8 Urban Structure and Built Form

Development in both east and west sections of Bargo centre has no consistency in built form, setbacks, design themes or land use. This discontinuity and fragmentation of buildings and uses does not encourage walking.

There are distinctive buildings on the eastern side of the rail line. However, these are not prominent in the centre because they are separated from the current main activity and movement routes. Examples of these buildings are the heritage listed Bargo hotel, the Bargo rural trading building, the commercial building and some of the primary school buildings all located on Great Southern Road. Encouraging pedestrian movement along both sides of the rail line will improve community awareness and appreciation of these locally significant buildings.

The grid pattern of streets in the surrounding settlement makes navigation simple (refer to **Figure 2-2**). The rail line and a single pedestrian overbridge limits pedestrian movement and constrains the routes available for pedestrians.

The lot dimensions for commercial zoned land are typically 50m-60m deep and 20m wide. None of the commercial lots have rear lane access. Driveway crossings and on-site parking within front setbacks are common layouts for commercial development. This erodes the quality of the streetscape and pedestrian experience. Both Rainside Avenue and Great Southern Road are wide streets with rail property to one side. There is ample opportunity for on-street parking and street trees.

Although two storey built form is permitted by the building height controls contained in Wollondilly Local Environmental Plan (WLEP) 2011, development is limited to single storey with a limited floor plate size, until mine subsidence no longer needs to be accounted for in the development approval process.

There is no minimum lot size control for commercial zoned land and therefore no LEP constraint to redevelopment of finer-grained building scale. Redevelopment and infill at a finer-grained scale and building siting and design with effective street presence will increase the diversity of commercial uses and increase opportunities for local employment.

### **Opportunities:**

- > Undertake a transport and parking assessment to determine whether the provisions contained in Wollondilly Development Control Plan (WDCCP) 2016 should be varied to reduce on-site parking requirements (particularly in the front setback) and to reduce the number of driveway crossings which alienates commercial premises from pedestrian movements. Reduced on-site parking requirements may encourage redevelopment, boost local investment and jobs and increase the variety of services and facilities in the Bargo centre. Undertake a detailed design analysis to address improvements to the public realm, building siting and façade design to provide for improved cohesion of the built form interface with the footpath.
- > Allow for adaptable building typologies within and immediately surrounding commercial zoned land and in combination with medium density residential redevelopment within walking distance of the railway station and commercial zoned land to encourage redevelopment and infill opportunities and diversity of uses and activities.
- > Retain and enhance street tree planting along both side of the rail corridor with trees suitable to their urban environment.



Figure 2-2 Urban structure, built form and access analysis in Bargo and surrounds

## 2.9 Commercial Floor Space and Capacity for Growth

The Draft Centres Study 2008 identified the following objectives for Bargo centre:

- *To promote two viable core retail centres which are separate and unique but which are integrated and well-connected*
- *To improve the centre's economic performance*
- *To improve and enhance the centre's heritage and local character*
- *To enhance the centre's built form*
- *To create an open space system that caters for and supports the centre.*
- *To promote accessibility to, from and within the centre.*

The first of these objectives is no longer valid. Bargo is a single centre with two connected nodes. There is insufficient population catchment to sustain two centres. This Centres Study recommends improving connectivity across the rail corridor in collaboration with TfNSW.

This Centres Study recommends economic performance, built form and character can be boosted in Bargo with finer-grained infill, diversity of uses, adaptable building typologies and bringing buildings and activity closer to the street front boundaries of both Railside Avenue and Great Southern Road.

The existing sportsground provides adequate high quality active space. Passive open space can be improved with a continuous pathway network and street tree planting connecting the school, the sportsfield and the commercial frontages to Railside Avenue and Great Southern Road.

The Commercial Centres Study 2006 and the Draft Centres Study 2008 identified the following for Bargo commercial-zoned land:

*3,000m<sup>2</sup> of commercial/retail floor space (including 3 small supermarkets and 20 specialty stores) representing 5.5% of the total commercial/retail floor space in the LGA*

*200m<sup>2</sup> of vacant commercial/retail floor space (being two vacant commercial buildings)*

There has been only one change to commercial/retail floor space since the 2006 and 2008 studies. The construction of the IGA supermarket and speciality shops at the corner of Noongah Street and Railside Avenue resulted in a net increase in commercial/retail floor area of approximately 1,000m<sup>2</sup>. Vacancy rates are low, with only one vacant premises on Railside Avenue and one vacant warehouse premises on Great Southern Road.

Within the existing commercial zoned land fronting Railside Avenue there is capacity for approximately 10,000m<sup>2</sup> of additional commercial floor space assuming redevelopment is limited to single storey due to mine subsidence constraints and accounting for the provision of on-site, at-grade parking with access only available via the main street frontage. WLEP 2011 increased the extent of commercial zoned land to include the patchwork of dwellings and light industrial premises between Noongah Street and Nooral Street, however the zoning change has not translated to significant land use changes since 2011. There remains latent redevelopment capacity for new commercial premises on this land.

Within the commercial zoned land fronting Great Southern Road there is capacity for approximately 4,000m<sup>2</sup> of additional commercial floor space assuming the same constraints as above. The Bargo Hotel site is approximately 5,200m<sup>2</sup> and is within Zone B2 Local Centre. The hotel, car park and beer garden occupy approximately 3,000m<sup>2</sup>. The redevelopment potential of the remainder of the site is dependent upon an analysis of the heritage curtilage of the hotel. Clause 5.10 to WLEP 2011 provides incentives for the redevelopment of the remainder of the hotel site and there is potential for this site to be a hub for small cafes and restaurants adjacent to the station and close to the school.

### **Opportunities:**

- > There is adequate capacity within the existing commercial zoned land for new commercial floor space. Existing commercial development is fragmented and discontinuous in site coverage and built form. Incentives for redevelopment should be explored through a detailed examination of potential built form, building siting and public realm improvements to improve consistency of streetscape and pedestrian experience and encourage development with improved interface with the footpath. The intention of such incentives is to encourage walkability and visitation to the centre rather than single-purpose car trips.
- > Include adaptable building typologies on key sites in the DCP.

## 2.10 Access and Movement

The original commercial development of Bargo along Great Southern Road was a walkable centre, easily navigable along a broad, single main road. The activity generated by through traffic along the former Hume Highway (now Railside Avenue) encouraged car-friendly commercial development on the west side of the rail line. The long term separation of the two commercial areas and the diversion of through traffic to the Hume Highway has stagnated activity in both east and west parts of Bargo Centre.

Heavy vehicle traffic frequently travels through Bargo on route to and from the Hume Highway. The eastern side of Remembrance Driveway is convenient for the parking of heavy vehicles. Drivers of heavy vehicles frequently stop at Bargo for this reason.

The disbursed land uses and parking means there are few pinch points or local congestion related to peaks in activity. There is off-street and kerb side parking for the primary school. There are a variety of on-street and onsite parking options in Railside Avenue and Great Southern Road. The rail station has dedicated parking on both sides of the line. There is capacity for additional parking should commuter demand increase in the future. The train journey from Bargo to Campbelltown is 45 minutes compared to 37 minutes by car.

Both road bridges are heritage items and do not accommodate pedestrian paths. They are too far from the commercial centres to be effective in encouraging pedestrians to cross the rail line. As new commercial development can be expected on the land fronting Railside Avenue between Noongah and Nooral Streets (immediately south of the railway station) it is reasonable to expect increased activity in the vicinity of the station and increased use of the pedestrian overpass.

Paved footpath connectivity is good along Railside Avenue but poor from Great Southern Road across the rail line via the pedestrian bridge. Pedestrian access from the east to the west should be substantially improved from the current circuitous and car-dominated station entrance to a more direct and simpler system that prioritises and/or balances pedestrian movement with cars.

The community directory sign on the eastern side of Railside Avenue adequately captures information about local assets and places of interest. The sign, however is not located on a main activity and movement route.

### Opportunities:

- > Undertake a detailed urban design analysis of the road and streetscape environment of Railside Avenue to investigate options for adding 'friction' to slow down through traffic, decrease or eliminate on-site parking and driveway crossings for commercial redevelopment to deliver improvements to the pedestrian experience and the public realm.
- > Review the current pedestrian environment from Great Southern Road to make pedestrian access simpler and more direct to the station and to the shops on the west side of the rail line. Seek resource and financial assistance from TfNSW by submitting a Problem Statement including this matter and others recommended in this report to the TfNSW Research Hub (see <https://www.transport.nsw.gov.au/data-and-research/research-hub/templates-and-forms>).
- > Install a continuous network of paved pathways linking Bargo Sportsground with the commercial zoned land in Railside Avenue and to land in the R3 Medium Density Residential zone adjoining commercial zoned land on both sides of the rail line. See above point with regard to seeking collaboration with TfNSW.
- > The verge along the eastern edge of Railside Avenue is favoured by heavy vehicle drivers stopping on their way through Bargo and should be retained in its current state.
- > Redesign the space immediately surrounding the community directory board to attract pedestrian activity.



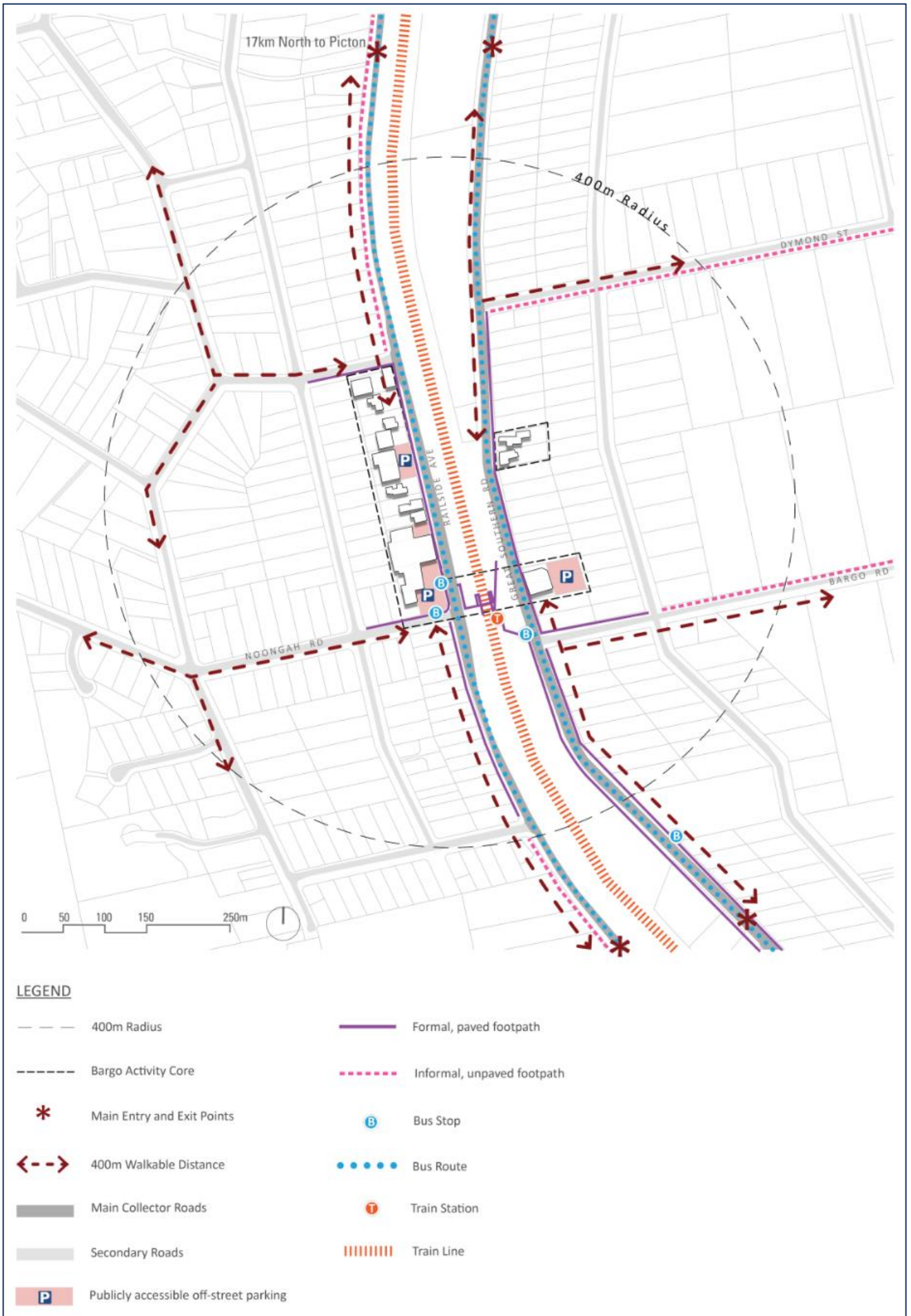


Figure 2-3 Access and movement analysis for Bargo.

## 2.11 Street Appeal – Public Realm and Pedestrian Experience

The appeal of the street environment is highly variable throughout both parts of Bargo Centre. Street trees are an important feature of both Rainside Avenue and Great Southern Road.

Few existing buildings address the street and are engaging for pedestrians. Shop fronts also suffer from separation from pedestrians with front setbacks dominated by car parking.

Footpath continuity is too frequently interrupted by driveways.

The pedestrian bridge at the railway station could become a focal point of activity if infill and redevelopment achieves walkable densities and diversity in land use mix.

### **Opportunities:**

- > The rate of growth and infill development will be limited over the next 10+ years. This anticipated slow rate of redevelopment in the short to medium term is an ideal opportunity to plan for ways that new buildings and the public realm can improve pedestrian experience and facilitate activity on both sides of the rail line. This requires the undertaking of a detailed design analysis to inform changes to WDCP 2016.



Figure 2-4 Assessment of factors influencing street appeal.



## 3 Current Commitments to Works, Adopted Plans and Strategies

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### 3.1 Previous Centres Studies

The Draft Centres Study 2008 recommended additional commercial zoned land between Noongah and Nooral Streets, which has been incorporated within WLEP 2011. Land uses have not responded to the change in zoning to date.

The Draft Centres Study also recommended the western side of Bargo centre be encouraged to continue developing as a car-oriented centre and the western side of Bargo centre facilitate pedestrian, neighbourhood scale development. The previous study also recommended an additional rail crossing but did not clarify whether this crossing was to be pedestrian only or both pedestrians and cars.

The Draft Centres Study 2008 recommended future development enhance the public domain through reduced front setbacks, continuity of facades, street tree planting and street furniture and design sensitive to heritage character.

#### **Opportunities:**

- > There remains ample capacity for new commercial floor space under existing planning provisions.
- > Investigate potential development incentives by undertaking an urban design analysis combined with a transport and parking assessment. Such studies should investigate the potential for reduced on-site parking provision in return for improvements to the public realm, built form and streetscape. Prepare a collection of design controls which could be an incentive for infill and redevelopment.
- > Car-oriented development where driveways and parking dominate the streetscape and footpath should be discouraged and eliminated throughout the Bargo centre.

### 3.2 WLEP 2011 Provisions

The zoning which applies to land in Bargo is shown in **Figure 3-1**.

There is ample capacity within land in the B2 Local Centre zone for additional commercial floor space.

Any future infill or additional development proposed within Bargo Centre would need to consider evacuation needs in the event of risk from major hazard such as bush fire and may be limited due to mine subsidence restrictions.

Commercial zoned land and residential land in the Bargo Centre is adequately separated by public road corridors from the rail line so as not to be limited by rail noise and vibration.

#### **Opportunities:**

- > No changes to land use zoning are recommended for Bargo.
- > No changes to height controls are recommended for Bargo.
- > No minimum lot size requirement is recommended in the Bargo centre to encourage finer grained buildings.
- > Lot size controls to continue to apply to industrial zoned land to protect this land from fragmentation.
- > Adaptable building typologies can be accommodated within land in the B2 Local Centre and R3 Medium Density Residential zones.





Figure 3-1 Current land use zoning for Bargo under WLEP 2011, with Recommended Investigation Area for “Adaptable Typologies”.

### 3.3 WDCP 2016 Provisions

#### Opportunities:

- > Undertake a detailed urban design study to consider introducing new controls within WDCP 2016 for adaptable building typologies on the Key Sites identified in **Figure 3-1**.
- > Introduce new DCP provisions within *Volume 4 Part 3 Section 3.1* for ‘Single Dwelling Houses (Town Centre Residential Lots)’ to apply to adaptable building typologies only, for increased site coverage, zero setbacks and reduced on-site parking or rear loaded, amalgamated lots to reduce driveways interrupting pedestrian routes and eliminate parking and garages in front facades and setbacks.

## 4 Summary of Opportunities

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The following opportunities have been identified for Bargo, as shown in the Structure Plan in **Figure 4-1**:

- > Undertake a detailed urban design study combined with Council's current Active Transport Strategy and a centre-specific transport, parking and movement study to investigate:
  - building features for new development which enhance the prominence of heritage buildings in the streetscape for their distinctive built form;
  - improvements to the public realm to enhance the pedestrian experience, especially from the east across Great Southern Road and the rail station;
  - building design recommendations for front setbacks, building siting and front facades to improve the interface and interaction opportunities with pedestrians;
  - investigate whether the provisions contained in WDCP2016 for on-site parking and vehicle access for commercial development can be reduced/amended as an incentive for improvements in the public realm and pedestrian/shopfront interface and minimise interruption to footpaths by driveway crossings and on-site parking within front setbacks of commercial zoned land;
  - model a finer-grained scale and building siting and design with effective street presence to increase the diversity of commercial uses and increase opportunities for local employment
  - seek resource assistance and collaboration from TfNSW to investigate improvements to pedestrian links and public road links over the rail line as well as potential uses of vacant land along the rail corridor to enhance connectivity between Great Southern Road and Railside Avenue as well as boost activity and efficient use of space. Council to submit a Problem Statement to TfNSW Research Hub (see <https://www.transport.nsw.gov.au/data-and-research/research-hub/templates-and-forms>)
- > Construct a continuous pathway network linking Bargo sportsground and community hall with commercial zoned land on both sides of the rail line and with the railway station and school.
- > Encourage adaptable building typologies on Key sites.
- > Maintain the kerbside to Railside Avenue in a manner suitable for parking of heavy vehicles.
- > Redesign the space immediately surrounding the community directory board to provide an attractive space for pedestrian activity including a continuous pathway link from the station and pedestrian crossing, low fencing/hedging and seating.
- > Consistent with Council's Urban Tree Policy retain and enhance canopy street trees along both sides of the rail corridor.
- > Council to consult with Tahmoor Coal on public realm upgrades that may be considered in a future Community Enhancement Program linked to the Tahmoor South mine expansion project.

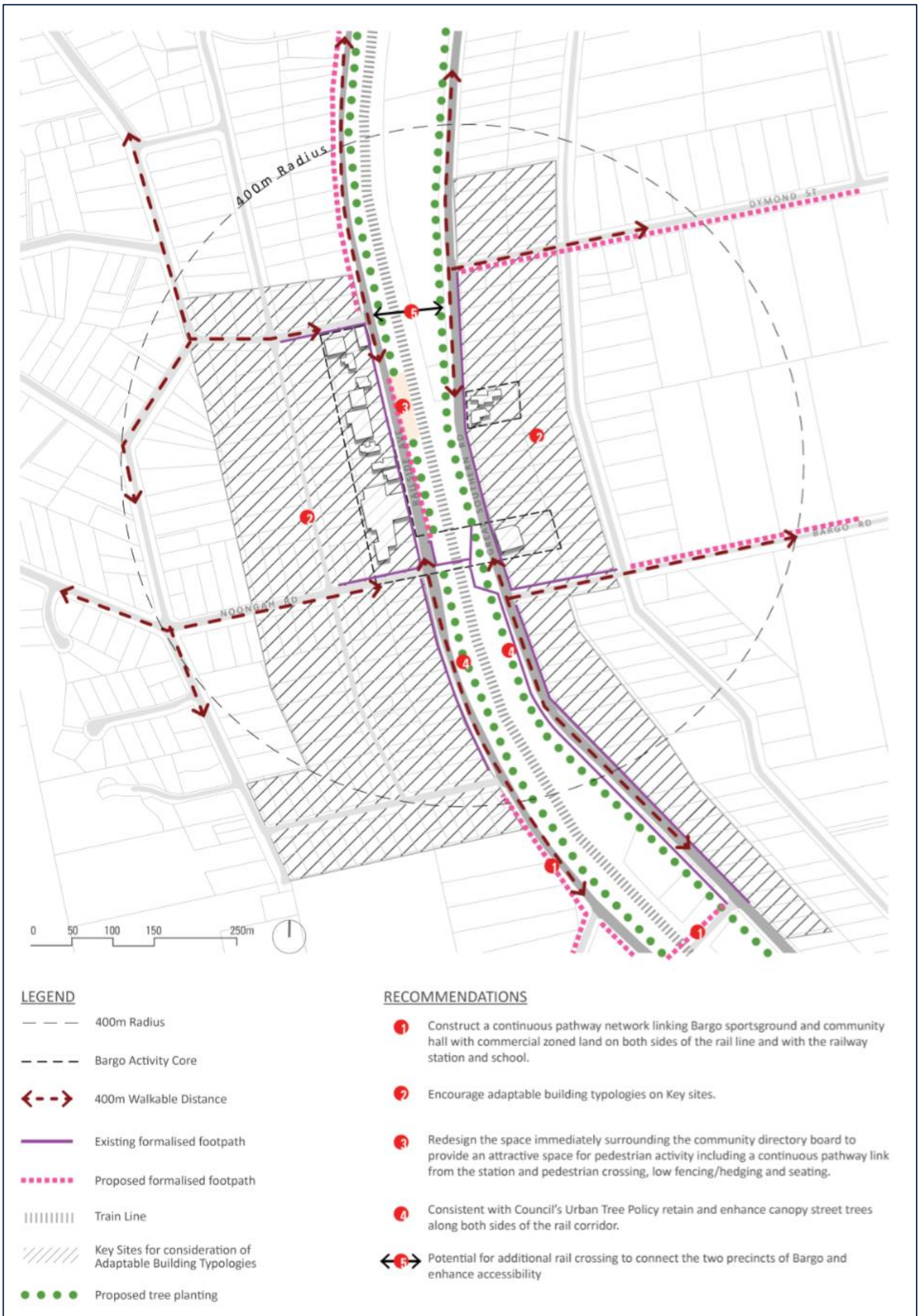


Figure 4-1 Graphic representation of opportunities for Bargo.