Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.1
149–171 Milton Street, Ashbury

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CONTENTS

SECTION 1–INTRODUCTION

Explanation

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the Milton Street Precinct. Note: If applicable to a development application, the development controls of Chapter 11.1 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

The objectives of this chapter are:

O1 To achieve design excellence in any new development.

O2 To achieve a high-quality development outcome that is responsive to the natural and built form context around the site.

O3 To improve connectivity for pedestrians and cyclists through the site to Milton Street, Yabsley Avenue, WH Wagener Oval, and Whitfield Avenue.

O4 To enhance the existing Milton Street streetscape and provide a new street and pedestrian pathways that enhance the landscape character of the area.

O5 To achieve a high quality landscape response to the site, Milton Street and the WH Wagner Oval edges.

O6 To minimise the visibility of any taller development within the precinct from surrounding streets and achieve a transition in scale of development from Milton Street and the rear boundaries of existing residential lots edging the site to the oval edge, responding to the topography of the site.

O7 To locate the tallest development on the site along the new street to ensure the topography minimises its impact and visibility.

O8 To achieve a high standard of residential amenity to adjacent development and new development within the precinct.

O9 To minimise the visual impact to the Ashbury Heritage Conservation Area.

Desired Character

The Milton Street Precinct is located to the north of Ashbury, with the border of Inner West Council located on the northern boundary. It is bounded by WH Wagener Oval to the west, Milton Street to the east and lower scale residential dwellings, predominantly single-dwellings, to the north and south. The Ashbury Heritage Conservation area is immediately to the east and south of the precinct.

The land within this precinct is currently occupied by industrial and commercial development, and surface carparking serving these uses. The site is an anomaly within an otherwise low scale residential area. The presentation of these industrial and commercial uses to both Milton Street and WH Wagener Oval detracts from the predominant residential character of the area.

Revitalisation and redevelopment of the site is a key objective for the precinct. New development is to create a new residential character for the site that provides a lower scale and density to Milton Street, grading up to taller development towards the edge of the WH Wagener Oval.

Redevelopment along Milton Street is to sensitively respond to the residential lot subdivision pattern and scale of dwellings within the street reinterpreted into a contemporary terrace typology. Terraces are to be low scale with breaks between the terrace grouping offering view glimpses and pedestrian permeability into the site.

A new street from Milton Street to WH Wagener Oval will provide vehicular, pedestrian and cycle access into and through the site whilst also offering a view corridor to the oval lined with trees and the front gardens of apartments.

The site edges shared with existing low scale residential lots on Milton Street, Trevenar Street, and Yabsley Avenue are to achieve a transition in scale by lower height development and a significant landscaped setback to moderate amenity impacts to the existing dwellings and their rear garden areas.

The oval interface with the site is able to sustain taller development which will offer improved passive surveillance and residential activation to the edge of the oval. Any development along this part of the site is to ensure that it is not visible from Milton Street, Trevenar Street, and Yabsley Avenue over the existing houses along these streets.

Taller development also marks and defines the edges of the new street as the topography falls away towards the oval with development centrally within the site moderating between the taller oval edges and the low scale forms to Milton Street.

The street and pathway network through the site will improve the permeability of the site and access across the site from Yabsley Avenue to Milton Street and WH Wagener Oval. A well connected pedestrian network with high pedestrian amenity shall be provided within the precinct.

The landscape quality throughout the site and along the site edges to Milton Street, adjacent residential lots and the oval will be high quality. It will provide dense landscape buffers to property boundaries, street trees and landscaped front gardens to Milton Street and the new internal access road, and landscaped mounding to the oval edges with large trees to reinforce the existing significant tree plantings around the oval perimeter. The retention of existing trees within the site and along the site edges is to be maximised through the location of built form, the new road, and positioning of basements.

The architectural character will enhance the precinct, using materials and proportions that are sympathetic to the Ashbury Heritage Conservation area.

A sensitive relationship with the adjoining low scale houses will be provided to the precinct edges. Low to medium scale built form shall be designed to minimise privacy impacts to the adjacent low scale houses. The provision of landscaped buffers will improve the quality of the outlooks towards the site from these dwellings.

The new developments within the precinct shall assist the transformation of the industrial land into a high quality residential community integrated into the surrounding neighbourhood.

The indicative master plan for the site is shown in Figure 12.1.2.

SECTION 2–SITING THE DEVELOPMENT

Objectives

O1 To create a site layout and built form that is both appropriate to and enhances the character of the Milton Street and WH Wagener Oval area.

O2 To maximize the opportunities for high quality landscape within the site and to all site edges including Milton Street and WH Wagener Oval.

O3 To improve the permeability and connectivity of the precinct.

O4 To create a site layout and built form which will provide high residential amenity within the precinct and minimise the impacts on adjoining properties.

O5 To maximise the opportunity for deep soil within the site and along its edges.

O6 To provide view corridors and links through the site that offer view glimpses to the Oval whilst also providing breaks in the building form to minimise bulk.

O7 To ensure areas of open space are consolidated and provide landscape and visual relief between building forms and along site edges.

O8 To ensure all buildings located on the internal areas have active edges to roads, pathways, and communal open space areas.

Development Controls

2.1 Locate building form within the development in accordance with the building footprints and envelopes shown in Figure 12.1.3 Number of Storeys and Figure 12.1.5 Minimum Setbacks and Building Separation.

2.2 Any variation from the building footprints and heights shown in these figures must demonstrate that it achieves a higher quality outcome in terms of:

- Scale transition across the site.
- Response to the conservation character and scale of Milton Street.
- Amenity to adjacent residential lots, the oval and dwellings within the site itself.
- Visibility to and visual impact from the conservation area.
- Visual and physical permeability through and into the site.
- Consolidated landscape areas throughout the site.

2.3 The buildings backing onto the internal pathways shall be designed to address the internal public domain with active edges to all roads, pathways and communal open space.

2.4 Communal Open Space throughout is to be designed as public domain with active street edges, street furniture, lighting and planting.

2.5 All buildings (other than those facing Milton Street), must have an entry and identifiable address to a street or pathway within the development, with clear and legible pathways for residents, visitors and deliveries.

2.6 Any proposed future developments will also need to comply with the requirements of this DCP and Apartment Design Guidelines and be subject to a design peer review.

SECTION 3–BUILDING HEIGHT AND DENSITY

Objectives

O1 To achieve an appropriate distribution of built form and height transition across the site to respond to existing character and context within the maximum building height provisions in the Canterbury Bankstown Local Environment Plan 2021 in Clause 4.3.

O2 To provide an appropriate scale and massing sensitive to the Ashbury Heritage Conservation Area and Milton Street.

O3 To minimize the visual impact of development to adjoining sensitive residential uses.

O4 To ensure that any taller development within the precinct is not visible over the existing housing when viewed from the surrounding streets and public domain areas.

O5 To consider the visibility of the precinct and future development from key vantage points around WH Wagener Oval.

O6 To locate taller development in locations of high quality amenity and outlook over the oval.

O7 To reinforce the sense of enclosure to WH Wagener Oval by providing taller buildings along its edge while ensuring sufficient gaps and openings are provided to allow for views through the development.

O8 To ensure the greatest height is only located along the western end of the new street within the site.

Development Controls

Height

3.1 The detailed distribution of height within the maximum height allowed within the precinct is to be in accordance with the height in metres in the following table and the maximum height in storeys designated in Figure 12.1.3 Number of Storeys.

Number of Storeys	Maximum Height in metres
1 storey	3.9 metres
2 storeys Roof form	6.2 metres plus roof form 8.5 metres to top of ridge
2 storey transition to residential lots at side boundaries	6.2 metres plus 1 metre allowance for the balustrade to any third floor balconies setback above
3 storeys including allowance for plant, lift overrun and roof form	11 metres
4 storeys including allowance for plant, lift overrun and roof form	14 metres
5 storeys including allowance for plant, lift overrun and roof form	18 metres
6 storeys including allowance for plant, lift overrun and roof form	21 metres

3.2 The floor to floor height of all apartments is to be a minimum of 3.1 metres.

3.3 Floor to floor heights less than those specified in control 3.2 above to try to achieve an additional storey within the maximum building height will not be supported.

3.4 The additional height allowance between the top storey and the maximum height is to be used to achieve an interesting roof form and building silhouette appropriate to its context on the site and to accommodate lift overruns and plant only. The expression of party walls to development along Milton Street to respond to the 'grain' of the traditional lot widths is encouraged.

3.5 The street wall heights to Milton Street are to comply with Figure 12.1.6 Upper Level Setbacks. Building form above this street wall height is to be either incorporated within an attic roof form or setback a minimum of 3 metres from the line of the building below.

3.6 The maximum perceived height of development should be 2 storeys when viewed by a standing person with an average eye level of 1.5 metres (refer to Figure 12.1.4 Scale Relationship to R2 Zone) from:

- Section A – The eastern footpath of Milton Street as seen over the roofs of existing houses (other than when directly opposite the new road within the site where taller development may be perceived).
- Section B – The southern footpath of Travenar Street as seen over the roofs of existing houses.

- Section C – The centre of an adjoining residential rear private open space area (i.e. boundaries of the site shared with the rear or side boundaries of adjoining lots).

3.7 Taller development along the edge of WH Wagener Oval is not to be visible above the canopy line of the tallest existing mature tree on the eastern edge of the oval.

Density

3.8 The maximum floor space ratio may not be achievable if adverse visual, acoustic or privacy amenity impacts occur to neighbouring dwellings or dwellings within the development.

3.9 The majority of the new dwellings are to be located within the centre of the precinct to the western end of the new street and along the centre part of the WH Wagener Oval boundary to minimise privacy, scale and acoustic impacts to adjoining residential dwellings.

SECTION 4–SETBACKS

Objectives

Front setbacks

O1 To provide building setbacks that are consistent with the existing setbacks to Milton Street and Yabsley Avenue.

O2 To facilitate semi private courtyard front gardens within the front setbacks along Milton Street.

O3 To retain existing trees along Milton Street to maintain the landscape character of the site.

O4 To provide deep soil in the front setback to create a landscape setting including large canopy trees within the front garden setbacks to enhance the current landscape character of Milton Street.

O5 To encourage informal interaction between residents in the area.

O6 To provide passive surveillance to Milton Street.

O7 To provide a public/ private transition from the street to the dwellings and apartment buildings along the street, internal roads, pathways and communal open space.

Side and rear setbacks

O8 To minimize bulk and scale adjacent to neighbouring residential dwellings.

O9 To provide a quality outlook and reasonable visual and acoustic privacy for existing dwellings on land adjoining the precinct.

O10 To provide sufficient setback to accommodate generous landscape buffers as well as private open space to new dwellings along all the precinct side and rear boundaries.

O11 To enhance the landscape character of the site and allow for larger canopy trees within the rear and side setbacks.

O12 To maximize the opportunity to retain existing trees along the oval edge and site edges.

O13 To mitigate the impact of bulk to WH Wagener Oval and public domain areas.

O14 To provide for consolidated areas of deep soil along all precinct boundaries.

O15 To reinforce landscape and fauna corridors within the rear gardens of adjoining lots.

Development Controls

General controls

4.1 Provide building setbacks in accordance with Figure 12.1.5 Minimum Setbacks and Building Separation.

Front setbacks

4.2 The minimum front setback to Milton Street is to be 4 metres.

4.3 The front setback area is to be free from any projections or encroachments from any part of new buildings.

4.4 Existing mature trees are to be retained wherever possible and entries to new development are to be designed to maximise retention.

Side and rear setbacks

4.5 Provide side and rear setbacks in accordance with Figure 12.1.5 Minimum Setbacks and Building Separation.

Street address and landscaped setting

4.6 Each ground level dwelling to Milton Street is to be provided with its own direct access from Milton Street.

4.7 Provide articulation to building frontages through expression of party walls, deep eaves, projecting bays, setbacks to the second floor to provide balconies (if attic forms are not used) or canopies over entries.

4.8 Paved areas within the front setback are to be associated with either the front door or living areas and are to be a maximum of 2.4 metres in depth within the front setback zone.

4.9 A level difference of a maximum of 800mm is encouraged to differentiate private open space from the landscaped setback area.

4.10 Provide front fencing to the street boundary that is complimentary to the height and design of the predominant fencing type in Milton Street (maximum height to be 1.1 metres).

4.11 A minimum of one canopy tree is to be provided in the front garden setback of each dwelling to Milton Street.

4.12 Within the required side and rear setbacks a heavily planted landscape buffer is to be provided with a minimum width of 3 metres.

4.13 Deep soil is to be provided as required and indicated in Figure 12.1.7 Deep Soil Zone and Communal Open Space to all side and rear boundaries for a minimum width of between 3 metres and 6 metres.

4.14 Groupings of large canopy trees are to be provided within all side and rear setbacks. Deep soil is to be provided where these trees are located.

SECTION 5–UPPER LEVEL SETBACKS

Objectives

O1 To mitigate the scale of buildings adjacent to Milton Street and side boundaries adjacent to low scale residential lots.

O2 To minimise the visibility of higher built from when viewed from adjoining residential properties and surrounding public domain and conservation area.

O3 To reduce amenity impacts to adjoining properties and the public domain.

O4 To provide definition to the top of higher building forms.

Development Controls

5.1 The minimum upper level setbacks are to be in accordance with Figure 12.1.6 Upper Level Setbacks. The setback for the building(s) with the four storey height limit shall apply to the third and fourth floors.

5.2 The final setback to upper storeys for built form adjacent to side boundaries is to be determined by the line of sight when viewed by a standing person with an average eye level of 1.5 metres from the centre of neighbouring backyards on an adjoining residential property - Figure 12.1.4 Scale Relationship to R2 Zone.

5.3 Upper level setbacks must be free of any projections or encroachments from any part of building.

5.4 All plant rooms and lift overruns are to be positioned to minimise their visibility to the surrounding public domain.

SECTION 6–BUILDING SEPARATION

Objectives

O1 To ensure that development has appropriate spacing between buildings to balance the scale of the building.

O2 To allow for high quality amenity for residents, adjoining properties and public domain areas.

O3 To provide generous spaces between buildings to create an appropriate opportunity for a landscape setting, view corridors between building forms, sky exposure and communal open space where appropriate.

O4 To moderate building length for taller building forms.

O5 To provide building groupings to Milton Street that are reasonable relative to the conservation area character.

Development Controls

6.1 Provide minimum separation distances between building forms in accordance with Figure 12.1.5 Minimum Setbacks and Building Separation.

6.2 Where the minimum separation distance is less than the separation required by the Apartment Design Guide (ADG) for habitable rooms or balconies the building is to be designed to ensure the room uses are appropriate to the separation to ensure compliance with the ADG.

6.3 Areas of deep soil are to be provided below the large courtyard areas to ensure a high quality outlook for future residents.

6.4 The minimum separation distances between the narrow ends of building forms are to be clear of projections other than window bays to bedrooms or secondary windows to living rooms. The maximum projection of such elements is to be 1.5 metres within the separation distance.

SECTION 7–VIEW CORRIDORS

Objectives

O1 To protect and enhance opportunities for vistas to WH Wagener Oval and its mature tree canopy from Milton Street.

O2 To provide opportunities for longer distance vistas from the communal area courtyards between the buildings within the precinct to the Oval.

Development Controls

7.1 View corridor and breaks between building forms are to be in the locations shown in Figure 12.1.8 Links, View Corridors and Vehicle Entry Points.

7.2 The minimum width of a view corridor is to be in accordance with Figure 12.1.5 Minimum Setbacks and Building Separation.

7.3 Landscape within view corridors should frame views and should not block eye line level views to the oval.

7.4 Street trees with higher canopies are to be provided along the length of the new street to frame views towards the oval.

SECTION 8–BUILDING DEPTH

Objectives

O1 To limit the depth of buildings to ensure a high level of amenity and sufficient space and separation to adjacent buildings and neighbouring lots.

O2 To mitigate bulk and scale to Wagener Oval and the adjacent heritage conservation area.

O3 To provide view corridors through the site and pedestrian permeability.

O4 To maximize opportunities for cross ventilation and high levels of solar access.

Development Controls

8.1 The maximum building length is 40 metres.

8.2 Indentations or recesses must be provided every 20 metres to provide articulation and mitigate building length. The depth of indentations is to be a minimum of 3 metres.

8.3 The maximum overall building depth is 18 metres from glass line to glass line for buildings within the precinct and along the new street and the edge of the oval.

8.4 Building depth to the Milton Street frontage and to the northern side boundary adjacent to residential lots is to be a maximum of 15 metres including balconies.

SECTION 9–DEEP SOIL ZONES

Objectives

O1 To allow for mature trees.

O2 To provide a pleasant outlook and contribute to the amenity of the precinct.

O3 To soften the scale of buildings.

O4 To maximise the environmental benefits to the precinct.

O5 To minimise stormwater runoff and facilitate rainwater infiltration.

Development Controls

9.1 A minimum of 15% of the site area is to be provided as deep soil zone.

9.2 The locations of deep soil areas shall be in accordance with the Figure 12.1.7 Deep Soil Zone and Communal Open Space.

9.3 The minimum width of 3 to 6 metres of deep soil is to be provided to all boundaries in accordance with Figure 12.1.7 Deep Soil Zone and Communal Open Space.

9.4 A minimum of 3 metres of deep soil is to be provided to the boundary with Wagener Oval.

9.5 Deep soil is to be provided to the site edges, the verges of the New Street and within the communal open spaces to support substantial tree planning.

SECTION 10–COMMUNAL OPEN SPACE

Objectives

O1 To ensure residents are provided with a reasonable level of outdoor amenity.

O2 To provide high quality open space for residents.

Development Controls

10.1 Communal open spaces are to be provided in accordance with Figure 12.1.7 Deep Soil Zone and Communal Open Space.

10.2 Communal open space should be designed as public domain with active edges, street furniture, lighting, and planting.

10.3 The layout of internal roads and pathways should be clear and legible for occupants, visitors, and for deliveries; with clearly articulated building entrances.

10.4 Clear view corridors in and out of the communal open space are to be maintained.

10.5 Larger communal open spaces should be designed as public parks with appropriate facilities and shade structures.

SECTION 11–VEHICULAR AND PEDESTRIAN ENTRIES

Objectives

O1 To improve permeability to and within of the precinct.

O2 To enhance pedestrian safety and activity at street level.

O3 To limit the impacts of vehicular access and encourage pedestrian movements within the precinct.

O4 To provide for pedestrian access from east to west across the site to Wagener Oval.

O5 To facilitate access between the site and Yabsley Avenue.

O6 To design the interface along the western edge of the site with Wagener Oval in a way that creates an integrated landscape with possible future facilities such as pathways, furniture, and lighting within Wagener Oval.

Development Controls

11.1 The number of basement entries is to be minimised.

11.2 Vehicular access shall be provided generally in the locations shown in Figure 12.1.8 Links, View Corridors and Vehicle Entry Points.

11.3 No vehicular entry points apart from the New Road are to be provided from Milton Street.

11.4 Basement ramps must be within the built form. Exposed basement ramps are not permitted.

11.5 A well-designed pedestrian movement network is to be provided in accordance with Figure 12.1.8 Links, View Corridors and Vehicle Entry Points.

11.6 A pedestrian access point is to be provided from the site to Yabsley Avenue.

11.7 The interface along the western edge of the site with Wagener Oval is to be designed in collaboration with Council to integrate the landscape and tree planting with potential pedestrian and cycle pathways, furniture and lighting within Wagener Oval taking into consideration privacy and safety issues.

SECTION 12–NEW ROAD

Objectives

O1 To deliver a well–designed new road in accordance with relevant standards.

O2 To provide a human scale streetscape along the New Road.

O3 To provide a pedestrian friendly environment along New Road.

O4 To provide a public pedestrian link from Milton Street to WH Wagener Oval.

Development Controls

12.1 The location of the new road shall be generally along the common boundary and shared equally between both lots. It is to be generally in accordance with Figure 12.1.9 New Road.

12.2 The minimum width of the road carriageway is 13 metres. It shall be allocated equally on both side of the common boundary.

12.3 The road section must be in accordance with Figure 12.1.10 New Road Section (A-A Section).

12.4 A 1.5 metre footpath together with a 1.5 metre verge for tree planting must be provided to either side of the New Road in accordance with Figure 12.1.10 New Road Section (A-A Section).

12.5 The road shall have a turning circle at an appropriate location to enable vehicles to enter and leave the site in a forward direction without reversing. Details are to be provided at the DA stage. The turning circle shall be designed to provide for separate pedestrian access that is not on the road carriageway, to enable safe access to Wagener Oval.

12.6 Site owners are encouraged to build the new road together.

12.7 If one site wishes to develop independently of the other and is unable to procure land from the adjoining site for the road, then the first site development is to provide a fully functioning road serving that development. This will include:

(a) 10.1 metres for the road reserve comprising 1.5 metres footpath, 1.5 metre verge for tree planting, 6.5 metre wide carriageway, and 0.6 metre clearance to the boundary.

(b) A turning circle is to be provided to at an appropriate location to enable vehicles to enter and leave the site in a forward direction without reversing.

(c) The ability for this roadway to be reconfigured to form a completed access road when the other site redevelops.

Under this scenario the provision of this road will reduce the area available for site development.

12.8 The road is to be appropriately designed to prevent vehicular movements onto Wagener Oval.

12.9 The road shall provide for pedestrian access to Wagener Oval at the western end. It shall be designed to provide an attractive entrance treatment to Wagener Oval including landscaping, entrance wall treatment, lighting and seating. Details are to be provided at the DA stage.

12.10 The road shall be constructed in the first stage of a development. Details are to be provided at the DA stage.

12.11 The road reserve is to remain in private ownership with an easement to permit access by Council and the public.

12.12 The road is to be designed and constructed in accordance with Council specifications and to the satisfaction of Council.

Note: Applicants should consult with Council's Operations Division to discuss road requirements at an early stage in the process.

SECTION 13–BASEMENT PARKING

Objectives

O1 To ensure all resident parking is within basements.

O2 To encourage limited or street parking for visitors along New Road.

O3 To minimise the excavation of the land.

O4 To ensure basement parking allows for adequate deep soil area.

O5 To ensure that basement areas are designed to permit access by heavy rigid vehicles including larger garbage disposal trucks that will service this development.

Development Controls

13.1 Basement car parking is to be generally located below natural ground level. Any protrusion above natural ground level is not to exceed 1 metre.

13.2 Basement walls visible above natural ground level must be appropriately finished and appear as an integrated part of the building or landscaping.

13.3 Basements are to be located directly below building footprints.

13.4 Basements may be located under common courtyard areas, where it reduces the depth of excavation and deep soil requirements can still be met.

13.5 On-site waste collection points are to be located within basements which are to be designed to allow access by heavy rigid vehicles including larger garbage disposal trucks with a minimum entry height of 4.5 metres. The design shall allow vehicles to enter and leave the site in a forward direction.

SECTION 14–EXCAVATION

Objectives

O1 To respond appropriately to the fine grain character of the heritage conservation area.

O2 To minimise ground disturbance across the site.

Development Controls

14.1 Units more than 1 metre below natural ground level are not permitted.

SECTION 15–DRAINAGE

Objectives

O1 To ensure that surface and groundwater flows from the development site are satisfactorily conveyed to the stormwater drainage system.

O2 To mitigate the entry of water from the site to Wagener Oval.

Development controls

15.1 Surface and groundwater flows (subject to approval) from the development site are to be satisfactorily conveyed to the stormwater drainage system.

15.2 Easements are to be used or created on the development site to drain water in accordance with Council's requirements from the development site to the drainage system. No further easements will be permitted to be created on Wagener Oval.

15.3 The applicant shall comply with Council's requirements for the mitigation of water entering Wagener Oval from the development site.

Note: Applicants should consult with Council's Operations Division to discuss drainage requirements at an early stage in the process.

SECTION 16–TREE RETENTION

Objectives

O1 To identify and retain key existing trees on site.

O2 To utilise existing trees to screen new development.

O3 To protect trees during the construction phase of development.

Development Controls

16.1 Existing key trees on the site are to be retained, especially those that screen development particularly on the western side of the site. Building setbacks may need to be varied to protect trees.

16.2 Any future Development Application(s) are to include a comprehensive Arborist Report for the site and the trees within Wagener Oval on the western side of the site. This is to identify the location, species, and condition of existing trees, and to identify appropriate building setbacks and deep soil areas to ensure existing trees are easily retained.

16.3 All existing trees are to be protected during construction phase and proposed measures are to be outlined in the Arborist Report.

SECTION 17–WASTE MANAGEMENT

Explanation

This section is intended to supplement controls on Waste Management contained in the DCP, in order to ensure adequate provision for waste management on this site. Where there is an inconsistency in requirements, this section shall prevail in relation to the site. Applicants should consult with Council's Waste Section to discuss waste requirements at an early stage in the process

Objectives

O1 To maximise resource recovery through waste avoidance, source separation and recycling.

O2 To ensure that the disposal of waste is managed appropriately, efficiently and provides for maximum resource recovery or reuse.

O3 To ensure well-designed and responsive bin storage and collection facilities that are convenient and accessible to occupants.

O4 To require that bin storage and collection facilities are designed so that they can be integrated with and comply with the requirements for Council's domestic waste services.

O5 To ensure all waste streams being handled, stored and collected in a manner to reduce risk to health and safety of all users, including residents, maintenance (e.g. caretakers), collection staff, and contractors (and required vehicles and equipment).

O6 To allow for kerbside waste collection only for those dwellings facing Milton Street. For all other dwellings waste collection is to occur in the basement area.

O7 To ensure that bin storage for units dwellings Milton Street are stored on individual properties and do not impact negatively on the streetscape.

Development Controls

Residential development

17.1 Residents in properties facing Milton Street are to utilise kerbside waste collection. Bins shall be stored on individual properties and are to be suitably screened from view from the street. Bin carting routes are not to pass through any internal doorways.

17.2 The communal storage area(s) of residential flat building development must be of sufficient size to accommodate all allocated bins, bulky waste and the additional recycling service. This is to be achieved through the provision of a waste communal bin storage area(s) within the basement footprint of the development, which:

(a) Provides direct and convenient access for the occupants of the development, at a maximum distance of 30m from each dwelling.
(b) Allows for the safe and direct transfer of all bins from the bin storage area to the collection point (if required).
(c) Does not adversely impact the occupants within and adjoining the development in relation to visual amenity, noise and odour.
(d) Does not interfere with car parking, landscaping and any existing trees and vegetation.

Note: At pre-DA stage the applicant shall contact Council's Team Leader–Waste Strategy Section to discuss waste requirements. This may include requirements for communal bin areas for each "block", the need for a larger communal bin storage room, and the need for 240 litre and 1100 litre bins and/or the need for decanting equipment.

The location and design of the communal storage area(s) must comply with the requirements of the Waste Management Guide for New Developments within Canterbury Bankstown City Council.

17.3 Development must designate an on-site collection point that is integrated into the design of the development. The collection point can be directly from the storage area(s) or a nominated holding area within the site. It will be the responsibility of the property manager or caretaker to move bins from the storage area(s) to the holding area. The bin–carting route is to have or be:

(a) No more than 30 metres in length.
(b) Paved and a minimum 2.5 metres wide.
(c) Non–slip, free from obstacles and steps.
(d) A maximum grade of 1:30.

Note: Bin carting equipment (such as a motorised trolley) will be required if the cartage route is greater than 30 metres or if bins are larger than 240 litres. The design of the on–site collection point must comply with the requirements of the Waste Management Guide for New Developments.

17.4 The development is to be designed to integrate with Council's standard Heavy Rigid Vehicle waste service and to enable all allocated bins, bulky waste and additional recycling to be collected on–site. The on-site collection point must be designed to:

(a) Allow collection vehicles to enter and exit in a forward direction, with minimal reversing.
(b) Designed to best practice standards for the provision of adequate space for Heavy Rigid Class vehicles to turn around on site, or the provision of truck turn table, as per Australian Standard 2890.2.
(c) A minimum basement height of 4.5 metres to allow sufficient overhead clearance heights to ensure collection vehicles to enter basement and operate to empty waste and recycling bins.
(d) Should a hook lift bin system be utilised the clearance height for the vehicle will increase to 6m where the bins are to be positioned.
(e) Comply with the any specific requirements detailed in the Waste Management Guide for New Developments.

The design of the on–site collection point must comply with the requirements of the Waste Management Guide for New Developments.

Bulky waste storage

17.5 Separate bulky waste storage areas or rooms are to be provided for residents to store bulky waste (e.g. white goods, mattresses, furniture) awaiting collection to prevent the illegal dumping of materials on the kerbside or in common areas.

The bulky waste storage areas or rooms are to be designed to comply with the requirements detailed in Waste Management Guide for New Developments.

The areas or rooms are to be separate to the bin storage areas or rooms, and must be both lockable and accessible to residents.

The areas or rooms must not be visible from any street frontage. Where there are multiple buildings, separate areas or rooms must be provided.

The space should be appropriate with the minimum size being:

- 6 to 20 units: 4m^2 total space.
- 21 to 40 units: 4m2 + 1m^2 for every 10 additional units above 20 units (or part thereof).
- 41 to 100 units: 8m2 + 1m^2 per 20 additional units (or part thereof) above 40 units.
- 101 units and over: 12m^2 + 2m^2 per 50 additional units above 100 units (or part thereof).

17.6 On-site collection of bulky waste is required where waste and recycling bins are collected on-site. The bulky waste storage room must be within 5 metres to the nominated collection point.

The carting route from the bulky storage area(s) to the collection point is to be:

(a) Direct and short as possible.
(b) Paved and a minimum 2.5 metres wide.
(c) Non–slip, free from obstacles and steps.
(d) A maximum grade of 1:30.

Additional recycling storage

17.7 Separate additional recycling storage areas or rooms are to be provided for residents to store additional recyclable household items (e.g. clothing, mattresses, polystyrene, cardboard and electronic waste) awaiting collection, to prevent the illegal dumping of materials on the kerbside or in common areas.

The minimum area required is 9m^2 and the area is to be designed to comply with the requirements detailed in Waste Management Guide for New Developments.

The area or rooms must be separate to the bin storage area or room(s) and the bulky waste storage room.

The area or room(s) must not be visible from any street frontage. Where there are multiple buildings, separate areas or rooms must be provided.

17.8 On-site collection of additional recycling materials is required where waste and recycling bins are collected on-site. The additional recycling collection area or room must be within 5 metres of the nominated collection point.

The carting route from the bulky storage area(s) to the collection point is to be:

(a) Direct and short as possible.
(b) Paved and a minimum 2.5 metres wide.
(c) Non–slip, free from obstacles and steps.
(d) A maximum grade of 1:30.

Chute system and recycling cupboard

17.9 Waste chute disposal points (hoppers) are to be provided on each residential level of the development for the 5 and 6 storey buildings. A recycling cupboard is to be located adjacent to the chute hopper.

The hopper and recycling cupboard are to be located no more than 30 metres travelling distance from each dwelling.

The chute should be behind a cupboard door to improve resident's amenity and reduce odour in the lobby/corridor.

The chute is to be designed to minimise noise and fire risk. It is to terminate in the bin storage room and discharge directly into a bulk bin.

Signage is to be placed on the chute hopper and recycling cupboard on every residential level providing instructions on how to use the system effectively.

Chute service and bin storage rooms

17.10 These must be located directly under where the chute terminates and allow a space large enough for the bin to fit under the chute base and at the correct angle.

The bin storage room must be large enough to fit the allocated number of bins with additional room for manoeuvring bins and lift lids.

There must be sufficient bin volume under the chute for a minimum of three days waste generation.

Where volume-handling equipment is required to automatically change the bin under the chute when it becomes full (such as bin lifting equipment or linear tracks or carousels), the bin storage room must be of adequate size to accommodate all required equipment and operate it.

Resident access to the volume handling equipment will be restricted. Bin storage room and chute service room may be two separate rooms but next to each other.

Easement

17.11 Council must be provided with an easement for unimpeded access to and from the waste collection locations for Council and its contractors to enter and exit for the purpose of waste and recycling collection. The development is also required to indemnify Council and its contractors against claims for loss or damage or wear and tear of access roads or to other parts of the building. A positive covenant shall be placed on the property title, such as section 88B certificate.

Note: By entering into an agreement with Council for waste collection, the development will be required to operate in full compliance with Council's Waste Management collection requirements. The provision of Council's waste collection service will not commence until formalisation of the agreement.

Figure 12.1.1: Location Diagram

Figure 12.1.2: Indicative Master Plan

Figure 12.1.3: Number of Storeys

Note: Plant rooms to be out of line of sight when viewed from Milton and Trevenar Street

Figure 12.1.4: Scale Relationship to R2 zones

Figure 12.1.5: Minimum Setbacks and Building Separation

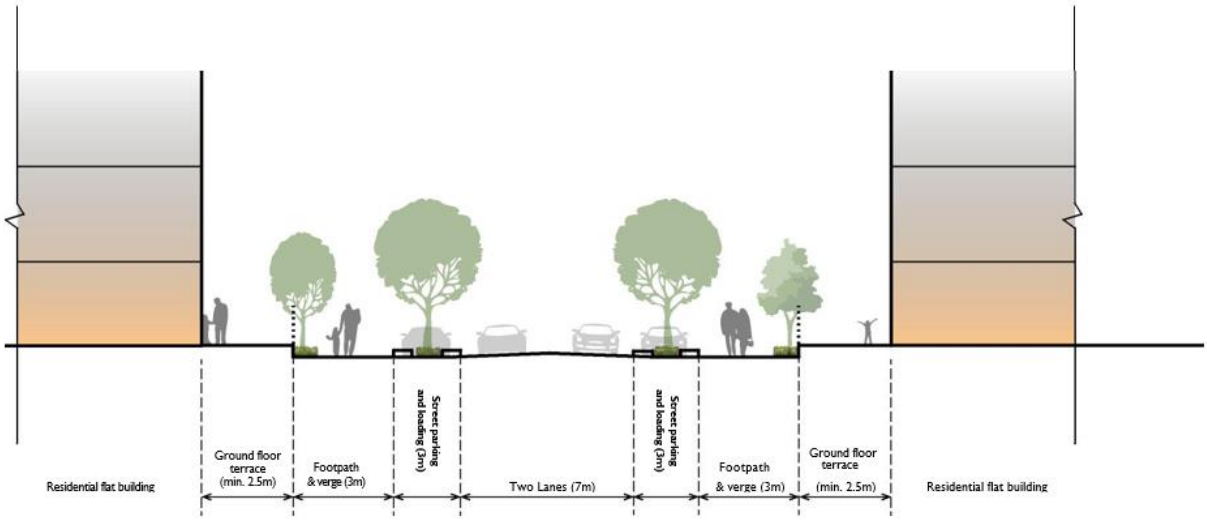
Figure 12.1.6: Upper Level Setbacks

Figure 12.1.7: Deep Soil Zone and Communal Open Space

Figure 12.1.8: Links View Corridors and Vehicular Entry Points

Figure 12.1.9: New Road

Figure 12.1.10: New Road Section (AA Section)



Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.2
Undercliffe Bridge Precinct, Earlwood

DRAFT December 2020

SECTION 1–UNDERCLIFFE BRIDGE PRECINCT

Explanation

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the Undercliffe Bridge Precinct. Note: If applicable to a development application, the development controls of Chapter 11.2 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To promote the Undercliffe Bridge Precinct as a mixed-use activity hub, set within the green topography on the southern banks of the Cooks River.

O2 To maintain and improve the precinct's relationship with the Cooks River.

O3 To respect the scale and proportions of the existing Adora Chocolate Shop building at 10 Homer Street due to its important role in establishing the streetscape of the precinct.

O4 To ensure that buildings relate to the Cooks River foreshore and residential properties.

O5 To protect the visual amenity and views of the precinct's most significant building (10 Homer Street).

O6 To encourage a consistent built form edge along Homer Street, activating and uniting the area, and encouraging a sense of the precinct as a hub.

O7 To complement open space areas, particularly on the foreshore.

O8 To maintain curtilage and views of the facade of 10 Homer Street.

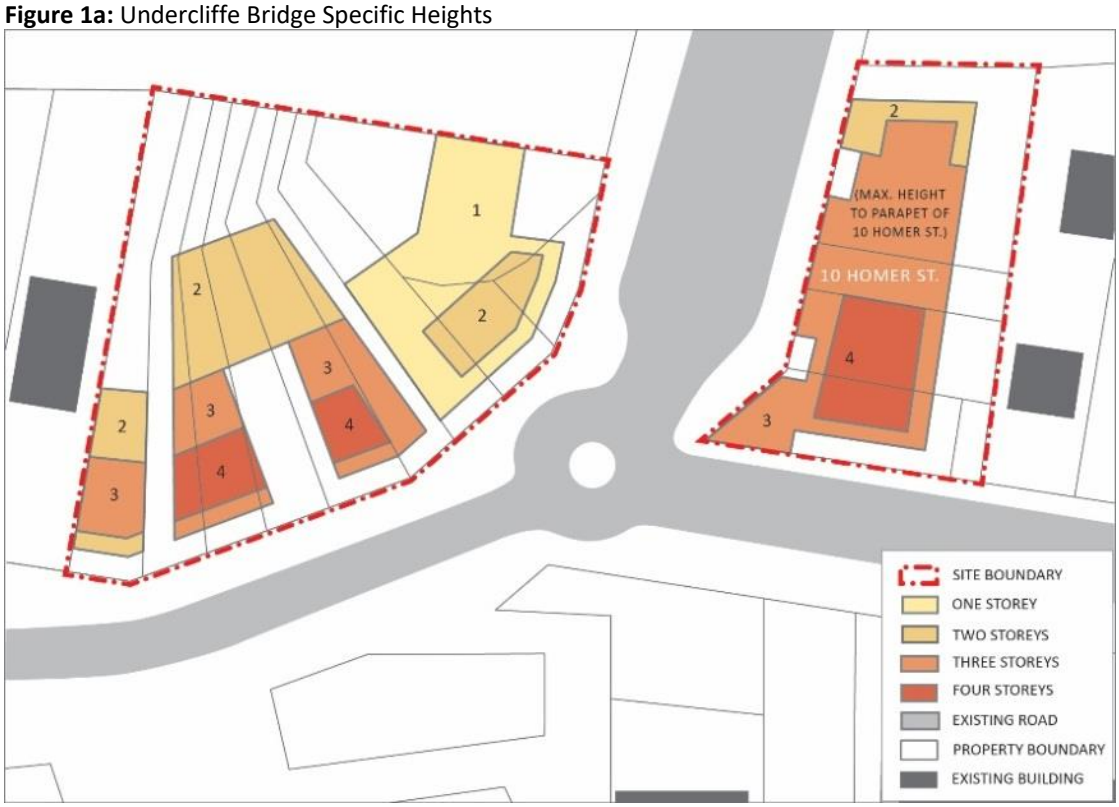
Development Controls

1.1 Future development is to step buildings down in accordance with Figure 1a.

1.2 Heights, in conjunction with setbacks, are to result in podium style development.

Note: The storey controls of this section of the DCP must be read in conjunction with the maximum permissible height of building provisions prescribed in the LEP. The definition of height of building is defined under LEP.

Figure 1a: Undercliffe Bridge Specific Heights



1.3 Provide setbacks at street level and at podium level in accordance with Figure 1b.

1.4 Site and design buildings to permit view corridors through to foreshore open space and do not impede views of the River along Homer Street as per Figure 1c.

1.5 Provide landscaping at the boundary with the River Corridor to reinforce the tree lined character of the foreshore as per Figure 1c.

Figure 1b: Undercliffe Bridge Specific Setbacks

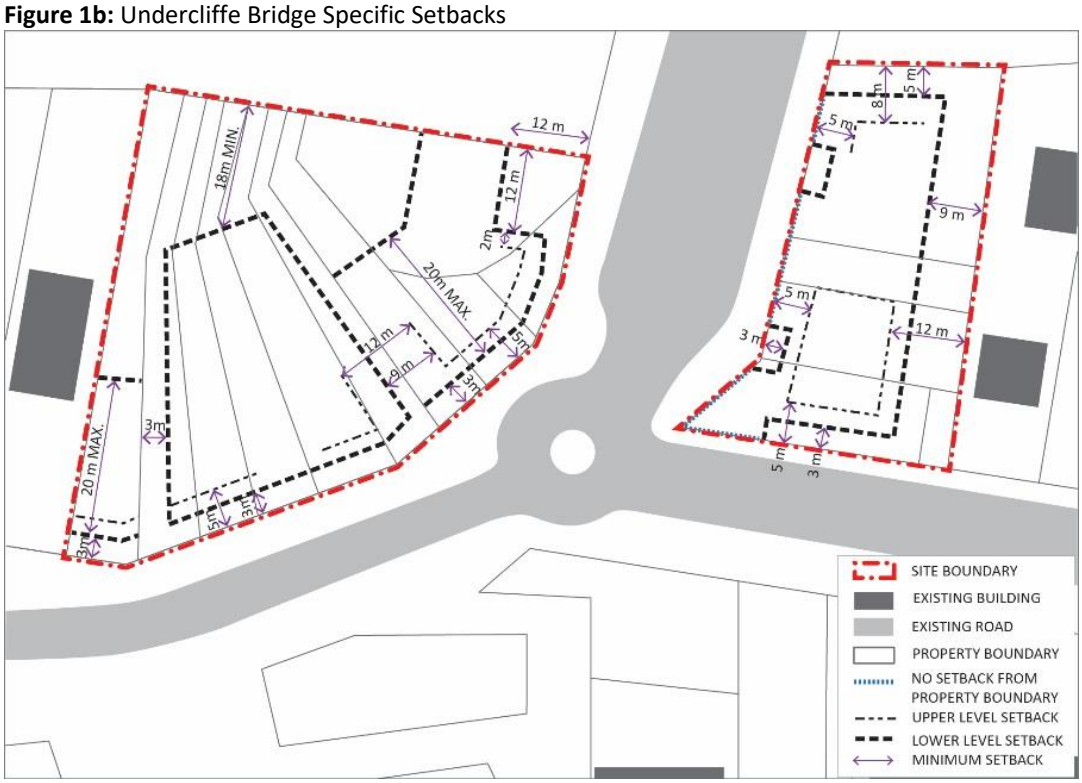
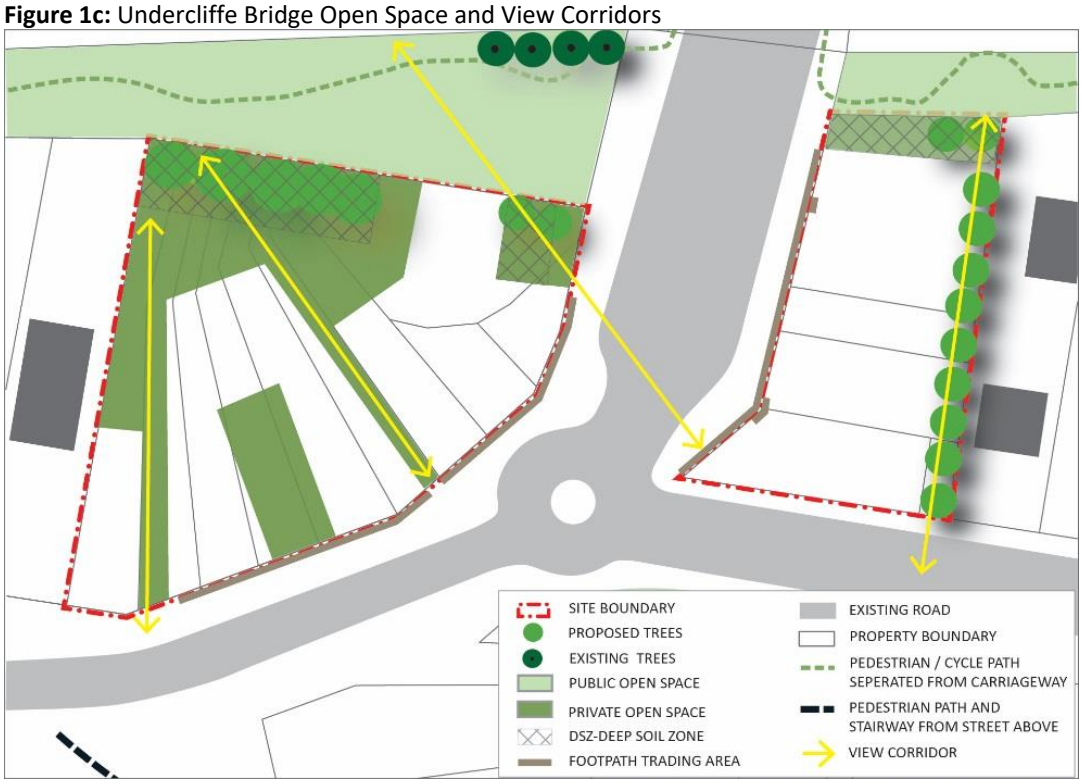


Figure 1c: Undercliffe Bridge Open Space and View Corridors



CANTERBURY BANKSTOWN

Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.3
52–60 Roberts Road, Greenacre

DRAFT December 2020

SECTION 1–52–60 ROBERTS ROAD, GREENACRE

Explanation

Connective City 2036 recognises the importance of employment lands in the economy. Employment lands are well–connected to Sydney's major road routes and freight network, and support the delivery of jobs and urban services to meet community needs. Key actions of *Connective City 2036* are to protect and enhance employment lands to provide a greater range of jobs, and to boost these places as quality locations to do business.

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the key development site at 52–60 Roberts Road, Greenacre. Note: If applicable to a development application, the development controls of Chapter 11.3 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To ensure development is compatible with the desired character of the employment lands.

O2 To achieve good design in terms of building form, bulk and landscape.

O3 To enhance the amenity for people who work in and visit the employment lands.

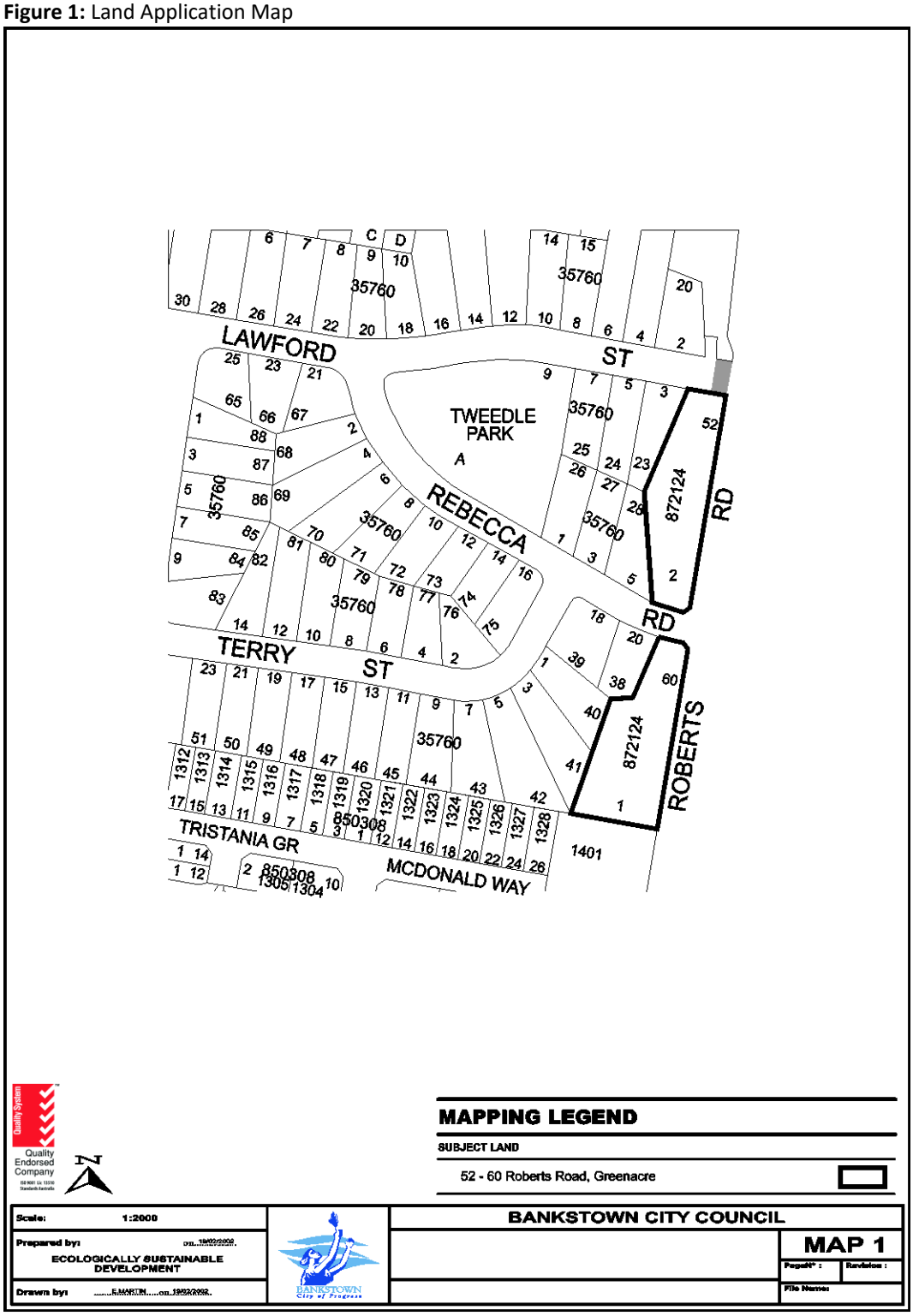
O4 To facilitate ecologically sustainable development.

O5 To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Land to which Chapter Applies

Chapter 11.3 of this DCP applies to 52–60 Roberts Road, Greenacre as shown in Figure 1.

Figure 1: Land Application Map



Desired Character

52–60 Roberts Road, Greenacre

C1 Development in the form of a modern, architecturally attractive and functional high technology industry will be compatible with the prevailing suburban character and amenity of the neighbouring Zone R2 Low Density Residential.

Development Controls

Site cover

1.1 The total area of building(s) on the ground floor level (including external walls) must not exceed:

(a) 60% of the site area; and

(b) where a first floor space is provided, part of such floor area may be cantilevered or supported to project beyond the front or side walls of the factory buildings, over a car parking area, provided that such projection must not exceed 10% of the ground floor area and must observe any minimum building alignment as specified below.

Storey limit

1.2 The storey limit for development is 2 storeys.

Setbacks

1.3 The buildings must be built in a continuous form, to provide a linear barrier to the traffic noise generated from Roberts Road.

1.4 The minimum setback to Roberts Road is 6 metres. Despite this clause, Council will not consent to a development application involving a continuous 6 metre setback to Roberts Road. Building siting also will need to accommodate servicing, access, parking and landscaping requirements.

1.5 The minimum setback to the western boundary is 3 metres.

1.6 The minimum setback to Rebecca Road and Lawford Street is 5.5 metres.

1.7 In the case of Lot 1 where the site adjoins land used for commercial purposes (service station), a zero setback is permissible.

Vehicle access and off–street parking

1.8 No direct vehicle access must be provided to or from Roberts Road.

1.9 Car parking must be provided at the rate of 1 car parking space per 60m^2 for high technology industry floor space and 1 space per 60m^2 for mezzanine floor space where mezzanine floor space does not exceed 20% of gross floor area of the unit. Mezzanine floor space exceeding 20% of gross floor area will be assessed at a rate of 1 car space per 40m^2 of gross floor area.

1.10 Where parking is provided in a basement, the design must demonstrate that visitor parking is freely available and accessible during business operating hours.

1.11 No high walls or landscaping must be provided at the Rebecca Road and Roberts Road intersection that impede sight distances at this intersection.

1.12 The width of the road reserve in Rebecca Road and the size of the splay corners at the Rebecca Road and Roberts Road intersection must be increased in size to the satisfaction of Council's Traffic Engineer.

Commercial vehicle access, loading and circulation

1.13 All units are to be provided with a designated loading bay and manoeuvring area to accommodate a small rigid truck pursuant to the design requirements contained within Australian Standard 2890.2–Commercial Vehicle Facilities.

1.14 Access and manoeuvring areas must be designed so that vehicles can enter and exit the site in a forward direction.

Open space

1.15 The minimum landscape setback to Roberts Road is 2 metres. This landscaped area is to be densely planted with small native trees and shrubs.

1.16 The area within the building setback to the western boundary, Rebecca Road and Lawford Street must be predominantly landscaped.

1.17 Landscaping along the western boundary of the site is to comprise at least 1 tree every 6 metres. The selected species should be native (and therefore non–deciduous) and should achieve a mature height of at least 8 metres.

Building design

1.18 Building materials should provide a mix of masonry and glass. Glazed elements should be massed together in locations appropriate to building symmetry and rhythm. Note: The reflectivity index of glazed components must not exceed 20%.

1.19 The design should provide a degree of modulation and articulation to the building alignment to establish angles and interest in building line and roof form when viewed from varying vantage points.

1.20 The building must provide openings and appropriate fenestration to all road frontages to ensure a satisfactory presentation to all areas of the public domain.

1.21 Colours of masonry materials should generally be of muted block colours with minimal variation. If variation in colour is proposed, it will be necessary for the overall colour scheme to ensure that individual units are visually connected subsequent to advertising signage and corporate logos of different colours and materials being fixed to the elevations.

1.22 The roof form of the development should be punctuated at the eastern elevation by one or more design features to break up the visual massing and length of the roof form.

1.23 Fenestration detail should seek to be compatible with the modern design of the building. The use of fixed or operable louvres to selected windows, awnings to define building entries and recessed balconies to mezzanine levels may be considered in the context of the overall design.

Site contamination

1.24 Prior to any construction occurring on the land, the recommendations contained with the report prepared by EIA and titled "Report to Austar Australia Pty Limited on Phase 1 Contamination Report for Proposed Commercial/Industrial Development at 60–69 Roberts Road in Greenacre" dated April 2002, Ref: E16721FKRPT shall be fulfilled to Council's satisfaction.

1.25 Findings from all future site testing, analyses and validation shall be submitted to Council.

Business and building identification signs

1.26 Business and building identification signs must comply with the following controls:

(a) 1 building identification sign on each separate lot, describing the building as high technology industry. Minimum or maximum dimensions for this sign are not specified, however the sign must present to Roberts Road. Size and positioning of the building identification sign must relate to the overall building form. Details of these signs, including wording and layout are to be provided with the development application for the erection of the building.
Council will assess the suitability of the proposed signs on merit having regard to the level of integration with the proposed elevations. In undertaking this assessment, Council must be satisfied that the sign does not dominate the building elevation;

(b) 1 business identification sign per proposed unit identifying the occupant of a particular unit being in the form of a name plate not exceeding 1200mm x 600mm;

(c) 1 index board at the front of the property having an area of no greater than 2.25m^2; and

(d) no advertising of products or goods manufactured or stored on the site must be permitted on or in conjunction with the proposed use of any premises or the site.

Acoustic privacy

1.27 All development applications for the use of this land must be accompanied by suitable environmental reports demonstrating that the proposed use does not create any adverse environmental impact, including air, noise or odour impact on the surrounding residential area. These reports should make reference to the relevant industry guidelines, including the requirements of the Industrial Noise Policy and the Environmental Criteria for Road Traffic Noise.

1.28 All noise generating equipment, including roof level dust collectors, air conditioning and car park ventilation unit must be acoustically treated to ensure this equipment complies with the Industrial Noise Policy. This equipment must be sited on the Roberts Road side of the development.

1.29 The use of the premises must be restricted to the following hours of operation:

(a) 7.00am to 7.00pm Monday to Friday;

(b) 7.00am to 12noon Saturday; with

(c) no work on Sundays and Public Holidays.

Storage

1.30 All storage associated with the use of buildings erected on the sites is to take place wholly within the confines of the building. Council will not consent to the use of side or rear setback areas for storage purposes.

Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.4
Croydon Street Precinct, Lakemba

DRAFT December 2020

SECTION 1–INTRODUCTION

Explanation

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the site at:

- 194-214 Lakemba Street, Lakemba
- 5-19 Croydon Street, Lakemba
- 53-55 Railway Parade, Lakemba

Note: If applicable to a development application, the development controls of Chapter 11.4 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To achieve design excellence in any new development.

O2 To achieve a high-quality development outcome that is responsive to the existing and desired future built form context around the site.

O3 To strengthen the residential streetscape and landscape character along Railway Parade and Croydon Street.

O4 To revitalise Lakemba Street.

O5 To improve the block's north-south and east-west permeability.

O6 To provide quality and generous landscape to the precinct.

O7 To create a meaningful and useful open space along the overland flow path with a vibrant active built form edge while ensuring the provision of shelter in place and/or safe evacuation in case of flood hazard.

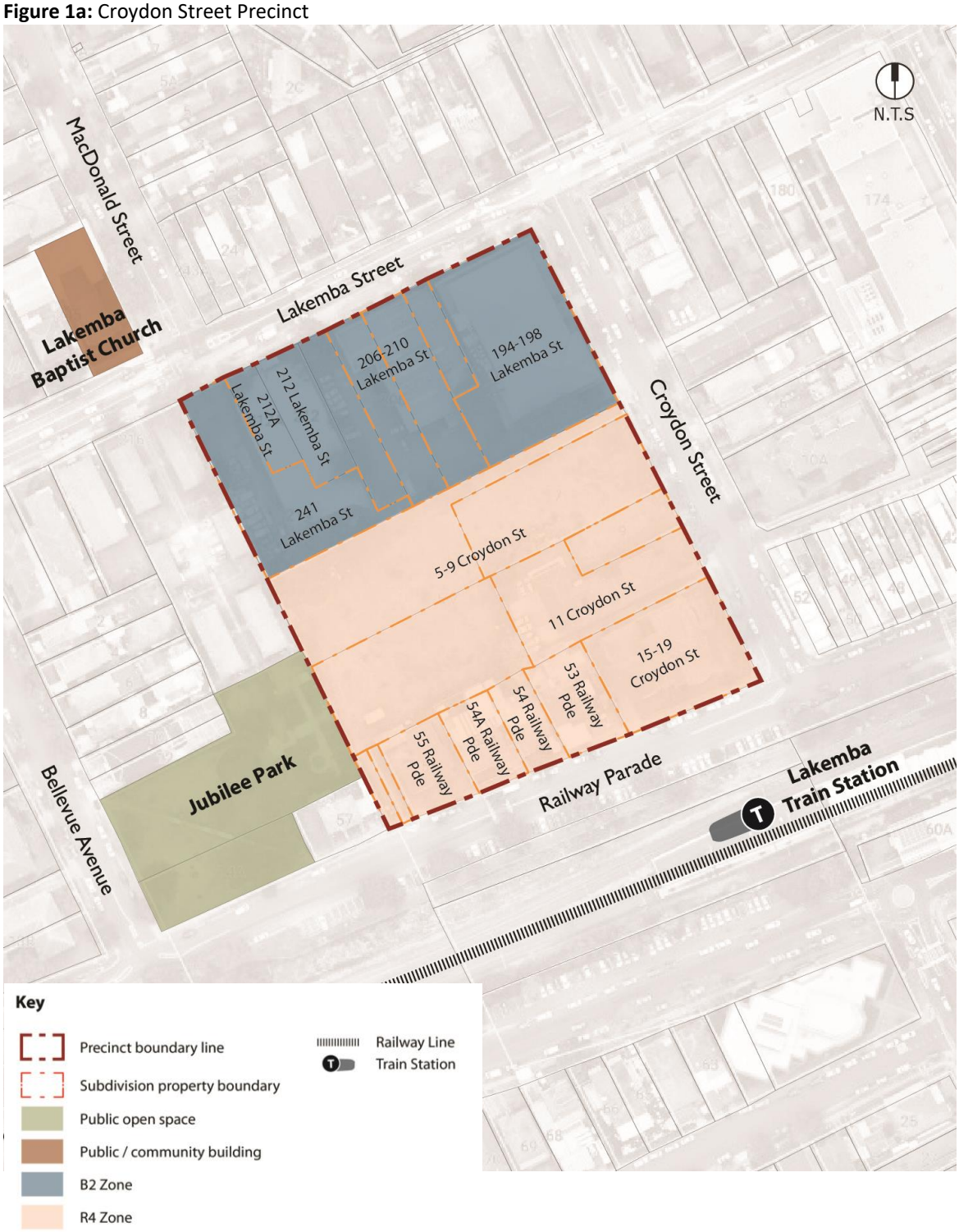
O8 To minimize vehicular and pedestrian conflicts and allow for the orderly storage of private vehicles as well as the movement of servicing emergency vehicles.

O9 To maintain a high standard of residential amenity to adjacent developments and a high-quality amenity for new developments within the precinct.

Land to which Chapter Applies

Chapter 11.4 of this DCP applies to the site as shown in the Land Application Map (Figure 1a).

Figure 1a: Croydon Street Precinct



SECTION 2–CHARACTER STATEMENT

Explanation

The Croydon Street Precinct (the precinct) is located to the north of Lakemba Train Station bounded by Croydon Street to the east, Lakemba Street to the north, Railway Parade to the south and Jubilee Park to the west. The precinct contains two different zones; B2 zone (local centre) to the north along Lakemba Street, and R4 zone (high-density residential) for the rest of the precinct.

The key objectives of this section are to revitalise the precinct, achieve design excellence, improve pedestrian permeability and vehicular access.

Desired Character

The character of the precinct is to be enhanced by high-quality architecture using natural materials and finishes that are sympathetic to the predominant character of the locality and exhibits a high degree of design excellence.

A new laneway connecting Croydon Street to Railway Parade is to be introduced through the precinct to improve the pedestrian permeability, enhance vehicular access and provide future developments with a strong and legible street address.

A continuous tree canopy along the streets and laneway reinforced by generous deep soil areas will enhance the public interface and provide a green and leafy character to the precinct.

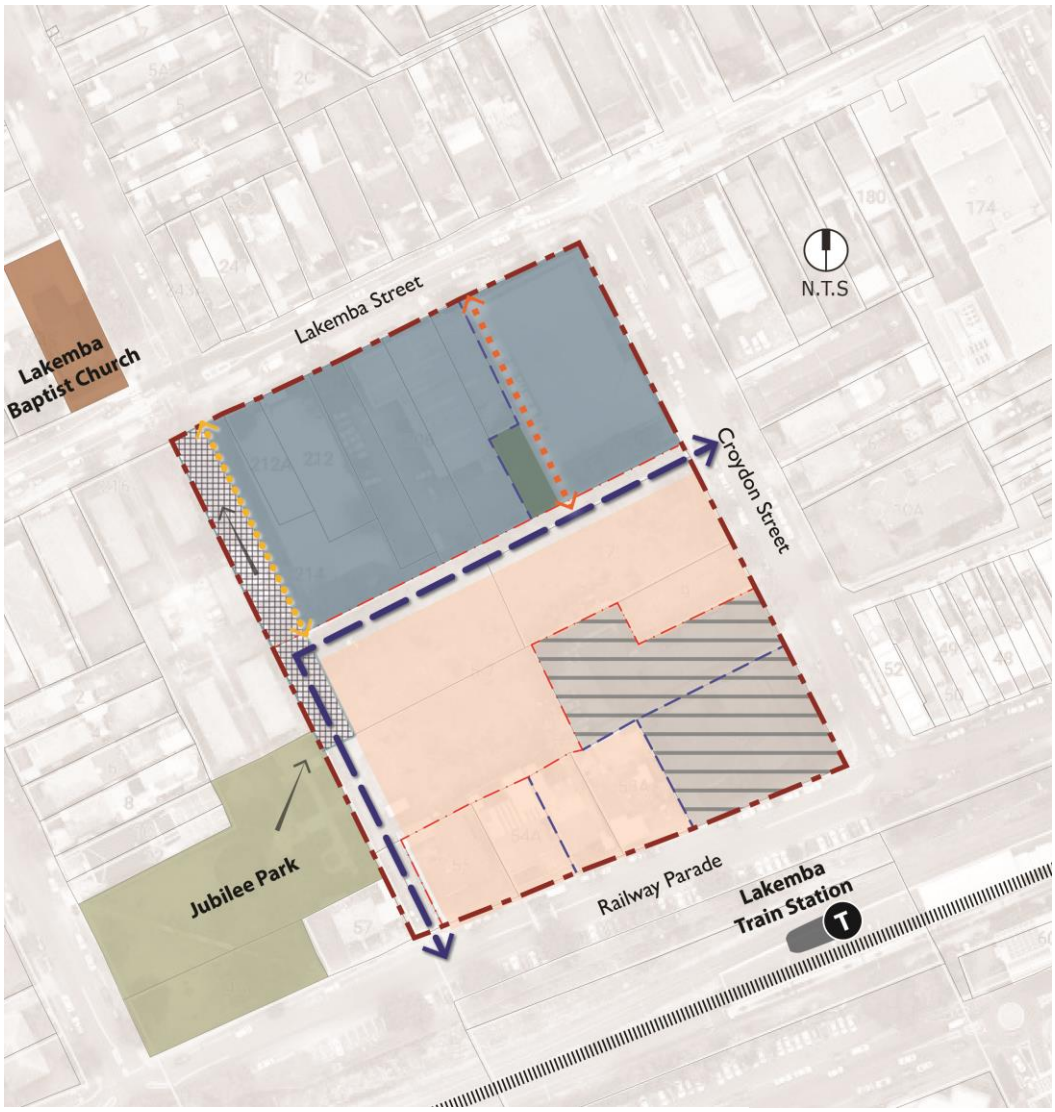
Future residential developments provided along the new laneway (within the R4 zone) should respond to the streetscape along Croydon Street while transitioning to the adjacent low strata buildings at 11 and 15-19 Croydon Street that are unlikely to be redeveloped in the near future. Taller buildings will be located along the western side of the precinct overlooking Jubilee Park to the west.

Well-considered separation distances between the buildings within the precinct will ensure good amenity of the future residents, allow for local view corridors and landscape buffers.

An overland flow path will be retained in the north-western side of the precinct creating a new view corridor to Jubilee Park and Railway Parade. The edge to the path (within the B2 zone) should be treated to create an active interface with a raised pedestrian walkway above the freeboard.

Redevelopment of the sites along Railway Parade shall respond to the residential streetscape character by providing medium rise residential flat buildings with generous front and rear setbacks for high-quality landscaping. Design solutions should be considered to mitigate the noise level for apartments facing the railway.

Figure 2a: Structure Plan



SECTION 3–BUILDING ENVELOPES

3.1 Building Envelopes

Objectives

O1 To encourage lively business centres capable of accommodating a mix of retail, commercial and residential uses.

O2 To achieve an appropriate distribution of height across the precinct within the LEP height controls that achieve transition, appropriate scale and reasonable amenity.

O3 To reduce the apparent bulk and scale of buildings by modulation of form and articulation of facades.

O4 To achieve high quality spatial and amenity outcomes.

O5 To allow for view sharing.

O6 To maximise the opportunities for sufficient and high-quality landscape outcomes.

Development Controls

C1 Future developments should be consistent with ADG recommedations for building separation.

Note: the achievement of the maximum FSR is dependent on satisfying the other objectives and controls in this DCP.

Building Depth

C2 The maximum overall building depth for residential uses is 18m glass line to glass line or 22m balcony edge to balcony edge.

Building Length

C3 The maximum building length is to be 40m with articulation provided through indentations every 10-15m. The proportions of indentations should comply with ADG objective (4B-2) where width to depth ratio should be a minimum of 2:1.

Building Height

C1 The maximum height allowable under the LEP is intended to accommodate all built form including plant, lift and stair access and rooftop communal open space and structures.

C2 The floor to ceiling height of retail/commercial floors is to be a minimum of 3.3m with floor to floor height of minimum 3.7m.

C3 The floor to ceiling height of all residential floors is to be a minimum of 2.7m with floor to floor height of minimum 3.1m.

Building Density

C4 The maximum floor space ratio shall comply with the Canterbury Bankstown Local Environment Plan.

C5 The maximum floor space ratio may not be achievable if adverse visual, acoustic or privacy amenity or overshadowing impacts occur to adjacent dwellings, the open space or streetscape in the area.

Street Setbacks and Street Wall Heights

C6 The minimum ground level setbacks are to be in accordance with Table F10.2 setbacks and upper level setbacks.

C7 Buildings with commercial and retail uses on the ground floor level may build to the boundary line with nil setbacks to both Lakemba and Croydon Streets.

C8 Residential ground floor uses should accommodate front terrace areas and landscape gardens and provide reasonable amenity.

C9 The street setback area is to be free from any projections or encroachments from any part of new buildings where possible.

C10 Street wall heights shall be relative to the building height in storeys as per table F10.1.

Buildings Height In Storeys	Street Wall Heights
6 storeys (Croydon Street and Railway Parade)	4 storeys
7 storeys	6 storeys

Table F10.1: Street Wall Heights

Otherwise, the street wall height shall be the same as the building height.

Upper Levels Setbacks

C11 The minimum upper levels setbacks are to be 3m as per table F10.2 Setbacks and Upper Levels Setbacks.

C12 Upper level setbacks must be free of any projections or encroachments from any part of the building.

C13 The setback area is to be used for private open space where appropriate. The edge is to be created by landscaped planters.

C14 All plant rooms and lift overruns are to be positioned to minimise their visibility. The preference is for all plant to be located within the building envelope or basements rather than the roof.

Setbacks and Upper Levels Setbacks to the Overland Flow Path –B2 Zone

C15 Setbacks to the overland flow path edge for developments facing the north-western boundary of the precinct should be consistent with the objectives and controls shown in section F10.10: Overland Flow Path of this DCP

C16 A 6m setback from the overland flow path edge is required to the ground floor level to allow for the provision of an elevated walkway with adequate public interface in line with figures F10.7 and F10.8.

C17 A 3m setback from the overland flow path edge is required for all floors above ground floor level to allow for adequate solar access to the elevated walkway.

C18 An additional 3m setback from the building edge is to be provided above the street wall height as per table F10.1: Street Wall Heights.

Location	Ground Level Setback	Upper level Setback
B2 Zone		
Active uses on the ground level	Zero setbacks	3m above the street wall height
Buildings transitioning to residential uses may reflect the residential character on the ground level and allow for street setback	Setbacks should transition to adjoining residential zoned land	
New laneway	3m (street setback to allow for a footpath along one side of the new laneway)	
Overland flow path for active uses	6m from the overland flow path edge to the ground floor. See section F10.10 of this DCP	3m from the overland flow path edge for all floors above ground 3m from the building edge above the street wall height
R4 Zone		
Croydon Street	Average 4.5m setback (minimum of 3m to a maximum of 6m) transitioning to zero to the B2 zone.	3m above street wall height
New laneway	Setbacks are to be varied to improve articulation.	

	Setbacks should be an average of 1.5m (minimum of 1.1m to a maximum of 1.9m)	
Railway Parade	6m	

Table F10.2: Setbacks and Upper Levels Setbacks

Separation

C19 Provide separation distances between building forms in accordance with the ADG recommendations for building separation.

C20 Deep soil zones shall be provided within the separation distances between the Residential Flat Buildings within R4 zone.

C21 When it is not possible to achieve deep soil requirements as suggested by the ADG objectives, possible alternative forms of planting can be provided on top of podium/structures.

SECTION 3.2 STREETSCAPE

Objectives

O1 To improve the character and sense of place of the precinct.
O2 To ensure new developments respond to the existing and desired future character of the locality.
O3 To ensure the inter-relationships between new developments, existing buildings and the public and private domain are coherent and harmonious.
O4 To maintain the residential character and enhance the landscape character along Railway Parade and Croydon Street.
O5 To create a mixed-use character along Lakemba Street.
O6 To maximise opportunities for natural surveillance and activation along the new links/laneway, the public domain and Jubilee Park.
O7 To provide a human-scale and pedestrian-friendly streetscapes to all streets and laneway interfaces within the precinct.
O8 To minimise the impact of services on the front setbacks of the site and adjacent streetscape.
O9 To enhance the landscape character of the streets and the public domain.

Development Controls

Street Activation – B2 Zone

C1 Active street frontages shall be provided within the B2 zone along Lakemba Street, the new laneway and along the overland flow path.
C1 New developments within the B2 zone should create a "fine grain" retail/commercial response with narrow frontage shops, level/direct pedestrian entries at the footpath level and display areas to promote window shopping as shown in figures at F10.3.

Streetscape Character – B2 Zone

C2 Proposals shall demonstrate how new developments will respond to and reinforce both the existing and the desired future streetscape.
C3 New developments along any street or laneway should complement the required street wall heights and setbacks.
C4 All mixed-use developments should provide a human scale and relate to the composition and character of existing buildings at street levels even where taller building forms are provided.

Awning Locations

C5 Awnings are to be provided within the B2 zone along Lakemba Street, Croydon Street and the new links/laneway where retail or commercial uses are provided.

C6 Awnings shall define building entries.

C7 Awning design, height and materials are to be generally in accordance with Council standards.

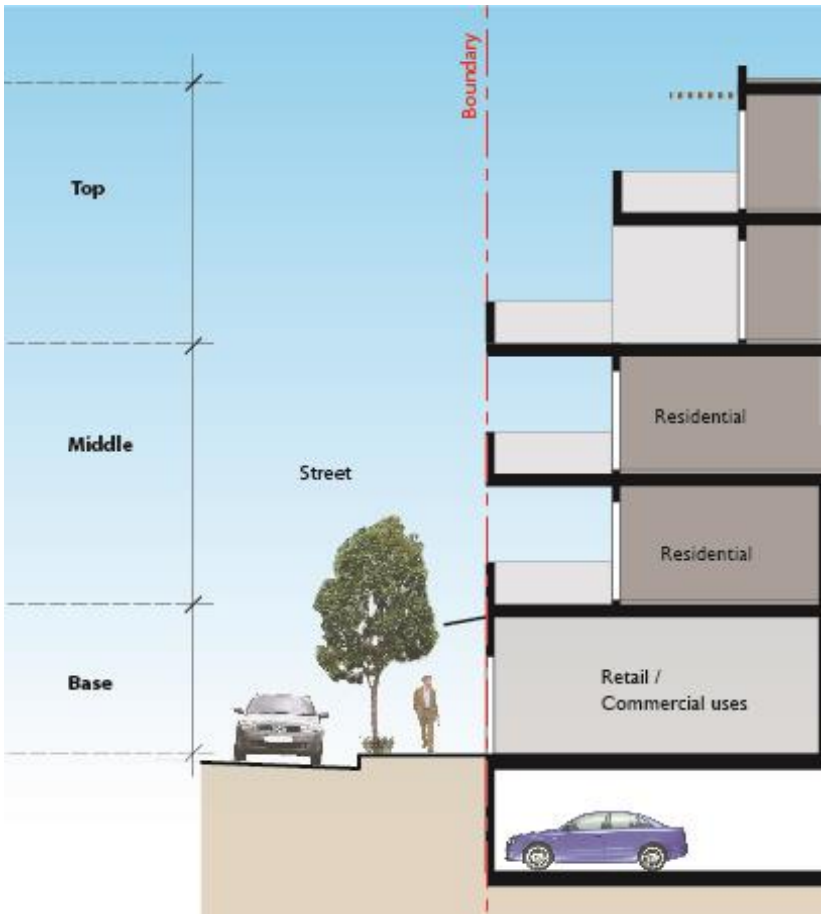


Figure F10.3: Streetscape Character – B2 Zone

Figure F10.4: Examples of Similar Streetscape Character – Rouse Hill Town Centre – source: Google

Streetscape Character – R4 Zone

C8 Residential character along Railway Parade and Croydon Street shall be reinforced. Street setbacks with high-quality landscaping are to be provided along these streets.

C9 North facing landscaped open spaces should be provided between the proposed buildings.

C10 All apartments facing the public domain at ground level in the R4 Zone are to have a direct street access.

C11 A terrace area with a depth (minimum 1.1m to a maximum 1.9m) consistent with the setback (Table F10.2) of new laneway with landscape and deep soil beds is to be provided within the front setback area.

C12 A level difference is encouraged between the ground level of the apartment and their terrace and the street.

C13 All substations are to be incorporated into the building form.

C14 Fire stairs are to be provided within the building form and are not to be located in front or side setbacks.

C15 Driveways are to be located within the building form and are not to be located in the side setbacks or building separation areas.

C16 No bin enclosure is to be provided in the front or side setback.

SECTION 3.3 LANDSCAPING

Objectives

O1 To ensure the provision of adequate deep soil area to support mature tree planting.
O2 To provide a pleasant outlook and contribute to visual privacy between buildings.
O3 To reinforce the desired 'green and leafy character' of the precinct.
O4 To assist in heat reduction and provide habitat for fauna.

Development Controls

Deep Soil Zones

C1 Deep soil areas should be provided along Croydon Street, Railway Parade and the new links/laneway.
C2 Street trees with high canopies and a mature height of min 5m are to be provided along the length of the new links/laneway to frame views.
C3 Basements are to be contained within the building footprint.
C4 High-quality landscape and canopy trees shall be provided within deep soil area and within street setbacks.
C5 Street trees in accordance with Council's street tree policy/ public domain plan are to be provided to Lakemba Street, Railway Parade, Croydon Street and the new laneway.

Communal Open Space

C6 Communal open spaces are to be provided either in the rear setbacks or the wider open space areas.
C7 An area of central communal open space with minimum dimensions of 28m $\times$ 28m comprising a minimum of 900m^2 of contiguous communal open space is to be provided in the R4 zone.

View Corridors

C8 The built form shall not obscure the view corridors along the new links.
C9 The landscape within view corridors should frame views to public open spaces and should not block eye line level views.

SECTION 3.4 PEDESTRIAN AND VEHICULAR LINKS / ACCESS

Objectives

O1 To enhance the permeability of the precinct and improve the vehicular and pedestrian access.
O2 To ensure building address the street.
O3 To promote pedestrian activation of streets and public places.
O4 To promote safer and crime prevention principles.
O5 To protect views and vistas along streets.
O6 To minimize the impact of vehicle access points on the quality of the public domain.
O7 To minimize the impact of driveway crossovers on pedestrian safety and streetscape amenity.
O8 To ensure service requirements do not have adverse amenity impacts.
O9 To establish appropriate access and location requirements for servicing.

Development Controls

<u>New Vehicular and Pedestrian Links / Access</u>

C1 The street reserve width of the new laneway connecting Railway Parade and Croydon Street is to be a minimum of 8.9m including a 6.5m carriageway with a kerb of 1.2m and a verge of 0.6m on one side and a verge of 0.6m on the other side as shown in figure F10.5: Typical New Laneway.
C2 The laneway is to provide full public access at all times.
C3 In the R4 zone, built form is to be setback to allow for front terraces and landscaped planters to buffer the ground floor levels and provide a reasonable degree of privacy.

Vehicular and Building Entries

C4 All buildings are to have a direct address from a street or the new laneway. Wide exposed driveways and driveways in the side setbacks or the separations between buildings are not supported.

C5 Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.

C6 Vehicle access, where possible, is to be a single lane crossing with vehicle passing bays to be provided in the basement. Traffic management measures as required by Council are to be provided.

C7 Vehicle entry points are to be encapsulated into the building design and to be visually recessive.

C8 Driveway widths must comply with the relevant Australian Standards.

C9 Vehicle and service entries are not to be adjacent to residential entries.

C10 Pedestrian entry shall be clearly defined in the built form, visible from the public domain and directly accessible from the street (not along the side boundaries).

Site Facilities and Services

C11 Access for waste collection and storage is to be from the new laneway where possible.

C12 Waste storage is to be in basements. Temporary waste collection areas can be at ground level within a discreet service area that is not visible from the street frontage and is screened from the adjacent developments overlooking the area.

Parking

C13 Parking provision shall comply with Part B1 of this DCP.

C14 In the B2 zone, on-site parking is to be accommodated either within the basement or if above ground is to be 'sleeved" from the public domain.

C15 A minimum depth of 8m as a "sleeved" zone is to be provided between above ground parking areas and the public domain or private external spaces. The "sleeve" zone allows for active uses fronting the public domain.

C16 In the R4 zone, car parking is to be provided in basements below ground unless Council is satisfied that unique site conditions prevent achievement of parking in full basements.

C17 Basement car parking is to be generally located below the natural ground level. Any protrusion above natural ground level is not to exceed 1m.

C18 The basement walls visible above natural ground level must be appropriately finished and appear as an integrated part of the landscaping.

C19 Basements are to be located directly below building footprint other than narrow links to another building basement to maximise deep soil areas.

C20 Bicycle parking is to be in secure and accessible locations with relevant protection.

C21 Visitor parking should be freely available.

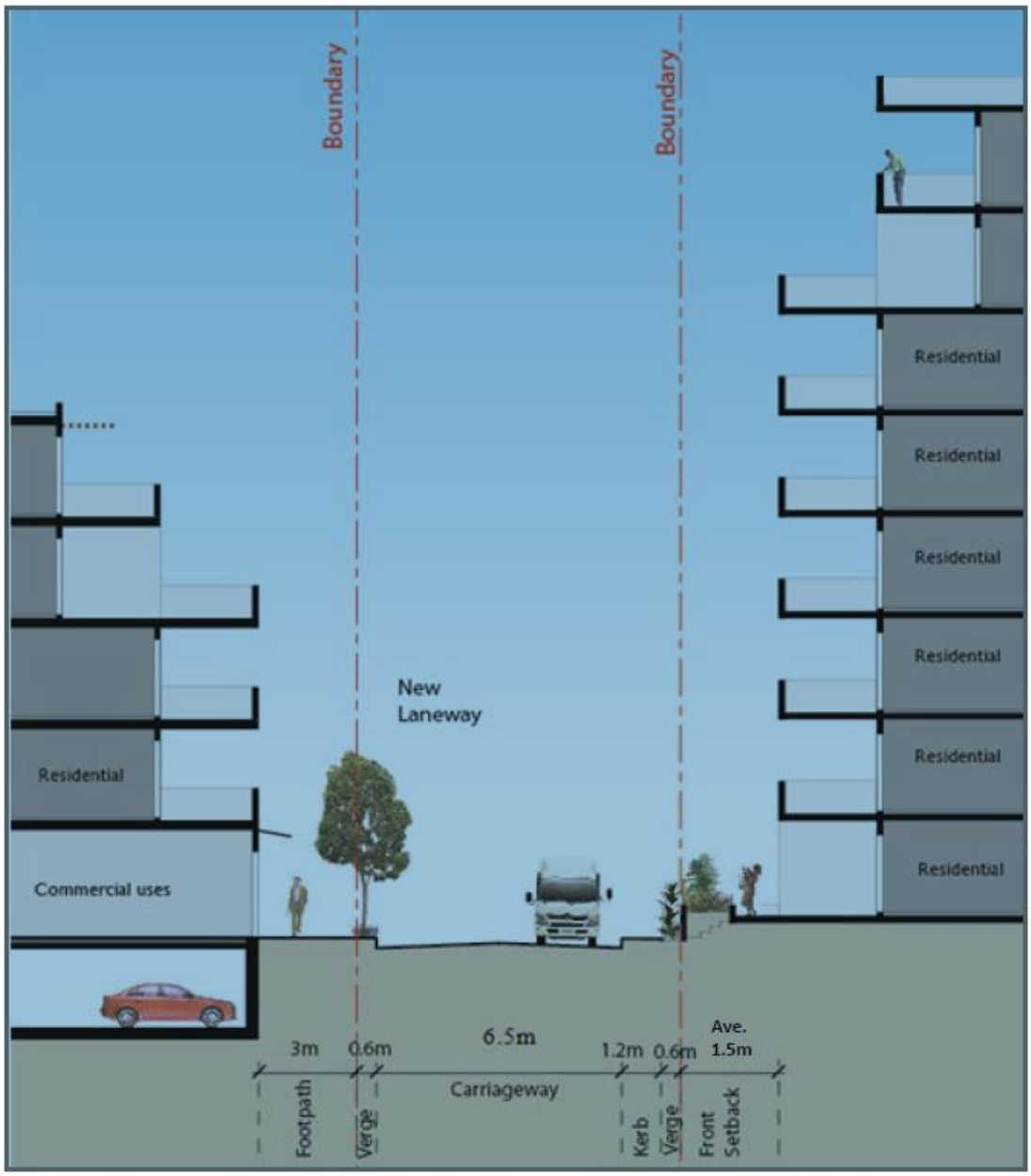


Figure F10.5: Typical New Laneway

SECTION 3.4 BUILDING ARTICULATION

Objectives

O1 To create visual interest.
O2 To moderate and reduce bulk and scale.
O3 To respond to the traditional lot pattern.
O4 To create a contemporary architectural character by using durable natural and high-quality materials and finishes.

Development Controls

Building Exteriors

C1 Facades shall be articulated and elements such as fins, bays and insets shall be used to reduce scale and provide visual interest.
C2 External colours and materials shall reflect the local identity and shall provide a good contextual fit.
C3 High quality and durable materials and finishes shall be used within the precinct.
C4 Painted render shall be minimised. Low maintenance and graffiti resistant materials are encouraged within the precinct.
C5 Extensive expanses of blank glass or solid walls are not supported.
C6 A combination of solid and glass balustrades to balconies is encouraged to screen cloth drying areas.

Figure F10.6: Examples of Articulation of Facades – R4 Zone

Corner Buildings

Buildings located on corner sites play a particularly important role in the streetscape, strengthening the form of blocks, streets, and intersections. Corners play an important role in centres by identifying junctions and pedestrian routes.

Development Controls

C7 Corner buildings should address both frontages and use architectural features and materials to reinforce the corner.

C8 Additional height is not supported to reinforce corners.

Overland Flow Path

An overland flow path exists in the north-western side of the precinct which is supported by major underground Council drainage pipes.

The overland flow path will provide a new view corridor and a potential active pedestrian link connecting the Baptist Church and Lakemba Street to Jubilee Park and Railway Parade.

Measures are required to mitigate the flood hazards on the ground floor level for developments facing the overland flow path to allow for shelter in place and safe evacuation.

Successful use requires careful design of level changes, pedestrian access, public domain elements, plantings and material finishes as well as flood-proof building design.

A Floodplain Risk Management Study is to be provided for developments adjacent to the overland flow path which will incorporate the relocation and necessary upgrade of existing stormwater infrastructure within the proposed overland flow path corridor.

Objectives

O1 To create a meaningful and useful open space along the overland flow path with a "whole of street" approach to ensure that a vibrant daily life is supported while taking safety measures to manage the flood hazard.

O2 The whole street approach requires the following:

- A consistent setback.
- A continuous and universally accessible ground floor promenade that connects across property boundaries.
- Ensuring each lot contributes to providing a range of practical and attractive amenities that encourage a lively pedestrian promenade.

O3 Provide safe temporary storage for valuable items away from the flood waters and a space to shelter in place.

O4 Relocate and upgrade the existing stormwater drainage infrastructure within the proposed overland flow path.

Development Controls

C1 All developments (within B2 zone) should allow for active edges and high-quality streetscape while ensuring the provision of shelter in place and/or safe evacuation in case of flood hazard.

C2 A level change between the pedestrian link and the building ground floor of maximum 900mm should be provided. If a higher flood threshold is required, the total rise can be divided into two sections; up to 900mm on the front to the link and then an upper-level pedestrian promenade. It is essential that links maintain the same levels and connects to adjacent properties and the public domain.

C3 The raised ground floor level should feature space for accessibility, circulation, and activities. Circulation requires activation, direct access to lobbies and inviting connections to the public domain as shown in figures F10.7 and F10.8.

C4 A 6m setback is required on the ground floor level to the edge of the overland flow path to enable integration of stairs and ramps with landscaping, feature lighting, generous terraces, seating, bike racks and the like. The ground level must provide ample opportunities for window shopping, cafes external seating and pedestrian movement as shown in figures F10.7 and F10.8.

C5 A 3m upper levels setback from the overland flow path edge is required for all floors above ground to allow for adequate solar access to the raised walkway.

C6 An additional 3m setback from the building edge is to be provided above the street wall heights.

C7 A high frequency of pedestrian connections (stairs, ramps, terraces) are to be provided along the step to ensure maximum permeability and safe evacuation.

C8 The use of floodable steps, ramps and terraces is encouraged outside flood events to utilize floodplain areas while still achieving flood protection through the grade changes.

C9 Any development within or adjacent to the overland flow path must prepare a site emergency floodplain plan and demonstrate safe evacuation.

C10 Development of lots that are impacted by the existing overland flood path or contain existing underground stormwater infrastructure shall produce plans for approval for the relocation and upgrade the existing stormwater drainage infrastructure within the proposed overland flow corridor. These works shall be undertaken at the developer's costs and may require a specific agreement with Council.

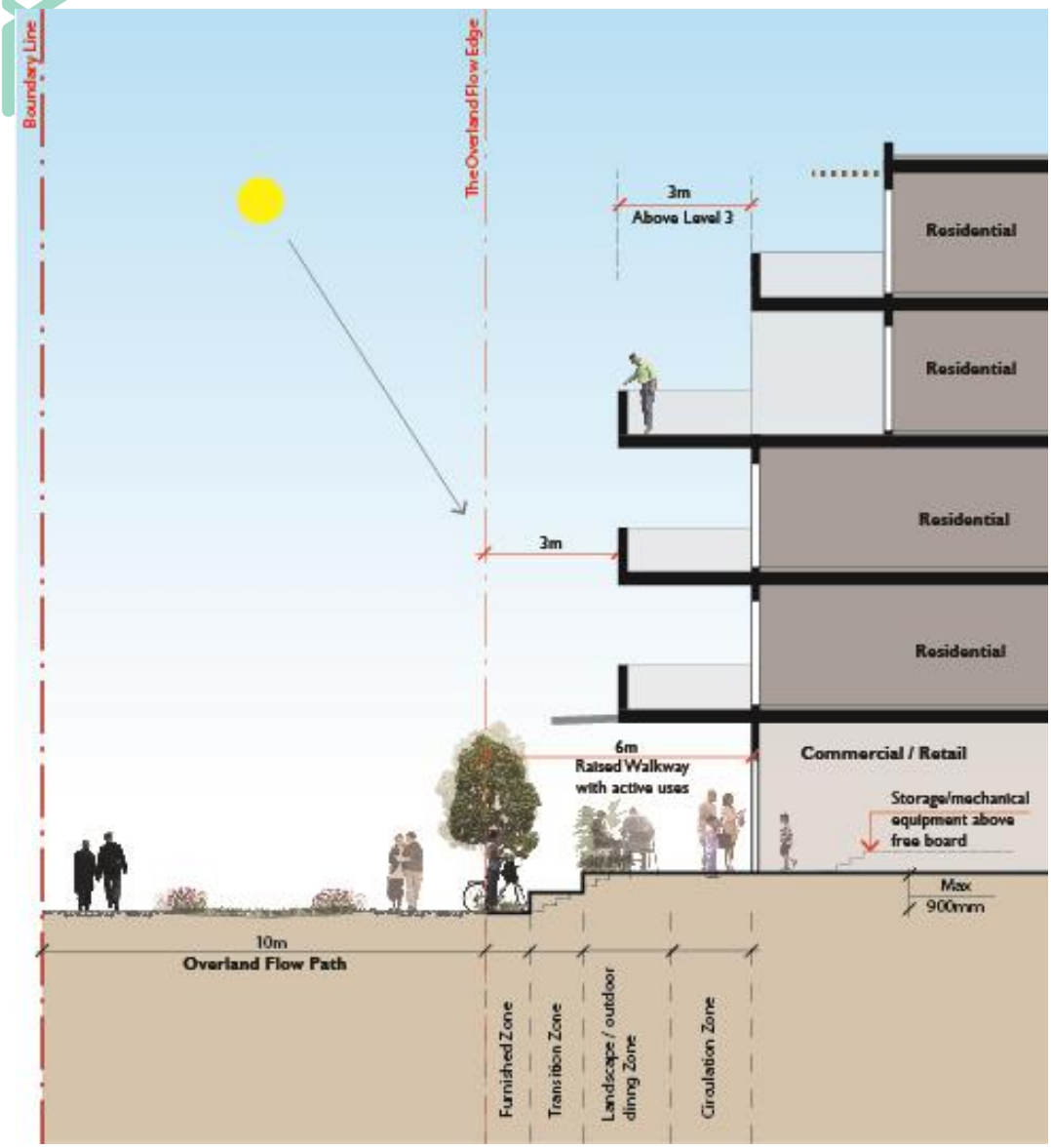


Figure F10.7: Overland Flow Path - Active Edge Section

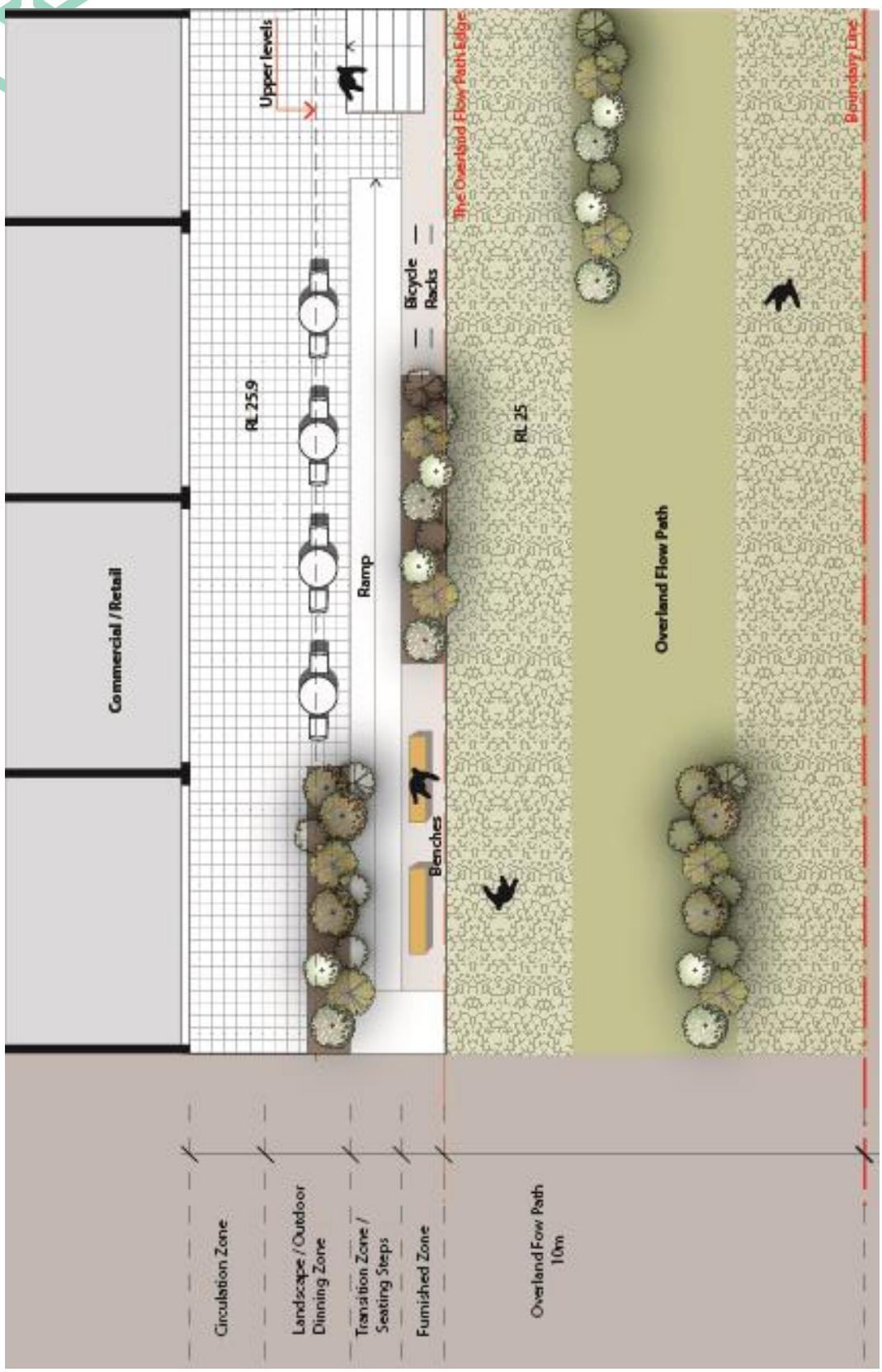


Figure F10.8: Overland Flow Path - Active Edge Plan

Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.5
Former Riverlands Golf Course Site, Milperra

DRAFT December 2020

SECTION 1–INTRODUCTION

Explanation

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the former Riverlands Golf Course site, Milperra. The intended outcome is to ensure the subdivision and development of the site achieves high quality urban design and built form outcomes consistent with the environmental characteristics and ecological values of the site.

Note: If applicable to a development application, the development controls of Chapter 11.5 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To ensure development integrates with the landform, vegetation, overland flow path and landscape of the site.

O2 To ensure development protects and conserves the ecological and habitat values of the site including the ecological communities and areas, riparian and biodiversity corridors, native vegetation and hollow bearing trees, and the ecological processes necessary for their continued existence.

O3 To ensure development avoids or minimises the adverse impacts of urban stormwater on the site, adjoining properties, native vegetation, wetlands and waterways.

O4 To ensure development protects and improves the scenic and cultural heritage values of the site, waterways and riparian corridors.

O5 To ensure development fully responds to the flood risks, land contamination, acid sulfate soils, bush fire risks and other environmental constraints that affect the site.

O6 To require mostly dwelling houses or a balanced mix of dwelling houses and dual occupancies on the site that is compatible with the character, amenity and built form of the established Milperra neighbourhood area.

O7 To ensure development incorporates landscape as a key characteristic.

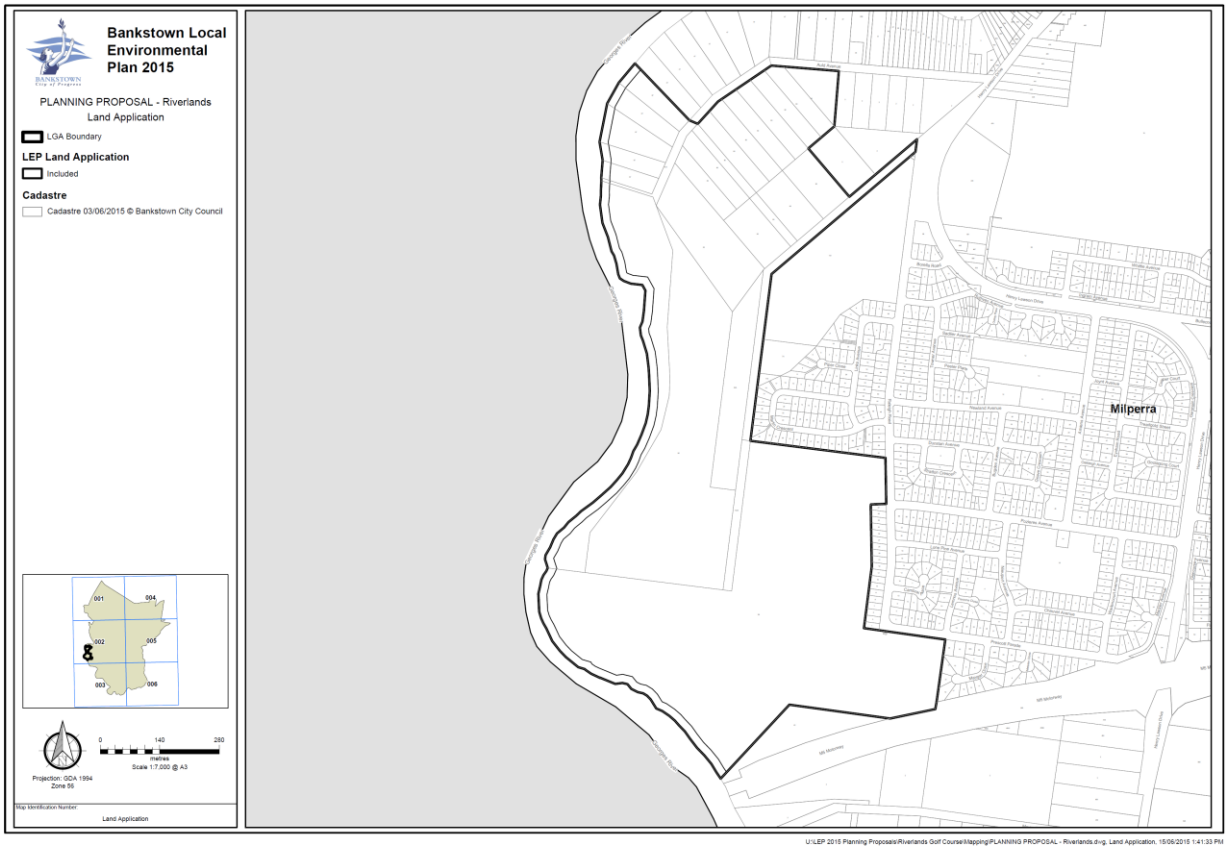
O8 To require a legible access network within the site that is conducive to walking, and connects to the road, pedestrian and cycle networks of the established Milperra neighbourhood area.

O9 To require appropriate infrastructure that enhances the quality of life and safety of the community.

Land to which Chapter Applies

Chapter 11.5 of this DCP applies to the site as shown in the Land Application Map (Figure 1a).

Figure 1a: Land Application Map



Development Controls

Subdivision

1.1 Development that proposes the subdivision of land must submit a concept subdivision plan, landscape plan and detailed tree survey to the satisfaction of Council. These plans must be prepared by suitably qualified persons in the field of town planning, architecture and landscape architecture.

1.2 The intended outcomes of the concept subdivision plan, landscape plan and detailed tree survey are:

(a) to identify the overall strategic vision and guiding principles to the subdivision and development of the site;
(b) to demonstrate the opportunities and constraints of the site;
(c) to contribute to the sustainable growth of the city; and
(d) to respond and contribute to the local context and the urban structure of the city.

1.3 The concept subdivision plan, landscape plan and detailed tree survey must consist of a written statement (supported by plans or illustrations) explaining how the design and layout of the streets, lots and subsequent development on the site have regard to the following:

(a) Design principles

The design and layout of the streets, lots and subsequent development must have regard to the design principles drawn from the site analysis and local context including:

(i) Context and character studies.
(ii) Visual assessment of the site and the local context.
(iii) Survey of the site and neighbouring buildings.
(iv) Survey of the topography, stormwater and drainage systems, trees, vegetation and landscape.

(b) The studies which informed the planning proposal

The design and layout of the streets, lots and subsequent development are to conform to the studies and their recommendations which informed the planning proposal (PP_2011_BANKS_001) for the site including:

(i) The 'Flora Assessment: Updated Study of the approximately 82 ha site of the Riverlands Golf Course site at Milperra', dated 23 January 2012, prepared by Anne Clements and Associates.

(ii) The 'Fauna Habitat & Species Constraints to Potential Redevelopment of the Riverlands Golf Course, Milperra', dated 22 January 2012, prepared by Ambrose Ecological Services.
(iii) The 'Fauna Investigation and Tree Retention Advice', dated June 2015, prepared by NGH Environmental.
(iv) The 'Riverlands Flood Study and Evacuation Plan', dated April 2012, prepared by BMT WBM.
(v) The 'Bushfire Assessment', dated 30 April 2012, prepared by Eco Logical Australia.
(vi) The 'Aboriginal Heritage Study', dated May 2012, prepared by Archaeological & Heritage Management Solutions. This includes the need for subdivision development to undertake additional archaeological investigations in accordance with relevant statutory requirements and guidelines.
(vii) The 'Phase 2 Environmental Site Assessment–Riverlands Environmental Site Assessment', dated July 2015, prepared by Environmental Strategies.
(viii) The 'Acid Sulfate Soil Preliminary Site Investigation', dated December 2011, prepared by Sydney Environmental & Soil Laboratory.
(ix) The 'River Bank Stabilisation Study', dated April 2014, prepared by National Project Consultants.
(x) The Riverlands Golf Course voluntary planning agreement and corresponding vegetation management plan.

(c) Sustainability and energy efficiency outcomes

The design and layout of the streets, lots and subsequent development must have regard to the sustainability and energy efficiency outcomes through design including:
(i) The integration of the streets and development with the topography, stormwater, biodiversity and riparian corridors, native vegetation and hollow bearing trees, and landscape of the site.
(ii) Lot orientation. In assessing proposals for residential subdivisions, Council places major emphasis on the ease with which future dwellings with good solar access can be erected on the proposed lots. In general, this condition is best fulfilled when the side boundaries of the majority of the lots are on or near a north–south axis; however, there may be other solutions. It is important to strive for a future residential area in which the great majority of dwellings can achieve good solar access.
(iii) The provision of deep soil zones and landscaping.
(iv) Passive surveillance.

(d) Built form and character

The design and layout of the streets, lots and subsequent development must:

(i) Provide for mostly dwelling houses or a balanced mix of dwelling houses and dual occupancies on the site that is compatible with the character, amenity and built form of the established Milperra neighbourhood area.

(ii) Provide for a variety of lot widths other than 15 metres to encourage a diversity of house and dual occupancy designs.

(e) Traffic and access

The design and layout of the streets, lots and subsequent development must have regard to traffic and access including:

(i) The links between the site and the surrounding pedestrian, cycle, public transport and road access and circulation networks.
This includes details of the internal and external movement networks, the public transport access routes, the pedestrian and cycle paths, linkages to external networks and pedestrian through–site links. The internal street network should avoid cul–de–sac roads.

(ii) The links to the road access to the site being Keys Parade, Pozieres Avenue and Prescott Parade. Road access is not to be provided through Martin Crescent.

(iii) The pedestrian / cycle link between the site and the public open space on the foreshore.

(iv) The evacuation routes for residents during flooding.

(f) Infrastructure and stormwater management

The design and layout of the streets, lots and subsequent development must have regard to infrastructure and stormwater management including:

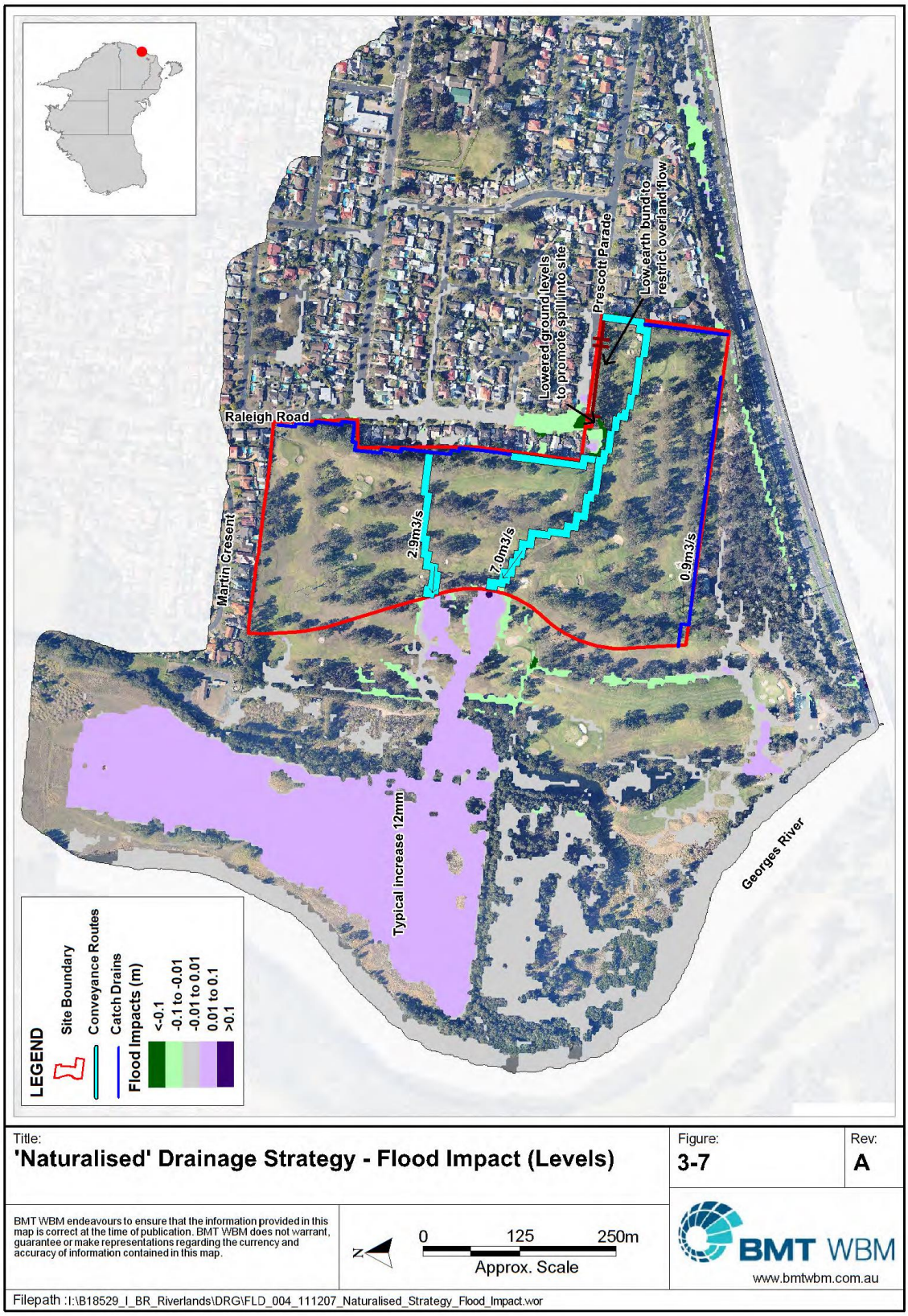
(i) The works to be undertaken in accordance with the Riverlands Golf Course voluntary planning agreement and corresponding vegetation management plan.

(ii) The minimum 17 metre road width for public roads. This comprises a 10 metre wide carriageway and a 3.5 metre wide footpath on each side of the carriageway.

(iii) Access for Council's waste trucks and emergency vehicles.

(iv) The integration of the streets and development with the overland flow paths shown in Figure 1b.

Figure 1b: Overland flow paths



(v) The incorporation of water sensitive urban design principles in the street and development design to attenuate runoff and promote water quality. Consideration may be given to treating stormwater runoff from the site by establishing wetlands, or installing bioswales or bio–retention basins prior to surface discharge.

(vi) The siting of the electricity power lines and telecommunication lines underground in accordance with the bushfire assessment, and urban design and streetscape guidelines.

Development–general requirements

1.4 In deciding whether to grant development consent, Council must be satisfied that development on the site conforms to the concept subdivision plan, landscape plan and detailed tree survey approved by Council.

1.5 Development on the site must provide for mostly dwelling houses on the site, or a balanced mix of dwelling houses and dual occupancies on the site that is compatible with the character, amenity and built form of the established Milperra neighbourhood area.

1.6 Development on the site must locate the electricity power lines and telecommunication lines underground.

1.7 Development on the site must submit an Environmental Management Plan detailing the extent to which the development will impact on the site during construction in accordance with the flora and fauna studies which informed the planning proposal (PP_2011_BANKS_001) for the site and the Canterbury Bankstown Demolition and Construction Guidelines.

Biodiversity protection

1.8 In deciding whether to grant development consent, Council must be satisfied that development on the site conforms to the studies which informed the planning proposal (PP_2011_BANKS_001) for the site including:

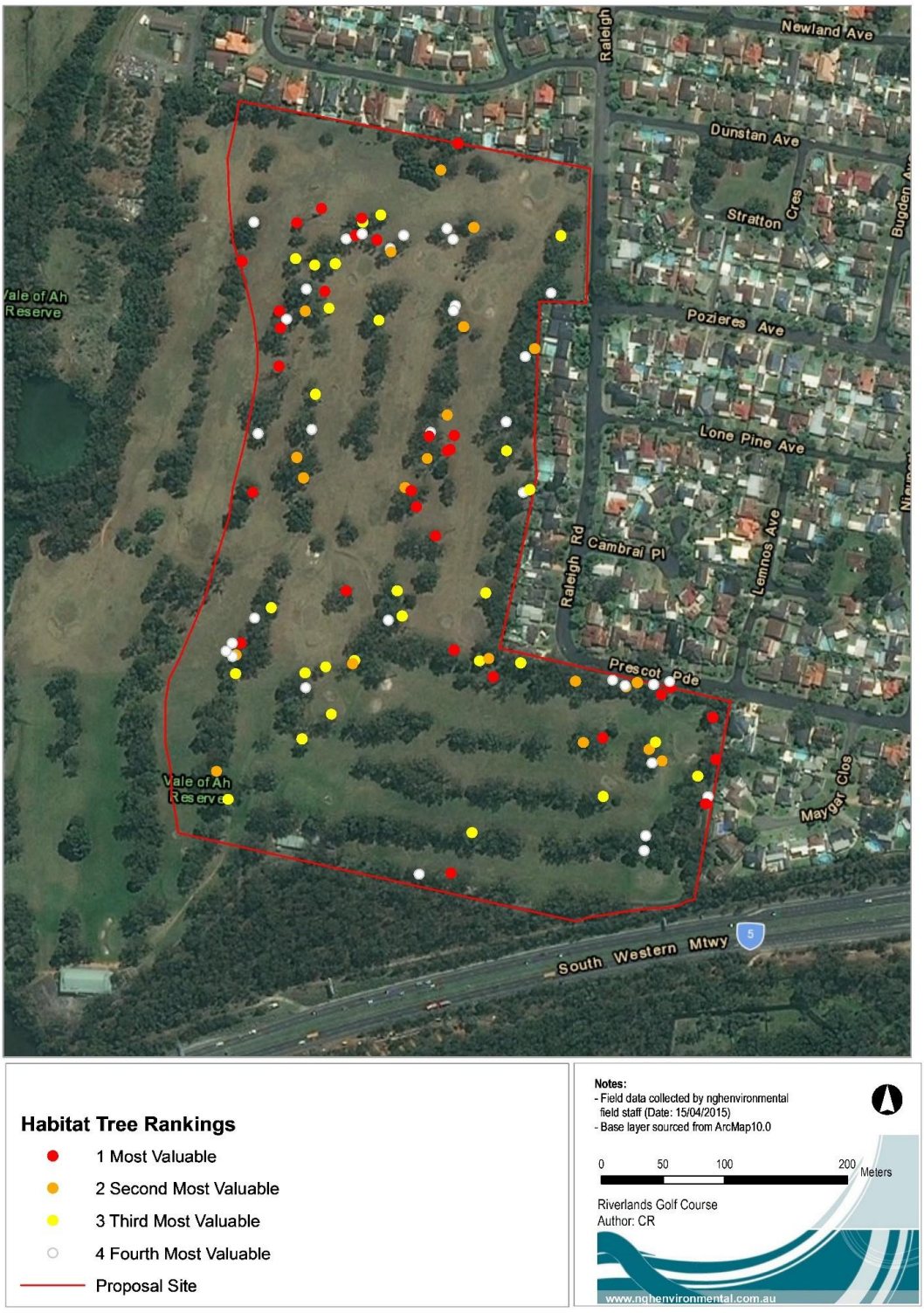
(a) The 'Flora Assessment: Updated Study of the approximately 82ha site of the Riverlands Golf Course site at Milperra', dated 23 January 2012, prepared by Anne Clements and Associates.

(b) The 'Fauna Habitat & Species Constraints to Potential Redevelopment of the Riverlands Golf Course, Milperra', dated 22 January 2012, prepared by Ambrose Ecological Services.

(c) The 'Fauna Investigation and Tree Retention Advice', dated June 2015, prepared by NGH Environmental.

(d) The Riverlands Golf Course voluntary planning agreement and corresponding vegetation management plan.

Figure 1c: Hollow bearing trees to be protected



1.9 Development on the site must protect the hollow bearing trees shown in Figure 1c in accordance with the 'Fauna Investigation and Tree Retention Advice', dated June 2015, prepared by NGH Environmental.

In deciding whether to grant development consent, Council must be satisfied that the development is designed, and will be sited and managed, to avoid any potentially adverse environmental impact or, if a potentially adverse environmental impact cannot be avoided:

(a) the development minimises disturbance and adverse impacts on the native vegetation and habitat; and

(b) measures have been considered to maintain native vegetation and habitat in parcels of a size, condition and configuration that will facilitate biodiversity protection and native flora and fauna movement through biodiversity corridors; and

(c) measures have been considered to achieve no net loss of significant native vegetation or habitat.

In this clause, ***biodiversity corridor*** means an area that facilitates the connection and maintenance of native fauna and flora habitats and, within the urban landscape, includes areas that may be broken by roads and other urban elements and may include remnant trees and associated native and exotic vegetation.

Stormwater and water sensitive urban design

1.10 Development on the site must submit a Water Management Plan that provides the following details:

(i) the stormwater management methods during construction and post construction; and

(ii) how the water sensitive urban design methods will be used to meet the stormwater reduction targets set out in the Botany Bay and Catchment Water Quality Improvement Plan for greenfield development / large redevelopment.

1.11 In deciding whether to grant development consent to development on the site, Council must be satisfied that:

(a) water sensitive urban design principles are incorporated into the design of the development; and

(b) riparian, stormwater and flooding measures are integrated; and

(c) the stormwater management system includes all reasonable management actions to avoid any adverse impacts on the land to which the development is to be carried out, adjoining properties, native bushland, waterways and groundwater systems; and

(d) if a potential adverse environmental impact cannot be feasibly avoided, the development minimises and mitigates the adverse impacts of stormwater runoff on adjoining properties, native bushland, waterways and groundwater systems.

For the purposes of this clause, the water sensitive urban design principles are:

(i) protection and enhancement of natural waterways;
(ii) protection and enhancement of water quality, by improving the quality of stormwater runoff from urban catchments;
(iii) minimisation of harmful impacts of urban development on water balance and on surface and groundwater flow regimes;
(iv) integration of stormwater management systems into the landscape in a manner that provides multiple benefits, including water quality protection, stormwater retention and detention, biodiversity / habitat provision, public open space, and recreational and visual amenity;
(v) retention, where practical, of on–site stormwater for use as an alternative supply to mains water, groundwater or river water;
(vi) reduce peak flows through storage and infiltration.

Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.6
Former Potts Hill Reservoirs Site, Potts Hill

DRAFT December 2020

CONTENTS

SECTION 1–INTRODUCTION

Explanation

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the former Potts Hill Reservoirs site, Potts Hill. Note: If applicable to a development application, the development controls of Chapter 11.6 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To ensure development is compatible with the desired character of the former Potts Hill Reservoirs site, Potts Hill.

O2 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O3 To ensure the building form and design provide appropriate amenity to residents.

O4 To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Desired Character

Development in the former Potts Hill Reservoirs site will ensure that high quality built form and urban design outcomes are realised within the approved subdivision layout for the Western Residential Precinct. The development controls aim to achieve a generally consistent built form across the precinct.

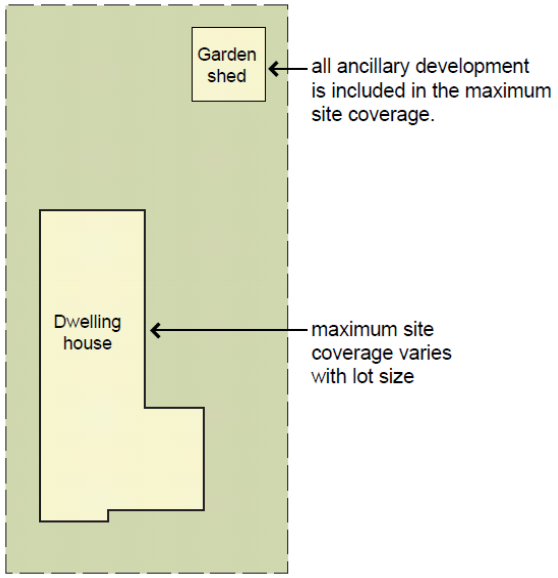
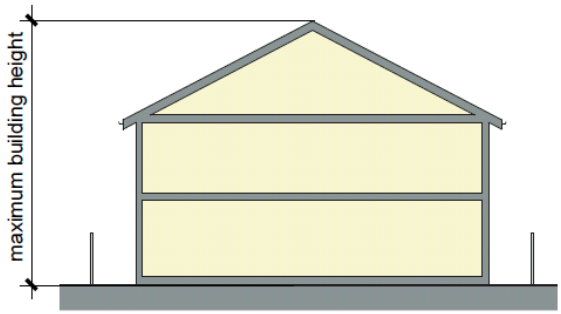
Land to which Chapter Applies

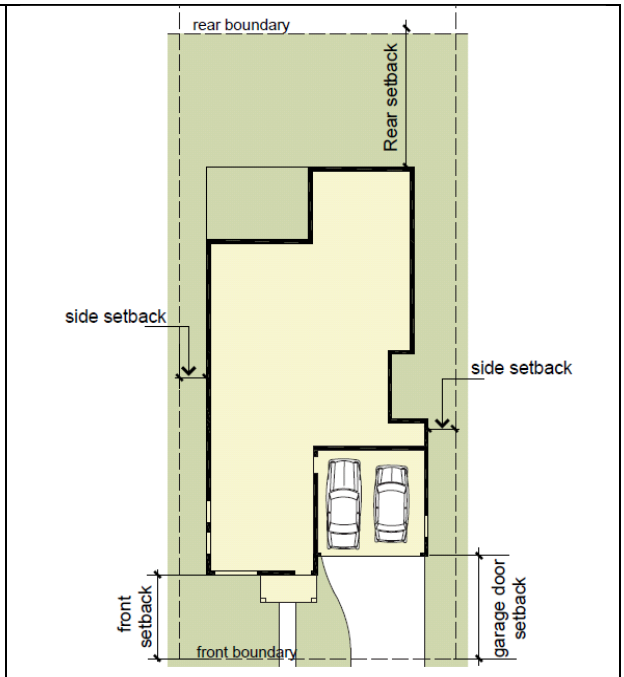
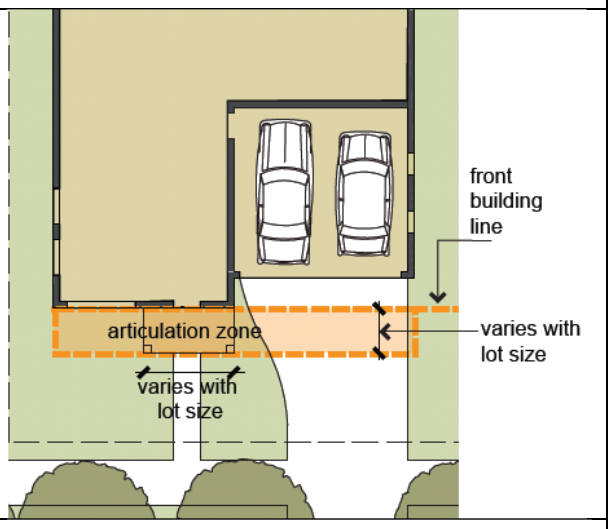
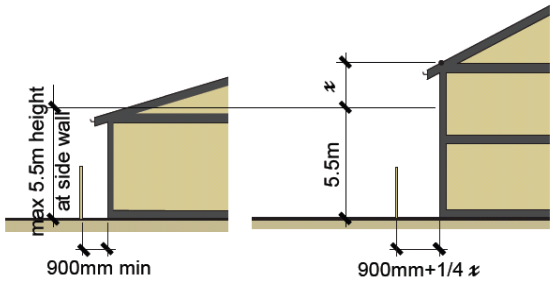
Chapter 11.6 of this DCP applies to the former Potts Hill Reservoir site, Potts Hill as shown in Figure 1. It applies to residential development for dwelling houses, dual occupancies, attached dwellings, residential flat buildings and community housing development that are identified within specific areas shown on the Land Application Map.

Figure 1: Land Application Map

SECTION 2–DWELLING HOUSES

Development Controls

Site coverage • Lots 450m^2 and over: Maximum 50% for two storey dwelling houses, maximum 60% for single storey dwelling houses. • Lots less than 450m^2: Maximum 60%.	
Maximum floor area Maximum 330m^2 for all lots.	
Storey limit Maximum two storey limit.	

Front setback Minimum 4.5 metres.	
Articulation zone 1.5 metres beyond front building line and a maximum 25% of building width.	
Side setbacks • Lots up to 18 metres wide: 0.9 metre to 5.5 metres in height then above that height 0.9 metre plus 1/4 the height over 5.5 metres. • Lots over 18 metres wide: 1.5 metres to 5.5 metres in height then above that height 1.5 metre plus 1/4 the height over 5.5 metres.	

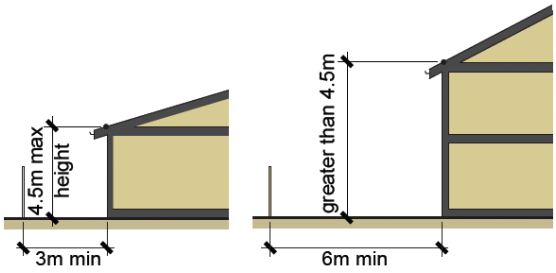
Rear setbacks

- Detached front access house lots: Minimum 3 metres for single storey with a rear wall height of up to 4.5 metres high, otherwise a minimum 8 metres applies.

- Detached front access house lots less than 30 metres deep at any point perpendicular to the front boundary: Minimum 3 metre setback for single storey with a rear wall height up to 4.5 metres high, otherwise a minimum 6 metres applies.

- Rear setbacks for lots along the western boundary of the precinct: An additional 3 metres in the form of the 'landscaped area' results in rear setbacks for these lots being a minimum 6 metres for single storey with a rear wall of up to 4.5 metres high, otherwise a minimum 11 metres applies.

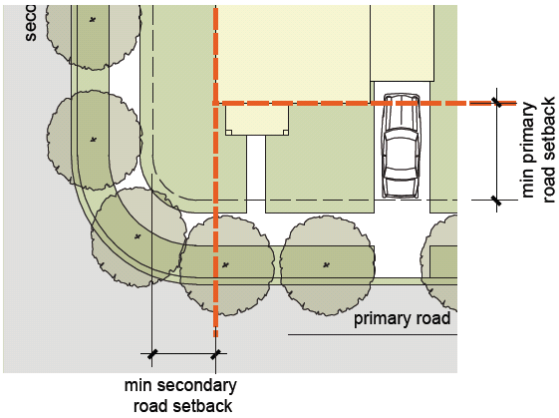
- Rear access lots: minimum 1 metre setback to rear lane for garages and accessory dwellings if applicable.

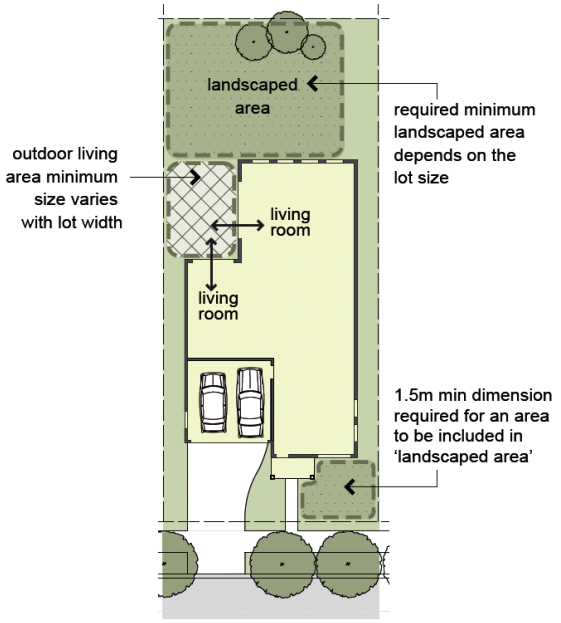


Secondary road setbacks

- Detached house corner lots: Minimum 3 metre setback to the secondary road boundary.

- Dual frontage lots: Minimum 4.5 metre setback to the secondary road boundary.

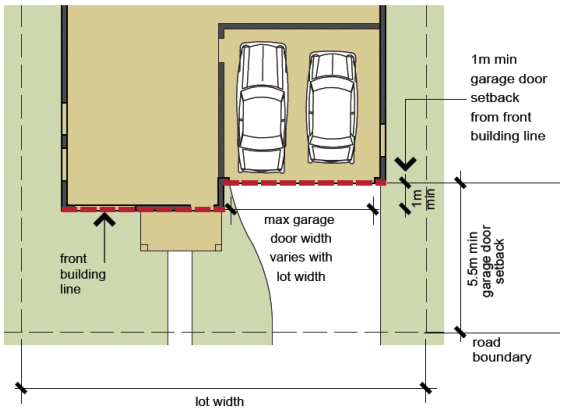


Landscape • The minimum landscaped area is: (a) Lots 300–450m^2: Minimum 15% of total lot. (b) Lots 450–600m^2: Minimum 20% of total lot. (c) Lots 600–900m^2: Minimum 30% of total lot. • The minimum dimension of a landscaped area is 1.5 metres. • At least 50% of the landscaped area is to be located behind the front building line. • For lots less than 18 metre wide at least 25% of the area to the front of the building line must be landscaped. • For lots at least 18 metre wide at least 50% of the area to the front of the building line must be landscaped.	
Private open space The minimum area for the principal private open space is 24m^2, at least 4 metres wide, flat and directly accessible from a living room.	

Car parking and access

- All dwelling houses are to provide at least one off–street car parking space.
- A car parking space may comprise of a garage, car port or open car parking space.
- Front access car parking spaces are required to be setback at least 5.5 metres from the road boundary.
- Front access car parking spaces are required to be setback at least 1 metre behind the front building line.
- Rear access car parking spaces require 1m setback from the rear lane boundary.
- On corner lots, side access car parking spaces are required to be setback at least 3 metres from the secondary road boundary.

On double frontage lots the car parking can be located on either frontage but not on both.



Maximum garage door width

- Maximum garage door width varies with lot size:
  (a) 8–12m lot width: 3.2 metres.
  (b) Over 12 metre lot width: 6 metres.

- Corner lots and dual frontage lots with car parking access from the secondary road to have a maximum garage door width of 6 metres.

Earthworks and drainage

- Excavation for basements:
  (a) Excavation permitted under the building footprint to provide a basement.
  (b) Maximum floor area for basement is 45m^2.

- Excavation outside the building footprint:
  (a) The maximum depth of excavation on a site outside the building footprint is 1 metre and must not extend more than 2 metres beyond the external wall of the dwelling house or ancillary development.
  (b) Excavation associated with swimming pools must not exceed the depth of the pool structure.

- Fill associated with the dwelling or garage must be contained within the external walls of the building or by a retaining wall with a height no greater than 1500mm above existing ground level.

- Retaining walls:
  (a) Retaining walls to be no greater than 1 metre high.
  (b) Retaining walls not associated with the cut and fill from a dwelling or garage must have a height above or below existing ground level not exceeding 0.6 metre if located less than 0.5 metre from a side or rear boundary, or 1 metre if located at least 1 metre from a boundary.

- For drainage requirements refer to the Canterbury Bankstown Development Engineering Standards Policy, with the exception of Section 10 of these Development Standards. The Potts Hill Residential Precinct is designed to accommodate precinct wide on–site stormwater detention, located at various locations across the precinct. Accordingly, individual lot on–site detention is not required.

Fences

- A front fence is to be provided on all detached dwelling lots.
- Fences in the front setback area from a primary road are to be maximum 1.2 metres high and a minimum 50% open construction.
- Other fences to be maximum 1.8 metres high.
- The maximum height permitted for the fence is to be calculated from ground level at that point.
- Front side fences to extend 2 metres back from the front building line, and should match the front fence height and design.
- On corner lots, the front fencing is to continue around the corner to the secondary street frontage for a minimum 30% of the lot length.
- Metal fencing not permitted forward of the front building line.

Eaves

- Eaves are required on all external walls.
- Eaves to be at least 450mm from the fascia.

Passive surveillance

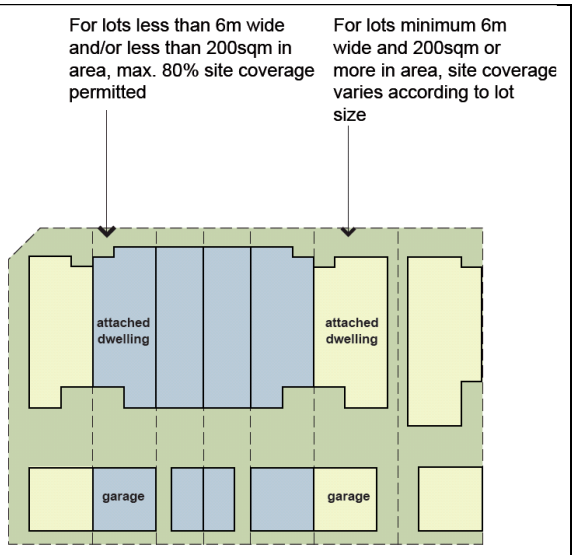
- A living area must be located so as to look over the primary road to provide passive surveillance.
- The main pedestrian entry of the dwelling is to be visible from the street.

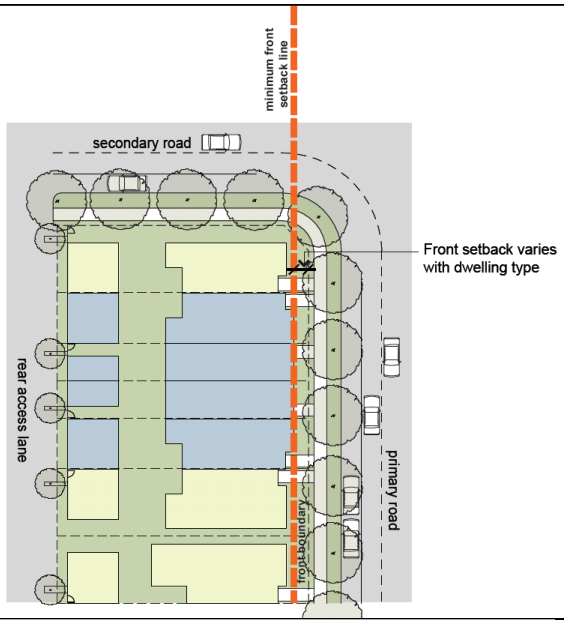
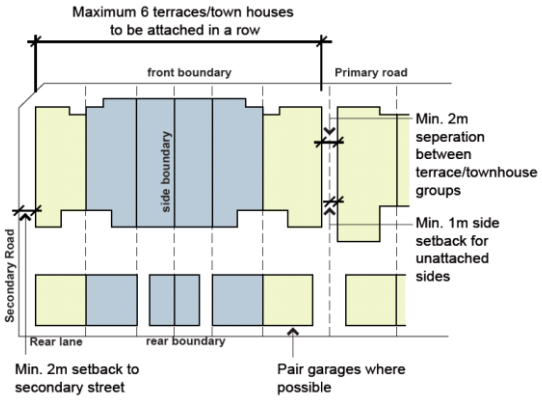
Subdivision

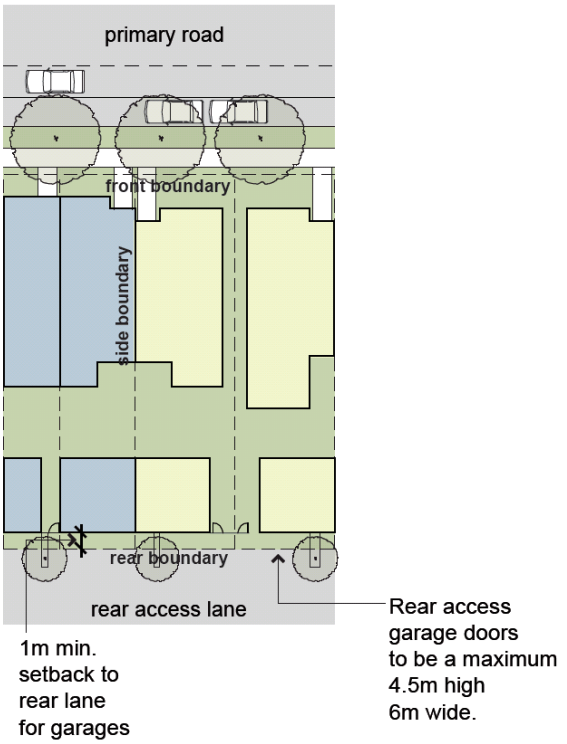
- Subdivision of detached dwelling lots not permitted.

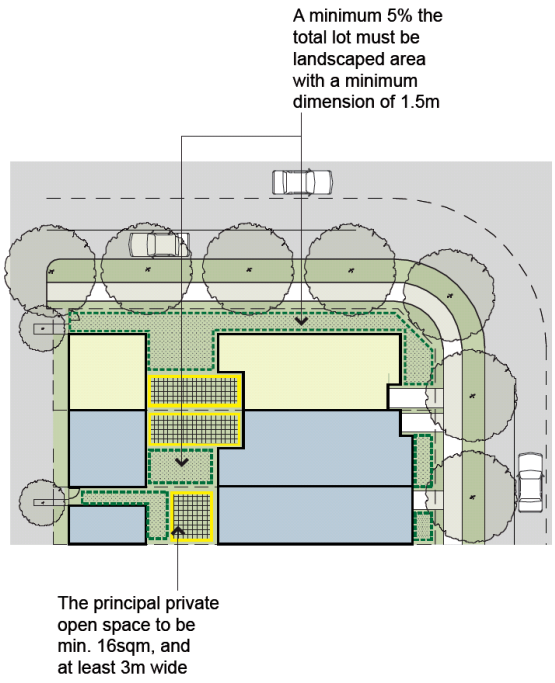
SECTION 3–DUAL OCCUPANCIES AND ATTACHED DWELLINGS

Development Controls

Site coverage • For lots a minimum 6 metres wide and 200m^2 or more in area: Maximum site coverage varies with lot size: 200–250m^2: 65% 250–300m^2: 60% 300–450m^2: 55% • For lots less than 6 metres wide and/or less than 200m^2 in area: Maximum 80% permitted as long as other controls, such as landscape requirements, are met.	
Maximum floor area • For lots a minimum 6 metres wide and 200m^2 or more in area: Maximum floor area varies with lot size: 200–250m^2: 90% 250–300m^2: 85% 300–450m^2: 270m^2 • For lots less than 6 metres wide and/or less than 200m^2 in area: No specified maximum floor area applies as long as other controls are met.	
Storey limit • Maximum two storey limit.	

Front setback • Dual occupancy dwelling: minimum 4.5 metres. • Attached dwelling: minimum 2 metres.	
Side setbacks Dual occupancy dwelling: • Up to 4.5m building height: 0.9 metre. • Over 4.5m building height: 0.9 metre + 1/4 height above 4.5 metres. • Option to build to one side boundary with full height zero setback as long as it either matches adjacent property boundary wall or is a maximum 3.3 metres high. The maximum length of the boundary wall to be the lesser of 20 metres or 50% of lot depth, or match adjoining built to boundary wall. Attached dwelling: • Option to build to one or both side boundaries with full height zero setback as long as it either matches adjacent property boundary wall or is a maximum 3.3 metres high. The maximum length of the boundary wall to be the lesser of 20 metres or 50% of lot depth, or match adjoining built to boundary wall. • 2 metre minimum separation between terrace house groups.	

• 1 metre minimum side setback on unattached sides.	
Rear setbacks • Dual occupancy dwellings: Minimum rear setback varies with lot size: 200–300m^2 up to 4.5m building height : 3 metres 200–300m^2 above 4.5m building height : average of rear setbacks of adjoining dwelling houses or 3 metres, whichever is the lesser 300–600m^2 up to 4.5m building height : 3 metres 300–600m^2 above 4.5m building height : 8 metres • Attached dwelling: 1 metre minimum setback to rear lane for garages and secondary dwellings.	
Secondary road setbacks • A dwelling house on a corner lot must be set back a minimum 2 metres from the secondary road boundary.	

Landscape
 	
• Minimum dimension of landscaped area is 1.5 metres.
 	
• Dual occupancy dwellings:
  • Minimum landscaped area varies with lot size:
  200–300m^2: 10%
  300–450m^2: 15%
  450–600m^2: 20%
  • At least 50% of landscaped area must be located behind the front building line.
 	
• Attached dwelling:
Minimum 5% of the total lot area must be landscaped area.
	

Articulation zone

Dual occupancy dwelling:

- Within the front setback of a new dual occupancy dwelling an 'articulation zone' may be incorporated.
- This zone is a notional area projecting 1.5 metres forward of the front building line within which additional building elements such as entry features and porticos, balconies, decks, verandahs and bay windows may be built.
- Up to 25% of the articulation zone, when viewed from above, may include building elements. An awning or other feature over a window and a sun shading feature are not included in the maximum area of the building element in the articulation zone.

Attached dwelling:

- No articulation zone is permitted.

For all lots:

- A new dwelling must have a window to a living room or a bedroom facing the primary road (and the secondary road if on a corner lot).
- A new dwelling must have a front door facing the primary road (and/or the secondary road if on a corner lot).
- Lots facing pedestrian link should have a front door facing the public open space.

Outdoor living area

- Outdoor living areas should be directly accessible from a living area.

- Dual occupancy dwellings:
  Minimum private open space requirement varies with lot size and width:
  200–300m^2: 16m^2
  300–600m^2: 24m^2
  6–10m wide lot: Minimum 3 metres wide
  Over 10m wide lot : Minimum 4 metres wide

- Attached dwelling:
  A minimum area of 16m^2 and a minimum 3 metres wide.

Car parking and access

- All dwelling houses to provide at least one off–street car parking space.

- A car parking space may comprise of a garage, car port or open car parking space.

- Front access car parking spaces are required to be setback at least 5.5m from the road boundary.

- Front access car parking spaces are required to be setback at least 1m behind the front building line.

- All lots with rear lane access are to locate the car parking accessed directly from that lane.

Maximum garage door width

- Dual occupancy dwellings: Maximum garage door width varies with lot width:
  8–12m lot width : 3.2 metres
  Over 12m lot width : 6 metres

- Attached dwelling: Garage doors on rear access lots to have a maximum width of 6 metres.

- Corner lots with car parking access from the secondary road to have a maximum garage door width of 6 metres.

Earthworks and drainage

- Excavation for basements:
  (a) Excavation permitted under the building footprint to provide a basement.
  (b) Maximum floor area for basement varies with lot width:
  Lots 10 metres wide or less: 25m^2
  Lots over 10 metres wide: 45m^2

- Excavation outside the building footprint:
  (a) The maximum depth of excavation on a site outside the building footprint is 1 metre and must not extend more than 2 metres beyond the external wall of the dwelling house or ancillary development.
  (b) Excavation associated with swimming pools must not exceed the depth of the pool structure.

- Fill associated with the dwelling or garage must be contained within the external walls of the building or by a retaining wall with a height no greater than 600mm above existing ground level.

- Retaining walls:
  (a) Retaining walls to be no greater than 1 metre high.
  (b) Retaining walls not associated with the cut and fill from a dwelling or garage must have a height above or below existing ground level not exceeding 0.6 metre if located less than 0.5 metre from a side or rear boundary, or 1 metre if located at least 0.5 metre from a boundary.

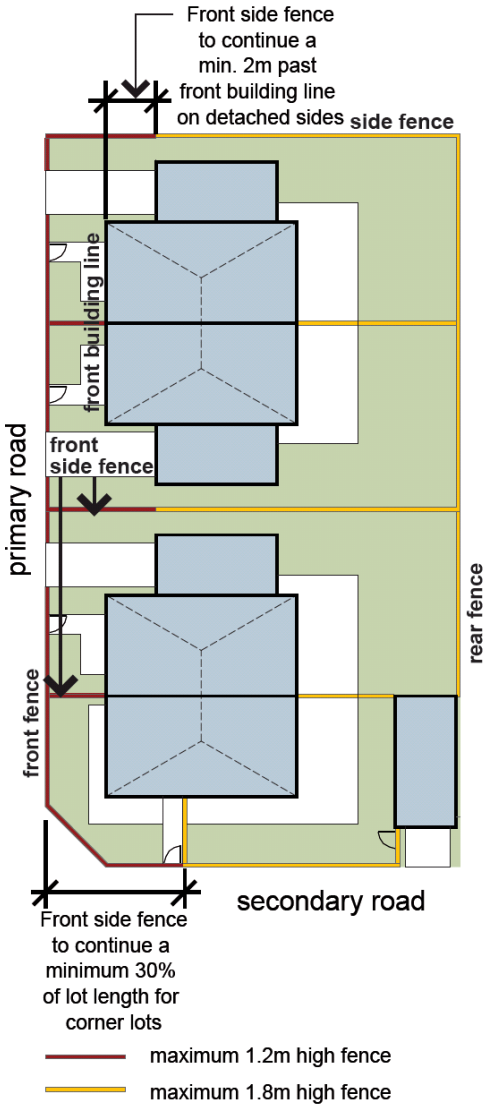
- For drainage requirements refer to the Canterbury Bankstown Development Engineering Standards Policy, with the exception of Section 10 of these Development Standards. The Potts Hill Residential Precinct is designed to accommodate precinct wide on–site stormwater detention, located at various locations across the precinct. Accordingly, individual lot on–site detention is not required.

Facade design

- The design of a dual occupancy must adopt an asymmetrical design to provide each dwelling with an individual identity when viewed from the street.

Fences

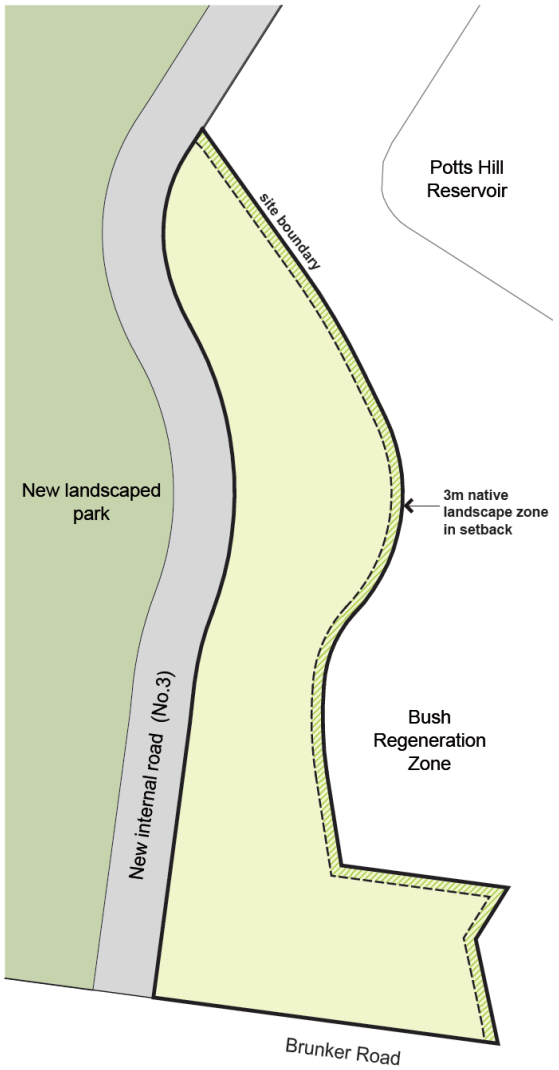
- A front fence is to be provided on all attached dwelling lots.
- Fences in the front setback area from a primary road are to be maximum 1.2 metres high and a minimum 50% open construction, other fences to be maximum 1.8 metres high. The maximum height permitted for the fence is to be calculated from the finished ground level.
- Front side fences on detached sides to extend 2 metres back from the front facade, and should match the front fence height and design.
- On corner lots, the front fencing is to continue around the corner to the secondary road frontage for a minimum 30% of the lot length.
- Metal fencing not permitted forward of the front building line.

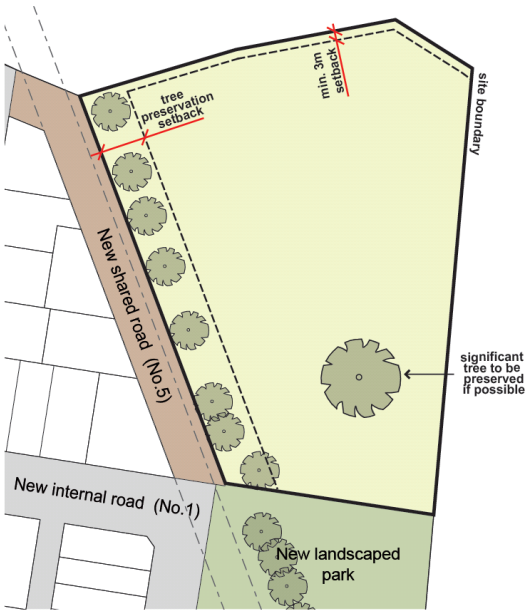
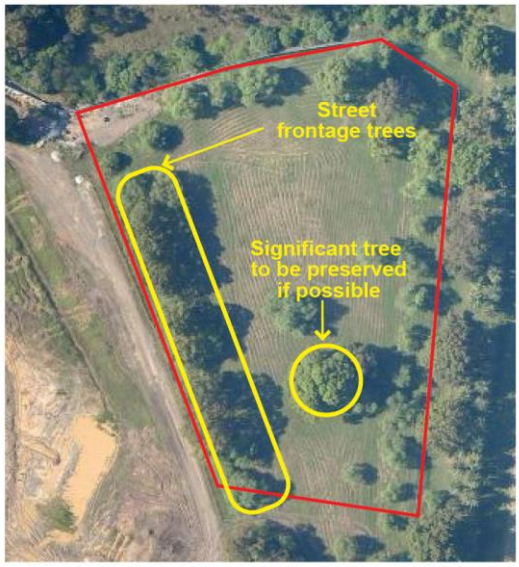


Subdivision

- Dual occupancy lots: Dual occupancy lots are to be subdivided into two attached dwelling lots.
- Attached dwellings: No subdivision permitted. Attached dwellings to be attached in groups as shown in the attached and community housing lot location plan.

Development Controls

Brunker Road apartment site setbacks Minimum 3 metre native landscape setback along the rear of the lot adjacent to the bush regeneration zone.	

North east apartment site setbacks • Minimum 3 metre native landscape setback along the northern boundary of the lot adjacent to the bush regeneration zone. • A tree preservation setback to the new shared road (No. 5) to the west to protect and maintain the street frontage trees.	
Tree preservation • Street frontage trees are to be retained, except where required for driveway access. • The significant tree identified in the image is to be retained if possible.	

SECTION 5–COMMUNITY HOUSING

Explanation

The following section applies to community housing projects which mean they are developed by a registered community housing provider as defined under the *Housing Act 2001*. The land where community housing can be developed is shown on the Land Application Map.

The Affordable Rental Housing SEPP provisions for 'infill development' have been used as the basis for these controls including:

- Affordable housing management: The affordable rental housing component is to be secured via restriction on title for a minimum of 10 years and managed by a registered Community Housing Provider (CHP).
- Character of the local area: A requirement that proposals are designed to be compatible with the character of the local area.
- Proportion of affordable housing: 100% of gross floor area of the development.

The controls have been developed to provide built form and other design controls which the SEPP development standards do not provide.

Development Controls

Storey limit

- Maximum two storey limit.

Minimum dwelling sizes

- 35m^2 for a bedsitter or studio
- 50m^2 for a 1 bedroom dwelling
- 70m^2 for a 2 bedroom dwelling
- 95m^2 for a 3 or more bedroom dwelling

Minimum parking requirements for CHPs

- 0.4 car spaces per 1 bedroom dwelling
- 0.5 car spaces per 2 bedroom dwelling
- 1 car space per 3 or more bedroom dwelling

Landscaped area

- Minimum 35m^2

Solar access

- Living areas and open spaces of 70% of the dwellings require a minimum of 3 hours direct sunlight between 8.00am and 4.00pm at the mid–winter solstice.

- Corner lots open space may be provided within the secondary road setback.

Minimum setbacks

- Front: 3 metres
- Side: 0 metre
- Secondary street frontage: 2 metres
- Rear Boundary: 2 metres
- Rear Lane: 1 metre

Deep soil zones

- Minimum of 15% of the site area

Fences

- A front fence is to be provided on all Community Housing lots.

- Fences in the front setback area from a primary road are to be maximum 1.2 metres high and a minimum 50% open construction, other fences to be maximum 1.8 metres high. The maximum height permitted for the fence is to be calculated from the finished ground level.

- Front side fences on detached sides to extend 2 metres back from the front facade, and should match the front fence height and design.

- On corner lots, the front fencing is to continue around the corner to the secondary street frontage for a minimum 30% of the lot length.

- Metal fencing not permitted forward of the front building line.

Earthworks and drainage

- Fill:
  Fill associated with the dwelling or garage must be contained within the external walls of the building or by a retaining wall with a height no greater than 600mm above existing ground level.

- Retaining walls:
  - Retaining walls to be no greater than 1.2 metres high.
  - Retaining walls not associated with the cut and fill from a dwelling or garage must have a height above or below existing ground level not exceeding 0.6 metre if located less than 0.5 metre from a side or rear boundary, or 1.2 metres if located at least 0.5 metre from a boundary.

Drainage:

- For drainage requirements refer to the Canterbury Bankstown Development Engineering Standards Policy, with the exception of Section 10 of these Development Standards. The Potts Hill Residential Precinct is designed to accommodate precinct wide on–site stormwater detention, located at various locations across the precinct. Accordingly, individual lot on–site detention is not required.

Secondary dwellings

- Secondary dwellings are permissible on community housing lots.
- Rear lane setback: minimum 1 metre.
- Side setbacks: may be built to common side boundary.

Note. See clause 22(3) of the SEPP (Affordable Housing) 2004 for controls relating to the total floor area of secondary dwellings.

Subdivision

Subdivision is permissible with consent, generally in accordance with the attached draft plan of subdivision detail.

CANTERBURY BANKSTOWN

Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.7
30–46 Auburn Road, Regents Park

DRAFT December 2020

SECTION 1–INTRODUCTION

Explanation

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the site at 30–46 Auburn Road, Regents Park. Note: If applicable to a development application, the development controls of Chapter 11.7 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To ensure development is compatible with the desired character of the site at 30–46 Auburn Road, Regents Park.

O2 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O3 To ensure the building form and design provide appropriate amenity to residents in terms of access to sunlight, privacy and protection from freight railway noise.

O4 To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Desired Character

Residential development will be compatible with the character of the neighbouring Zone R2 Low Density Residential and railway corridor.

Development Controls

Dwelling yield

1.1 The maximum number of dwellings permissible on the site is 85.

Storey limit (not including basements)

1.2 The storey limit is 3 storeys with the exception of the dwellings fronting Auburn Road where the storey limit is 2 storeys, generally in accordance with Figure 1.

1.3 Development may contain attics provided:

(a) the attic does not give the external appearance of a storey; and
(b) the pitch of the roof creating the space does not exceed 35 degrees; and
(c) the external enclosing walls do not exceed a height of 300mm measured vertically from the floor level of the attic, but does not include gabled end walls; and
(d) there is no balcony, terrace, and the like forming part of the attic; and
(e) the attic accommodates no more than two small rooms (for the purposes of a bedroom and/or study) and an ensuite plus an internal link to the storey below; and
(f) the gross floor area of the attic does not exceed 60% of the gross floor area of the storey immediately below; and
(g) one or more dormers may form part of the attic.

1.4 The design of dormers must:

(a) must be compatible with the scale, form, and pitch of the roof; and
(b) must not project above the ridgeline of the main roof; and
(c) must not exceed a width of 2 metres; and
(d) the number of dormers must not dominate the roof plane.

Setbacks

1.5 Development must achieve the following minimum setbacks subject to appropriate acoustic treatment:

(a) minimum 1 metre setback to the railway boundary; and
(b) minimum 10 metre setback for dwellings to the northern boundary. The setback area must be common facilities only, including road, driveway or open space.

Access

1.6 Vehicular egress and ingress on the site must be from Auburn Road and be facilitated by traffic management devices to minimise the impact upon the existing Auburn Road traffic flow and appropriately accommodate traffic flows from the site into Auburn Road. All costs associated with the provision of pedestrian protection measures and traffic management devices must be borne by the applicant.

Acoustic privacy

1.7 The consent authority must be satisfied that mitigation measures to control road and rail noise and vibration have been incorporated into the development so that the development complies with the following:

(a) AS/NZS 2107:2000*, Acoustics—Recommended design sound levels and reverberation times for building interiors*,

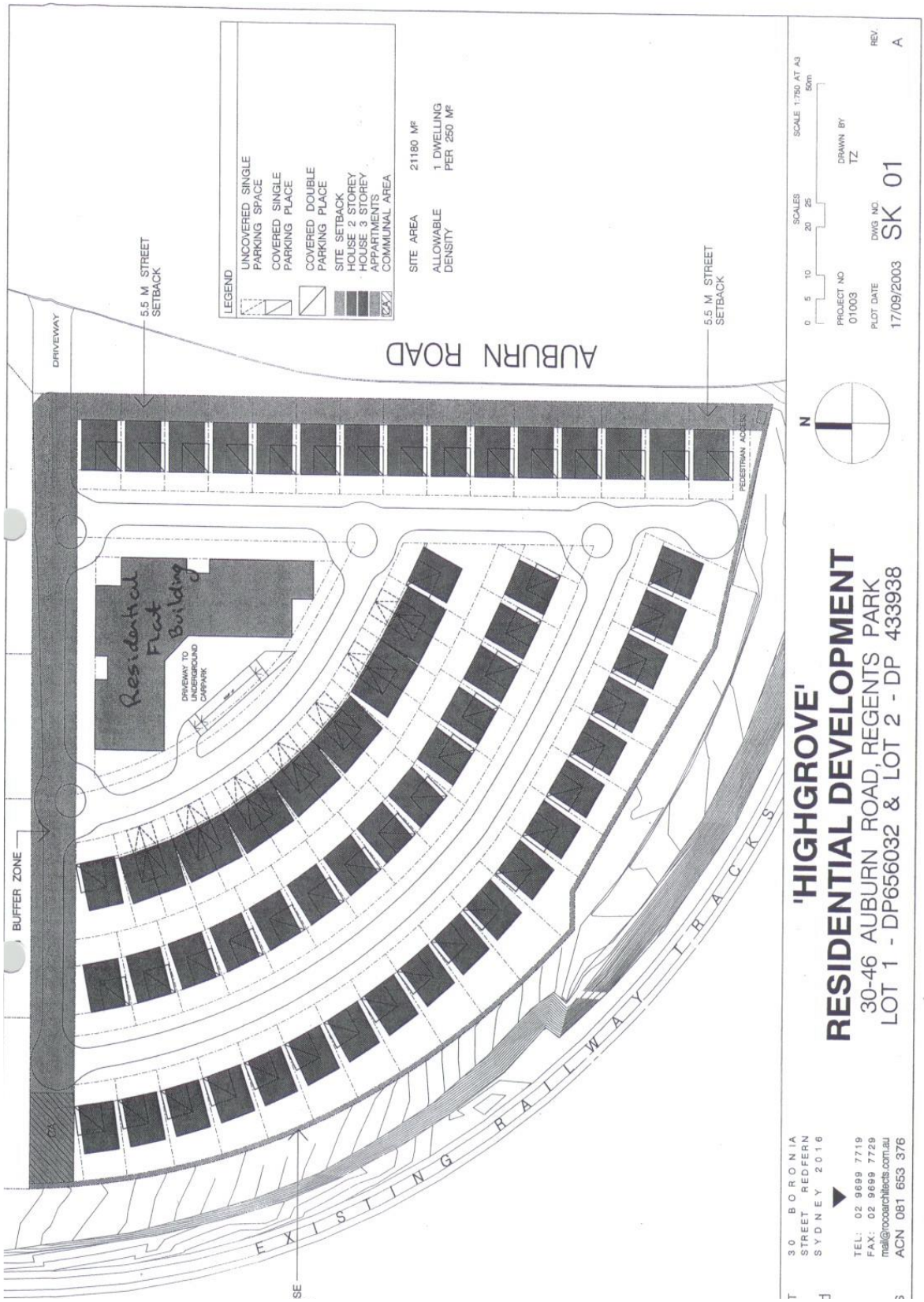
(b) AS 3671—1989*, Acoustics—Road traffic noise intrusion—Building siting and construction*,

(c) BS 6472:1992*, Guide to evaluation of human exposure to vibration in buildings (I Hz to 80 Hz)*,

(d) *Environmental criteria for road traffic noise* (an Environment Protection Authority document published in May 1999),

(e) *Interim Guidelines for Councils: Consideration of Rail Noise and Vibration in the Planning Process* (a joint document of the Rail Infrastructure Corporation and the State Rail Authority published in November 2003).

Figure 1: 30–46 Auburn Road, Regents Park



Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.8
WSU Campus, Bankstown

DRAFT December 2020

SECTION 1–INTRODUCTION

Explanation

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the site at 74 Rickard Road, Bankstown. Note: If applicable to a development application, the development controls of Chapter 11.8 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To ensure that any new building responds to its context including Paul Keating Park, the public domain and adjoining buildings within the Bankstown civic precinct.

O2 To provide a high quality, contemporary building that can accommodate a university, with supporting shops and food and beverage uses.

O3 To ensure that the new building provides a high level of amenity for the public domain.

O4 To ensure the new building promotes interaction and activity with the public domain through active frontages.

O5 To ensure that the new building facilitates an appropriate level of sun access into Paul Keating Park, particularly in the winter months.

O6 To ensure public domain enhancements around the site, which are integrated through the provision of a pedestrian prioritised Appian Way, improved Rickard Road streetscape and enhanced interface with Paul Keating Park.

O7 To provide generous landscaped areas at ground level around the perimeter of the site to ensure suitable interfaces with surrounding properties and facilitate ease of movement for pedestrians.

O8 To encourage the use of active and public transport nodes by students, staff and visitors to the site, while minimising reliance on cars to the site.

Land to which Chapter Applies

Chapter 11.8 of this DCP applies to 74 Rickard Road, legally described as Lot 15, DP 1256167. It applies to development for the purposes of an educational establishment and associated ground floor uses. For other development types, the other parts of the DCP apply.

Figure 1 Site Area

Source: Lyons

Desired Character

The site will accommodate a vertical university campus in the civic precinct of Bankstown CBD. The campus will contribute to the economic, social and cultural life of Bankstown and south west Sydney, and most importantly, will provide educational opportunities in a new building designed to foster innovation and discovery. The campus will be integrated with the CBD, providing campus students, staff and visitors with access to a range of public transport modes and civic, retail, commercial and recreation facilities.

The campus will complement the Bankstown Library and Knowledge Centre, Bryan Brown Theatre, heritage Town Hall and Civic Centre, which are already established in the civic precinct. The campus ground level will be permeable and actively engage with the adjoining public domain, which will be landscaped with trees, paving and furniture that will create an active pedestrian environment, and integrate with the formal and informal landscaping of Paul Keating.

The Appian Way, Paul Keating Park and Rickard Road frontages will be designed to provide an open and active edge to the campus, negotiating the conflicting requirements of flood level freeboard and DDA accessibility, with access points to every direction.

The use of active and public transport modes by staff, students and visitors will be fostered by the provision of bicycle facilities and access to bus, train and metro services within the CBD.

On site car parking will be limited to complement this approach and mitigate potential impacts on the road network.

The flexibility to respond to the changing educational and research requirements into the long term will be built into the design of floor plates, the structural grid, vertical transport systems, amenities, plant and services. Simultaneously, the design will respectfully respond to neighbouring buildings and ensure the amenity of Paul Keating Park is protected.

The campus will achieve a high standard of architectural quality that will make it a striking, landmark building with the capacity required for a top tier university offering a wide range of educational, research and employment opportunities, as envisaged in metropolitan, district and local strategic plans.

Development Controls

1.1 Height

Objectives

O1 Provide for a landmark building with capacity to accommodate a top tier university offering a wide range of educational, research and employment opportunities.

O2 Prevent interference with Bankstown Airport operations.

O3 Maintain an acceptable level of solar access into Paul Keating Park.

Controls

C1 The maximum height of any building is 83m in accordance with the Bankstown Local Environment Plan 2015 Height of Buildings Map (as amended).

1.2 Setbacks

Objectives

O1 Make a positive contribution to the streetscape and public domain, by incorporating setbacks for landscaping including canopy trees suitable for street planting capable of achieving 20m height at maturity, pedestrian movements and view corridors.

O2 Ensure the building is responsive to its built context.

O3 Maintain an acceptable level of solar access into Paul Keating Park.

Controls

C1 The building is to achieve design excellence and respond to advice issued by the State Design Review Panel. The building is to incorporate design cues in response to surrounding civic buildings, though not to the detriment of achieving design excellence.

C2 The building's east elevation is to align with the western edge of The Appian Way carriage way to facilitate pedestrian movement, maintain a view corridor and facilitate tree planting and hard and soft landscaping as envisioned in Council's *Bankstown Complete Streets* and draft *Paul Keating Park 2040 Masterplan*.
Note: The 'Appian Way carriage way' is defined as the area including the *Right of Way* (variable width), labelled 'X' on DP 1256167.

C3 Above the ground level, the building's north elevation is to align with the northern boundary to create a defined street edge to Rickard Road.

C4 Awnings must be designed to allow growth of including canopy trees capable of achieving 20m height at maturity suitable for street planting, avoiding the need for cutouts or holes if possible.

C5 To facilitate deep soil zones the basement is not to extend under the alignment of The Appian Way carriage way.

C6 The west elevation of low-rise tower volume is to be setback above the podium volume to emphasis the strong base of the building and its visual relationship to the adjoining Bankstown Library and Knowledge Centre.

C7 The south elevation of the mid-tower volume is to be as narrow as possible to minimise the building mass from view points in Paul Keating Park and The Appian Way.

C8 The south and west elevations of the cantilever volume are to set back from the middle volume to mitigate shading onto Paul Keating Park.

1.3 Solar Access

Objectives

O1 Maintain an acceptable level of solar access into Paul Keating Park, to ensure it remains a high performing, flexible public space with attractive and healthy landscaping.

Controls

C1 The building must allow for 4 hours of continuous solar access to a consolidated area of Paul Keating Park, as defined in Figure 2, between 10am and 3pm on 21 June (inclusive of existing shadow). The size of the consolidated area must be a minimum 50% of the area of Paul Keating Park (not including the footprint of existing buildings).

Figure 2 | Area defined as Paul Keating Park for solar access control

1.4 Active Street Frontages

Objectives

O1 Provide ground level frontages that promote integration between the campus and the public domain, and which are visually and/or physically permeable to the public during operating hours.

O2 Promote activity and interest by encouraging active and attractive uses at the ground level, which open to the public domain.

O3 Enhance public security and passive surveillance.

O4 Foster pedestrian activity around the site.

Controls

C1 Active street frontages that are visually and/or physically permeable to the adjoining public domain are to be provided along the site frontages to The Appian Way, Rickard Road and Paul Keating Park to the extent identified in Figure 3.

C2 Publicly accessible and attractive uses are to be incorporated at the ground level, with entrances that are inviting to use and relate to pedestrian paths around the site and in its vicinity.

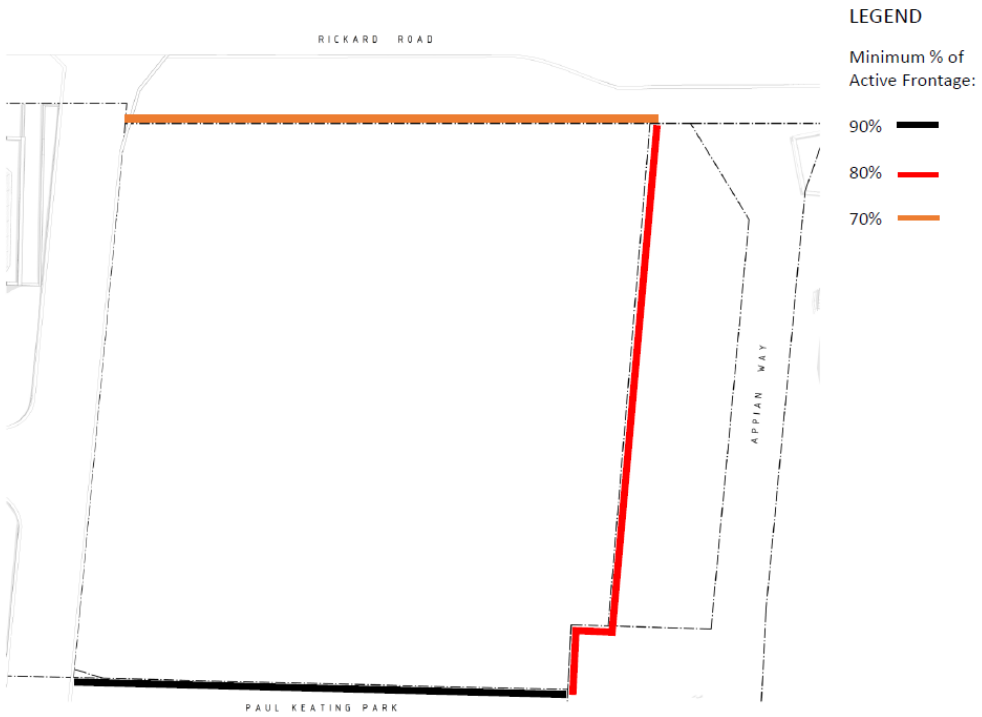
C3 Minimise blank walls, fire escapes, service doors, plant and equipment hatches.

C4 Where services such as fire escapes, service doors and equipment hatches / fire boosters cannot be avoided on ground level facades, elements of visual interest, such as display cases, or creative use of materials must be incorporated into the design.

C5 Provide a high standard of finish and level of architectural detail for shopfronts.

C6 Shopfront floor levels are to be as close to the footpath level as possible, with consideration of flood levels adjoining the building.

Figure 3 - Active frontages



Source: Lyons

1.5 Public Domain and Landscaping

Objectives

O1 Coordinate and integrate the building and ground level hard and soft landscaping with the adjoining public domain and civic buildings, in accordance with Council's *Bankstown Complete Streets* and draft *Paul Keating Park 2040 Masterplan*.

O2 Prioritise pedestrian movement, safety and amenity along The Appian Way, including the creation of pedestrian only zone and shared vehicle access zone.

O3 Install street furniture, landscaping, utilities and equipment to contribute to the community's enjoyment of the public domain, while not impeding pedestrian movement or safety.

O4 Improve pedestrian amenity and safety along Rickard Road.

O5 Integrate services within the building so that they do not detract from the public domain.

O6 To ensure landscape planting uses a diversity of local native provenance species to improve local biodiversity.

Controls

C1 Ground level landscaping shall be integrated with *Bankstown Complete Streets* and the draft *Paul Keating Park 2040 Masterplan* and incorporate soft landscaping, paving, street furniture, bike parking, and the like, to be coordinated with new and existing services infrastructure. The works will be subject to detailed design in consultation with Council.

C2 Pedestrian weather protection will be provided in the form of awnings and building overhang on Rickard Road, The Appian Way and Paul Keating Park.

C3 Street tree planting will be provided along The Appian Way and Rickard Road for shade, amenity and to ensure appropriate pedestrian wind comfort conditions.

C4 Ensure ground floor frontages are pedestrian oriented and of high design quality to add vitality to streets.

C5 Presentation of services such as substations and fire boosters must be designed into the building and must not detract from the building presentation or pedestrian experience.

C6 Tree selection must not be suitable for Australian White Ibis birds. Other Ibis management techniques must be implemented, utilising Council's *Australian White Ibis Management Plan* as a guide.

C7 Clearly identifiable wayfinding signage must be provided along The Appian Way to encourage students walk along The Appian Way and The Mall, in preference to Jacobs Street for student safety. The wayfinding signage must be approved by Council.

C8 The Green Travel Plan required by 1.10 *Parking, Access and Transport,* C1 must include provisions to remind students to safely cross Jacobs Street at crossings and signalised intersections.

C9 Site landscaping and planting in the Public Domain and street tree planting along the Appian Way and Rickard Road to use a diversity of appropriate local native provenance species (trees, shrubs and groundcover species) from the relevant local native vegetation communities that once occurred in this location to improve local biodiversity (rather than use exotic species and non-local native species). Tree planting schedules to be determined by Council.

C10 Trees removed by the development shall be replaced by a diversity of local native provenance species at a ratio greater than 1:1 at ground level.

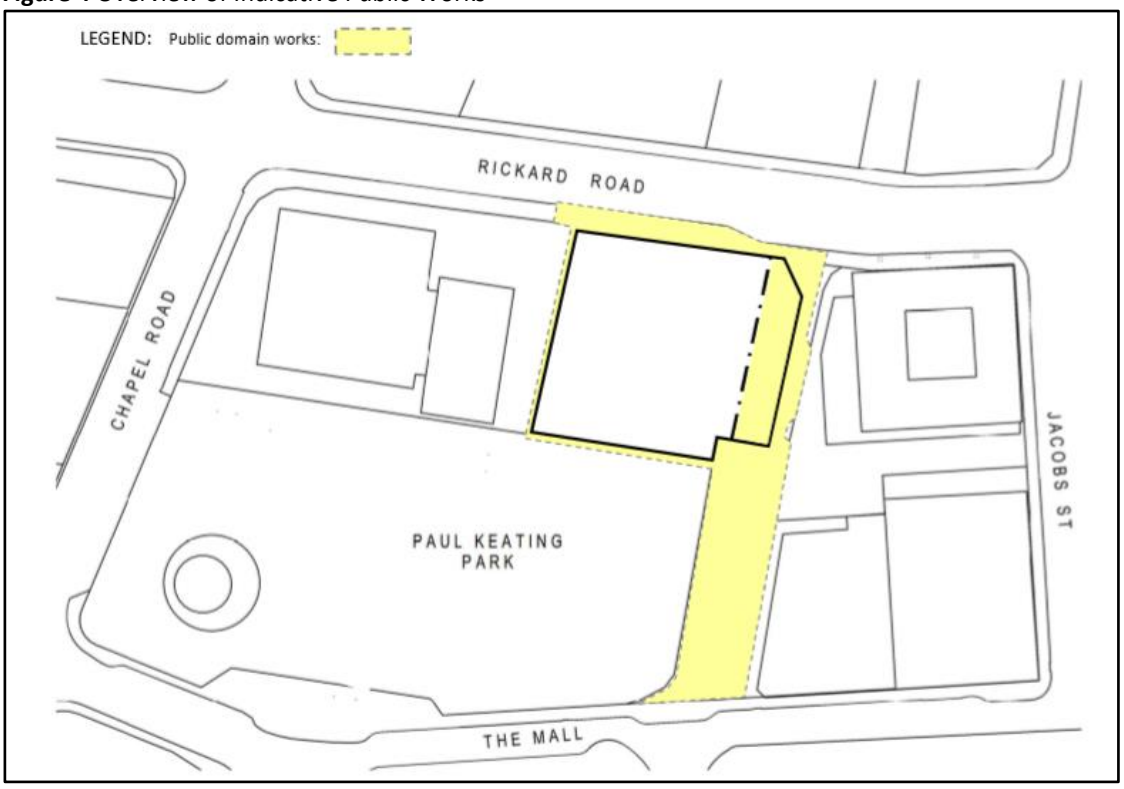
C11 Tree planting shall use advanced and established local native provenance trees with a minimum plant container pot size of 100 litres, or greater for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed.

C12 The Landscape Plan for development of the site shall be prepared and implemented by a suitably qualified bush regenerator and include details on:

a) The native vegetation community that once occurred in this locality.
b) A list of local provenance tree, shrub and groundcovers to be used in the landscaping or if not possible due to microclimates created by the built environment, other native alternatives.
c) The quantity and location of plantings.
d) The pot size of the local native trees to be planted.
e) The area/space required to allow the planted trees to grow to maturity.

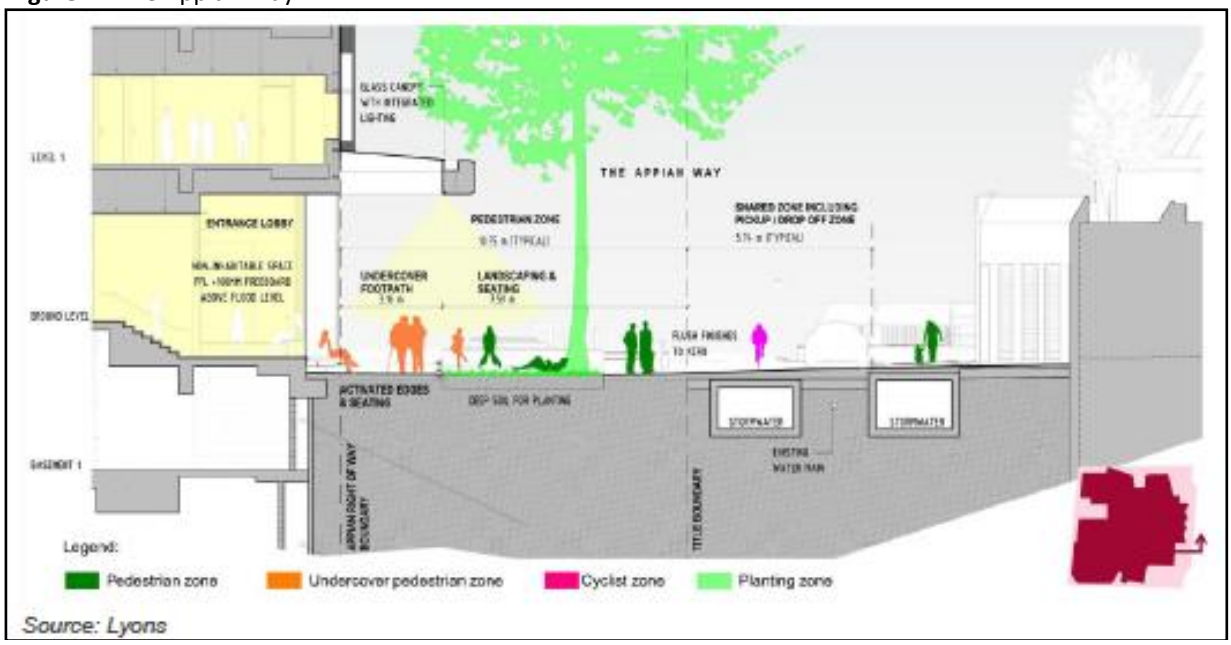
f) Plant maintenance. The planted vegetation should be regularly maintained and watered for 12 months following planting. Should any plant loss occur during the maintenance period the plants should be replaced by the same plant species.

Figure 4 Overview of Indicative Public Works



Source: Lyons

Figure 4 - The Appian Way



Source: Lyons

1.6 Parking, Access and Transport

Objectives

O1 Promote the use of active and public transport by minimising car parking provision.

O2 Implement the vision articulated in *Bankstown Complete Streets* and *Paul Keating Park 2040 Masterplan* for an active and public transport friendly CBD through public domain works and the provision of bicycle facilities.

O3 Ensure student safety by discouraging pedestrian access along Civic Drive across Jacobs Street.

Controls

C1 A comprehensive Green Travel Plan is to be prepared for the Campus to ensure mode share targets are implemented and maintained during operation. The travel plan is to include strategies for encouraging students to utilise The Appian Way down to The Mall, in preference to diverting across Jacobs Street.

C2 Vehicular access to the basement is to be via the adjoining Library accessway.

C3 All vehicular parking is to be located within the building's basement.

C4 Any passenger drop-off and pick up activities are to occur on The Appian Way.

C5 All loading and unloading is to be undertaken within the university basement loading dock.

C6 A Loading Dock Management Plan is to be submitted with any development application that demonstrates that deliveries and pick ups will be properly managed without impacting on Rickard Road, access into the Bankstown Library and Knowledge Centre and the university basement driveway. The Plan must specify the times when deliveries or pick ups can be made, and require advance bookings to be made with the loading dock manager.

C7 High-quality, secure bike parking and end of trip facilities will be provided for staff within the building's basement.

C8 A minimum of 100 bicycle spaces for student and visitors are to be provided. A maximum of 20 bicycle spaces are permitted within the public domain footprint.

C9 A minimum of 32 staff bicycle spaces are to be provided within the basement in an accessible location. Cages or lockers are not to be in the public domain.

C10 Access to bike parking is to be clearly identified by signage.

C11 Parking is to be provided in accordance with the rates specified in **Table 1**. Any shortfall in parking provision may be addressed through a Planning Agreement in accordance with Section 7.4 of the *Environmental Planning and Assessment Act 1979.*

C12 A Traffic Management Plan is to be prepared that sets out management principles for pick up and drop offs along The Appian Way in peak periods.

Table 1 - Parking Provision

Type	Rate of provision
Staff	Equivalent to 15% of maximum staff numbers on site at a time.
Visitors	2 spaces
Students	Equivalent to 5% of maximum on site students.

1.7 Wind

Objectives

O1. Minimise wind impacts on the building's outdoor spaces, The Appian Way and Paul Keating Park to protect and enhance amenity and encourage tree growth.

Controls

C1 A Wind Impact Assessment is to be submitted with any development application that demonstrates compliance with pedestrian wind comfort and safety criteria both within the public domain and usable open spaces within the building.

C2 All mitigation measures recommended by the Wind Impact Assessment must be incorporated into the building.

C3 Wind mitigation measures must facilitate ground floor activation and must not include the incorporation in of opaque panels or walls.

C4 Wind mitigation measures must address potential impacts on pedestrian comfort in The Appian Way and Paul Keating Park associated with the proposed building.

1.8 Flood

Objectives

O1 Reduce the risk to human life and damage to property caused by flooding.

O2 Ensure the development does not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties.

O3 Ensure the development incorporates appropriate measures to manage risk to life from flood.

Controls

C1 Implement the relevant Flood Planning Controls including Clause 6.3 'Flood Planning' of the *Bankstown Local Environmental Plan 2015*, Part B12 'Flood Risk Management' of the *Bankstown Development Control Plan 2015* and *Bankstown Development Engineering Standards 2009*.

C2 Habitable floor levels are to be at least 500mm above the 100-year average recurrence interval (ARI) flood level.

C3 The basement entry must have a crest point with a surface level of at least 100mm above the 100-year ARI water surface level. All other means of water ingress to the basement (including stairways, lift entries and vents) must also be protected to at least the same level of immunity.

C4 Velocity-depth product (VxD) shall be limited to 0.4 m^2/s for flows in an overland flow path where there is high pedestrian use and/or vehicular use as per *Bankstown Development Engineering Standards 2009.*

C5 A Flood Emergency Response Plan is to be submitted with any development application which needs to be prepared in consultation with the NSW State Emergency Service (SES) and Canterbury-Bankstown Council.

C6 The stormwater design must be consistent with the *Salt Pan Creek Catchments Floodplain Risk Management Plan 2013*. The final stormwater and infrastructure design must be to Council's satisfaction.

1.9 Materials

Objectives

O1 Ensure that the building design contributes design excellence to the public domain for the length of the building life.

Controls

C1 Utilise high quality building materials.

C2 Design building components including the structural framing, roofing and facade for longevity.

C3 Utilise low maintenance building materials.

C4 Any part of the building within the nominated flood planning levels is to be built from flood compatible materials to minimise damage or erosion from floodwater.

1.10 Sustainability

Objectives

O1 Provide for ecologically sustainable development outcomes.

Controls

C1 The building should be designed to achieve 5 Star Green Star rating.

Canterbury Bankstown Development Control Plan 2021

Chapter 11
Key Development Sites

11.9
20–21 Boorea Street, Lakemba

DRAFT December 2020

SECTION 1–INTRODUCTION

Explanation

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to regulate effective and orderly development, consistent with *Connective City 2036*.

Canterbury Bankstown Local Environmental Plan 2021 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the site at 20–21 Boorea Street, Lakemba. Note: If applicable to a development application, the development controls of Chapter 11.9 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To protect the amenity of the adjacent residential properties.

O2 To ensure that that the development does not cause overshadowing to adjoining residential properties.

O3 To ensure that the development does not cause loss of acoustic or visual privacy on adjoining residential properties.

O4 To minimise the bulk of development through high quality design and landscaping.

Development Controls

1.1 Built Form and Solar Access

C1 The maximum number of storeys of any building is 5 storeys (not including any basement).

C2 The building setback to the southern boundary with Lot 26 DP 13586 is 14 metres. The area within the setback to this boundary may be used for access and egress, vehicle circulation and landscaping.

C3 The building setback for the top storey must be a further 6 metres along the southern boundary with Lot 26 DP 13586.

C4 Proposed development must retain a minimum of 3 hours of sunlight between 8.00am and 4.00pm on 21 June for existing primary living areas and to 50% of the principal private open space.

C5 If a neighbouring dwelling currently receives less than 3 hours of sunlight, then the proposed development must not reduce the existing level of solar access to that property.

1.2 Design

C1 Fencing on the frontage to Boorea Avenue is at least 50% transparent and does not exceed 1.8m in height.

C2 No fencing is to exceed 1.8m in height around the site.

C3 Lighting provided on the site should not unreasonably affect the amenity of the adjacent residences.

C4 Any noise generated from use of the site should not unreasonably affect the adjacent and nearby residents.

C5 An outdoor roof top terrace is permitted on level 4 within the building setback area. Screening must be used to protect adjoining residential properties from privacy impacts. Landscaping as a secondary privacy measure must also be incorporated on any outdoor roof top terrace.

C6 Division 2 Design Principles of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 must be addressed by the development.

1.3 Traffic and Parking

C1 In addition to the car parking and traffic controls relating to nursing homes and residential care facilities in Part B, employee and resident parking on Boorea Avenue is to be prevented. All parking requirements must be met onsite.

1.4 Landscaping

C1 In addition to the landscaping objectives and controls in Part B, a landscape plan by a qualified landscape architect is required.

C2 Visual impacts of the building as viewed from Boorea Avenue and Wangee Road must be minimised through tree selection of an appropriate height and canopy.

C3 The Landscape Plan must consider appropriate plant selection and address Council's Australian White Ibis Management Plan (June, 2018).

C4 Deep soil landscaping capable of accommodating tall tree canopies must be provided along all setbacks.

1.5 Building Services

C1 Integrate systems, services and utility areas (such as plant rooms, hydrants, other fire related equipment, air conditioners and the like) with the design of the whole development. Development must coordinate materials with those of the building and integrate with landscaping.

C2 Facilities should not be visually obtrusive. The location and design of substations must be shown on the plans. Substations should be located underground. Where not possible, substations are to be integrated into the building design and concealed from public view.

C3 Substations must not be located forward of the front building line.