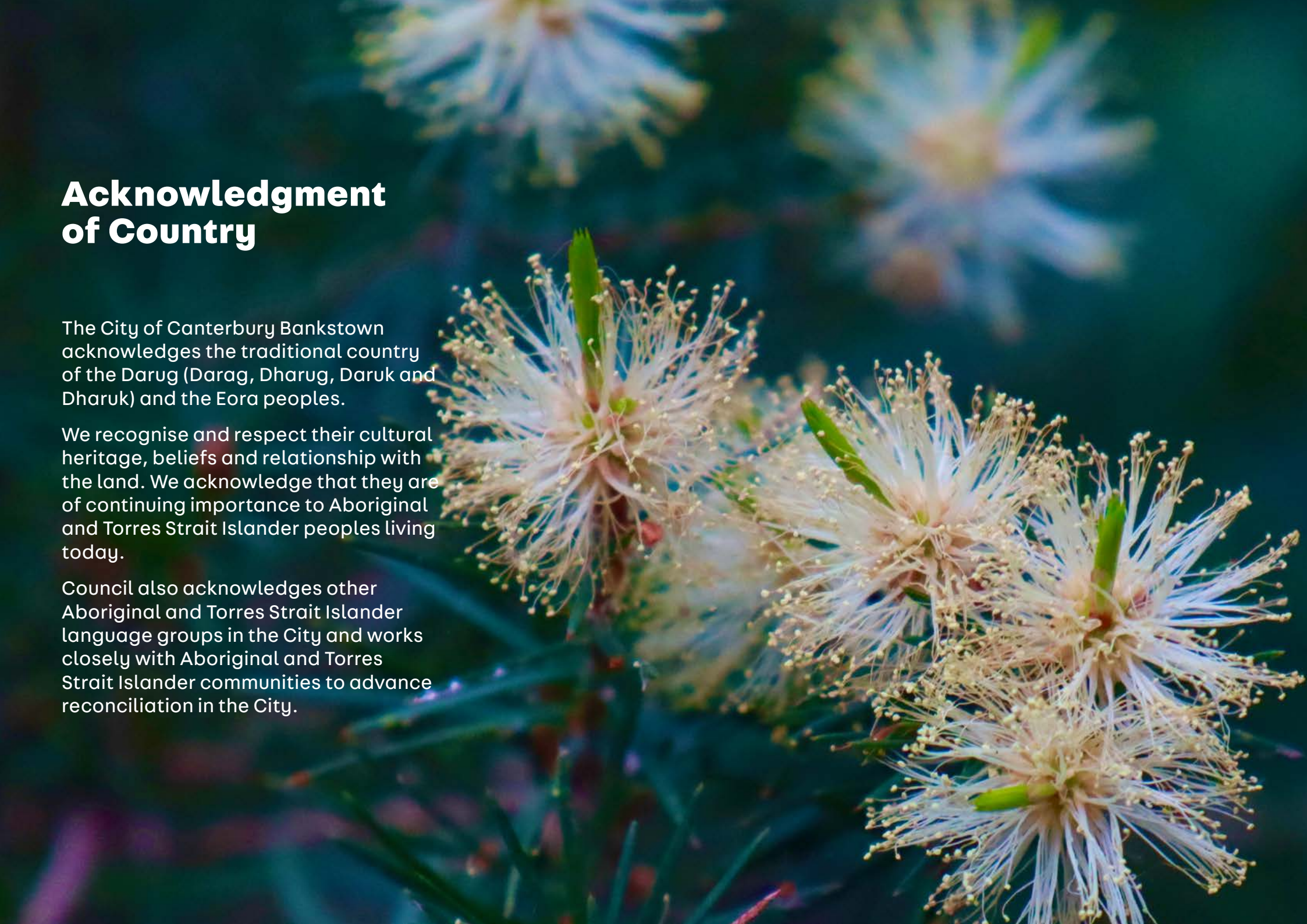
Chapter 6.2 Bankstown City Centre

Canterbury Bankstown Development Control Plan 2023

November 2024

Final Version

CANTERBURY BANKSTOWN



Acknowledgment of Country

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

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

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

Explore the design for Bankstown City Centre DCP:

Bankstown City Centre, along with other significant centres in the Canterbury-Bankstown Local Government Area, have an area specific Development Control Plan (DCP). This DCP contains the following parts:

Introduction

Understanding Place

Designing the Public Domain

Built Form

General Provisions

Key Sites

Definitions

Contents

Great Cities

We believe in creating vibrant, dynamic, and diverse communities that offer opportunities for people to connect, pursue their passions, and contribute to the world around them.

Naturally Green

We protect and prioritise nature in and around our city to enhance environmental sustainability and improve the quality of life for our residents.

Design Excellence

We encourage buildings, spaces, and objects that are both beautiful and practical, enhancing the beauty, accessibility, and safety of our built environment.

People First

We prioritise the needs, preferences, and aspirations of our community in all aspects of urban planning and design, creating supportive and enriching places people love.

Community

We engage with our community to ensure their needs and aspirations are reflected in the outcome, creating sustainable, resilient, vibrant, diverse, and inclusive places.

Sustainability

We seek designs that reduce negative impacts on the environment while also promoting social and economic well-being.

Net-Zero

We encourage our community to design buildings and places that produce as much renewable energy as they consume, reducing greenhouse gas emissions, lowering energy bills, and increasing resilience to environmental shocks and stresses.

Join us in creating a City that's liveable, loveable, and sustainable for all!

SECTION 1

INTRODUCTION

Visualisation of Bankstown City Centre (Source: SJB)

Section 1 – Introduction

1.1 Application of this DCP

This chapter of the Canterbury Bankstown DCP 2023 (CBDCP 2023) supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of development within the Bankstown City Centre.

This chapter of the CBDCP 2023 applies to all development on the land within the Bankstown City Centre as identified in Figure 1.

The other chapters of the CBDCP 2023 continue to apply to all land covered by this DCP chapter. The other chapters of the CBDCP 2023 must be addressed as part of Development Applications lodged for development in Bankstown City Centre. Where there is an inconsistency between the controls in this chapter and other chapters in the CBDCP 2023 in relation to development in the Bankstown City Centre, this chapter prevails.

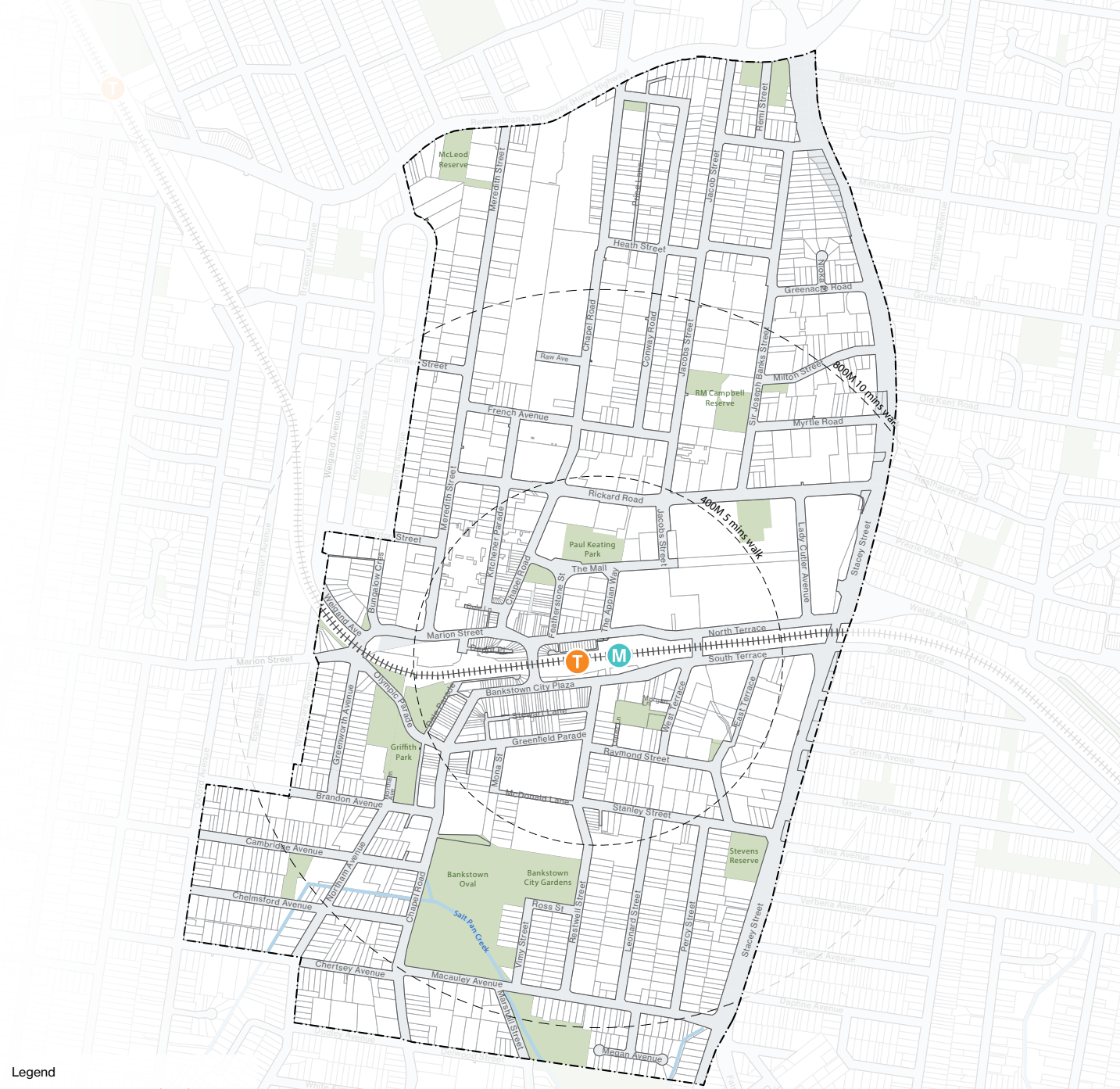


Figure 1. Bankstown City Centre Boundary

Section 1 - Introduction

1.2 Vision

The adjacent vision statement provides the overarching aspirations for Bankstown and its community. The DCP serves as a framework with visual and written guidance and controls to ensure renewal opportunities realise this vision.

The DCP establishes distinct future character areas that resemble the richness and diversity of Bankstown's community and history.

It details public domain design to ensure lively, inclusive, green and pedestrian friendly streets, open spaces and plazas.

It illustrates how the built form controls can be applied and exemplar precedents to ensure Bankstown delivers high quality, beautiful, sustainable and resilient built structures that reflect a human scale and are well integrated into their context both today and in the future.

Additionally the DCP identifies key sites that present significant opportunities for revitalisation, public benefit and amenity while leaving a long lasting positive legacy for Bankstown.

Image - Visualisation of Bankstown City Centre
(Source: Canterbury Bankstown Council)

Image - Visualisation of Bankstown City Centre
(Source: Canterbury Bankstown Council)

Vision statement

Bankstown City Centre is the **beating heart** of Canterbury Bankstown and a destination for Greater Sydney.

Walkable streets are framed by **beautiful parks** and **great architecture.** The city embraces **environmentally sustainable living.**

Anchored by a prominent **university, health institutions and a world-class metro,** Bankstown is a leading centre for innovative jobs, housing choice and green transport.

People are drawn to the City for its **delicious food and vibrant art culture, entertainment and nightlife.**

Section 1 - Introduction

1.3 How to read this DCP

This DCP is structured around a hierarchy of criteria encompassing objectives, principles and controls.

The intent is to provide clear, direct and informative design guidance for all new development and public domain improvements in the Bankstown City Centre. When addressing the criteria it is important to consider the purpose of each category, as outlined on this page.

Collectively these elements create a comprehensive framework that will enable Bankstown City Centre to deliver high quality renewal opportunities that can deliver on its vision.

Objectives: These are the **'why'** we have the principles and controls in place.

Principles: These are the **'what'** we want statements. They provide clear direction as to what should be done, without saying how to do it. How these are achieved comes down to individual site circumstances, design and merit.

Controls: These tell the applicant **'what'** we want, and **'how'** to do it. They are definitive, and easily assessable, and provide clear guidance on exactly what to do.

Image - Eden Park Drive, Macquarie Park, NSW, Architectus (Source: Brett Boardman)

SECTION 2

Proposed development in Bankstown City Centre must demonstrate consistency with and contribute to the vision for Bankstown City Centre, its character areas, and have regard to the Connection to Country Principles.

UNDERSTANDING PLACE

Section 2 - Understanding Place

2.1 Character areas

2.1.1 Overview of Character Areas

Bankstown City Centre has eight unique character Areas. Character Areas identify where there is a consistent and distinct existing character to be retained and enhanced or where a strategic assessment has determined the area will change and have a desired future character. Character Areas ensures that new development aims to have a consistent approach to matters including, however not limited to built form, function, heritage, landscape and street trees, streetscapes and materials and finishes. Different areas of distinct character make a place special and unique.

Figure 2. Axonometric view of character areas in Bankstown City Centre with indicative massing of potential future development

Section 2 - Understanding Place

2.1 Character areas

2.1.1 Overview of Character Areas

As part of a Development Application the applicant must demonstrate that their proposal is consistent with the Character Area it is located within. For map of character area boundaries see Figure 3.

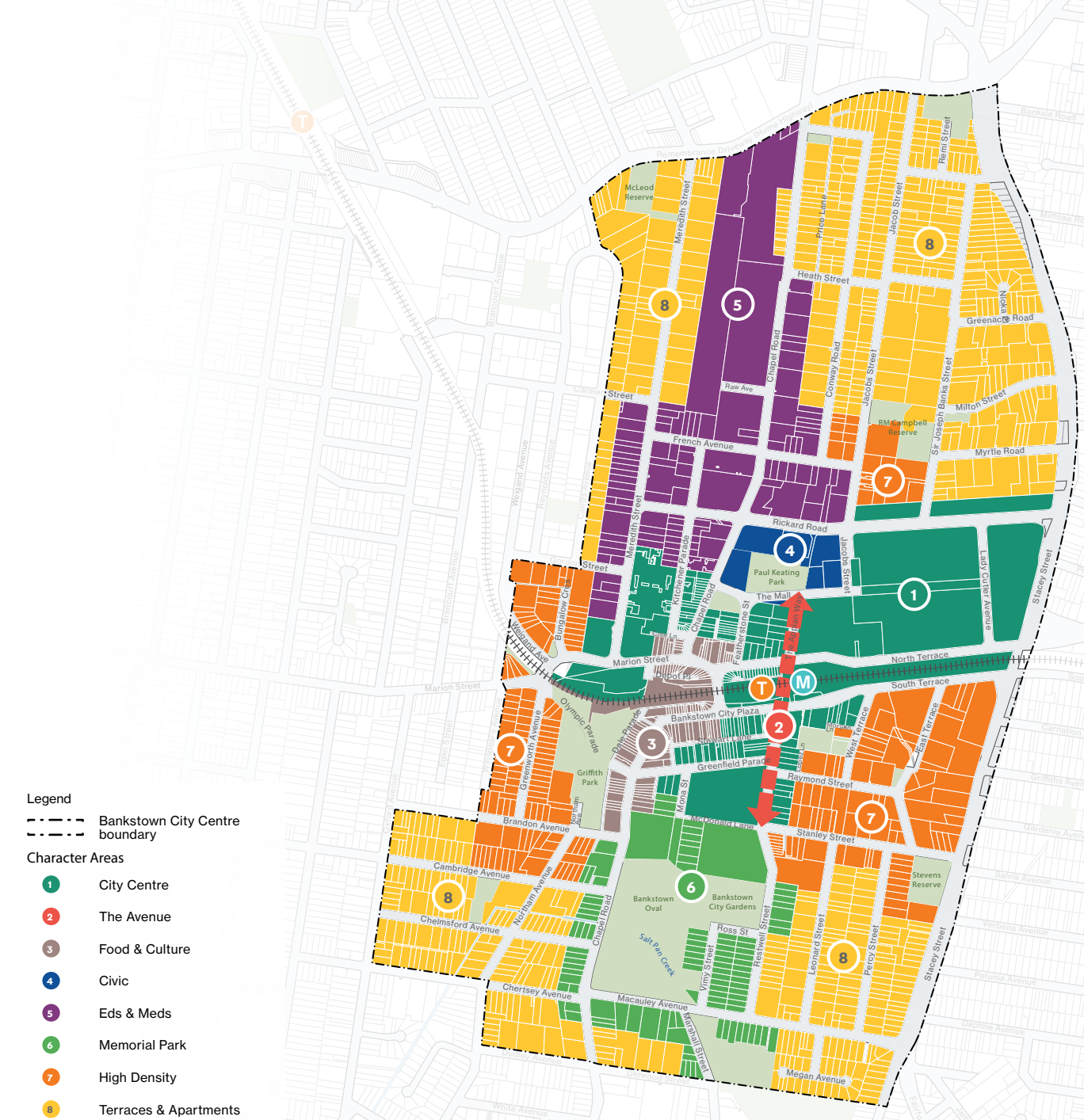


Figure 3. Map of character areas in Bankstown City Centre

Section 2 – Understanding Place

2.1 Character areas

2.1.2 City Centre Core

The City Centre is the hub of activity, and comprises important destinations including Bankstown Central, Paul Keating Park, Bankstown Local Court, Bankstown RSL, Bankstown Sports Club and the Compass Centre. A new pedestrian network will interconnect these local destinations and the Bankstown railway and future Metro stations.

A new plaza is proposed at the current West Terrace Car Park site. This plaza will become a new focal point for City life, surrounded by active uses, commercial and residential development. It will become a new anchor and destination place for the southern half of the City Centre. The new plaza will link to the City Centre through a network of lanes and arcades, which will connect to the rail and future Metro station.

The City Centre will continue to be a key employment hub and characterised by a concentration of retail and entertainment adding interest to pedestrian experience on key routes. Fine grain and open-air retail fill the streets in proximity to the rail and future Metro stations, extending Bankstown's characteristic as a small business incubator. The growth of small businesses to support non-mainstream retail opportunities and diversify cultural activities.

As workers, students and residents increase in Bankstown, retail hours will be extended, creating a thriving night time economy, especially along key links that connects the RSL and Sport clubs, to provide 24-hour activation and passive surveillance.

Image - Visualisation of Bankstown City Centre
(Source: Canterbury Bankstown Council)

City Centre Core

High density, 24-hour city centre, pre-eminent retail and entertainment destination, active streets and new public open space

Section 2 - Understanding Place

2.1 Character areas

2.1.2 City Centre Core

Principles

P1. Development must achieve and satisfy the outcomes expressed in the above character statement.

P2. Non-residential parts of the building should be designed for maximum flexibility to allow for a range of uses.

P3. Ensure building and streetscape interfaces allow for active edges in the day and night.

P4. Ensure development addressing the Appian Way and Restwell Street is active, with no driveways or expansive areas of blank wall or services.

P5. As part of major redevelopment where vehicle access, waste and building servicing is accessed and provided off a laneway or secondary street, reinforce the fine grain retail character of The Appian Way, Restwell Street, Greenfield Parade with development having a shop entry every 6-12 metres.

P6. Deliver through-site links and visual connectivity between key streets, the Metro Station, Paul Keating Park, the new West Terrace Plaza and the Railway Station entry.

P7. Maintain and reinforce the commercial character of the locality through the design of ground floor edges to the street, street wall heights and building interface with the public domain.

Figure 4. Axonometric view of character areas in City Centre Core with indicative massing of potential future development

Images
2 - Darling Square, Haymarket, NSW (Source: Architectus)
3 - Industry Lanes, Richmond, VIC, Architectus (Source: Trevor Mein)

Section 2 – Understanding Place

2.1 Character areas

2.1.3 The Avenue

The Avenue is the entry to Bankstown. Like in many great cities around the world, this link will deliver a key "activity spine" that encourages 'north to south' visibility, street life and retail activity, spanning from Rickard Road to Stanley Street.

The future character of The Avenue North (The Appian Way) is a pedestrian oriented shared zone boulevard with mature tree lined edges. Outdoor dining areas spill onto the street, as bypassing residents, students, workers and shoppers head towards other character areas.

The Central segment, at the stations interchange, is the most important. It is a welcoming, open-air pedestrian civic plaza, with iconic towers at North and South Terrace acting as visual and directional markers for visitors.

The Avenue South (Restwell Street) is a bus corridor with a separated tree-lined cycle way. It is a day-to-day neighbourhood street, connecting rail and future Metro stations to the parks and schools. Focused commercial activity between South Terrace and Greenfield Parade, will see this segment bustling with workers traversing into the new laneways towards the new Lopez Lane plaza.

Image - Visualisation of Appian Way - Complete Streets
(Source: Canterbury Bankstown Council)

Future Fetherstone Street, Bankstown

The Avenue

Pedestrian-oriented corridor imagined as Bankstown's central activity spine and 'high street'

Section 2 - Understanding Place

2.1 Character areas

2.1.3 The Avenue

Principles

P1. Development must achieve and satisfy the outcomes expressed in the above character statement.

P2. Any development fronting The Avenue should be fine grain in nature with shop entry points every 6-12 metres.

P3. Planting of appropriate large canopy trees every 5-10 metres along this street frontage.

P4. Provide for outdoor dining opportunities, whilst maintaining pedestrian traffic flows north-south.

P5. Provide for public art within new development facing the new civic plaza between the Metro Station and the Railway Station.

P6. Provide clear and legible entries into shopping centres, large sites, laneways and through-site links from The Avenue.

P7. Future development is to acknowledge Restwell Street as the main bus corridor into Bankstown from the south with the potential for location of bus stops to provide access to businesses along the street.

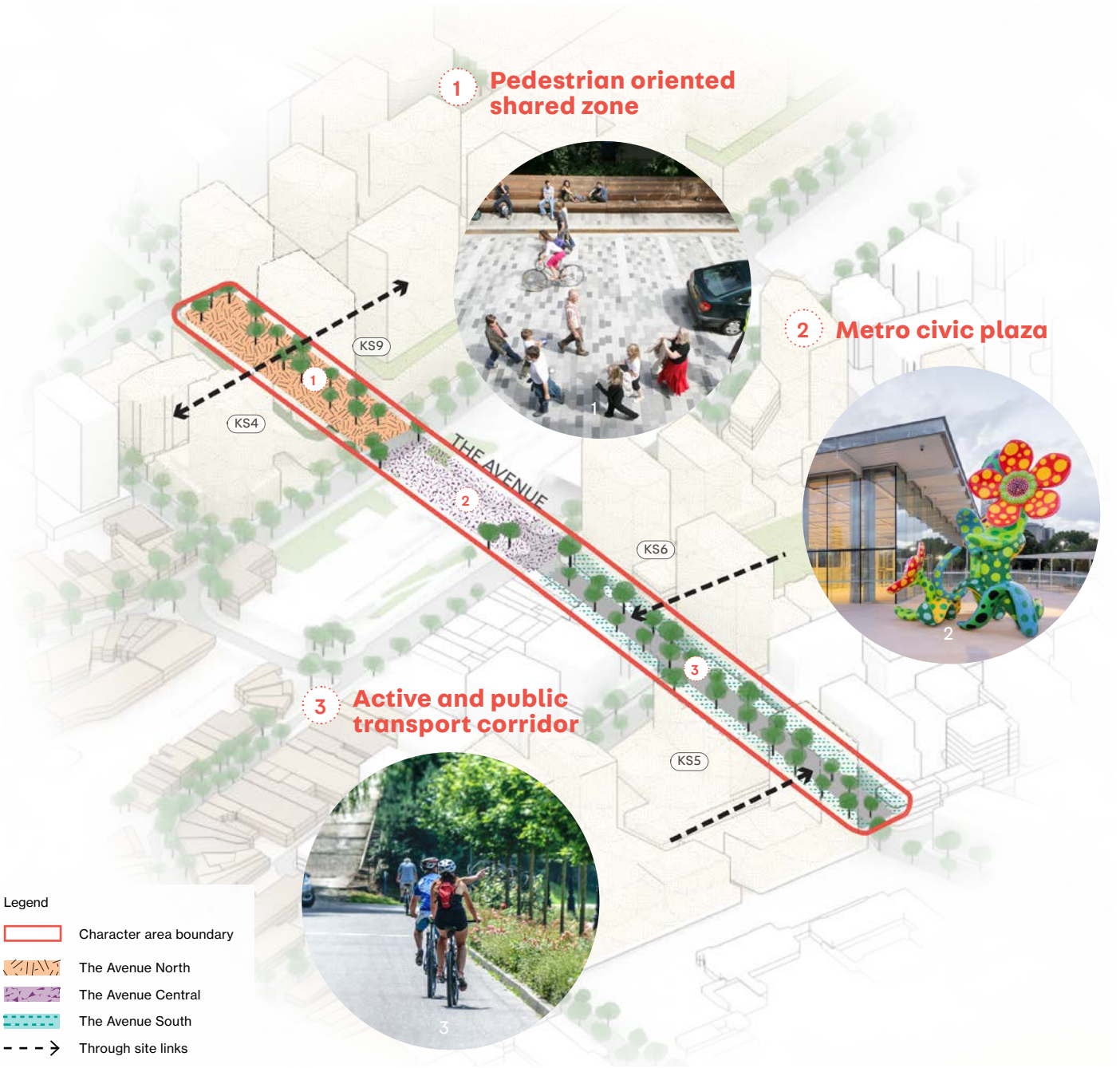


Figure 5. Axonometric view of the avenue character area with indicative massing of future development

Images
1 - New Road, Brighton, UK (Source: Gehl Architects)
2 -Sydney Modern, Sydney, NSW Architectus (Source: Iwan Baan)

Section 2 - Understanding Place

2.1 Character areas

2.1.4 Food and Culture

Food and Culture Area includes Bankstown City Plaza, Saigon Place, the Arts Centre and its neighbouring Griffith Park. Its bustling street life and the diverse food culture is renowned in Sydney. Sydneysiders travel regionally to savour the cuisines that Saigon Place has to offer and attend the events from the Arts Centre.

The fine grain, small lot and vibrant character of Saigon Place and City Plaza is to be protected and celebrated. Street markets are partially permitted in public domain and upper storeys are encouraged for small businesses.

Largely no change to built form is proposed in this area. Upgrades to Griffith Park are being delivered and will further expand this Food & Culture precinct towards the new Lopez Lane plaza.

Image - Visualisation of Griffith Park Precinct
(Source: Canterbury Bankstown Council)

Food & Culture

Protect and celebrate fine grain, vibrant character, small lot size and active street life

Section 2 - Understanding Place

2.1 Character areas

2.1.4 Food and Culture

Principles

P1. Development must achieve and satisfy the outcomes expressed in the above character statement.

P2. Celebrate Saigon Place as the primary high street in the Bankstown City Centre.

P3. Development should address and activate Chapel Road, Saigon Place, Marion Street and Greenfield Parade, with a shop or building entry every 6-12 metres.

P4. Visual connections to and from Griffith Park should be enhanced.

P5. Through-site links should be enhanced and maintained.

P6. Activation of the first floor facing active streets should be considered.

P7. Public art should be incorporated on any blank walls facing laneways or streets.

Figure 6. Axonometric view of the food and culture character area with indicative massing of future development

Images
1-2 - Saigon Place, Bankstown, NSW (Source: Canterbury Bankstown Council)
3 - Visualisation of Griffith Park (Source: Canterbury Bankstown Council)

Section 2 - Understanding Place

2.1 Character areas

2.1.5 Civic

The presence of the Civic precinct within the CBD is pre-eminent, encompassing Paul Keating Park and its surrounding facilities, such as the Civic tower, Bankstown Library and Knowledge Centre, Bankstown Local Court, Council Chambers and the existing WSU Campus tower, it will continue as the Centre's gathering place for all community groups.

The introduction of the university community is amplifying the energetic dynamics of this character area. Paul Keating Park Master Plan has been adopted by Council to transform this area, to create a liveable and inspiring public realm in the commercial heart of Bankstown. It is designed simultaneously for the easy flow of people through and around the precinct and create iconic architecture and quality landscaped public spaces for gathering. Paul Keating Park includes a children's playground area known as Ian Stromborg Play Space.

The Appian Way will seamlessly connect this Civic character area to the rail and future Metro stations and northern residential areas. While The Mall extends to an animated thoroughfare connecting different character areas ranging from multi-level retail in Bankstown Central; to health and educational institutes; to key entertainment destinations such as the RSL Club.

Image - Paul Keating Park (Source: Canterbury Bankstown Council)

Civic

Pre-eminent civic destination for the entire LGA with high quality public domain and iconic architecture

Section 2 - Understanding Place

2.1 Character areas

2.1.5 Civic

Principles

P1. Development must achieve and satisfy the outcomes expressed in the above character statement.

P2. Development should have a civic style frontage to Paul Keating Park, The Appian Way, Rickard Road, Chapel Road and The Mall, with double height designs in the podium and building foyers, civic building entries and masonry and glass materials.

P3. Visual connections to and from Paul Keating Park should be enhanced.

P4. Building design should be iconic in nature, and be considered 'in the round' (with designs giving regard to how the building is perceived from all sides).

P5. Development could setback in part and provide relief to the public domain with small break out spaces for seating and landscaping.

P6. Public art should be provided in building foyers that is visible and illuminated in the evening for activation and visual interest.

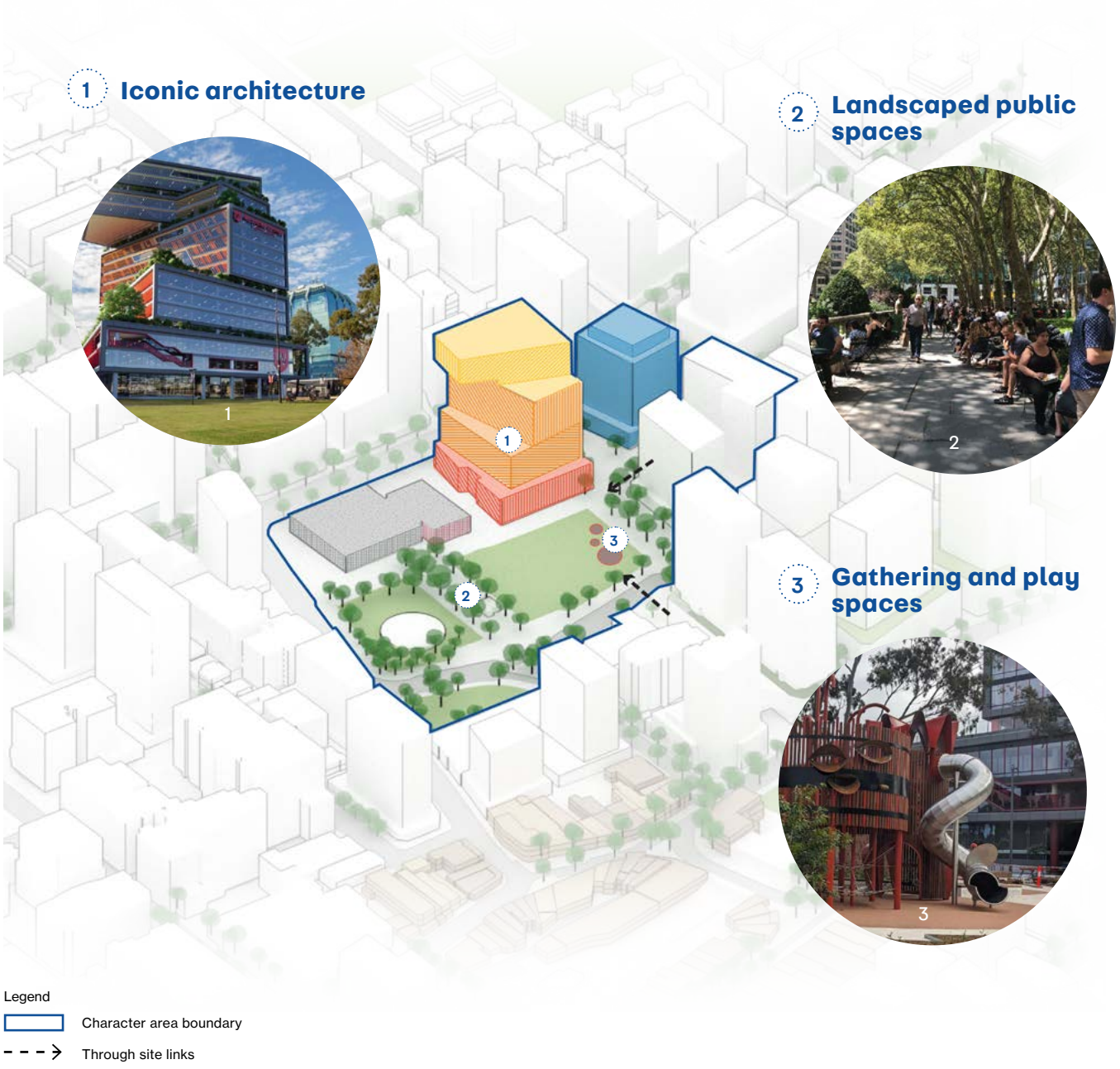


Figure 7. Axonometric view of the civic food and culture character area with indicative massing of future development

Images
1 - Western Sydney University Bankstown Campus
2 - Bryant Park, New York (Source: Architectus)
3 - Ian Stromborg Play Space, Bankstown

Section 2 - Understanding Place

2.1 Character areas

2.1.6 Eds & Meds

The Education and Health (Eds & Meds) area will be characterised by medium scaled buildings with multiple roof terraces, interconnected by a publicly accessible plaza and pocket parks, centred around the future Bankstown hospital, existing TAFE NSW and a network of supporting and related organisations and industries.

This will be an employment generator with workers and students commuting through day and night. Chapel Road North will be transformed into a vibrant eat street, with wide tree canopies to shade the outdoor diner and provide a connection to the rail and future Metro stations via a separated bike path and bus corridor.

The series of open spaces will comprise safe recess and break-out spaces for patients, workers and students, as well as recreational and local retail opportunities for residents. In high-density locations, such as French Avenue and Rickard Road East, a new park and new multi-purpose centre will be created to facilitate a liveable centre for all.

Currently closed off or fragmented open spaces will be unlocked, embellished and connected by new access lanes and thorough-site pathways to encourage walkability to these breathing spaces for the people. A new shared way and laneway network surrounding the existing TAFE NSW site will ensure minimal vehicle access and servicing is required off Chapel Road.

Image - Visualisation of Western Sydney University Westmead Building A & B, Westmead, NSW, Architectus (Source: Architectus)

Eds & Meds

Employment focused precinct with uses catering to workers, including an eat street on Chapel Road and residences

Section 2 - Understanding Place

2.1 Character areas

2.1.6 Eds & Meds

Principles

P1. Development must achieve and satisfy the outcomes expressed in the above character statement.

P2. Allow for active rooftop uses, particularly on large format, specialised health and education buildings.

P3. Maintain public access via Raw Avenue or an alternative public street from Chapel Road to the playing fields of LaSalle Catholic College and the Sydney Archdiocese.

P4. Buildings should be designed to be flexible and adaptable to maximise their use for medical, education and institutional development and uses.

P5. Provide active frontages to Chapel Road North between Heath Street and Rickard Road for activation and 24 hour activity around the proposed Bankstown Hospital and TAFE.

P6. Allow for outdoor dining opportunities along Chapel Road.

P7. Protect and enhance the significant landscaped character of Chapel Road and Kitchener Parade.

P8. Protect and enhance view corridors to the Uniting Church Spire at 72 Kitchener Parade.

P9. The design of new development at St Paul's Anglican Church should maximise the use of existing building fabric, such as stained glass windows, masonry and the iconic bell-tower/spire design to Chapel Road. Surrounding development should be complimentary and include landscaping and materiality that complements the Church building.

P10. Provide relief in the public domain, particularly along Chapel Road and Kitchener Parade through building setbacks to provide for seating and landscaping.

P11. Facilitate public use of open space at the La Salle Catholic College southern playing fields.

P12. Ensure future development provides activation of Raw Avenue and the southern playing fields of La Salle Catholic College.

P13. New development must be sensitive to medical uses in the area and ensure the impacts of vibration, noise, air emissions and vehicle movements are considered.

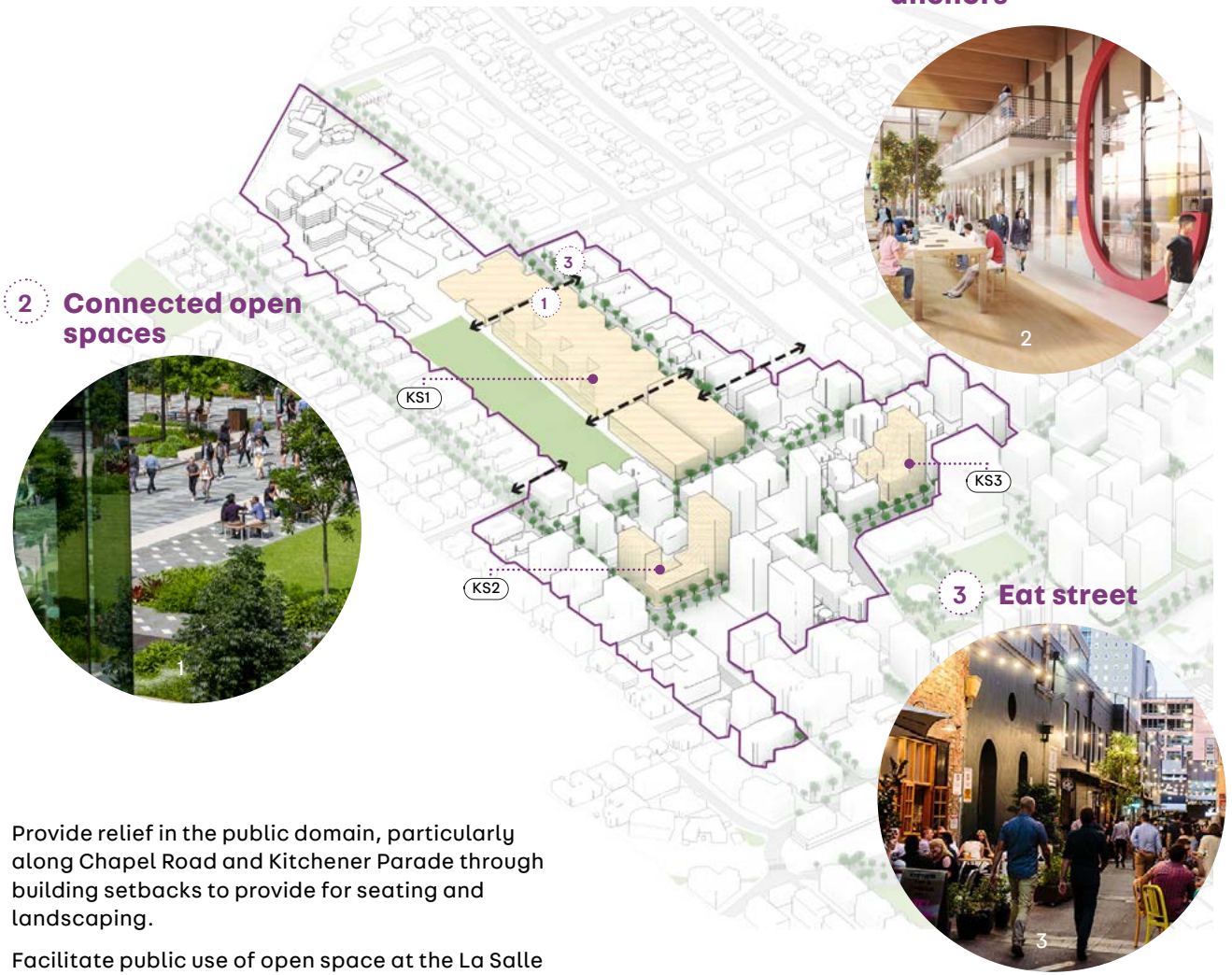


Image
1 - 1 Central Courtyard, Macquarie University, NSW, Architectus (Source: Architectus)

Figure 8. Axonometric view of the eds and meds character area with indicative massing of future development

Section 2 – Understanding Place

2.1 Character areas

2.1.7 Memorial Park

Memorial Park will be lined by leafy green streets and bordered by well-designed medium to high density apartment developments. Residents will enjoy numerous amenities and expansive park views over the parklands.

New pedestrian links are placed along existing creek lines in property setbacks as an extension of the Blue Grid. Provision of leisure walks and cycling routes will promote a healthy lifestyle. Segments of the stormwater infrastructure will progressively be landscaped and naturalised to promote a water-sensitive urban environment. Chapel Road and Restwell Street shared paths provides residents easy access to schools and transport, while retail along Chapel Road will add to the locality's convenience.

Memorial Park

High amenity residential neighbourhood with generous views of the park and leafy green streets

Section 2 - Understanding Place

2.1 Character areas

2.1.7 Memorial Park

Principles

P1. Development must achieve and satisfy the outcomes expressed in the above character statement.

P2. Allow for active rooftop uses, particularly on large format, specialised health and education buildings.

P3. Maintain and enhance the landscaped character of this precinct, with large canopy trees along street frontages every 5-10 metres.

P4. Development facing the streets and Memorial Oval should have larger balconies with space for planter boxes and green façade treatments to enhance the landscaped character of the precinct.

P5. Maximise views of Memorial Oval from the public domain, balconies and living areas.

P6. Prioritise naturalised stormwater treatment in the public and private domain and a high standard of water sensitive urban design.

Figure 9. Axonometric view of the memorial park character area with indicative massing of future development

Images
1 -Harold Park, Glebe, NSW (Source: Architectus)
2 - NewLife Darling Harbour, NSW, Architectus (Source: Architectus)

Section 2 – Understanding Place

2.1 Character areas

2.1.8 High Density

Distinguished and architecturally inspiring mixed-use and residential slender towers that positively contribute to streetscape and emphasis on green design, sustainable material use, generous landscaped setback and lush rooftop gardens will characterise this High Density Living areas.

The Master Plan proposes a range of building heights to create a varied silhouette for the City's backdrop and these high density residential towers will set the skyline of Bankstown for our bypassing commuters. Lush leafy terraces of these developments will symbolise the importance of greenery in the Centre and redefine Bankstown's image as a place for respite and leisurely enjoyment. Offering inviting and comfortable rooftop backyards to our apartment dwellers.

New and enhanced links and open spaces are introduced to cater for the proposed intensification to ensure residents have accessible public open space while enjoying the convenience of easy transport, shopping and dining. With this density, boutique café and restaurants are attracted to cater for these communities and will bring activation and authentic cuisines to these street corners.

Image - Visualisation of Bankstown City Centre
(Source: Canterbury Bankstown Council)

Section 2 - Understanding Place

2.1 Character areas

2.1.8 High Density

Principles

P1. Development must achieve and satisfy the outcomes expressed in the above character statement.

P2. Minimise the impact of building services on the primary street frontage, and maximise landscaping and presence of the building.

P3. Provide direct street access to street-facing apartments at the ground floor.

P4. Provide well-landscaped front courtyards and setbacks.

P5. Provide façade and courtyard lighting that complements the building design and provides a safe, interesting and vibrant feel along the street at night.

P6. Ensure the front setback and landscape area allows for a large canopy tree.

P7. Provide communal or private resident access (to adjacent apartments) to podium rooftops.

P8. Encourage the provision of small scale retail, commercial, food and drink premise uses at street corners.

P9. Provide for interesting and varied façade treatments and building designs that provide for high quality internal living spaces.

Figure 10. Axonometric view of the high density character area with indicative massing of future development

Images
1 - Natura, Macquarie Park, NSW, Architectus (Source: Architectus)
2 - Zetland, NSW (Source: Architectus)
3 - 4- Erskineville, NSW (Source: Architectus)

Section 2 - Understanding Place

2.1 Character areas

2.1.9 Terraces and Apartments

In this character area, the development pattern will likely comprise of new modern terrace and mid-rise development in contrast to older walk-up apartment blocks, where newer residents will come to meet established ones.

This development pattern will address the demands of a diverse population. Older styles housing can provide for affordable housing options and newer terraces will enjoy private yards and off-street entries.

New pedestrian links and cycle paths are introduced in this area to enhance walkability and promote connection to open space. Existing parks will be embellished to provide new amenities for residents' enjoyment. Planning controls in these areas will be reviewed to allow for corner shops and cafe opportunities in some locations to provide a focal point for each locality and a place for local living and gathering.

Image - Visualisation of The Grounds, Ivanhoe East, Melbourne, VIC, Architectus (Source: Architectus)

Terraces & Apartments

Medium density residential neighbourhood with quiet pocket parks, green setbacks and lush courtyards close to amenities of the city centre

Section 2 - Understanding Place

2.1 Character areas

2.1.9 Terraces and Apartments

Principles

P1. Development must achieve and satisfy the outcomes expressed in the above character statement.

P2. Minimise the impact of building services on the primary street frontage, and maximise landscaping and presence of the building.

P3. Provide direct street access to street-facing apartments and terraces at the ground floor.

P4. Provide well-landscaped front courtyards and setbacks.

P5. Provide lighting that complements the building design and provides a safe, interesting and vibrant feel along the street at night.

P6. Facilitate executive or premium housing as well as affordable housing as part of the dwelling mix of multi-dwelling housing, attached housing or apartment development to support the potential worker mix at the hospital and Bankstown's role as a strategic employment, health and education centre.

Figure 11. Axonometric view of the terrace and apartments character area with indicative massing of future development

Images
1 - 2 - Zetland, NSW (Source: Architectus)
Nightingale Skye House, Brunswick, VIC (Source: Architectus)
3 - Zetland, NSW (Source: Architectus)
4 - Platform Apartments, North Eveleigh, NSW Architectus, (Source: Architectus)

Figure 12. Axonometric view of the terraces and apartments character area with indicative massing of future development

Section 2 - Understanding Place

2.2 Connecting with Country

Objectives

O1. To take a Country centred approach and thinking that is layered into new development in the Bankstown City Centre consistent with the Government Architect NSW 'Connecting with Country framework'.

O2. To encourage a Country centred approach to design using a blending of the Darug language group cultural practice with multicultural practices in Bankstown today.

O3. To include, collaborate and engage with local Aboriginal communities during development and post-development.

O4. To integrate Aboriginal cultural practices, history, narratives, and values in the design of proposed development.

Section 2 - Understanding Place

2.2 Connecting with Country

Design Guidance

G1. If development falls under Clause 6.15 Design Excellence in the Canterbury Bankstown Local Environmental Plan 2023 (CBLEP 2023), it should give regard to DCP guidance outlined in this Section. This design guidance is optional for development that is not applicable to Clause 6.15 of the CBLEP 2023.

G2. The design of the development should acknowledge Sections 3 and 4 of the CWCF by demonstrating the delivery of outcomes that reflect consideration of all aspects of Country.

G3. It should be demonstrated that there has been an assessment of the scale and significance of the development to determine the appropriate scope of engagement with the Aboriginal community and its representatives – whether it be high, medium or low - as outlined in Section 3.1 of the CWCF. If collaborating with the Aboriginal community, it is important to adhere to protocols outlined in the Engaging with Aboriginal Communities Practice Note.

G4. As set out in Section 3.4 of the CWCF, an Aboriginal perspective should be adopted throughout the four project delivery phases. These include project formation, project design, project delivery and project maintenance

G5. The development should demonstrate that an analysis of the surrounding context has been conducted to connect the development site into existing and proposed landscape elements, open spaces, links and any district or other views.

G6. If the development process includes seeking knowledge and input from the Aboriginal community, Aboriginal people should be invited to co-design and co-manage projects to ensure they retain authorship and control of their cultural knowledge and intellectual property. Developments are to demonstrate the methods and outcomes from engagement with Aboriginal communities.

G7. If significant items such as ancestral remains or artefacts are discovered during subsoil investigations, excavation, demolition or other earthworks - proper engagement with the Aboriginal community should take place to determine culturally appropriate handling, repatriation or reburial.

G8. Development that proposes open space and landscaping should demonstrate consideration of 'walking Country' which reflects Aboriginal cultural practices, artefacts, artwork and narratives. Aspects involving the senses of seeing, hearing, touching, smelling and tasting, should be included.

G9. Design aspects of each development should give regard to the culture and heritage of the traditional custodians of the land, the Darug People, on which the development is proposed. The following design opportunities should be considered to ensure a Country-centred approach:

a) Connect design with the natural environment and landscape setting, being: people, animals, resources and plants equally.

b) Acknowledge shared history between Aboriginal and colonial settlers to promote healing and reconciliation.

c) Incorporate sustainable practices by using natural building materials that have a cultural and heritage significance.

d) Use Aboriginal place names to encourage understanding and provoke awareness.

e) Incorporate storytelling and knowledge of the past to inspire and educate.

f) Focus on details and patterns to insert cultural meaning.

G10. The development should consider Country-centred design for both public and private domains equally, being both: building façades and interior spaces, public and communal open space, internal corridors and public pathways (through-site links).

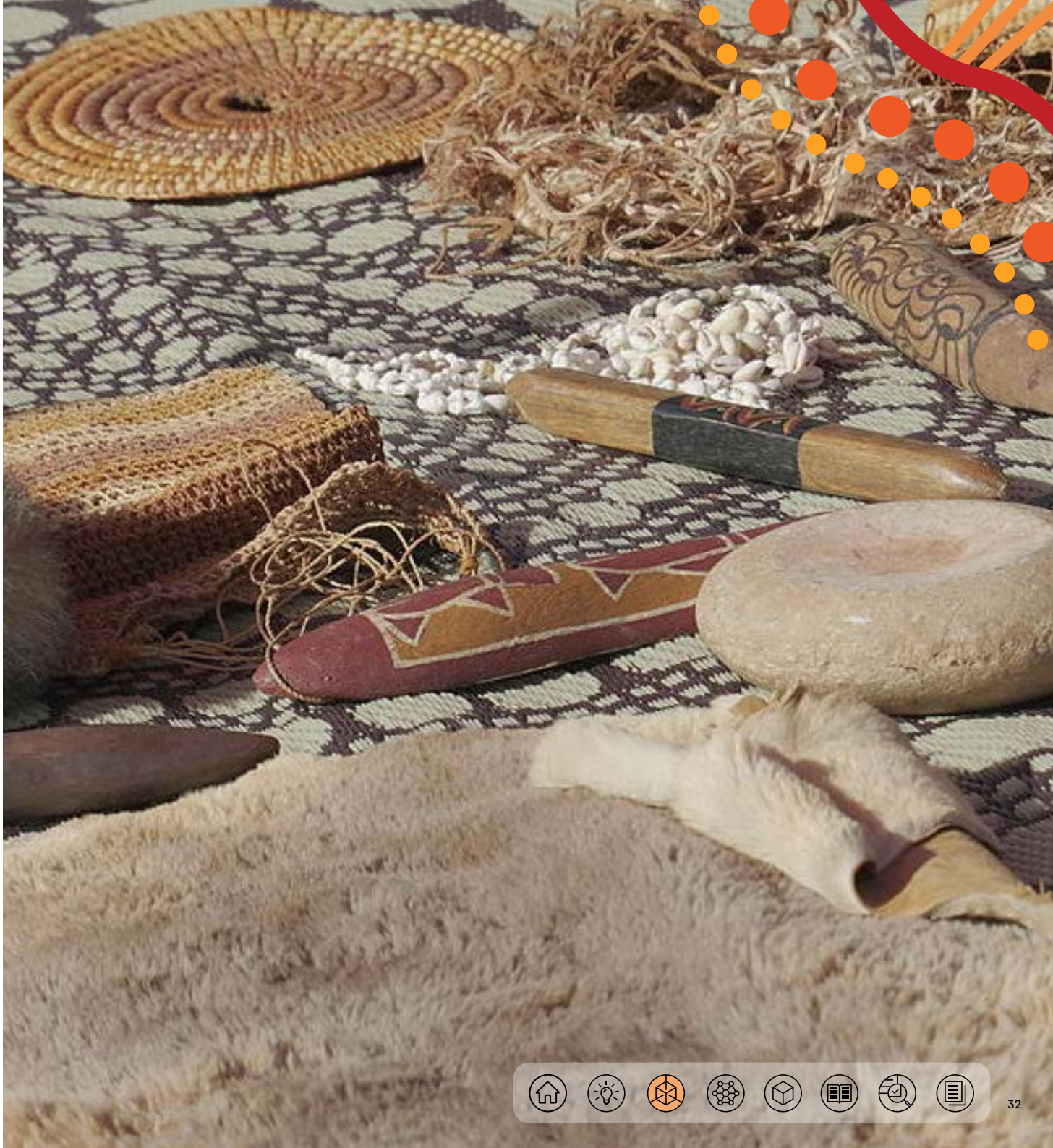
Section 2 - Understanding Place

2.2 Connecting with Country

G11. Consider embedding (a) 'Healthy Country' principles with respect to the analysis, coordination with, and protection of existing site topography, local biodiversity, and site hydrology, as well as the referenced landscape elements, and (b) explore opportunities for 'Healthy Community' like community employment during the project design, delivery and maintenance and to provide ongoing access to Country within the development proposal, acknowledging the strong cultural identity and connectedness, that Community has with Country

G12. Provide acknowledgement, interpretation and learning opportunities about Country.

G13. All work prepared to address the Connecting with Country objectives and design guidance must address the NSW Indigenous Cultural and Intellectual Property Protocol, to ensure applicants are aware of their duties with respect to the integration of this content.



SECTION 3

DESIGNING THE PUBLIC DOMAIN

Section 3 – Designing the public domain

'Cultures and climates differ all over the world, but people are the same. They'll gather in public if you give them a good place to do it'. Jan Gehl.

Overview
Public spaces are the streets, squares and parks and are the most enduring spaces of a city. These spaces provide a shared social and cultural domain that provides the city its structure. Beautiful city spaces help provide a better life for residents, workers and visitors to cities.

The Bankstown Complete Streets CBD Transport and Place Plan (Bankstown Complete Streets) provides guidance in relation to the street hierarchy for the Bankstown City Centre and context for the design of a building's interface with the public domain. Development Applications must refer to Bankstown Complete Streets during the initial design stages, to ensure that the public domain is prioritised, and respected, as part of the design development. New public domain works must also respect existing heritage items and areas.

The decision if work in the public domain will be carried out by the developer or by Council will be determined as part of the Development Application process. Work in the public domain may be carried out by the developer to Council's specifications if related to their development. Otherwise, work in the public domain is usually carried out by Council.

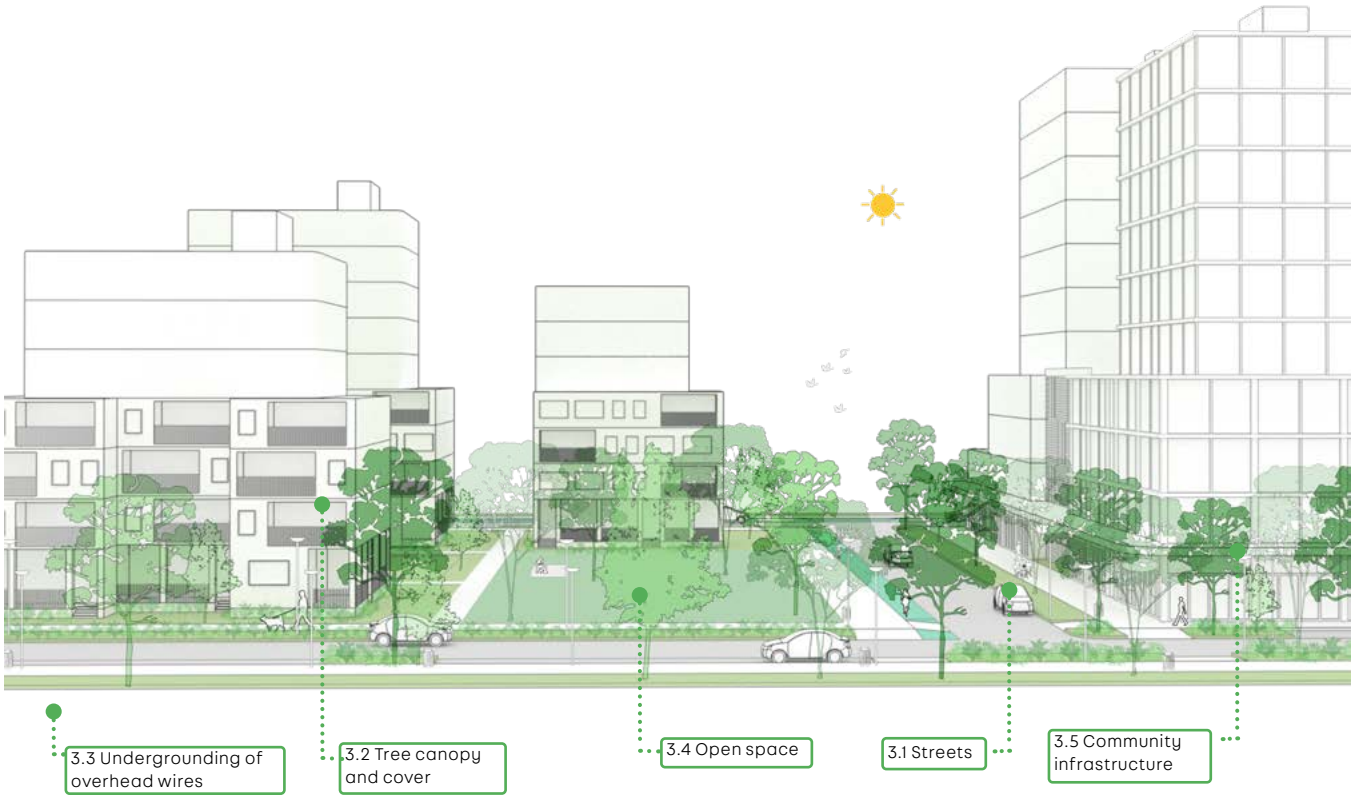


Figure 13. Overview of controls for Designing the Public Domain in Bankstown City Centre

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Overview
The section provides proposed indicative sections of different road typologies derived from Bankstown Complete Streets. The street sections show the space that will be provided for pedestrians, cyclists and motor vehicles and are intended to provide guidance for development on adjoining land.

Objectives

O1. To ensure new development provides a positive, engaging and quality interface to the public domain appropriate to the development context and interface.

O2. To ensure that the building interface design is guided by Bankstown Complete Streets and is considered at the early stage of the macro and site analysis.

Image - Visualisation of Bankstown City Centre
(Source: Canterbury Bankstown Council)

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Principles

P1. Where a development site has an interface to the ring road or any busy road, the design should consider how the building interface can protect pedestrians, residents and workers amenity.

P2. A building interface with a shared path, pedestrian footpath or bike path shall include lighting and awnings where appropriate.

P3. All active frontages are to have awnings. Blank walls and services addressing any footpath or laneway should be minimised and must be appropriately screened with designed elements to integrate with the overall building design.

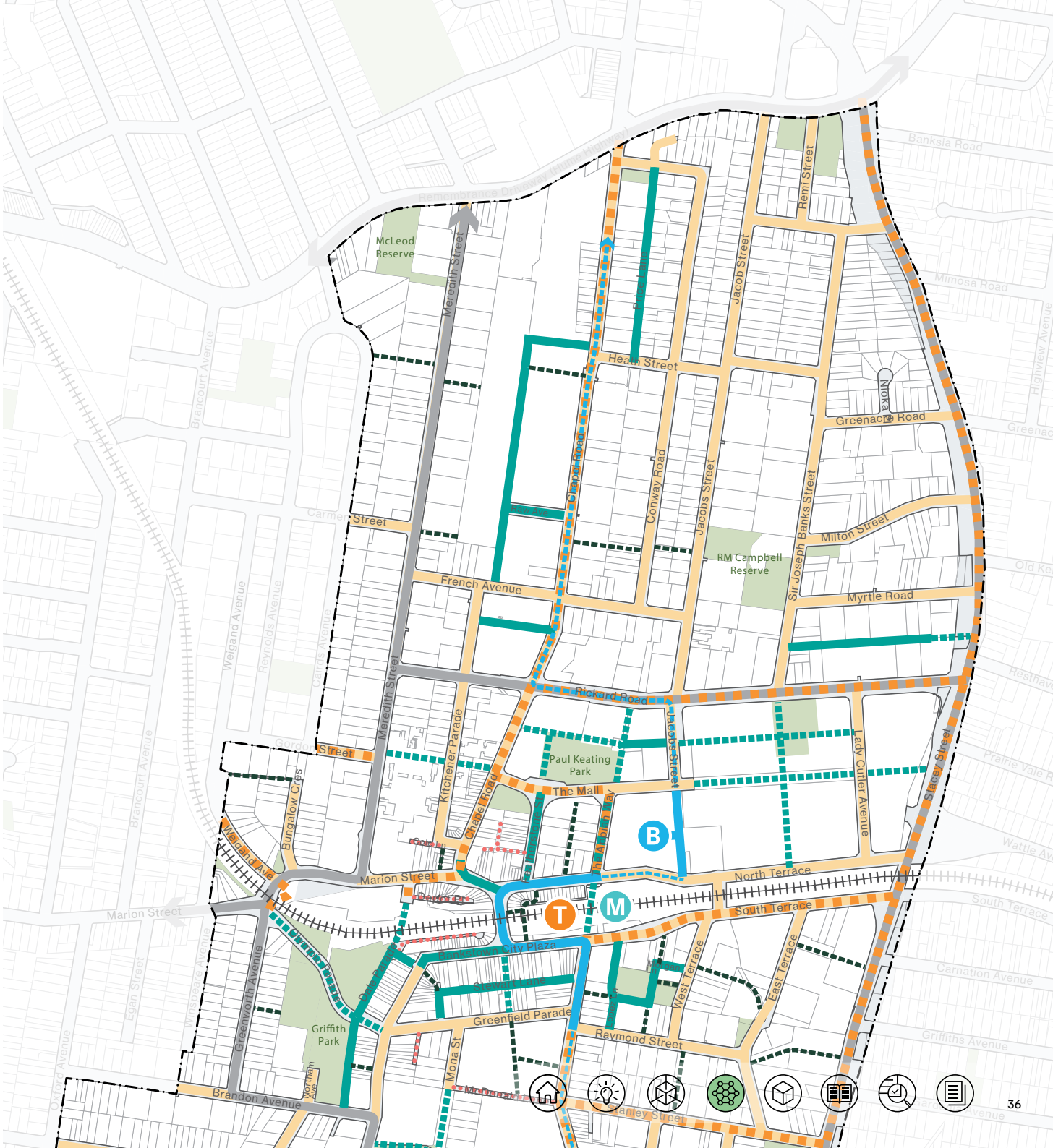


Figure 14. Street hierarchy and typologies map

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

P4. For residential development that has a public facing frontage at street level, landscaping is to be provided within the setback at ground level to provide good amenity, to delineate between private and public land and provide opportunities for biodiversity and positive visual contributions to the streetscape.

P5. New development must give adequate regard to the Bankstown Complete Streets CBD Transport and Place Plan'

P6. Streets should be designed to facilitate and encourage the community's social interactions, economic activities and healthy living.

P7. Streets should facilitate the low term establishment and functioning of the urban green and blue infrastructure.

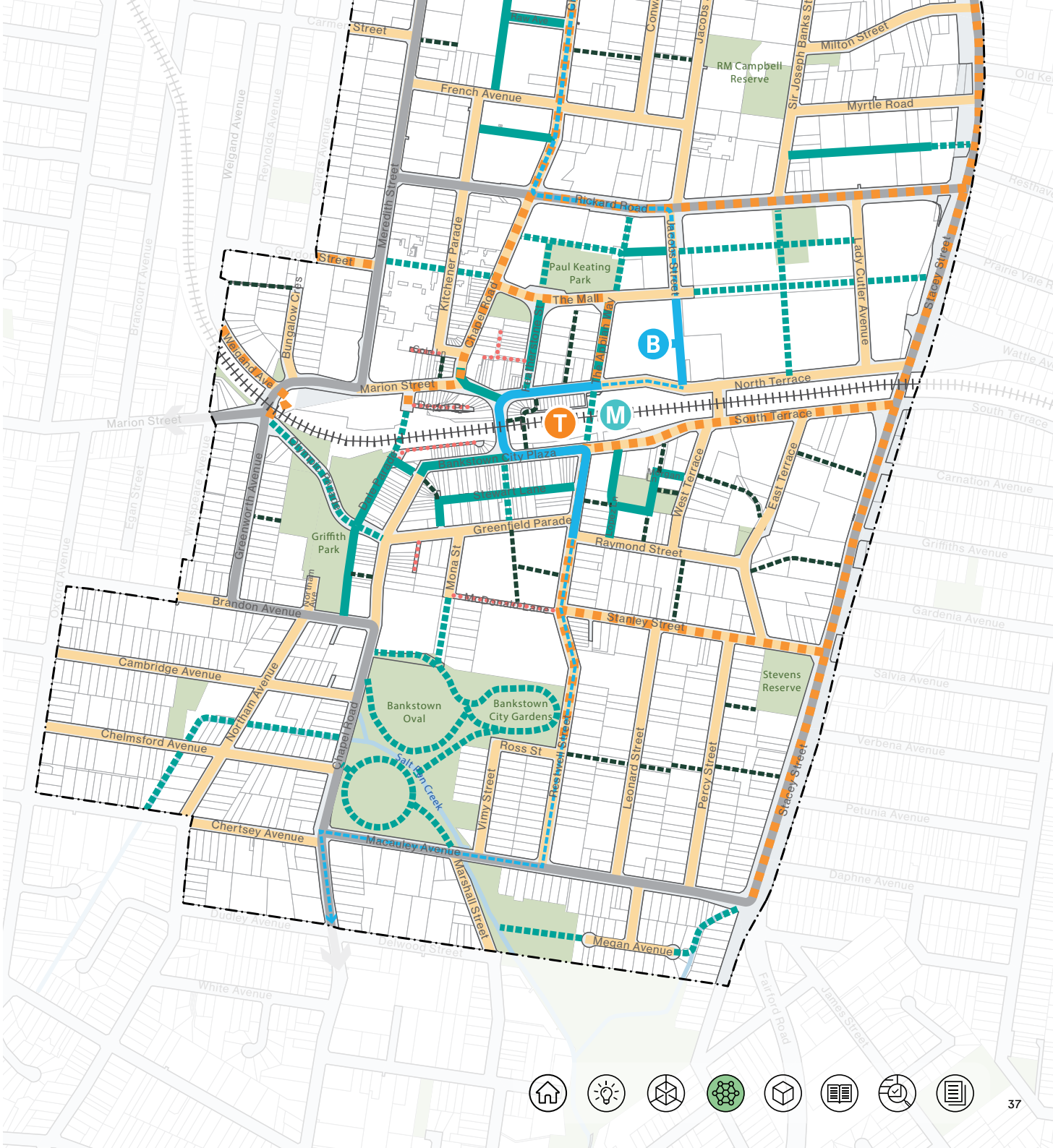


Figure 12. Street hierarchy and typologies map

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Principles (continued)

P8. Street design should allow for flexibility of use to reflect the changing needs of the community over time.

P9. Streets must create positive influence to the health and wellbeing of the people using the spaces by encouraging physical and social activities.

P10. Streets should create a safe environment for all users with safety design features integrated seemlessly into its design and the surrounding public domain and private development.

Controls

C1. Applicants must give regard to the street typologies included in the map in Figure 13, typical sections in Figure 14-20, and Bankstown Complete Streets as a key part of their site and context analysis submitted with the Development Application. Refer to Bankstown Complete Streets CBD Place and Movement Plan for more information.

C2. Section 6 Key Sites takes precedence wherever there is a conflict between its provisions and the provisions in Section 3 Designing the public domain.

For additional information on the design of streets, please refer to the following:

- Design of Roads and Streets Manual (TfNSW)
- Design of Roads and Streets Manual - Transport Standards Portal (TfNSW)

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Pedestrian and cycleway through site link

Through-site links provide an important function in the form of pedestrian links and bike links to improve pedestrian permeability, and help break up large street blocks and increase the potential for direct and clear connections between building

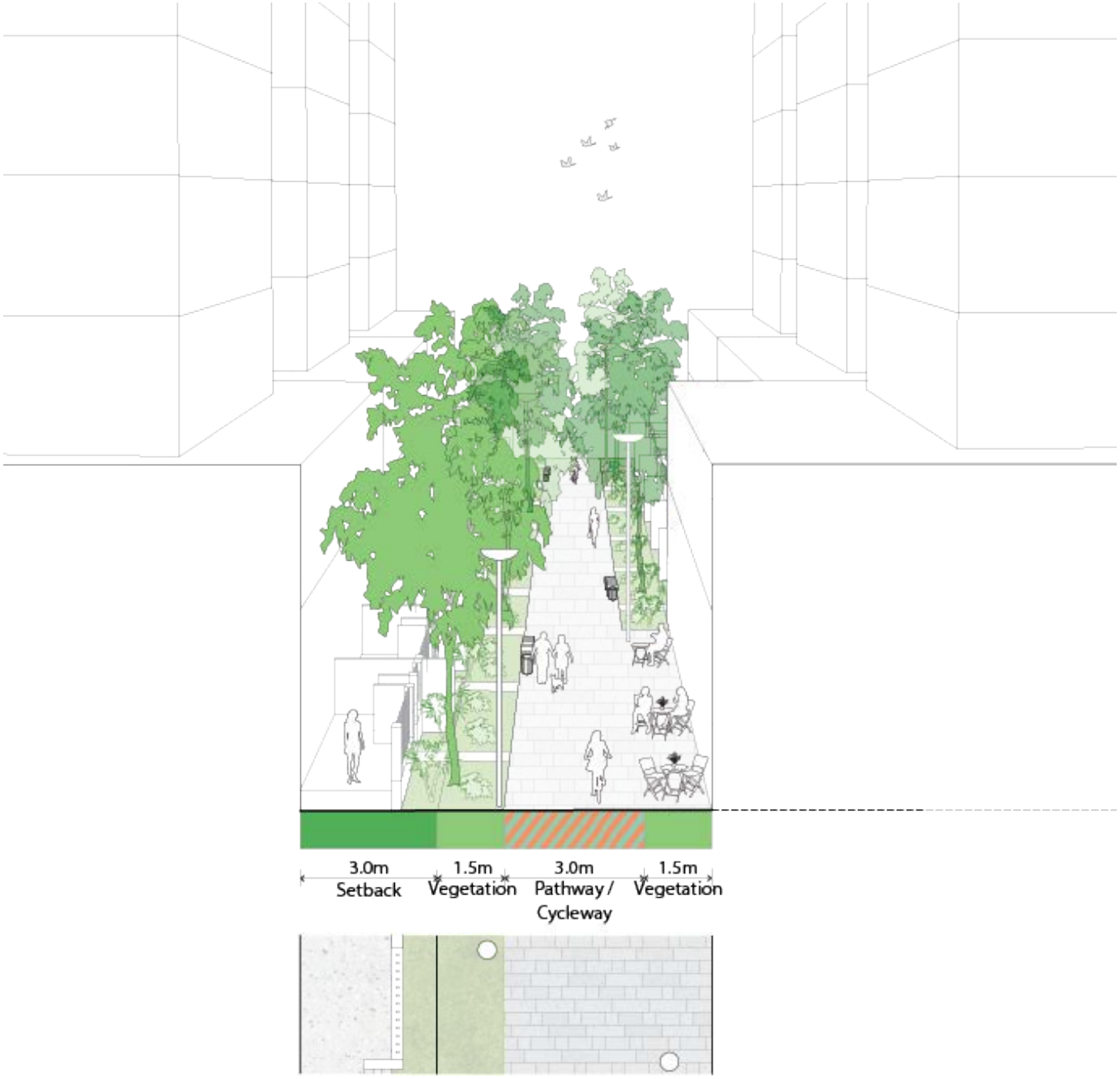


Figure 15. Section and plan of typical pedestrian and cycle through site link with minimum width of 6m

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Render of vision for pedestrian and cycle through site link - future Olympic Parade - Complete Streets (Source: Canterbury Bankstown Council)

Render of vision for through site link with active retail (Source: Architectus)

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Laneway

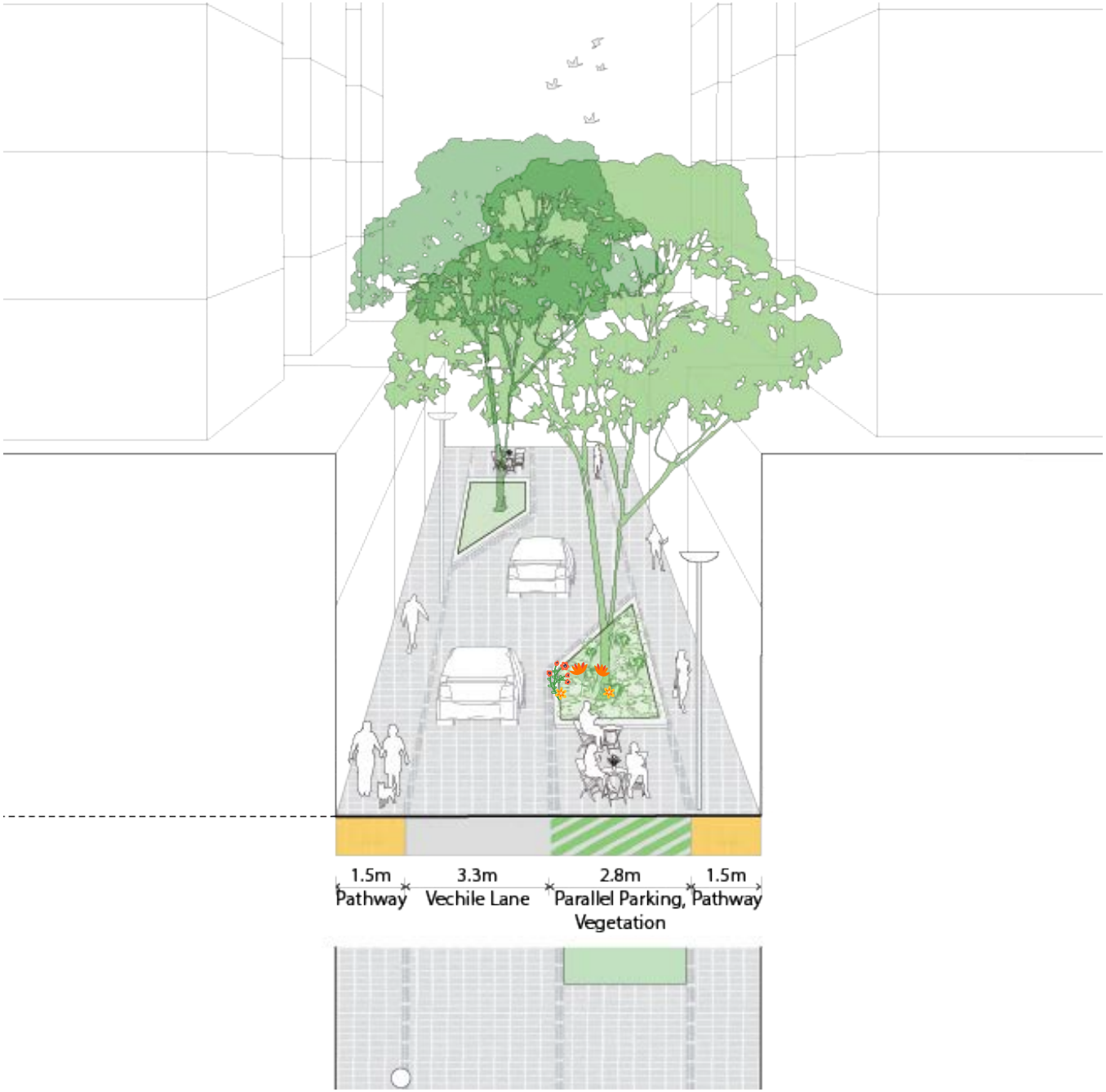


Figure 16. Section and plan of typical laneway with minimum width of 9m

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Render of vision for laneway - future Stewart Lane - Complete Streets (Source: Canterbury Bankstown Council)

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Shared street

Flexible with pedestrian focus; traffic calming and safe design; 10km/hr design speed.

Figure 17. Section and plan of typical shared street

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Render of vision for shared street- Appian Way - Complete Streets (Source: Canterbury Bankstown Council)

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Neighbourhood street

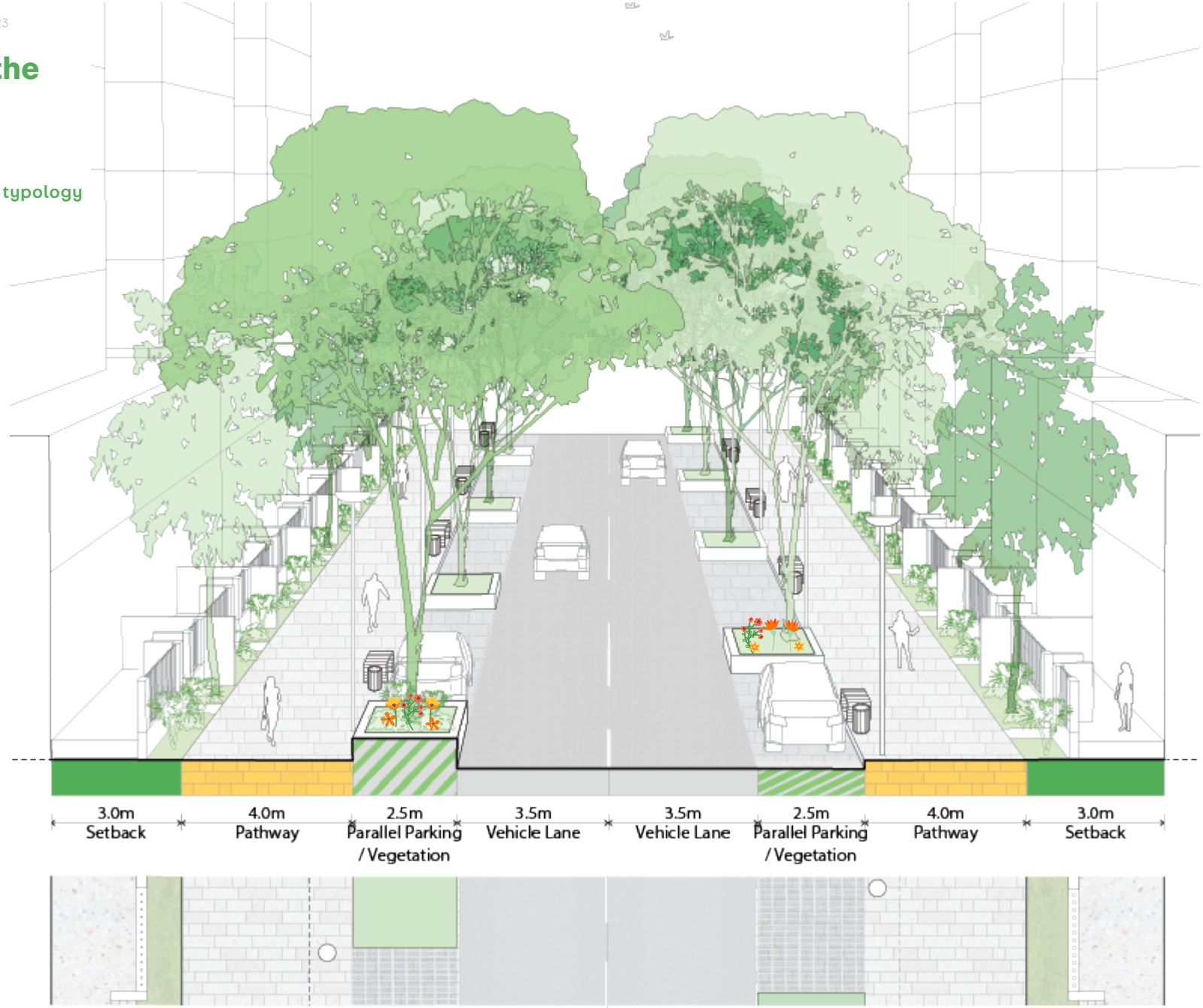


Figure 16. Section and plan of typical neighbourhood street

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Neighbourhood street with cycle lane

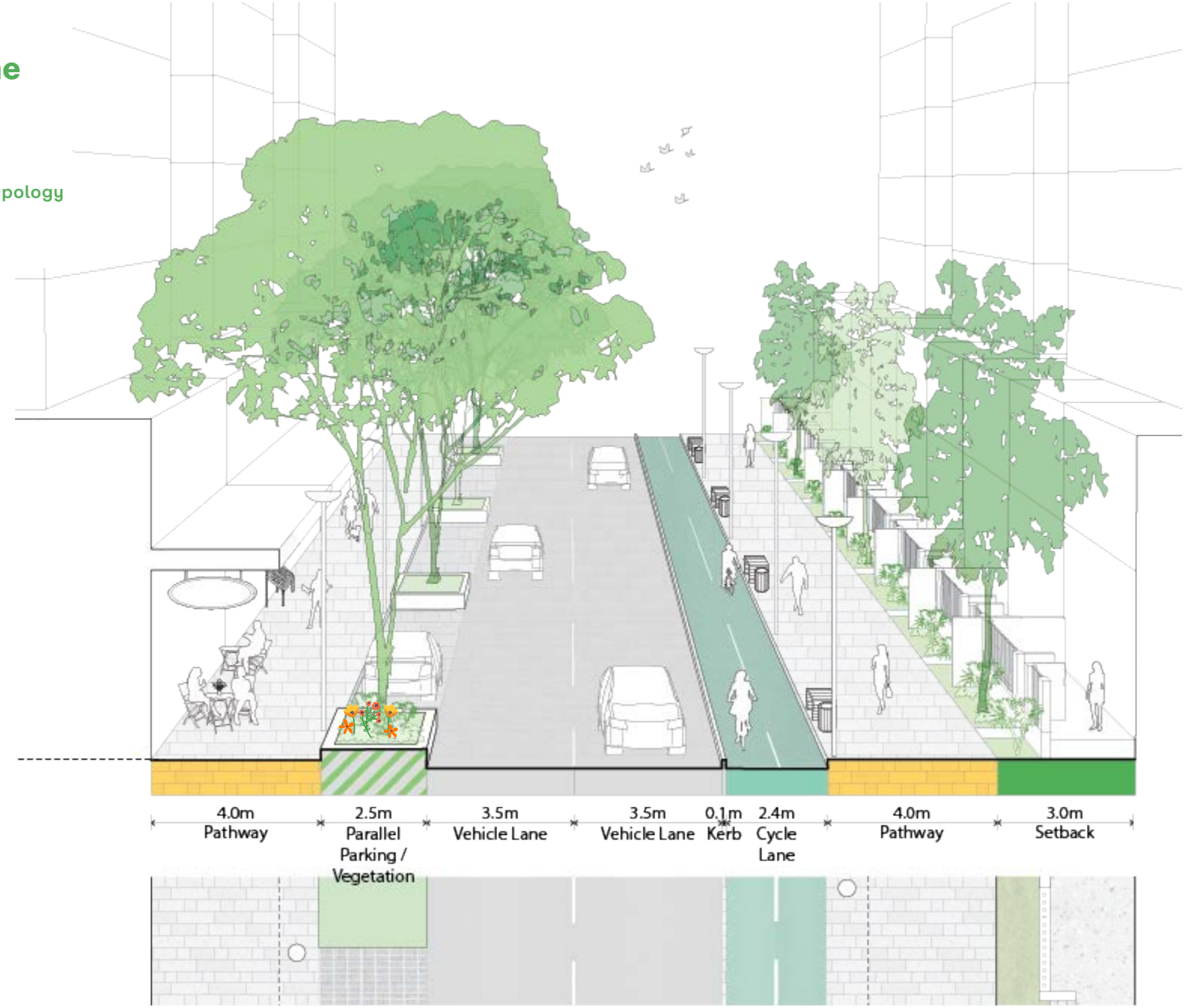


Figure 17. Section and plan of typical neighbourhood street with cycle lane

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Render of vision for neighbourhood Street - Kitchener Parade, Bankstown - Complete Streets (Source: Canterbury Bankstown Council)

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Render of vision for neighbourhood Street with cycle lane- future Chapel Road, Bankstown - Complete Streets (Source: Canterbury Bankstown Council)

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Transit street

These streets have bus and pedestrian priority and major bus routes.

Refer to Bankstown Complete Streets CBD Place and Movement Plan for more information

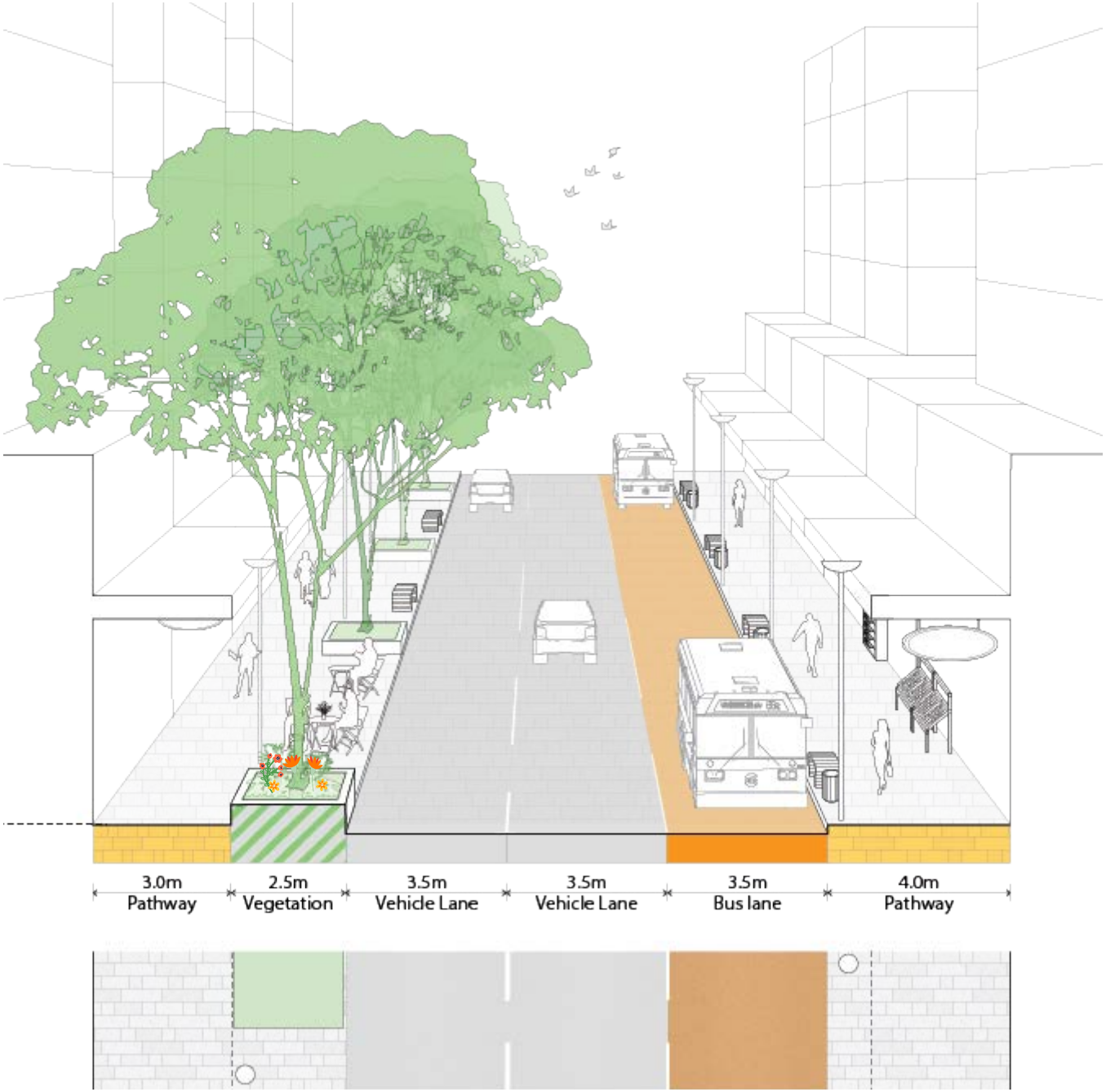


Figure 20. Section and plan of typical transit street

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Ring road

Primarily serves a movement function. Entry gateway to the city centre that draws vehicle traffic away from the pedestrianised centre of the Bankstown City Centre.

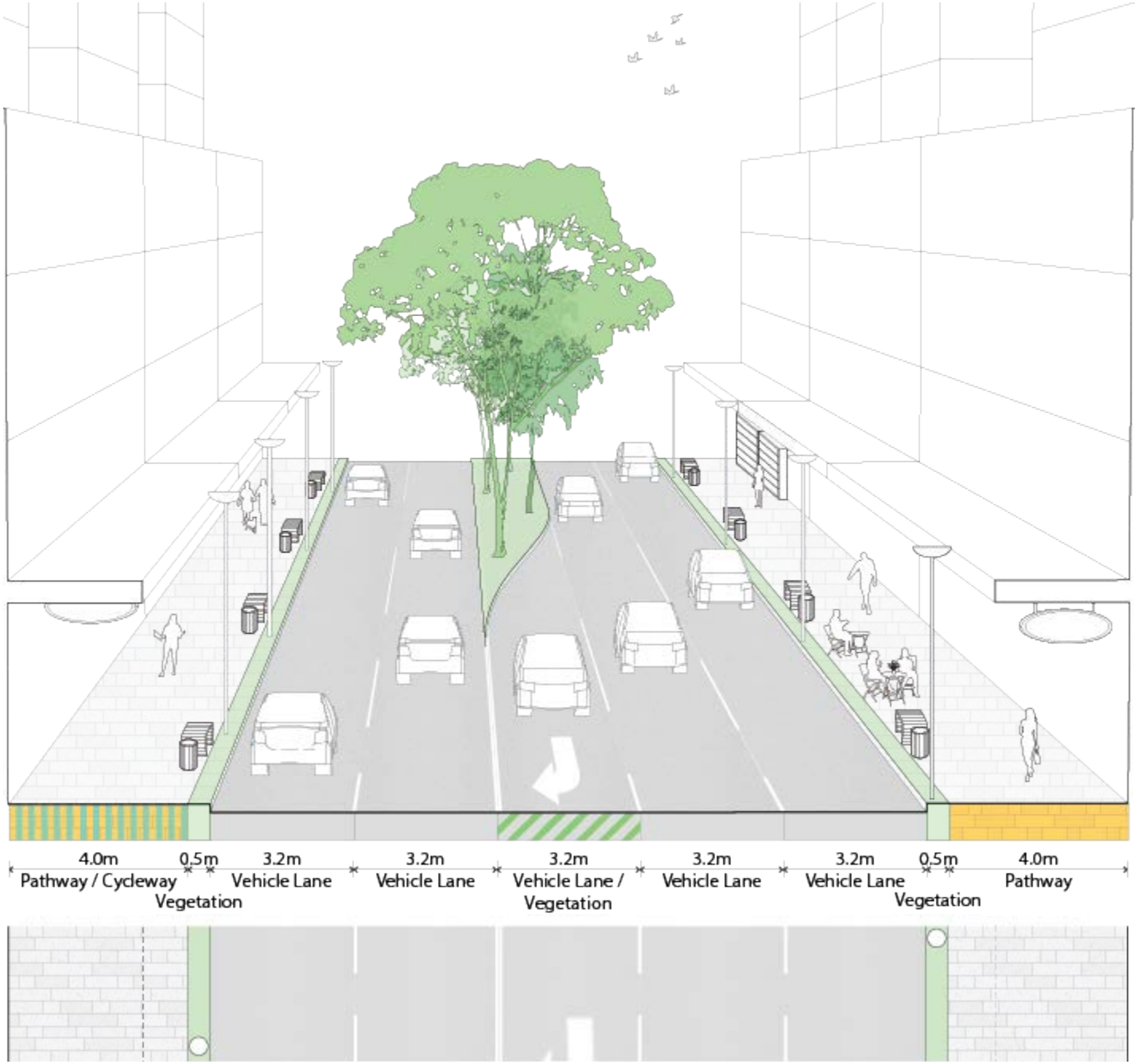


Figure 21. Section and plan of typical ring road

Section 3 – Designing the public domain

3.1 Streets

3.1.1 Street hierarchy, framework and typology

Render of vision for transit street - future Restwell Street - Complete Streets (Source: Canterbury Bankstown Council)

Section 3 – Designing the public domain

3.1 Streets

3.1.2 Pedestrian and cycle connections and through site links

Objectives

O1. Complete existing connections and laneways to reduce walking distance.

O2. To provide partial connections which can be completed when development of the adjacent site occurs.

O3. To improve connectivity for pedestrians and cyclists between key destination points.

O4. To ensure through-block connections are accessible, attractive, continuous, well-lit, safe and where appropriate, open to the sky.

O5. To prioritise pedestrian movement throughout the centre especially along the north-south pedestrian spine.

O6. To promote walking and cycling to and from the Metro station.

O7. To encourage use, provide amenity to existing and proposed links and active uses to engage pedestrians.

O8. To create opportunities and space for walking and social interaction though the provision of linkages and active fine-grained frontages.

Image - Portman Lane, Zetland (Source: Architectus)

Section 3 – Designing the public domain

3.1 Streets

3.1.2 Pedestrian and cycle connections and through site links

Controls

C1. Provide new pedestrian and cycling through-site links in accordance with Figure 20.

C2. Through-site links are to be an easement on title unless identified in a contributions plan for dedication to Council.

C3. Ensure new through-site links have a minimum width of 6m and cater for the movement of pedestrians and cyclists in both directions.

C4. Through-site links are to be designed to:

a) Be fully accessible to the public 24 hours a day.

b) Ensure that buildings or structures are not located over any proposed through-site link other than awnings.

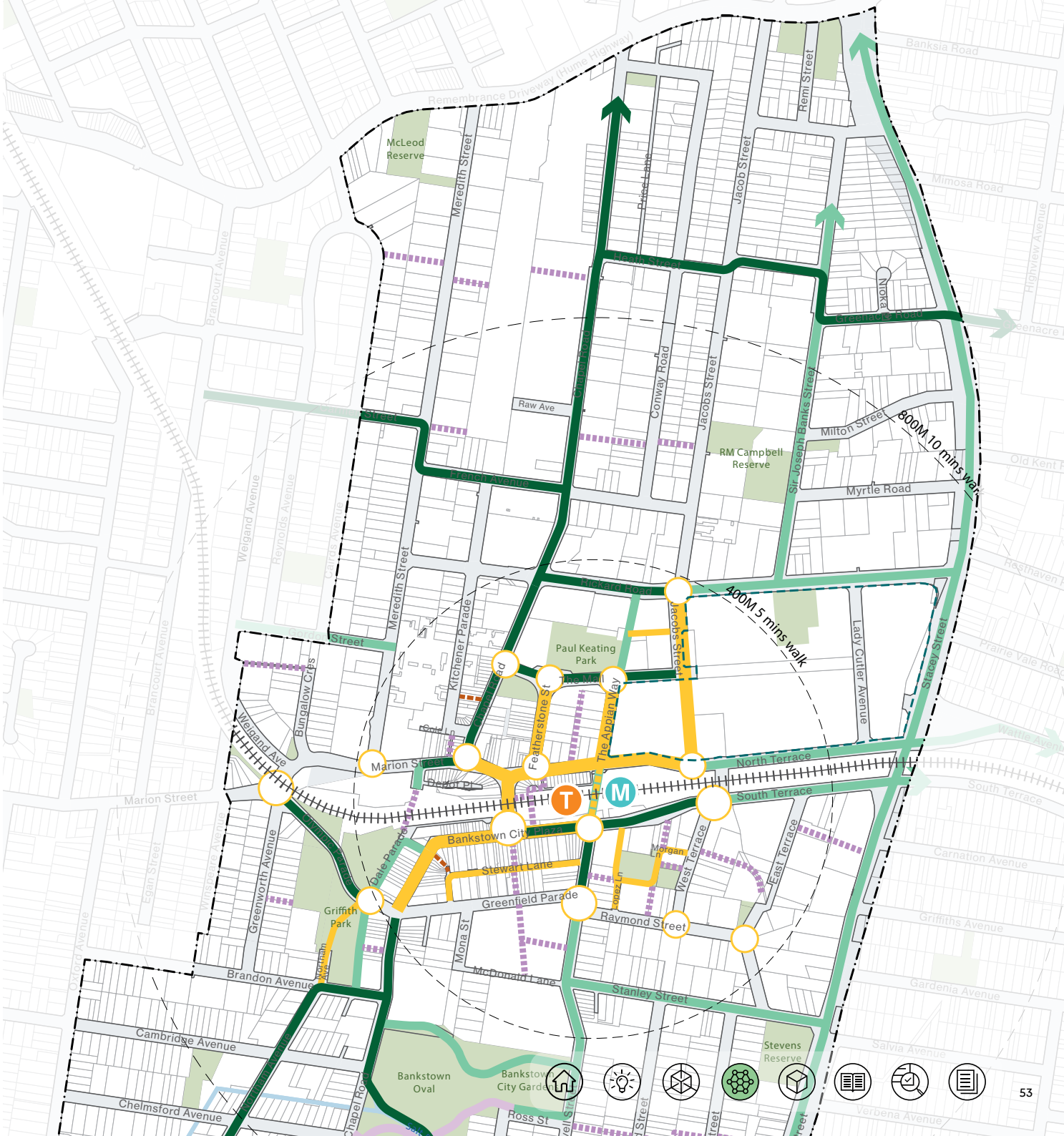


Figure 22. Pedestrian and cycle connections map

Section 3 – Designing the public domain

3.1 Streets

3.1.2 Pedestrian and cycle connections and through site links

c) Be landscaped at the entrances and in locations along the through site link, and must include a mix of trees (8 - 12 metres high at maturity), shrubs and ground covers.

d) Any basement located under a through-site link must provide at least 1 metre soil depth and 35m3 volume to support the growth of trees (8 – 12metres high, 8 metres spread) in locations where trees are proposed along the through-site link.

e) Include awnings for sun and rain protection.

f) Have effective stormwater drainage.

g) Be clear of all obstructions, including stairs, escalators and columns and provide a clear line of sight from one end to the other for surveillance and accessibility.

h) Have appropriate lighting levels provided and maintained to Council's requirements.

Legend

- Bankstown City Centre boundary
- Shared street/zones
- New and improved pedestrian/cycle only links
- New dedicated/separated cycle path
- New shared path
- Existing shared path
- Through site links
- Existing maintained arcade
- Upgraded pedestrian crossing
- Refer to Section 6.9 KS9 Bankstown Central

Figure 20. Pedestrian and cycle connections map

Section 3 – Designing the public domain

3.1 Streets

3.1.2 Pedestrian and cycle connections and through site links

Controls (continued)

C5. The maintenance of the through-site link in perpetuity including cleaning, repairing and replacing damaged or worn paving, furniture and the like and maintaining landscaping in a healthy condition is the responsibility of the land owner, not Council. A maintenance plan for the build through-site link must be submitted with the Development Application that includes an indicative maintenance schedule including frequency of maintenance and equipment to be used.

C6. In retail and commercial developments through-site links may be within a building provided they are:

a) Two storeys in height or where proposed at a single storey ground level, have a minimum floor to ceiling height of 6m, refer to Figure 21

b) 4m – 6m wide where provided within a two storey height, or 5m – 8m wide where provided at a single floor level, refer to Figure 21

c) at ground level and lined with active uses

d) designed to have access to natural light from skylights in the middle of the link

e) open at each end or, where air conditioned, provide entry doors that are glazed and comprise a minimum 50% of the width of the entrance

f) publicly accessible from 6am to 10pm each day, and

g) connecting streets or lanes and have a clear line of sight between entrances.

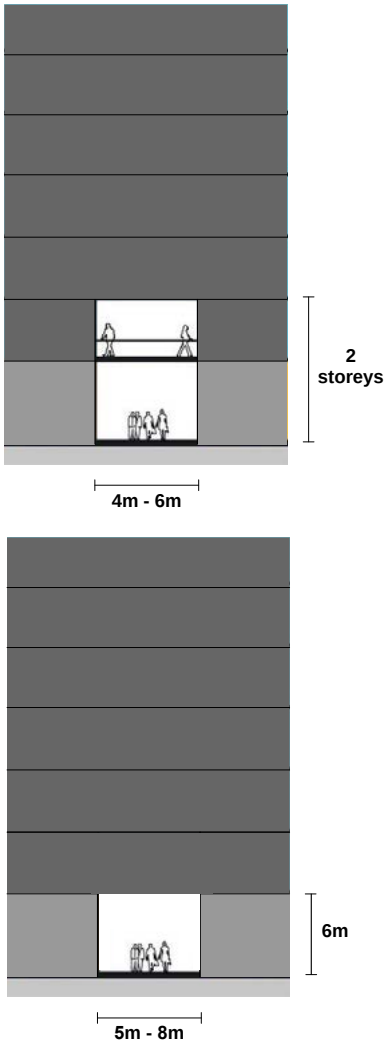


Figure 23. Internal through-site link minimum height and width design requirements

Image - The Highline, New York, US (Source: Architectus)

Section 3 – Designing the public domain

3.1 Streets

3.1.3 Laneways, shared zones and service lanes

Objectives

O1. To retain and improve connectivity in the public domain and variety in the street network.

O2. To encourage active frontages along lanes, shared lanes and service lanes without compromising safety.

O3. To ensure lanes are designed to provide an intimate space to promote social interaction within a fine grain spatial network.

O4. Encourage vehicular entries and servicing from shared zones and service lanes and not primary street frontages.

O5. To provide amenity and safety to laneways.

Image - Rose Street, Fitzroy, VIC (Source: Architectus)

Section 3 – Designing the public domain

3.1 Streets

3.1.3 Laneways, shared zones and service lanes

Controls

C1. Provide new laneways and shared streets on private land as part of new development in accordance with Figure 20.

C2. New laneways and shared streets are to be dedicated to Council prior to a final Occupation Certificate being issued. Council reserves the right to not accept dedication and any proposed dedication must be discussed at a pre-lodgement meeting.

C3. Development is to provide for the co-ordination of proposed connections with neighbouring sites, including level adjustments and detailed plans. This detail is to be provided together with the development application.

C4. Lighting, paving, street furniture and tree planting are to clearly indicate the priority of the pedestrian or cycling user (to be provided in accordance with Canterbury Bankstown Council's specifications and design standards).

C5. Access to basements, parking and waste collection areas are to be from service laneways or shared streets.

C6. All laneways must be open to the sky, be accessible to the public at all times, provide direct throughways with direct sight lines and be unencumbered by basements and infrastructure.

C7. Vehicle entries to basement carparks must not create traffic conflict or undermine the attractiveness or safety of the pedestrian experience.

Image - Nightingale Skye House, Brunswick, VIC (Source: Architectus)

Section 3 – Designing the public domain

3.1 Streets

3.1.3 Laneways, shared zones and service lanes

Controls (continued)

a) Ground treatment at the intersection of driveways and pedestrian paths must reflect the adjacent public domain treatment and prioritise pedestrian flows.

b) The first 6m of the basement ramp is to be at the same level as the footpath to ensure visibility between vehicles and pedestrians when vehicles exit the basement.

C8. Any future development of the Bankstown Girls High School is to provide public pedestrian and bicycle access to Memorial Oval via Mona Street.

C9. Provide public access 24 hours, 7 days per week through either dedication to Council or a right of way easement for public access.

C10. Vehicle entries to basement carparks must not create traffic conflict or undermine the attractiveness or safety of the pedestrian experience.

a) Ground treatment at the intersection of driveways and pedestrian paths must reflect the adjacent public domain treatment and prioritise pedestrian flows.

b) The first 6m of the basement ramp is to be at the same level as the footpath to ensure visibility between vehicles and pedestrians when vehicles exit the basement.

C11. Any future development of the Bankstown Girls High School is to provide public pedestrian and bicycle access to Memorial Oval via Mona Street.

C12. Provide public access 24 hours, 7 days per week through either dedication to Council or a right of way easement for public access.

Image - Elephant and Castle, South London, UK (Source: Architectus)

Section 3 – Designing the public domain

3.2 Tree canopy and green cover

Trees are essential for their contribution to the amenity and character of the City Centre. When appropriately selected, located, planted and maintained, trees provide a multitude of benefits to the urban environment.

The increase in tree canopy and green cover within the centre is of primary importance for the centre to mitigate climate change and urban heat gain. Awnings can work in tandem with trees to ensure for shade and shelter from rain for pedestrians.

Objectives

O1. To ensure that existing street trees are maintained and protected with additional future trees planted within the public domain where appropriate.

O2. To improve and enhance environmental biodiversity and mitigate temperature at ground level.

O3. To ensure maximum tree canopy development and performance on private land and public land.

O4. To improve the visual amenity of the public domain for those at and above street level.

O5. To reduce urban heat gain in the city centre.

O6. To create and integrated green networks in the centre by maximising tree canopy and green cover on streets and open spaces to assist in mitigating urban heat island impacts.

1 Central Courtyard, Macquarie University, NSW, Architectus (Source: Architectus)

Section 3 – Designing the public domain

3.2 Tree canopy and green cover

Objectives (continued)

O7. To create a contiguous tree canopy to mitigate climate change and improve health and wellbeing of people and ecosystems.

O8. To incorporate water sensitive urban design in new and upgraded streets and other civic infrastructure to harness rainwater, improve water quality and promote vegetation growth.

O9. To create comfortable microclimates for the community and promote health and wellbeing.

O10. The design of the canopy trees should be laid out such that sufficient room is provided for the trees to achieve their desired mature size. Canopy overlap should not exceed 25%.

Image - Markham Avenue, Ashburton, VIC, Architectus
(Source: Architectus)

Section 3 – Designing the public domain

3.2 Tree canopy and green cover

Controls

C1. Minimum tree canopy cover is required on private land within Bankstown City Centre as per Figure 22.

C2. Tree canopy cover refers to the layer of leaves, branches, and stems of trees that cover the ground when viewed from above, expressed as proportion of the total site area, calculated in accordance with the following:

a) Canopy area is to include the expected mature size (crown spread at maturity) of existing and proposed trees.

b) Only trees with a minimum crown spread of 3m in diameter are to be included. Trees with a crown spread less than 3m diameter are to be excluded from tree canopy cover calculations.

c) Any overlap in canopy area is to be counted once.

d) Canopy area extending outside of site boundaries is to be excluded.

e) Canopy area extending within a development site from trees planted in adjoining sites is to be excluded.

f) Trees located over structures, including podiums and rooftops, are to be included.

C3. Areas of deep soil are to be provided in accordance with the ADG, where relevant. Areas of deep soil are to be provided within landscaped areas, in accordance with the ADG, where relevant.

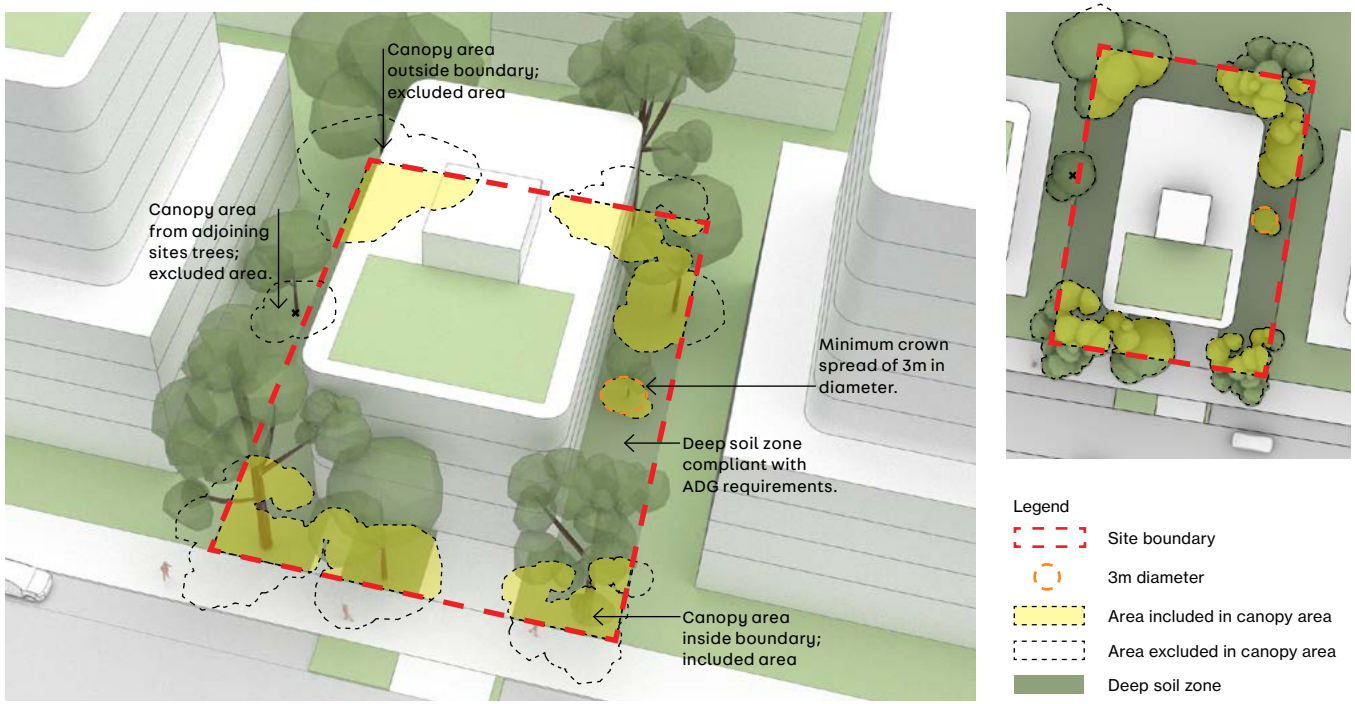


Figure 24. Key controls for tree canopy and deep soil for a residential development

Zones	Type of development	Minimum canopy coverage (whether on structure or deep soil)
Within B1 Neighbourhood Centre, B3 Commercial Core, B4 Mixed Use and SP2 Educational Establishment Zones	Non residential	5%
	Mixed use including residential	10%
	Residential only	15%
Within R3 Medium Density and R4 High Density Residential Zones	Residential development	20%

Figure 25. Minimum canopy coverage on private land based on land use

Section 3 – Designing the public domain

3.2 Tree canopy and green cover

Controls (continued)

C4. New development within B1 Neighbourhood Centre, B3 Commercial Core, B4 Mixed Use and SP2 Educational Establishment Zones must deliver 50% of the site area as 'green cover' which can be any combination of the following:

a) Deep soil zones

b) Landscape areas

c) Layered planting on structure (including small and medium trees, as per the Apartment Design Guide)

d) Green roofs and awnings

e) Permanent planting on balconies and podiums (including built-in planter boxes)

– Note: The roof area of the site that contains proposed or existing rooftop photovoltaic (solar) panels may be counted towards 'green cover' that is provided on rooftop areas.

C5. At-grade car parking as part of all development is to provide one tree per five car spaces. Each tree is to achieve a mature canopy of at least 50m^2, supported by adequate soil volumes.

C6. The Development Application is to include confirmation from a suitably qualified horticulturist (AQF Level 5 Arborist) in the form of a report that proposed planting complies with the requirements of this section, including suitable soil volumes to enable mature canopy sizes to be achieved.

Image - Griffith Park, Bankstown, NSW (Source: Canterbury Bankstown Council)

Section 3 - Designing the public domain

3.2 Tree canopy and green cover

Controls (continued)

C7. For any on-street car parking interspersed tree pits must be placed:

a) Two tree pits for every three parallel parking

b) Two tree pits for every five 90 degree or angled parking

c) Integrated use of water sensitive urban design.

C8. Applicants must have regard to the urban street tree masterplan as shown in Figure 24, in relation to tree type and its location. Native evergreen trees must be a species of the Sydney Turpentine-Ironbark Forest community.

C9. New street trees must have a pot size of at least 45 litres and no greater than 200 litres.

C10. Street trees must not be planted directly under awnings. Awnings must feature 'cut outs' that allow for new trees to grow.

C11. Kerbside tree planting and landscaping along bus routes should be designed to prevent tree trunks, branches and canopies from obstructing double deck buses travelling along streets and at bus stops.

C12. At bus stops, any trees or fixed structures should be set back at least 800mm back from the kerb to prevent buses striking trees when pulling in and out of stops.

C13. Landscaping should avoid obstructing sightlines on the approach to bus stops so that waiting passengers can see approaching buses and vice-versa.

Image - 1 Eden Park Drive, North Ryde, NSW, Architectus (Source: Brett Boardman)

Section 3 – Designing the public domain

3.2 Tree canopy and green cover

Controls (continued)

C14. Architectural and Landscape plans and sections submitted with a Development Application are to be coordinated and provide sufficient information for Council to assess the growing conditions of trees, including:

a) Location, dimensions and volume of Deep Soil areas.

b) Location, species and canopy spread of all existing trees to be retained or removed, including those adjoining properties. Tree numbering is to correspond with the submitted Arborist Report.

c) Sections through tree and planter beds on structure, indicating depths of soil to be provided.

d) Location of any stormwater pipes and pits, including any on site detention, and drainage to planter beds on structure.

e) Location of any underground and overhead services and easements.

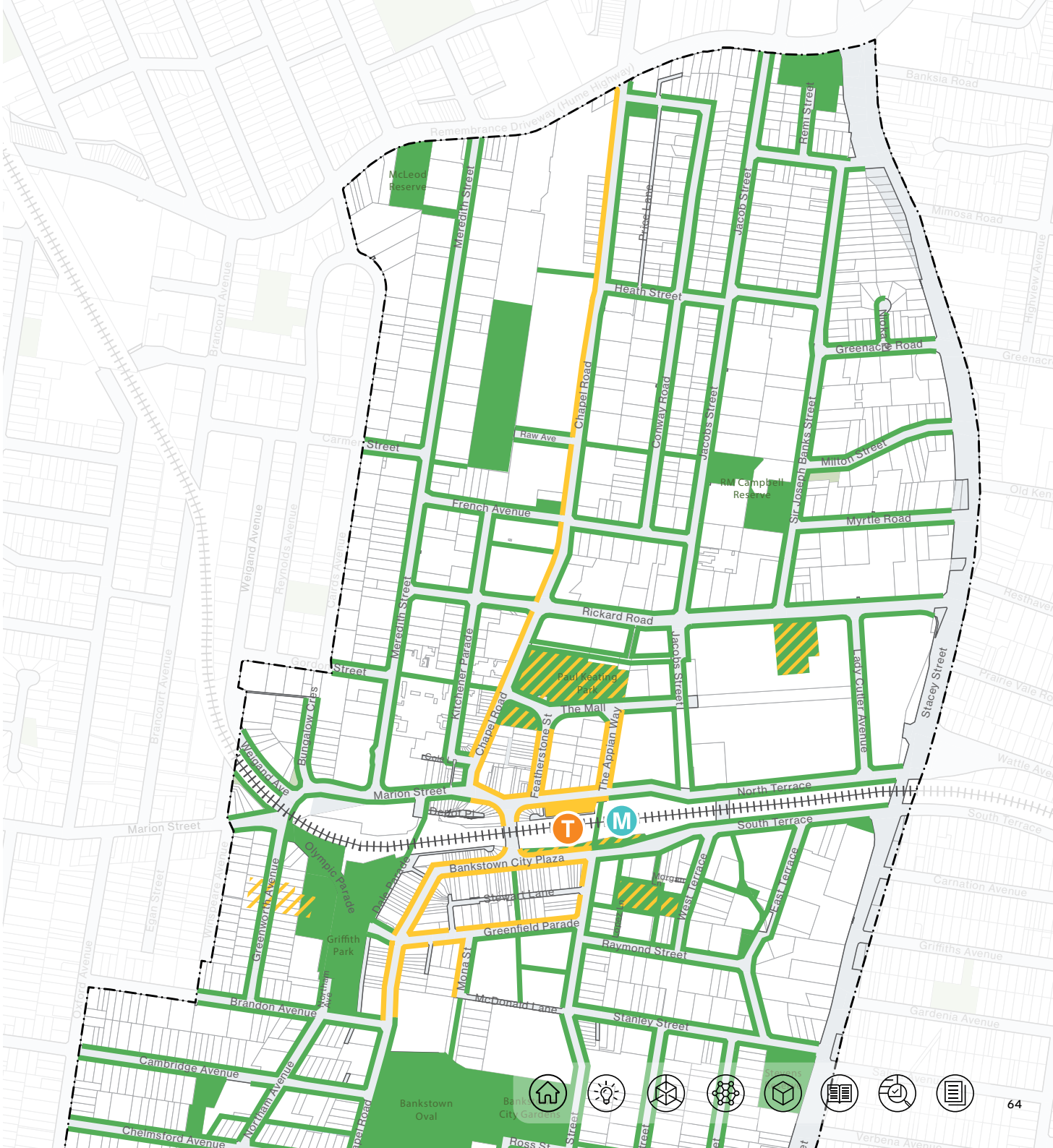


Figure 26. Tree canopy and types map (as per urban street tree master plan)

Section 3 – Designing the public domain

3.2 Tree canopy and green cover

Controls (continued)

f) Proposed surface treatments and extent of any structural soil systems (if required to achieve soil volumes).

g) Proposed landscape maintenance measures, including access arrangements.

C15. A landscape management and maintenance plan must be provided as part of Development Application documentation to explain how landscape associated with new buildings is to be maintained for the initial 24 month establishment period. This must include a maintenance schedule which nominates the minimum maintenance operations to be carried out each month/year for the first 5 years of the development. The landscape management and maintenance plan must also include a plant replacement strategy.

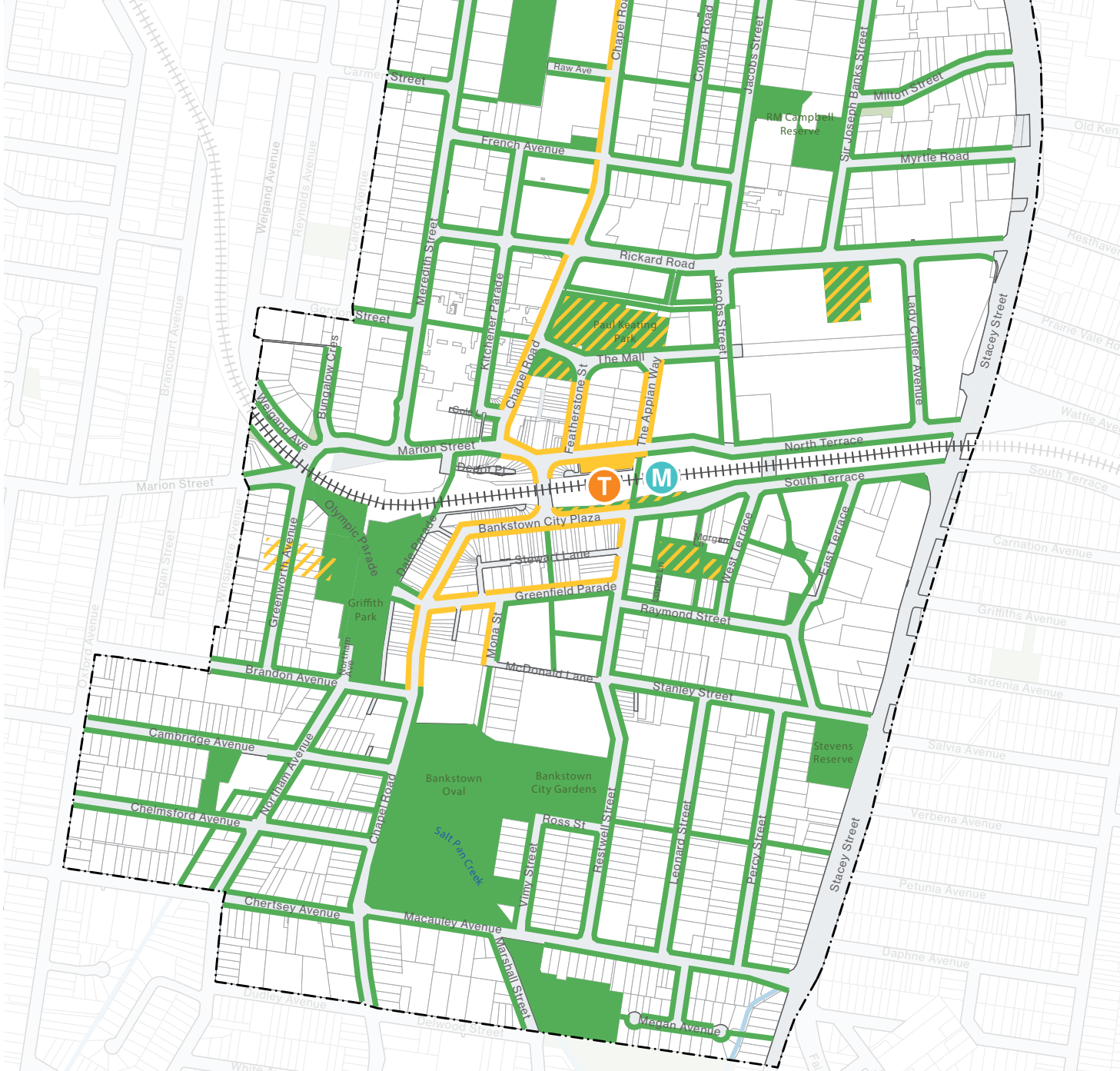


Figure 24. Tree canopy and types map (as per urban street tree master plan)

Section 3 – Designing the public domain

3.3 Undergrounding of overhead wires

Developments in Bankstown City Centre must maintain consistency with the objectives and controls regarding the underlining of overhead wires in the following Chapters of the CBDCP 2023:

- 5.1 Residential Accommodation (Former Bankstown LGA), Section 14
- 6.1 Strategic Centres (General Requirements), Section 8

These controls will apply to all B4 Mixed Use, R4 High Density Residential, R3 Medium Density Residential and R2 Low Density Residential Zoned land within the Bankstown City Centre Area.

Griffith Park, Bankstown, NSW (Source: Canterbury Bankstown Council)

Section 3 – Designing the public domain

3.4 Open space

3.4.1 New publicly accessible open space

Objectives

O1. To ensure that the size, type, accessibility and program of open spaces accommodates the future number of residents, workers and visitors and their recreational and passive needs throughout the day and night.

O2. To create new connections to open space to ensure residents, workers and visitors have easy, convenient access by walking, cycling and public transport to existing and proposed open space.

O3. To provide for inclusive and welcoming new open space in under served areas and upgrade existing open spaces.

O4. To ensure private development contributes to meeting the recreation needs of residents, workers, students and visitors.

O5. To ensure development contributes to a diverse network of quality and attractive open spaces comprised of well-connected parks and plazas, green streets and through site links.

O6. To ensure open space has a high level of solar access and shade amenity that is appropriate for their purpose.

Image - Darling Quarter, Haymarket, NSW (Source: Architectus)

Section 3 – Designing the public domain

3.4 Open space

3.4.1 New publicly accessible open space

Principles

P1. Provide safe and interesting linkages and support existing links for children to playgrounds and schools.

P2. Provide equitable access and a variety of amenity and recreational options to accommodate the different community needs.

P3. The design of new open space should use a palette of high quality and robust materials to maximise the design lifespan and create beautiful places.

P4. Create and enhance natural ecologies within the urban fabric through the use of diverse native landscape species.

P5. Paths of travel through public open space must respond to 'desire paths' and be lit in the evening to improve safety and accessibility for users.

Image - Chippendale Green, Chippendale, NSW (Source: Architectus)

Section 3 – Designing the public domain

3.4 Open space

3.4.1 New publicly accessible open space

Controls

C1. Development must consider the location of existing open space as well as new or improved open space as shown in Figure 24 and the Canterbury Bankstown Local Infrastructure Contributions Plan 2022.

C2. Buildings (except for awnings), and building basements, are not permitted to be located on, above or under any proposed new open space.

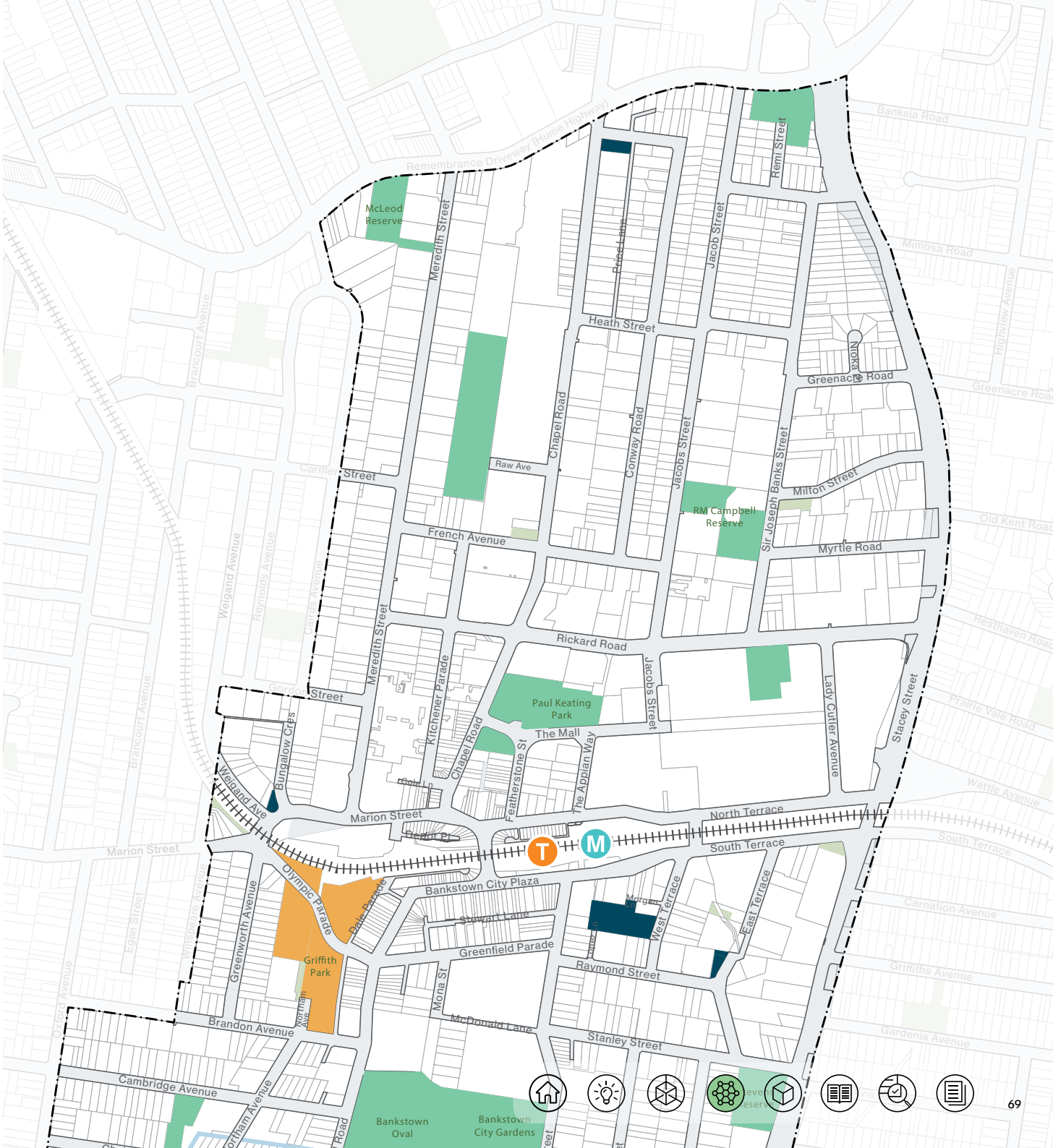
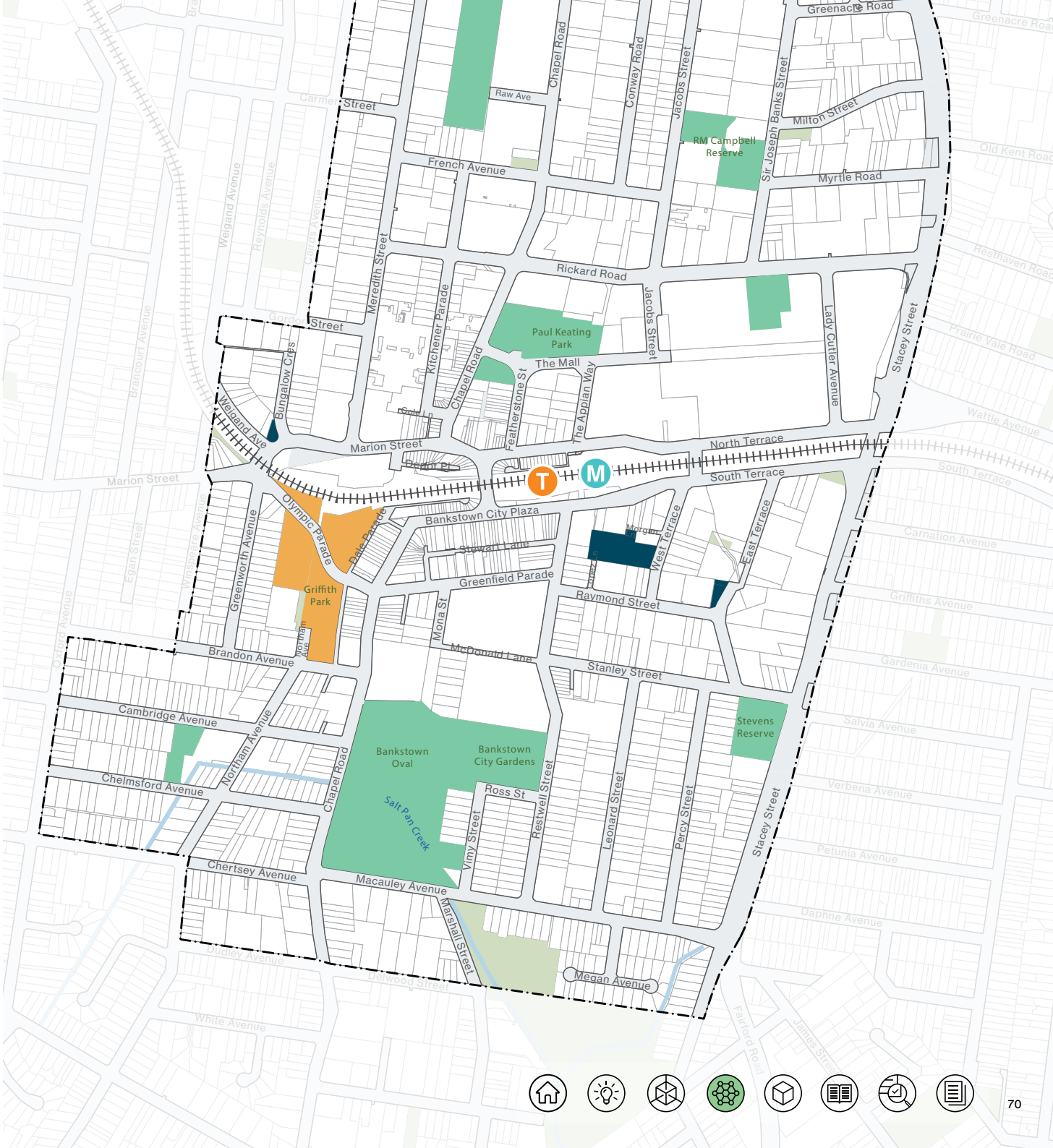


Figure 27. Open space network map

Section 3 – Designing the public domain

3.4 Open space

3.4.1 New publicly accessible open space



Legend

- Bankstown City Centre boundary
- Existing public open space
- Proposed open space
- Private open space - proposed
- Potential new open space through shared use arrangement

Figure 25. Open space network map

Section 3 – Designing the public domain

3.4 Open space

3.4.2 Solar access to public open space

Objectives

O1. Ensure for adequate solar amenity to parks and spaces for the enjoyment of residents and visitors in the city centre.

O2. Provide high levels of solar access to ensure that trees and vegetation in public open spaces thrive, for amenity and to reduce urban heat gain.

O3. Model building form to minimise the impact on solar access to public open space.

O4. To balance sunlight access to the principal useable parts of public open space with shaded areas to enable a range of activities and planting of vegetation.

Image - Harold Park, Glebe, NSW (Source: Architectus)

Section 3 – Designing the public domain

3.4 Open space

3.4.2 Solar access to public open space

Controls

C1. Development applications must include overshadowing diagrams that confirm the minimum amount of solar access is achieved each open space identified in Figure 26.

Legend

- Bankstown City Centre boundary
- Minimum 5 hours of sun for 50% of the open space in the winter solstice
- Minimum 4 hours of sun for 50% of the open space in the winter solstice
- Minimum 2 hours of sun for 50% of the open space in the winter solstice

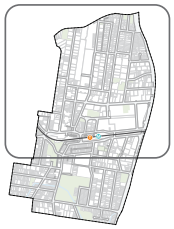


Figure 28. Open space solar access requirements map

Section 3 - Designing the public domain

3.4 Open space

3.4.2 Solar access to public open space

Legend

- Bankstown City Centre boundary
- Minimum 5 hours of sun for 50% of the open space in the winter solstice
- Minimum 4 hours of sun for 50% of the open space in the winter solstice
- Minimum 2 hours of sun for 50% of the open space in the winter solstice

Figure 26. Open space solar access requirements map

Section 3 – Designing the public domain

3.5 Community infrastructure

Objectives

O1. To ensure the size, type, location, accessibility and program of community infrastructure accommodates the future number of residents, workers and visitors and their community needs.

O2. To ensure that the community infrastructure support artistic, cultural and creative activities to enrich the community and enhance social wellbeing.

O3. To ensure community infrastructure is co-located with educational facilities, public open space and other uses to contribute to the creation of community hubs and a sense of place.

O4. To ensure community infrastructure is easily accessed by public transport, walking and cycling.

Image - 1 Central Courtyard, Macquarie University, NSW, Architectus (Source: Brett Boardman)

Section 3 – Designing the public domain

3.5 Community infrastructure

Controls

C1. Any site that is identified in Figure 27 and 28 is required to deliver publicly accessible community infrastructure, open space or through site links.

C2. Community infrastructure is to be privately owned and managed and be available to the public for use. Details of the legal arrangement to allow this outcome is to be provided with the Development Application

Legend

- Bankstown City Centre boundary
- Park Precinct Master Plan - Paul Keating Park
- Open space embellishment
- Open space embellishment and playground upgrade
- New open space
- Improvement to Arts Centre
- Publicly accessible recreation facilities
- Bankstown Central site - subject to separate planning proposal
- Road improvements
- Public domain improvements
- Enhanced existing and proposed pedestrian and through site links
- Embellishment of pedestrian link

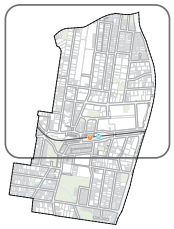


Figure 29. Community infrastructure, open space and public domain improvements map

Section 3 – Designing the public domain

3.5 Community infrastructure

Address	Specific Controls
459 Chapel Road, Bankstown Lots 26-28, Sec A, DP7058	The Recreation Facility (indoor) must be a minimum of 500sqm.
57 Meredith Street, Bankstown Lot 1 DP402332	There is to be no net loss of Recreation Facility (indoor) with any redevelopment of the site.

Figure 30. Controls for community facilities

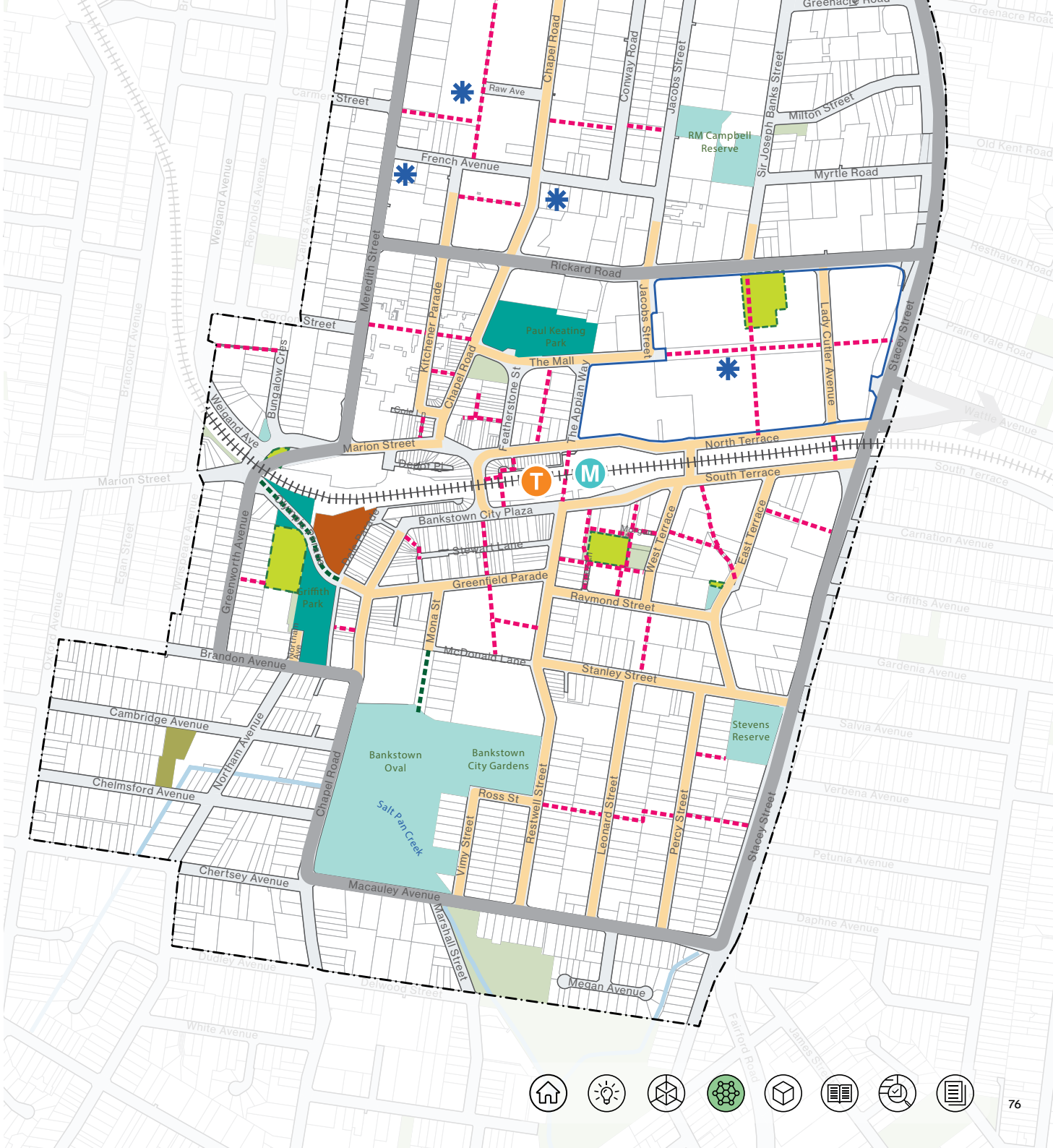


Figure 27. Community infrastructure, open space and public domain improvements map

SECTION 4

BUILT FORM

Section 4 - Built form

Overview

This section focuses on the design of built form and associated elements including open space and landscaping. The design of a building begins with consideration of the local context, including the characteristics of a character area, proximity to any heritage items, and the interface with the public domain.

Using the macro and site analysis, the design should also consider opportunities for public domain improvements and achieving excellent design outcomes for Bankstown.

This section applies to all development unless there is conflict with Key Site provisions. In such instances, the Key Site section prevails to the extent of that conflict.

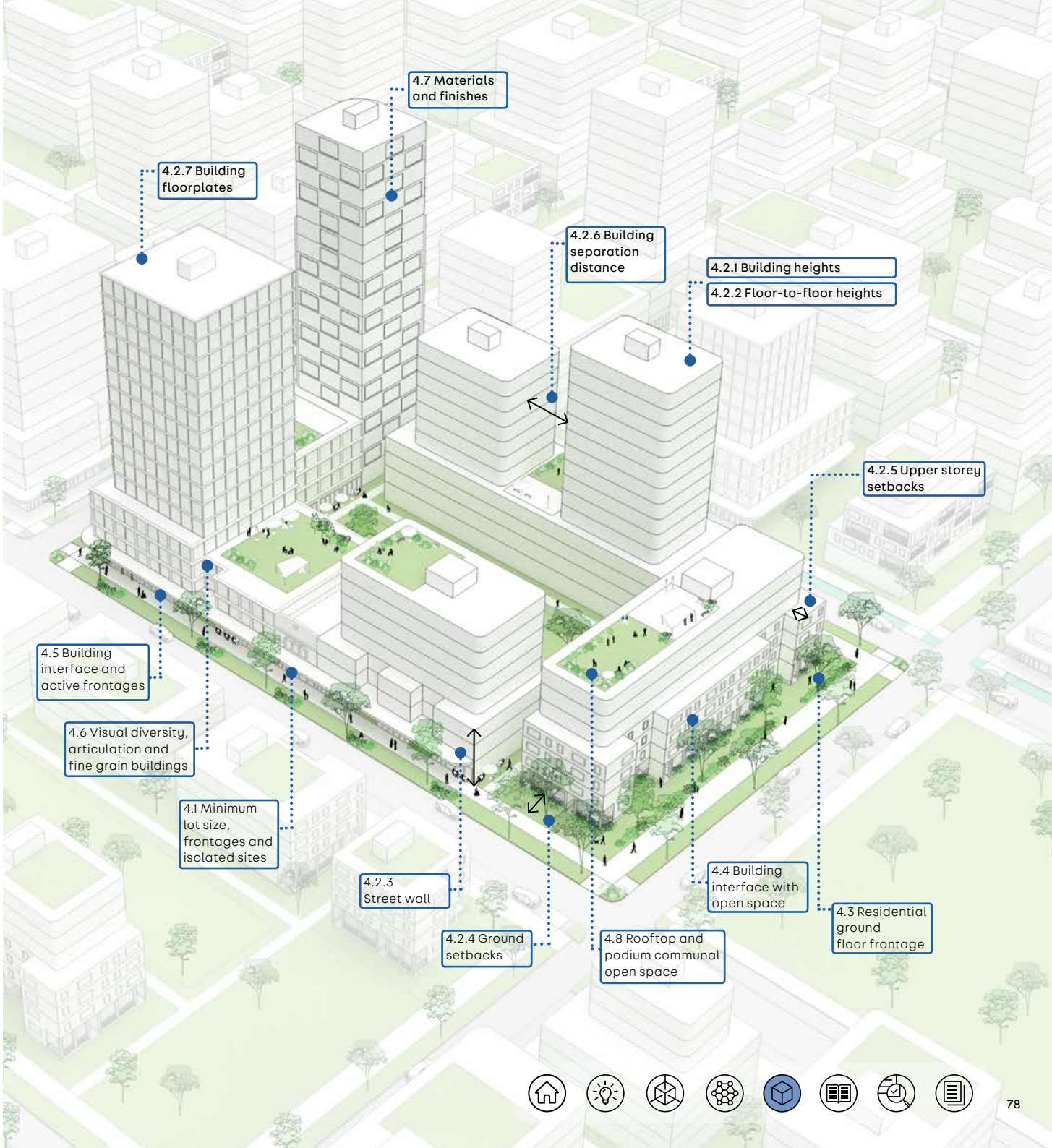


Figure 31. Overview of built form controls in Bankstown City Centre

Section 4 – Built form

4.1 Minimum lot sizes, frontages and isolated sites

Overview
The CBLEP 2023 sets out requirements for minimum lot size and frontage for buildings in certain zones. This is to ensure that scale of new development suits the size of the land to be developed and that new buildings in the city centre contribute to the overall desired future vision for the Centre.

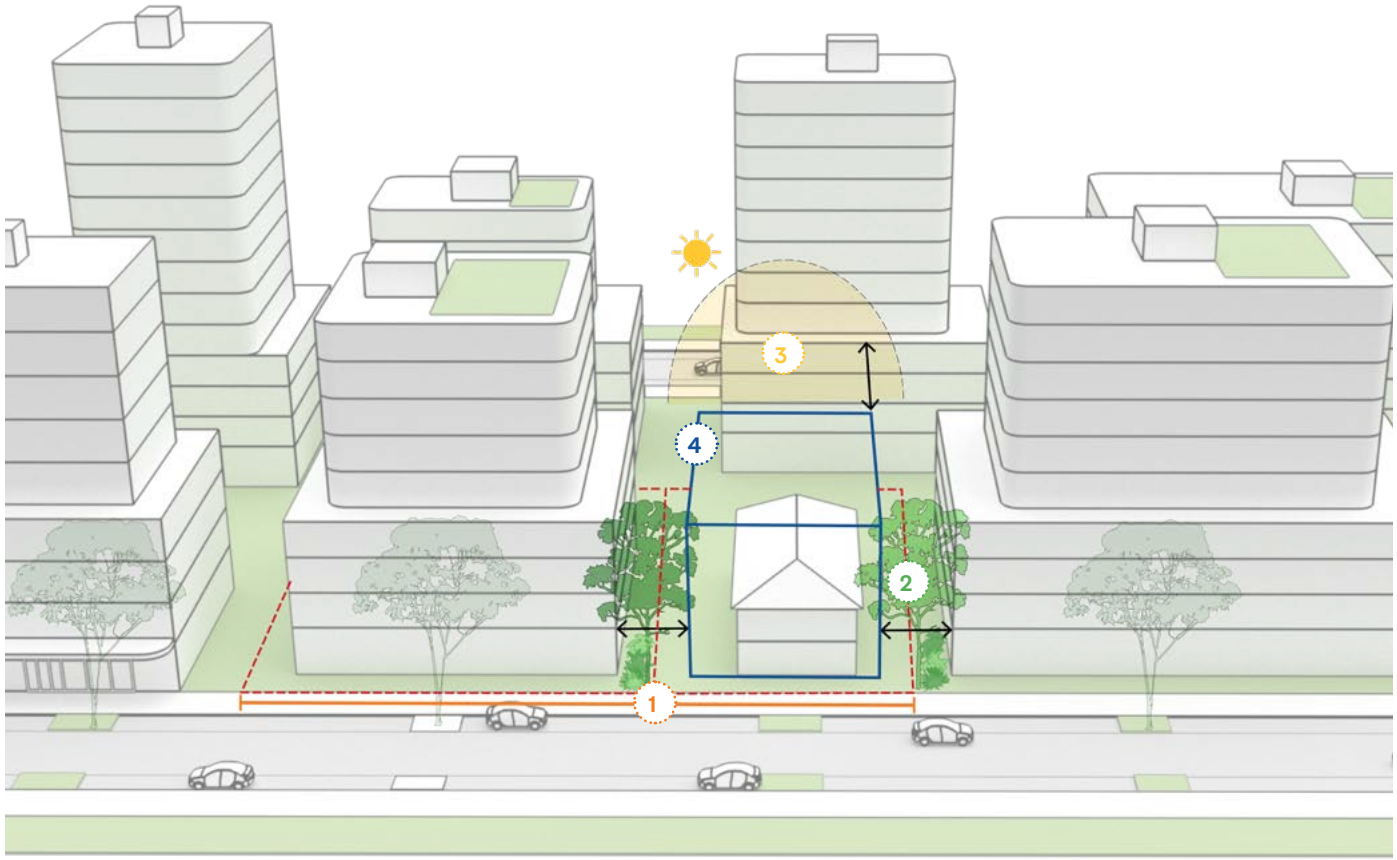
4.1.1 Isolated sites

Objectives

O1. Development should not result in the isolation of sites and is required to clearly demonstrate that all avenues to amalgamate with the site has been undertaken by the applicant.

O2. To ensure that sites can be developed in a manner that aligns with the desired future character for the precinct.

O3. To ensure for the orderly development of land in instances where site amalgamation cannot be achieved.



1 **Amalgamate** to avoid site isolation

2 **Appropriate setbacks** for orderly redevelopment

3 **Ensure amenity** visual privacy, solar access, noise etc.

4 **Indicative envelope** of how isolated site could redevelop

Figure 32. Key design guidance to avoid site isolation and enable the orderly development of land

Section 4 - Built form

4.1 Minimum lot sizes, frontages and isolated sites

4.1.1 Isolated sites

Controls

C1. Development must not result in the creation of an isolated site that could not be reasonably developed in compliance with the relevant planning controls, including the CBLEP2023 and this DCP.

C2. Where amalgamation of isolated sites adjacent to the development site cannot be achieved, applicants will be required to demonstrate the following:

a) That an orderly and economic development of the isolated site can be achieved

b) How the isolated site it could be reasonably developed to its maximum potential within the applicable planning framework by providing an envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the development site and the isolated site. A proposed site plan, floor plans and elevation drawings of sufficient detail are to be submitted.

C3. The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of amenity including solar access, visual and acoustic privacy. Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio, and will be assessed on merit.

C4. Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. At least one recent independent valuation is to be submitted as part of that evidence and is to include reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.

C5. Where adjacent sites are developing concurrently, site planning options for development as an amalgamated site are to be explored.

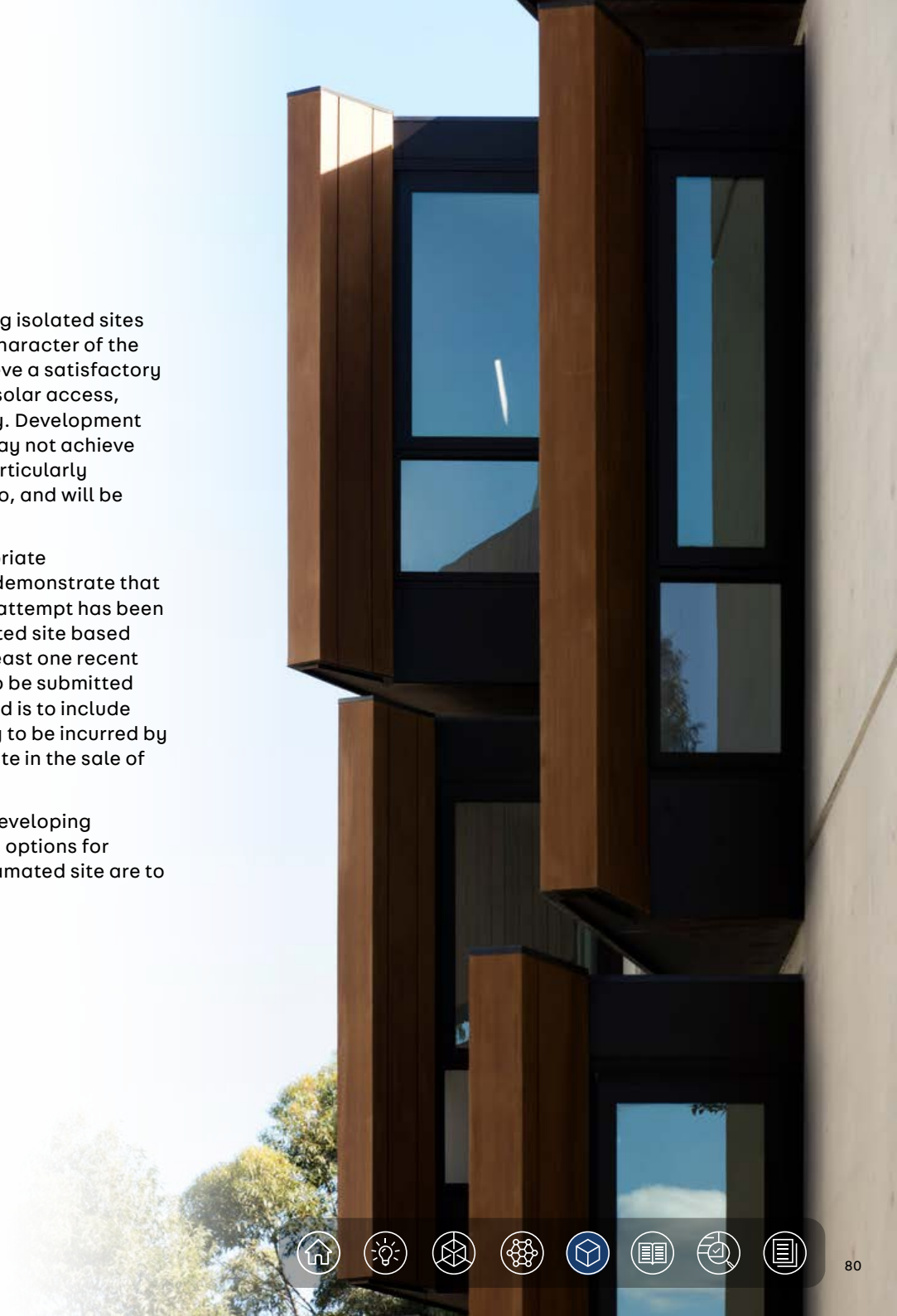


Image - Shoutridge, Lindfield NSW, Architectus (Source: Brett Boardman)

Section 4 – Built form

4.2 The building envelope

4.2.1 Building heights

Objectives

O1. To create a distinctive and legible urban core to define the centre of Bankstown.

O2. To maintain a diverse and interesting skyline through varying heights.

O3. To ensure adequate provision of sunlight to street level to protect the amenity of pedestrians and to ensure that street trees grow.

O4. To design slender, elegant towers that can be seen 'in the round' (i.e. how the building is perceived from all sides).

O5. To ensure that buildings are designed in consideration of wind impacts on the public domain.

O6. Ensure the height and scale of new development are site specific and developed in response to key features of the site and setting.

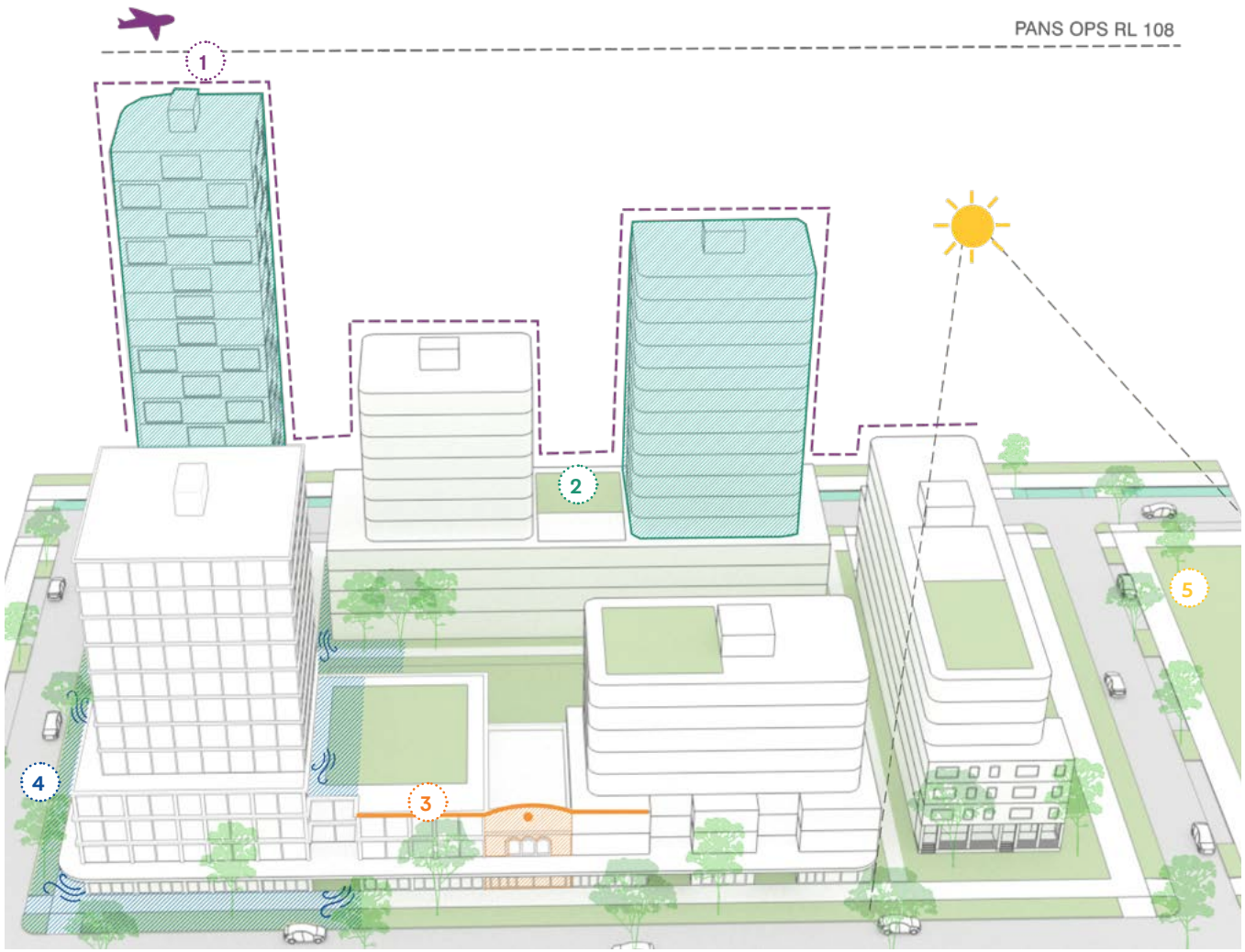


Figure 33. Key design guidance for building heights to ensure visual interest, amenity and respond to context

Section 4 – Built form

4.2 The building envelope

4.2.1 Building heights

Principles

P1. To ensure tall buildings express a strong architectural response defined by a clearly identified concept or idea to create a sense of place.

P2. Use gateway buildings to highlight the Urban Core and important street intersections.

P3. Concentrate tall buildings around the Metro/train station.

P4. To ensure that towers over 50m are setback above a podium to mitigate bulk and dominance to the street.

P5. Where more than two buildings are proposed on the same site, there should be a height variation between them that should be visually discernible from the surrounding street level.

P6. Buildings should be designed to reduce wind velocity at footpaths and public outdoor spaces.

P7. Ensure wind conditions promote outdoor planting, including green roofs and other landscaping elements.

Salesforce Tower, Sydney CBD, Architectus (Source: Architectus)

Section 4 – Built form

4.2 The building envelope

4.2.1 Building heights

Controls

C1. Buildings are to provide podiums that comply with the street wall height control in Figure 37.

C2. A wind impact assessment report, (also known as a Pedestrian Wind Environment Study), is required to be submitted to Council in support of a Development Application for buildings over 50m in height. The report is to consider the issues in Figure 32 and possible solutions to minimise wind impacts in the proposed building design.

C3. Despite the above, buildings without a podium are permitted on corner sites. In cases where a podium is not proposed, the building is to:

a) Be designed to mitigate down drafts to the public domain;

b) Be designed 'in the round' (i.e. consideration of the design quality in relation to how the building is viewed from within the centre, from the street level, from within other buildings and from a distance);

c) Provide a high quality and amenity ground plane for pedestrians at street level.

Issues

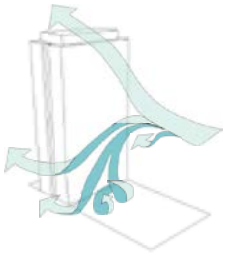


Figure 3:
- Wind flowing down the building face causes accelerated wind speeds near the windward corners.
- Tall and wide facades that face the prevailing winds are often undesirable.

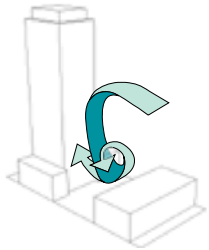


Figure 4:
- Buildings create a low wind pressure area immediately downwind.
- A low building upwind of a tall building increases the downward flow of wind, causing accelerated winds near the windward corners of the tall building.

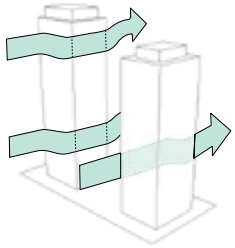


Figure 5:
- Wind is funneled between two buildings causing accelerated winds between them (wind canyon effect).
- The height, spacing, and orientation of the buildings affect intensity of wind acceleration.

Solutions

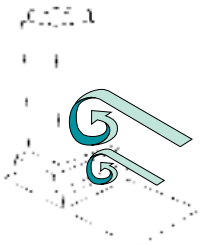


Figure 6:
- Towers that step back from base buildings can be used to reduce undesirable downward wind flows.
- The proportion of base building stepbacks and their influence on the wind is affected by the height of the surroundings.

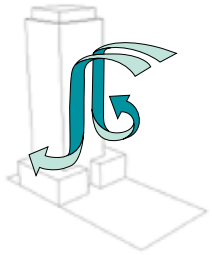


Figure 7:
- Base building roof areas that are inaccessible to pedestrians can be used to mitigate against downward wind flows and improve conditions at grade.
- Landscaped base building roof areas can further reduce wind speeds at grade.

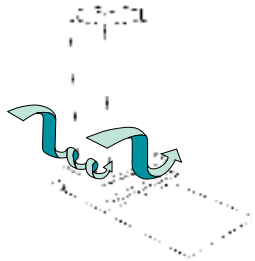


Figure 8:
- The use of horizontal canopies on the windward face of base buildings is beneficial.
- Parapet walls can increase the canopy's effectiveness.
- Sloped canopies only partially deflect downward wind conditions.

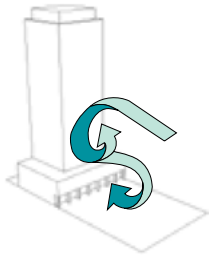


Figure 9:
- Colonnaded base buildings can be used on windward facades to control downward wind flows.
- Colonnades provide pedestrians a choice of calm or windy areas (breezes are welcome on hot days).

Figure 34. Tall Buidlings Design Guidelines, City of Toronto (2013) PP.65

Section 4 – Built form

4.2 The building envelope

4.2.1 Building heights

Maximum height in storeys (not including basements)

C4. Development must comply with the maximum height in storeys map at Figure 33.

Legend

- Bankstown City Centre boundary
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- 9 storeys
- 10 storeys
- 11 storeys
- 12 storeys
- 13 storeys
- 14 storeys
- 15 storeys
- 16 storeys
- 18 storeys
- 19 storeys
- 20 storeys
- 23 storeys
- 24 storeys
- 25 storeys
- Landmark built form

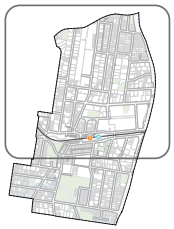


Figure 35. Maximum height in storeys map

Section 4 – Built form

4.2 The building envelope

4.2.1 Building heights

C5. Development must apply the minimum floor to floor heights in new development as set out in Section 4.2.2 Floor to Floor Height. This control does not apply to dwelling house, dual occupancy, semi-detached dwellings or multi-dwelling housing development.

Legend

- Bankstown City Centre boundary
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- 9 storeys
- 10 storeys
- 11 storeys
- 12 storeys
- 13 storeys
- 14 storeys
- 15 storeys
- 16 storeys
- 18 storeys
- 19 storeys
- 20 storeys
- 23 storeys
- 24 storeys
- 25 storeys
- Landmark built form

Figure 33. Maximum height in storeys map

Section 4 – Built form

4.2 The building envelope

4.2.2 Floor to floor height

Objectives

O1. Ensure that floor to floor heights provide adequate amenity for building occupants, support a different range of uses and allow for flexibility of uses over time.

O2. Ensure that above ground level parking has adequate ceiling heights to enable it to be converted to other uses over time.

Figure 36. Key design guidance for floor to floor heights to ensure amenity, flexibility and a consistent street wall.

Section 4 – Built form

4.2 The building envelope

4.2.2 Floor to floor height

Controls

C1. Development must comply with the minimum floor to floor heights shown in Figure 35. This control does not apply to dwelling house, dual occupancy, semi-detached dwellings or multi-dwelling housing development.

C2. It is preferred that the entire ground floor level is at one floor to floor height on active street frontage site to ensure for a consistent and attractive frontage.

Floor-to-floor height (m)	Ground Floor	First Floor (Commercial)	Upper levels	Lift Core (rooftop levels)
Residential	4.4m	NA	3.2m	3m
Commercial	4.4m	3.7m	3.7m	3m
Mixed Use Commercial / Residential (B4 Zone, Bankstown)	4.4m	3.7m	3.2m	3m

For waste truck access – Heavy Rigid Vehicle (HRV) * 4.5m clearance for HRV
*This includes ground level and podium level car parking. If a development has basement waste collection facilities, minimum clearance must comply with the controls established in Section 5.8 Waste management in Bankstown City Centre.

Figure 37. Minimum floor-to-floor heights

Image - No.1 Anzac Square, Brisbane, QLD, Architectus (Source: Christopher Frederick Jones)

Section 4 – Built form

4.2 The building envelope

4.2.3 Street wall

Together with the public domain, the street wall with active ground floor frontage, is the built element that shapes the way most of the city is experience.

Objectives

O1. Define the space of the street and public spaces and articulate edges.

O2. Design the street wall to provides appropriate scale, material quality and detail.

O3. To ensure that the visual relationship between the street and public spaces are reinforced.

O4. Design the street wall to achieve fine grain modulation to create visual interest and variety while ensuring for consistency in streetscape character.

O5. To create a vertical rhythm and visual interest to reduce the scale of building mass.

O6. Encourage walkability by locating active uses in streets.

O7. Minimise large expanses of inactive frontage.

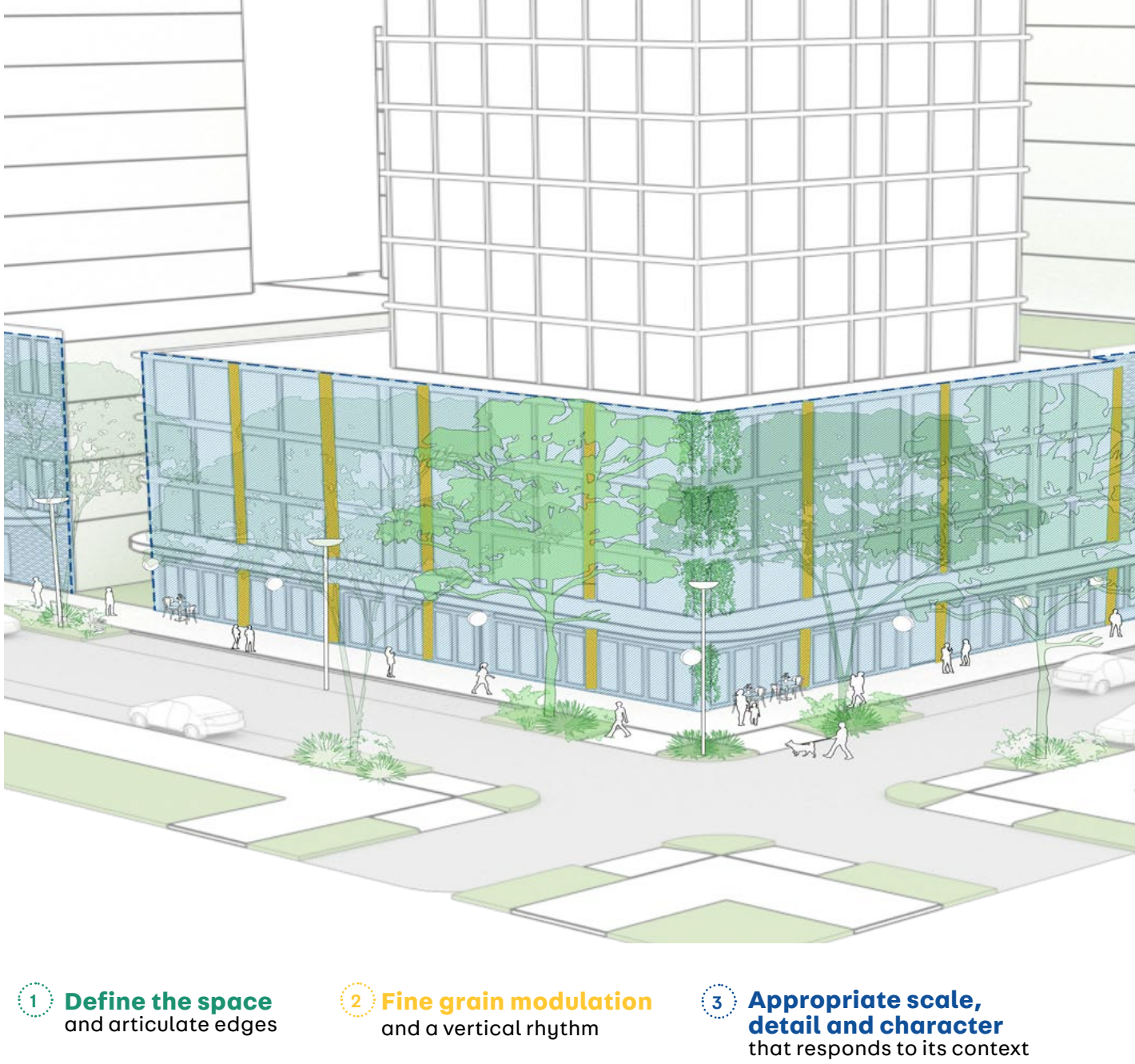


Figure 38. Key design guidance for street walls to ensure appropriate scale, definition, articulation and fine grain

Section 4 – Built form

4.2 The building envelope

4.2.3 Street wall

Controls

C1. Street wall heights must be consistent with Figure 37.

C2. Street walls must use masonry such as brick or stone with no lightweight panel construction or curtain walling.

C3. All development applications must include a streetscape analysis to determine the most appropriate street wall height and provide details of the street wall. Submissions must include:

a) The street wall elevation at 1:200 scale in context showing existing buildings on the block.

b) A detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn

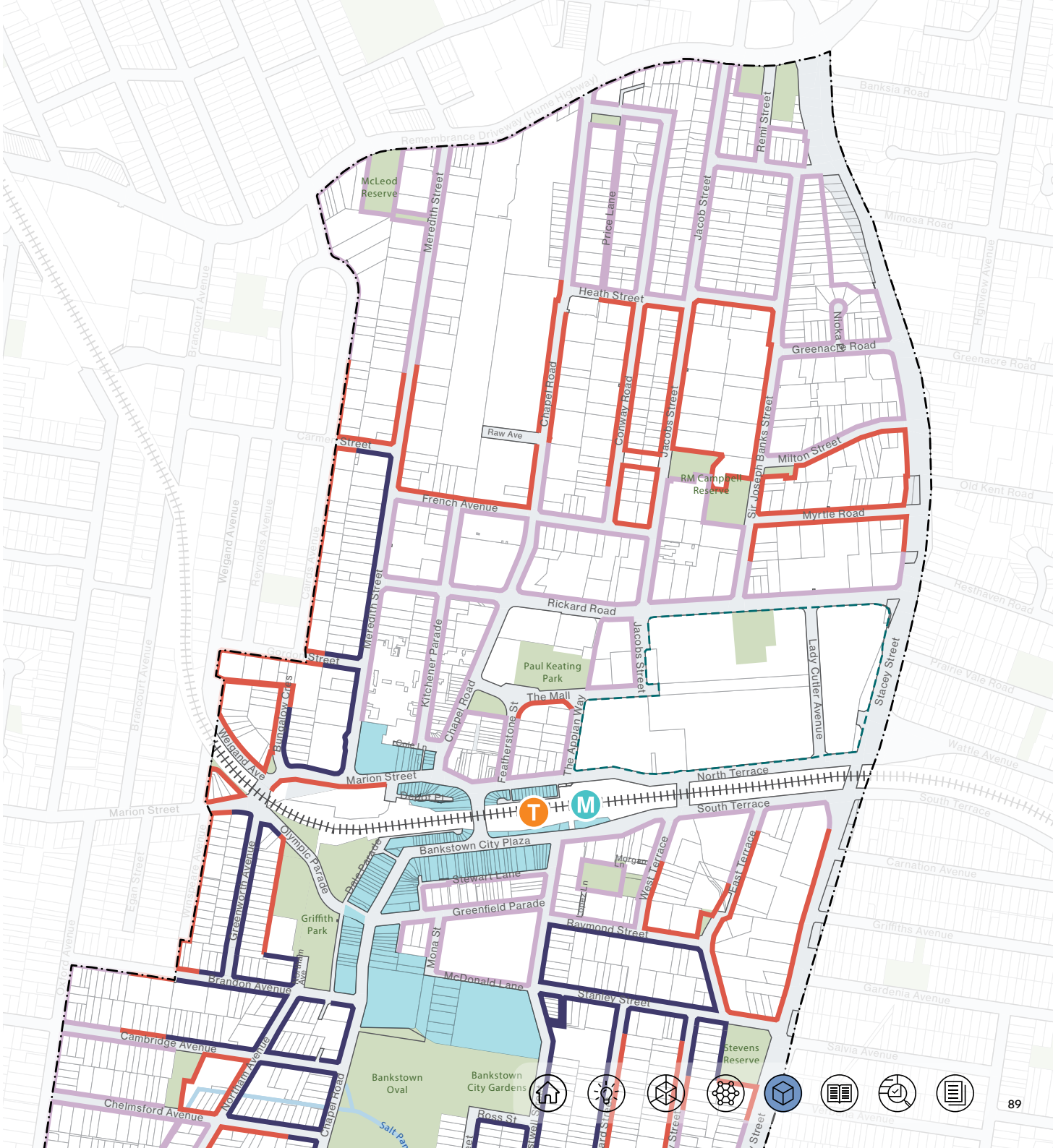


Figure 39. Street wall heights map

Section 4 – Built form

4.2 The building envelope

4.2.3 Street wall

Controls (continued)

C4. Where the adjacent built form context is lower-scale and not anticipated to change, development must provide a transition to the lower scaled built form and include appropriate articulation to fit with the context.

C5. For sites including or adjacent to heritage items, development must transition the scale and height of the development and provide adequate separation and appropriate articulation to respect the scale established by the historic or existing context.

C6. Datums derived from listed heritage buildings on the site or on an adjoining property – that is, the heights of the main ridgelines (or parapets in the case of commercial buildings), top plates/eaves level (or awnings of commercial buildings) and ground floor levels (street or natural ground levels)—must be used to ensure composition of height and scale is visually harmonious.

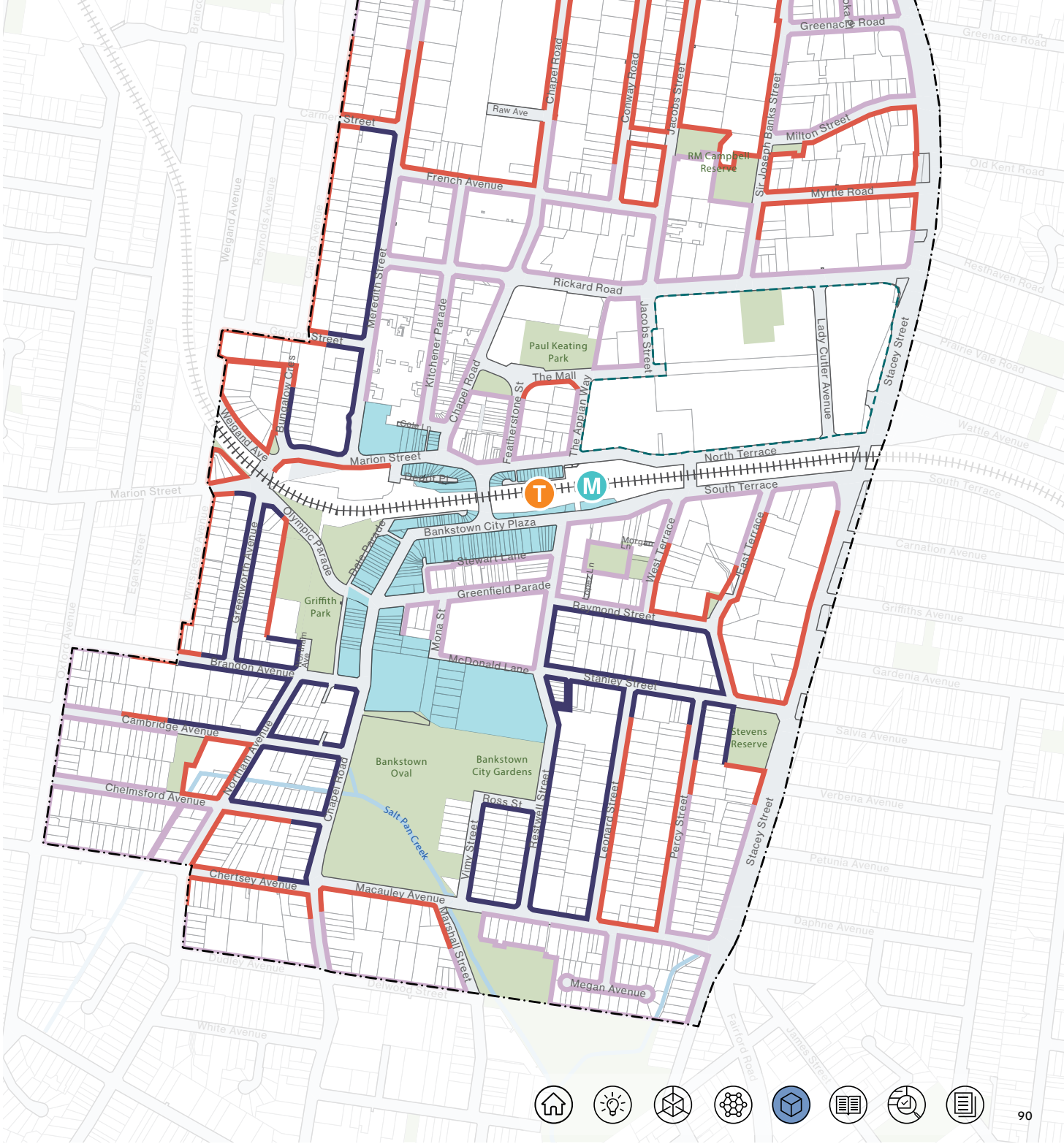


Figure 37. Street wall heights map

Section 4 – Built form

4.2 The building envelope

4.2.3 Street wall

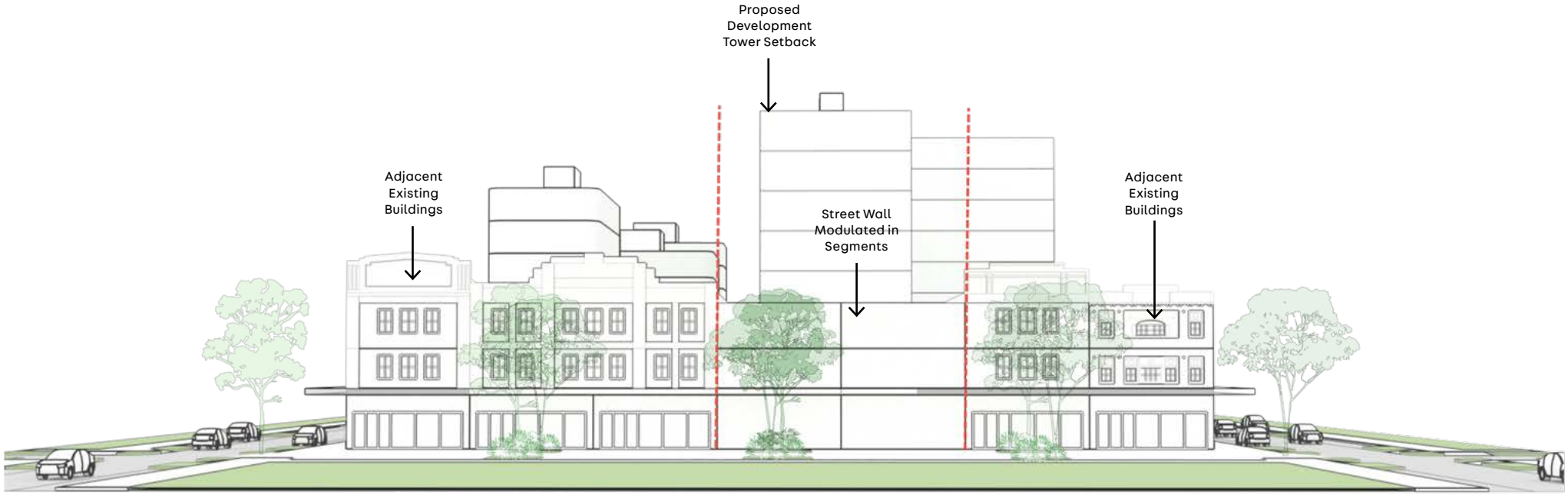


Figure 40. A street wall elevation is to be prepared to demonstrate how the proposed development fits with the existing neighbouring buildings in the block.

Section 4 – Built form

4.2 The building envelope

4.2.4 Ground level setbacks

Objectives

O1. To reinforce the clear spatial definition of streets and public spaces.

O2. To maximise the impact of active frontage in the city centre.

O3. To create a clear delineation between public and private space.

O4. To allow some flexibility in proposed setbacks in response to context and where impacts on surrounding properties and the public domain are minimised.

O5. To reinforce significant elements of the centre including public spaces, monuments and landscape elements.

O6. To provide setbacks in residential areas for deep soil landscape and tree canopy that contributes to the public domain and provides privacy to residents.

O7. To ensure setbacks maintain the setting of heritage items.

O8. To encourage new building setbacks where appropriate to reinforce a desired character area.

Figure 41. Key design guidance for ground level setbacks to provide amenity, contribute to deep soil and planting, provide activation and respond to context.

Section 4 - Built form

4.2 The building envelope

4.2.4 Ground level setbacks

Principles

P1. Reinforce the urban core of Bankstown by creating a defined urban street edge.

P2. Existing and proposed street canopy should be contained within setbacks where possible, especially outside of the urban core.

P3. Ensure setbacks enable built form to frame and define open spaces.

P4. Ensure appropriate amenity and sunlight to streets and adjoining properties is maintained.

P5. To allow flexibility in response to context only where amenity and environmental impacts are minimal.

Image - Fuse Street, Zetland, NSW (Source: Architectus)

Section 4 – Built form

4.2 The building envelope

4.2.4 Ground level setbacks

Controls

C1. Front setbacks are to be consistent with Figure 40. When the setback varies along the street, either the greater of the adjacent or average front setback or alignment is to be adopted.

C2. If not indicated on the maps, street setbacks are to be consistent with the prevailing street setbacks in the immediate context or with the desired future character of the area.

C3. The rear setback and alignment are to be generally consistent with adjoining existing buildings. When the setback or alignment varies, either the greater of the adjacent or average rear setback or alignment is to be adopted.

C4. If an existing neighbouring building is unlikely to change and has a reduced side setback, the applicant must demonstrate that reasonable amenity will be maintained to that neighbour in terms of solar access, natural ventilation and visual and acoustic privacy.

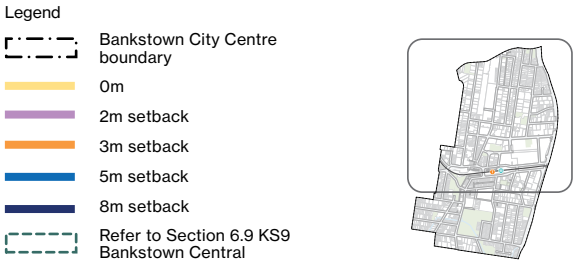


Figure 42. Ground setbacks map

Section 4 – Built form

4.2 The building envelope

4.2.4 Ground level setbacks

C5. In areas where corner buildings are typically built to the street boundary on one or more frontages, new development on a corner may also build to the street boundary.

C6. Where the site boundary includes a splay at the corner, the building is to be built to the boundary of the splay at ground level.

C7. The ground floor entries to retail, commercial, and other non-residential uses are to have the same finished floor level as the adjacent footpath and are to be accessible directly from the street.'

C8. The ground floor level of residential accommodation must be a minimum 0.5m above the adjacent footpath.

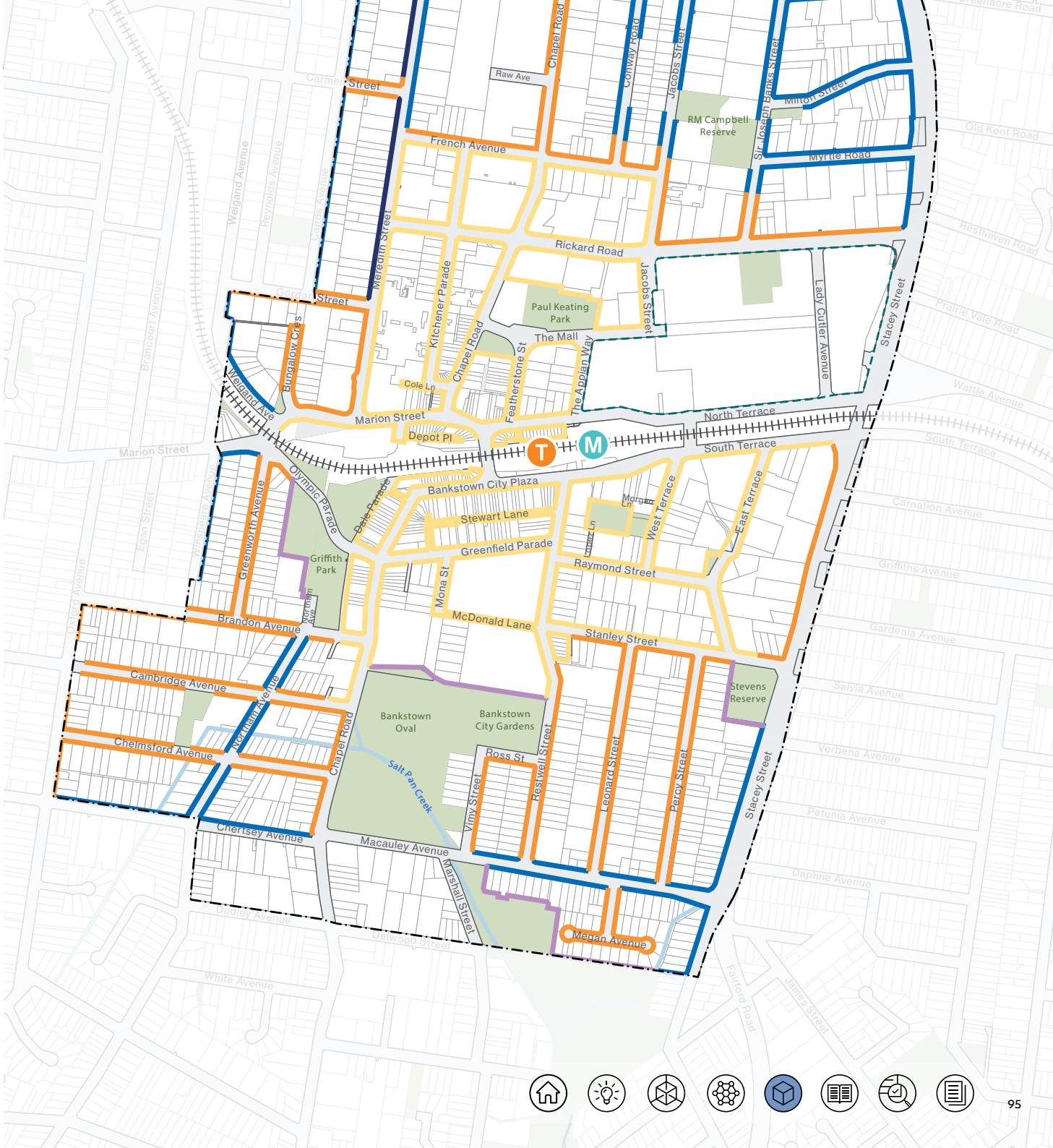


Figure 40. Ground setbacks map

Section 4 – Built form

4.2 The building envelope

4.2.4 Upper storey setbacks

Objectives

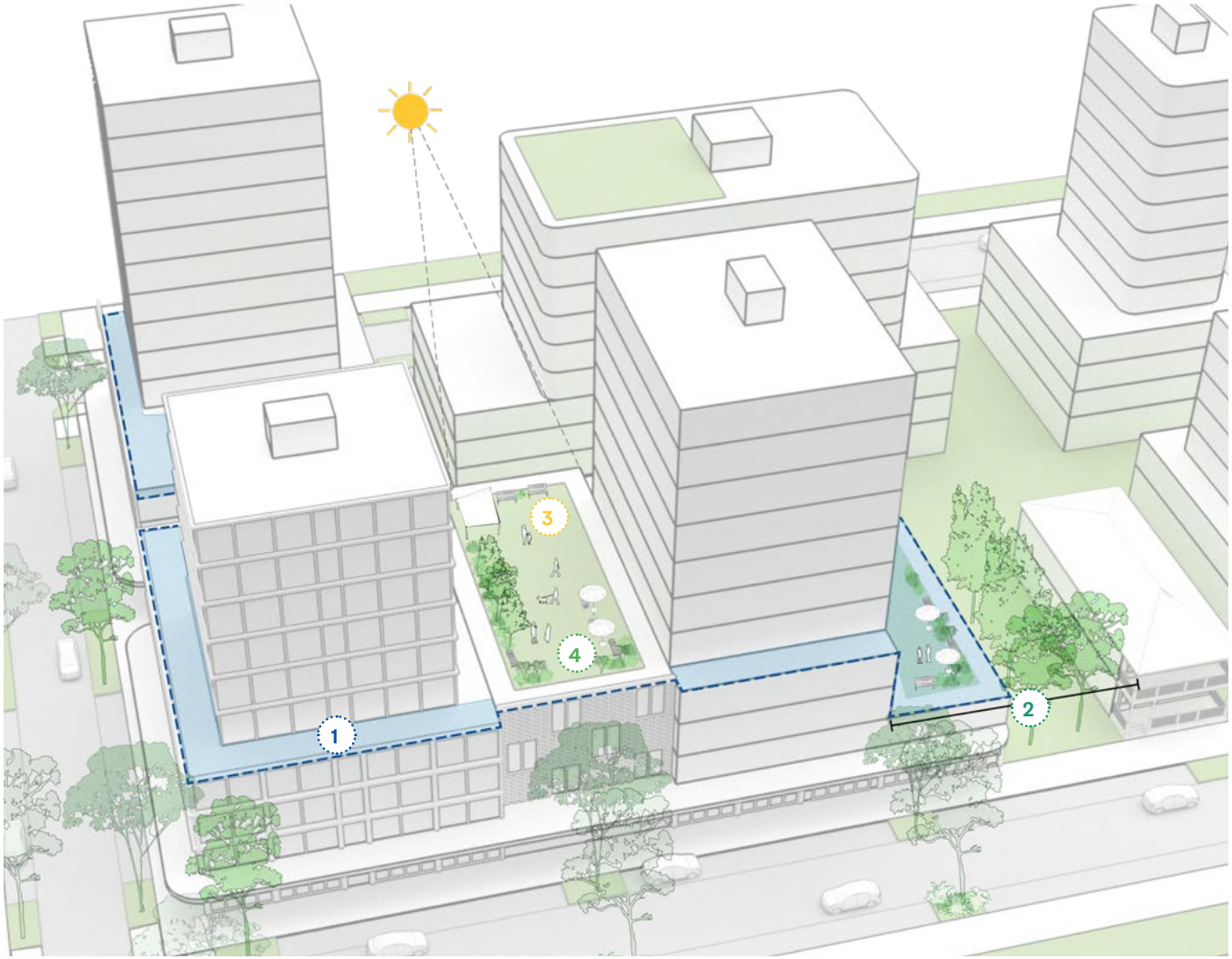
O1. Ensure towers are setback above street walls to reinforce the scale of streets and mitigate down drafts to pedestrians.

O2. Provide upper storey setbacks to ensure tall towers do not dominate the public domain.

O3. Ensure that setbacks allow for the enjoyment of sun and daylight within city spaces and provide for views of the sky.

O4. Provide for appropriate transition and sympathetic response to lower-scaled buildings and significant elements within the local context.

O5. Create opportunities for tree canopy, planting and outdoor open space on podiums.



1 **Towers setback** above podiums provide human scale

2 **Provide transitions** to respect context

3 **Maximise sun light** and views to the sky

4 **Activate podiums** for outdoor open space and plantings

Figure 43. Key design guidance for setbacks above street walls to provide a human scale, appropriate height transitions, ensure amenity and allow for podium outdoor activation.

Section 4 - Built form

4.2 The building envelope

4.2.4 Upper storey setbacks

Principles

P1. Clearly delineate street wall height to create a visual break to taller building elements.

P2. Minimise wind down drafts and corner effects that accelerate and intensify wind speed at ground level public spaces and ensure the Lawson Pedestrian Wind Criteria for safety and comfort are met.

P3. Encourage green cover and useable spaces on podiums and rooftops.

P4. Promote generous commercial, communal and residential balconies on upper storey setbacks.

P5. Buildings above the podium are setback from the street in a way that is sympathetic to surrounding development and does not detract from the human scale of the streetscape.

Image - Natura, Macquarie Park, NSW, Architectus (Source: Brett Boardman)

Section 4 – Built form

4.2 The building envelope

4.2.4 Upper storey setbacks

Controls

C1. Upper storey setbacks are to be consistent with Figure 42.

C2. Where there is no upper storey setback shown on the map, the upper-level setback of existing development immediately adjoining the site must be adopted. Where there is insufficient existing development adjoining the site, the applicant is to demonstrate why the proposed setback is appropriate giving consideration to the Principles and Objectives of this section.

C3. Building envelopes may require a deeper upper storey setback to protect sunlight and limit shadowing of neighbouring streets, properties, parks, and open space. A deeper upper storey setback may also be required for heritage items to ensure heritage significance is not compromised.

C4. For sites identified as corner or gateway sites, different upper-level setbacks may apply, including a nil setback, to emphasise the corner element in line with the street wall height map at Figure 42.

Legend

- Bankstown City Centre boundary
- Existing condition
- 3m upper level setback
- 2m upper level setback
- Refer to LEP
- Refer to Section 6.9 KS9 Bankstown Central

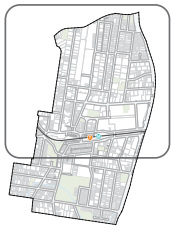
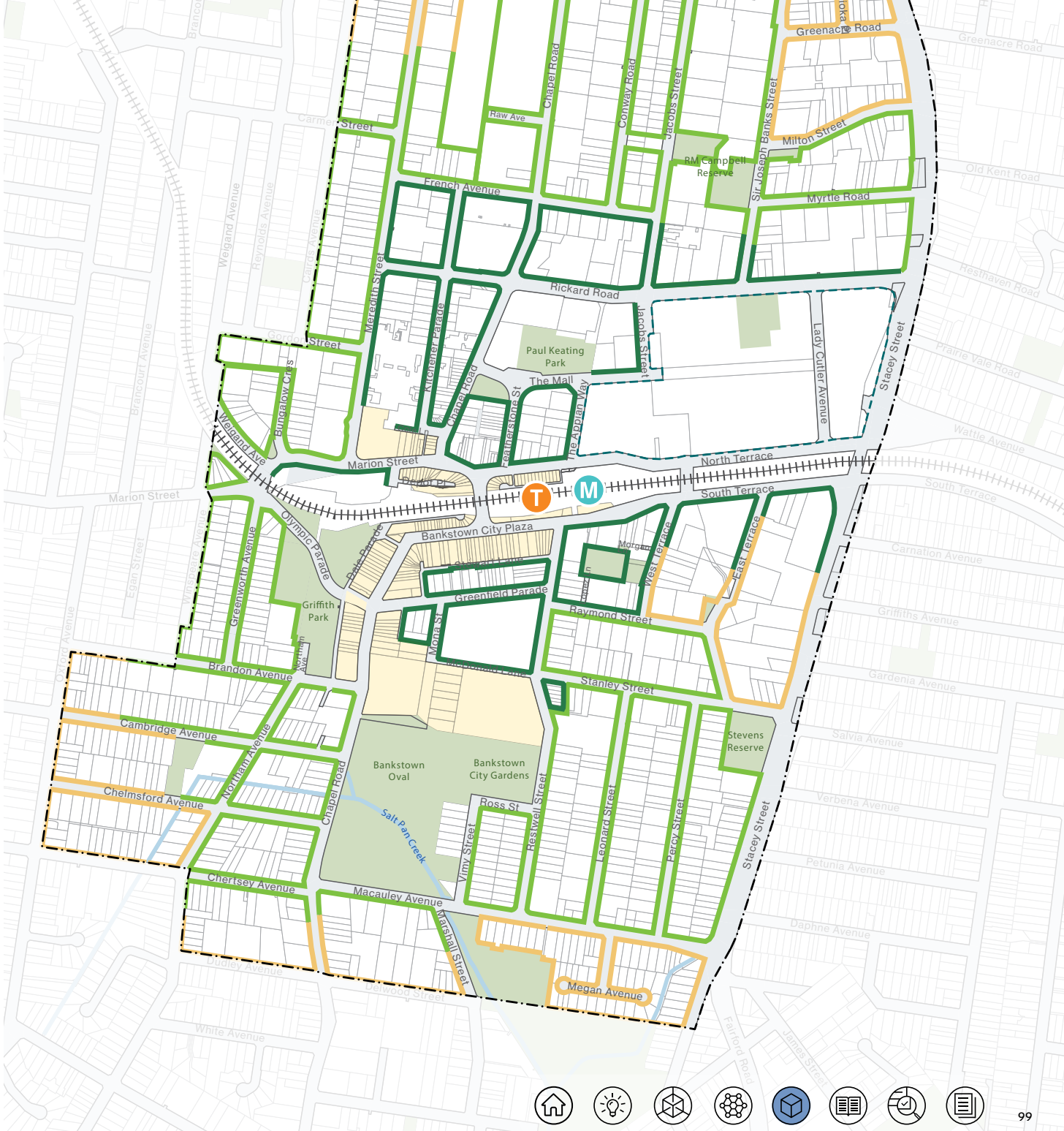


Figure 44. Upper storey setbacks map

Section 4 – Built form

4.2 The building envelope

4.2.4 Upper storey setbacks



Legend

- Bankstown City Centre boundary
- Existing condition
- 3m upper level setback
- 2m upper level setback
- Refer to LEP
- Refer to Section 6.9 KS9 Bankstown Central

Figure 42. Upper storey setbacks map

Section 4 – Built form

4.2 The building envelope

4.2.5 Building separation distance

Objectives

O1. Protect the amenity of streets and public places by providing a healthy environment for street trees and allowing adequate daylight and views to the sky.

O2. Ensure the separation distance adequately respond to the setting of adjoining sites, in particular, narrow sites.

O3. Provide adequate privacy, access to light, air and outlook for the occupants of buildings, neighbouring properties and future buildings.

O4. To ensure sunlight penetrates through to street level to protect the amenity of pedestrians and to ensure that street trees grow.

O5. Ensure development does not unfairly limit the re-development potential of adjoining sites in the future.

O6. Maintain adequate separation distances between buildings on the same site to protect access to sunlight and sky views and improve air circulation between buildings

Figure 45. Key design guidance for building separation to ensure amenity, visual privacy, views, air circulation and sunlight

Section 4 - Built form

4.2 The building envelope

4.2.5 Building separation distance

Controls

C1. Minimum building separation distances for non-residential uses are outlined in Figure 44.

C2. Minimum building separation distances for residential uses are outlined in Figure 45.

C3. For non-residential uses at the ground level that are not required that are not shown in the Active Frontages map in Figure 64, an analysis of existing and likely future context must be submitted by the applicant to determine the most appropriate separation distances between buildings. Separation Distances will be determined on site-by-site basis in accordance with the following matters:

a) Site condition

b) Lot size and frontage width

c) The immediate surrounding context

d) Building Envelope

e) Proposed Use

f) Access and servicing requirements

C4. Blank side walls are not supported. Side walls must be articulated using quality street art reflecting local identity, corbelling of brickwork or a change in

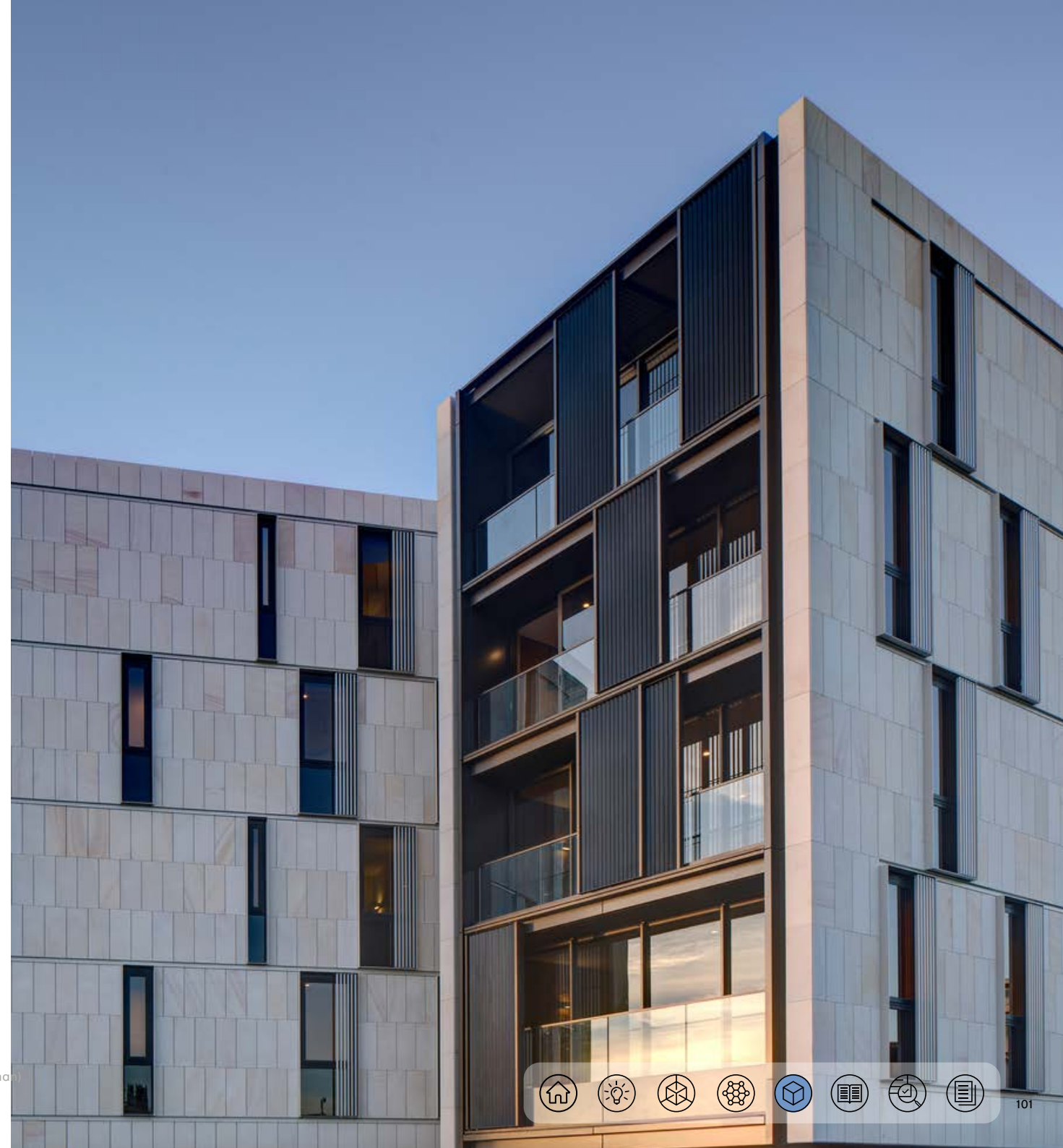


Image - Harbord Diggers Redevelopment, Freshwater, NSW(Source: Brett Boardman)

Section 4 – Built form

4.2 The building envelope

4.2.5 Building separation distance

Controls (continued)

building material.

C5. Separation is to be measured to the outside face of buildings, including balconies, vertical and horizontal circulation and external walls

C6. Separation distances must be apportioned equally between adjacent sites to determine side and rear boundary setbacks.

C7. In the case where a development results in an isolated site, the development may need to provide greater separation to ensure the isolated site can be reasonably developed.

C8. Only one step in the built form is permissible. If a building is > 8 storeys, then it is required to provide the 9+ storey building separation distance for that use from 5 storeys.

C9. Separation is to be measured to the outside face of buildings, including balconies, vertical and horizontal circulation and external walls

C10. Separation distances must be apportioned equally between adjacent sites to determine side and rear boundary setbacks.

C11. In the case where a development results in an isolated site, the development may need to provide greater separation to ensure the isolated site can be reasonably developed.

C12. Only one step in the built form is permissible. If a building is > 8 storeys, then it is required to provide the 9+ storey building separation distance for that use from 5 storeys.

Storeys	Up to 4 storeys	5-8 storeys	9+ storeys
Non-residential uses	3m	6m	9m (or 12m for tall buildings of 50m or more)
Commercial developments adjoining single purpose residential uses*	6m	9m	12m
Service plant areas adjoining residential uses	3m	4.5m	6m

*Commercial developments include business premises, childcare centres, educational establishments and places of worship. Single purpose residential uses include residential flat buildings, boarding houses, multi-dwelling housing and single dwelling houses.

Figure 46. Minimum building separation for non-residential uses

Storeys	Up to 4 storeys	5-8 storeys	9+ storeys
Residential (between habitable rooms)	12m	18m*	24m
Residential (between habitable and non-habitable rooms)	9m	12m	18m
Residential (between non-habitable rooms)	6m	9m	12m

*Where the proposed development is above 4 storeys, the 18m separation between neighbouring buildings may be reduced if it can be demonstrated there is negligible impacts to an existing adjoining properties privacy and sunlight. If it is a new proposal within an area that will change, the proposal must demonstrate that the ADG privacy guidelines are met.

Figure 47. Minimum building separation for residential uses

Section 4 – Built form

4.2 The building envelope

4.2.6 Building floorplates

Objectives

O1. To allow for views to the sky from streets and lanes.

O2. To protect the amenity of streets and public places by ensuring appropriate levels of daylight and sunlight in streets, lanes, public places and for street trees.

O3. To ensure floor plates are limited to a certain area and configuration in accordance with use.

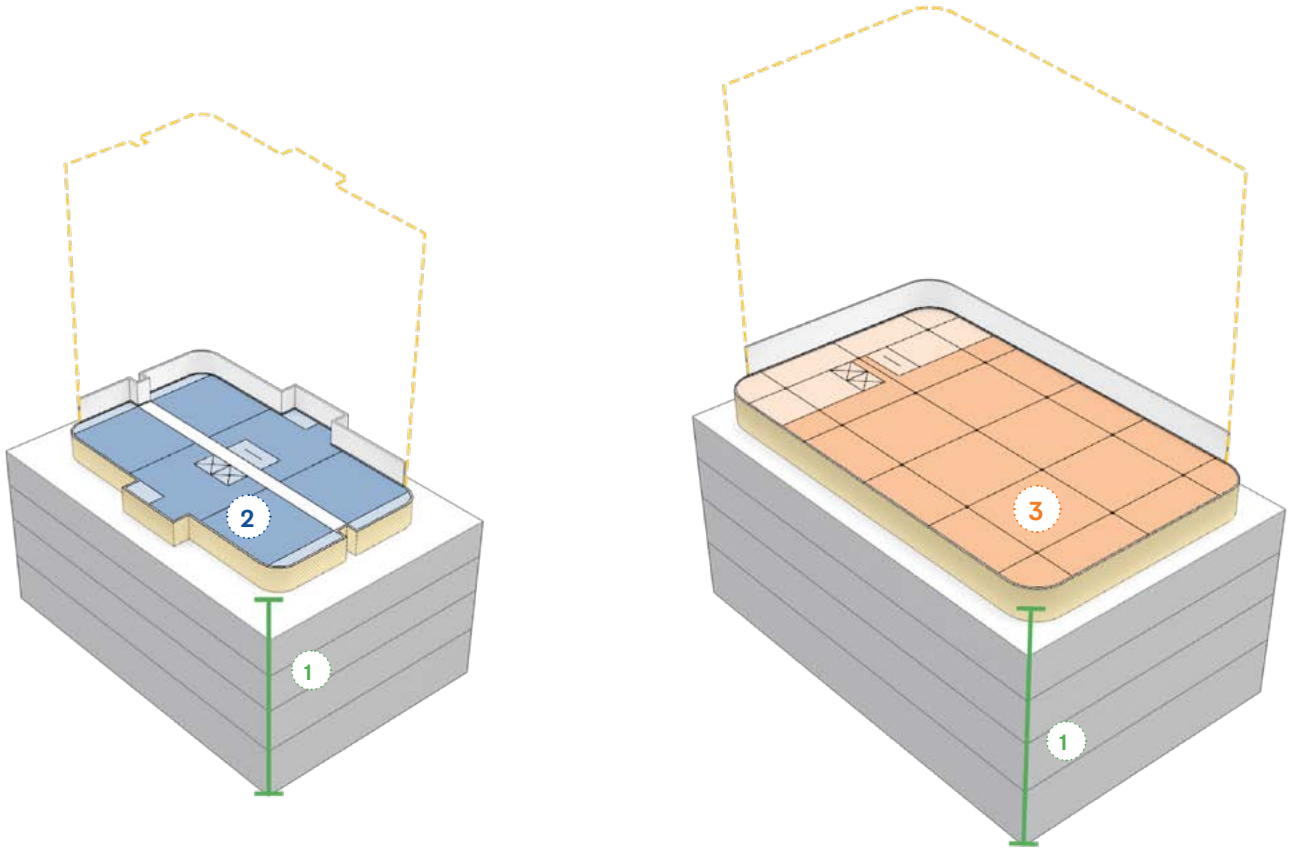
O4. To ensure that towers are of slender proportions to achieve an elegant built form.

O5. To mitigate the potential adverse effects that bulky buildings may have on the public domain including overshadowing and urban heat.

O6. To achieve living and working environments with good internal amenity and minimise the need for artificial cooling and heating.

O7. Commercial premises tall buildings must prioritise daylight access and minimise solar heat load.

O8. Shallow floorplates and glazing to south facade is favourable for providing excellent natural daylight.



1 **Above 25m** floorplate controls apply

2 **Slender towers** for residential buildings with a maximum of 800m² of GFA

3 **A-grade towers** for commercial buildings with a maximum of 1.500m² of GFA.

Figure 48. Floorplate controls for towers seek to ensure good functionality, circulation, amenity, solar access and maximise views to the sky

Section 4 – Built form

4.2 The building envelope

4.2.6 Building floorplates

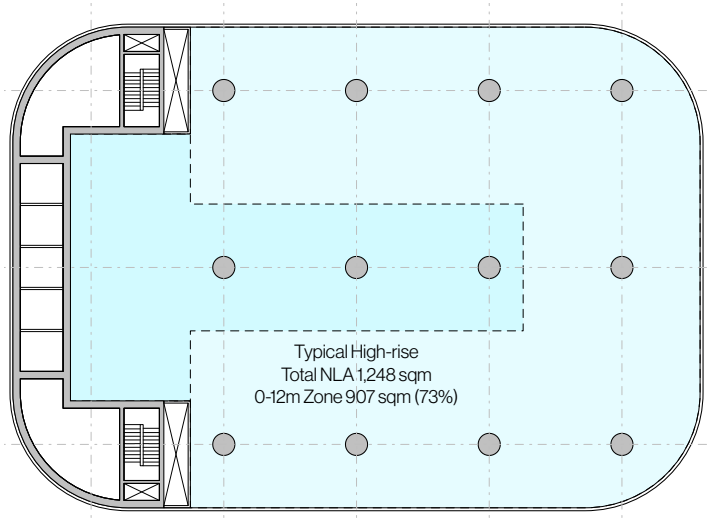


Figure 49. Example of floorplate for an A grade commercial building

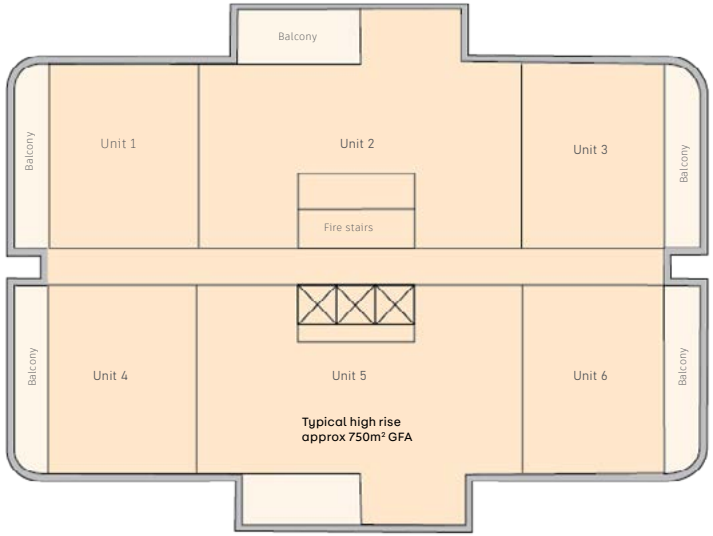


Figure 50. Example of a floorplate for a residential tower

Controls

C1. The maximum floor plate area for any levels above 25m above ground level must be:

a) 800m² GFA for residential flat buildings, residential accommodation within shop top housing, serviced apartments and self contained hotels.

b) 1,500m² GFA for commercial.

C2. Larger floor plates that exceed the above may be considered by Council where the proposal demonstrates consistency with the Objectives and exhibits Design Excellence, in accordance with Clause 6.15 of the CB LEP 2023, where applicable.

Section 4 – Built form

4.3 Residential ground floor frontage

Objectives

O1. Establish new canopy trees within setbacks that contribute to the character of the street and provide residents privacy.

O2. Appropriately define and design the street edge and setback area to achieve amenity and privacy for residents as well as engagement with and passive surveillance of the street for safety.

Principles

P1. Residential buildings must be set back from the street boundary to provide amenity for ground floor residents, a landscaped setting for buildings and a landscaped character for the street.

P2. The area between the facade and the street boundary must receive attention in the design of the facade and in its material quality.

Figure 51. Key design guidance for the residential ground floor frontage to provide amenity, landscaping, visual privacy, passive surveillance and access.

Section 4 - Built form

4.3 Residential ground floor frontage

Controls

C1. Ground setbacks are to comply with the minimum building setbacks in Figure 40.

C2. A 1 metre articulation zone is permitted within the minimum ground floor setback, in which building facade elements may occupy a maximum of one third of the area of the area of the facade frontage. Services or lift shafts are not permitted in the articulation zone.

C3. In locations where a nil setback is not required basements must be setback 3 metres from the street boundary to allow for deep soil areas and planting of canopy trees.

C4. All services must be integrated into the design of the building.

C5. Services must not be located within landscaped areas and must be appropriately screened. Refer to Section 4.6 Visual diversity, articulation and fine grain of this DCP, for examples of high quality screening.

Image - Eve Street, Erskineville (Source: Architectus)

Section 4 – Built form

4.4 Building interface with open space

Objectives:

O1. To maximise pedestrian connections at the lower levels of buildings to public parks and open spaces.

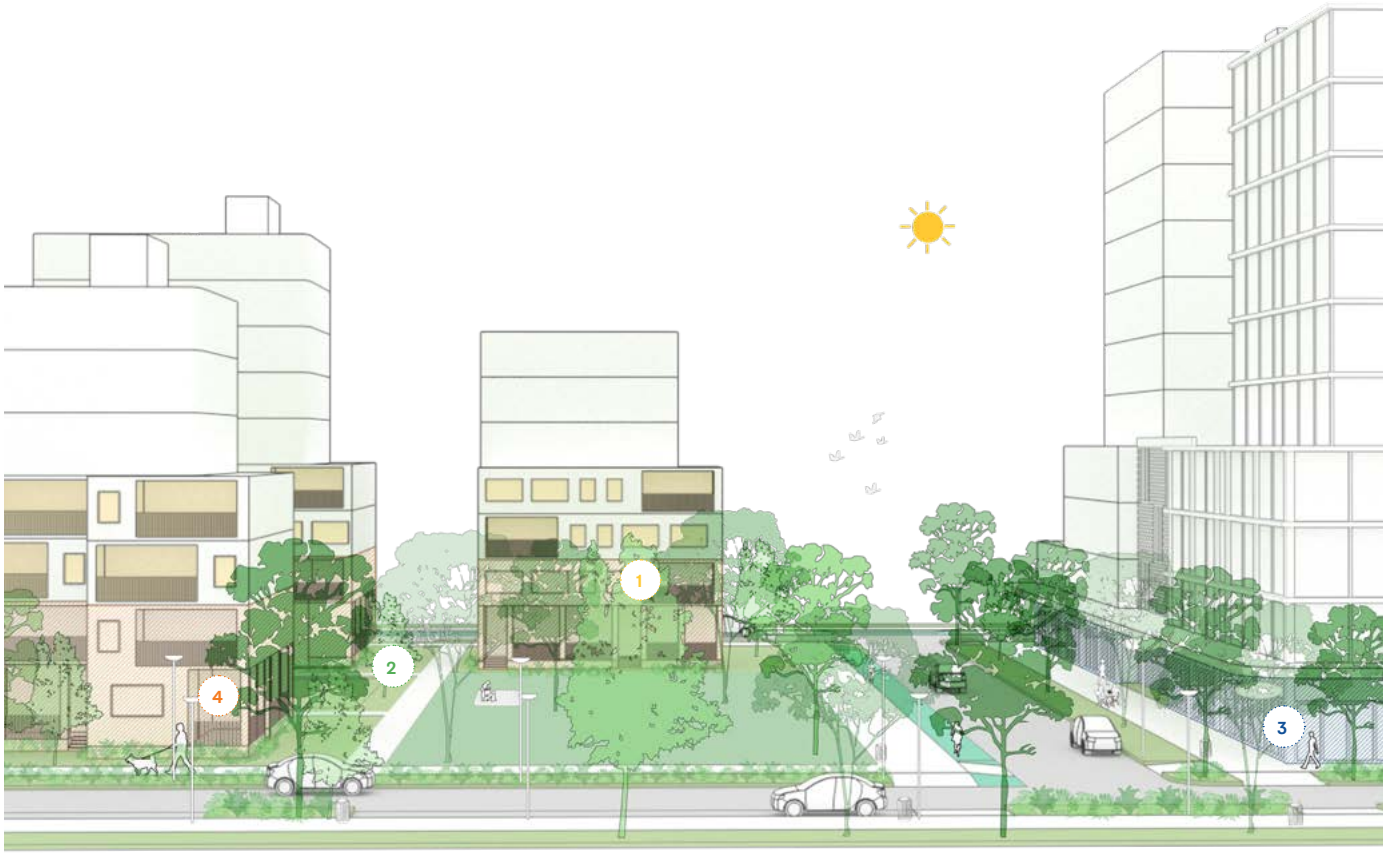
O2. To reinforce connections with adjoining public open space.

O3. To encourage active recreation in proximity to density.

O4. To build on existing amenity and maximise accessibility and usability of existing spaces and infrastructure.

O5. To ensure that park facilities and grounds are safe for all ages, genders and different groups.

O6. To enhance vegetation and deep soil throughout parks and provide new publicly and privately accessible open space as heat sinks for the centre.



1 **Balconies and windows**
maximising views to the park

2 **Deep soil, vegetation and tree plantings**
contribute to tree canopy and provide landscape buffer for ground apartments

3 **Active retail**
provide direct access to public open space and surveillance to park

4 **Maisonette apartments**
provide passive surveillance to street and park

Figure 52. Design guidance for developments providing a high quality interface with a park ensuring good passive surveillance, access, landscaping and activation

Section 4 - Built form

4.4 Building interface with open space

Principles

P1. Views to existing and future open space must be identified early in the design process.

P2. Deliver high quality well resolved architecture viewed from open space.

P3. Ensure for higher density residential living for all groups in proximity to open space and the public realm.

Image - Harold Park, Glebe, NSW

Section 4 - Built form

4.4 Building interface with open space

Controls

C1. Where buildings address public open space, the design is to maximise direct access for all occupants from the ground floor.

C2. Buildings must be designed so that balconies and windows are facing public spaces.

C3. For sites surrounding public open spaces, views to open space from balconies must be maximised.

C4. Where a building has a direct frontage to public open space, the design of the building is to minimise visual impact on the open space and provide a positive contribution.

Image - Nightingale, Melbourne, NSW (Source: Architectus)

Section 4 – Built form

4.5 Building interface and active frontages

Overview
The active ground floor is the part of a building that interfaces directly with the street or public domain.

The ground level, where the city is experienced close up by the pedestrian, is where the individual walking experience is of enjoyment or where it suffers from a lack of engagement.

4.5.1 Development interface with the public domain

Objectives

O1. To ensure the interface with the public domain at the ground plane is designed at a human scale and provides a sensory experience through materials and finishes choice, landscape and fine-grained active frontages.

O2. To create opportunities to enjoy the positive aspects of climate and shield people from the negative; such as wind, rain and heat.

O3. To retain, improve and complete connections to ensure for reduced walking distances and an enhanced and permeable pedestrian network.

O4. To ensure active transport networks are well designed, safe, well lit, highly accessible and promote public use.

O5. To ensure pedestrian connections are direct, well-lit, attractive, have active frontages where appropriate and provide a line of sight from one end to the other.

O6. To ensure retail and hospitality uses address public spaces and streets to maximise opportunities for activation.

O7. To ensure shared zones and service lanes are designed to be safe for pedestrians.

Figure 53. Design guidance for development interfacing streets and public spaces, ensuring amenity, visual interest, landscaping, connections and activation.

Section 4 - Built form

4.5 Building interface and active frontages

4.5.1 Development interface with the public domain

Controls

C1. Ensure that the elements of new development that have a direct interface with the public domain are designed and constructed to be easily maintained and do not impede the maintenance of the adjoining public domain either by Council or the relevant public authority.

C2. Enhance the public domain by ensuring adequate solar access to publicly accessible places and protect significant views to and from public spaces.

C3. Ensure that robust quality materials such as stone and face brick are used at the lower levels of buildings where pedestrians are using city footpaths.

C4. Active uses at the ground floor must not have roller shutters. Security measures must be built in behind the glass line.

C5. Active uses at the ground floor must be interesting and engaging when viewed from the adjacent streets and be illuminated for interest at night.

Image - Barrack Place, Architectus (Source: Brett Boardman)

Section 4 – Built form

4.5 Building interface and active frontages

4.5.2 Building awnings and interface with streets, plazas and squares

Objectives

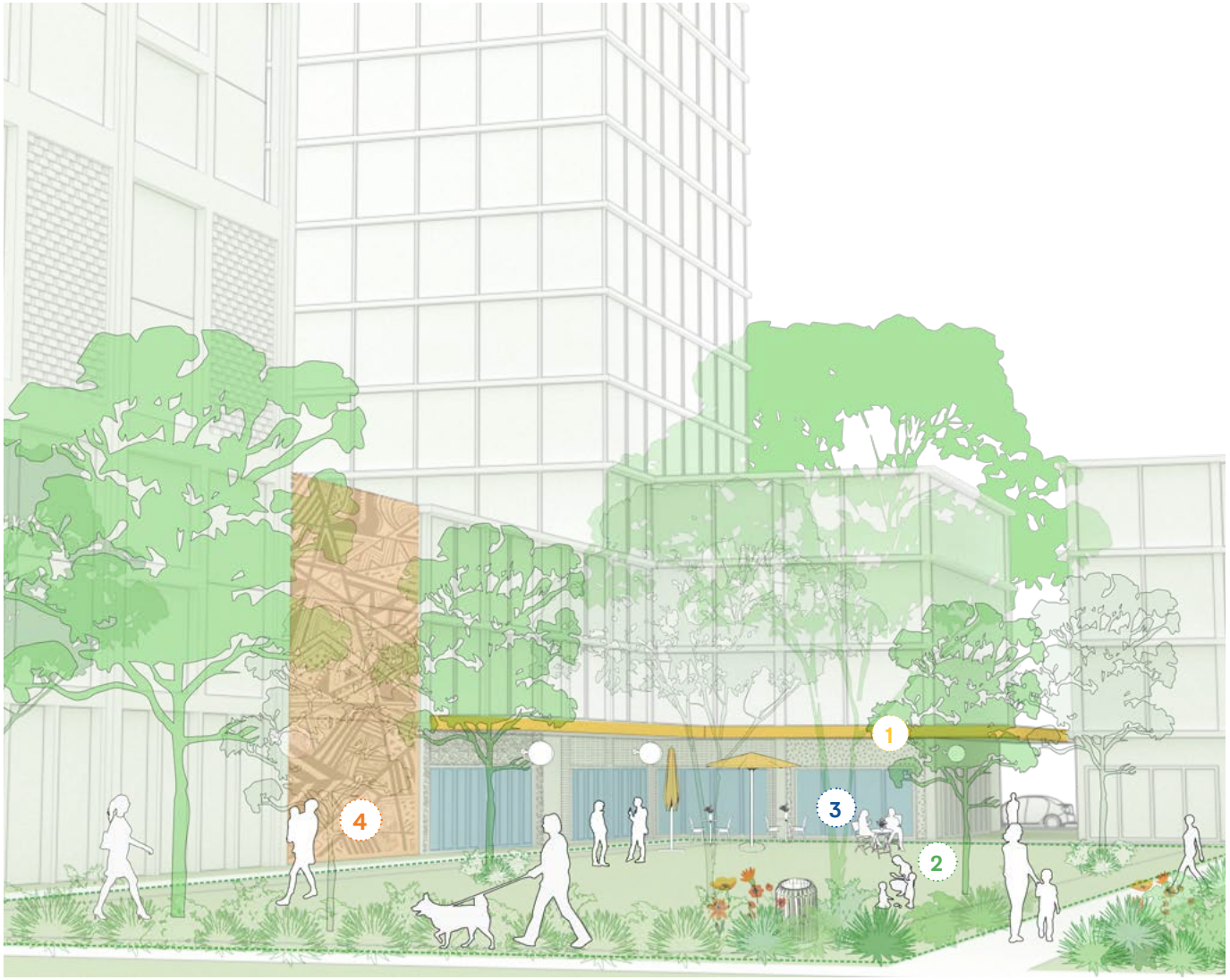
O1. To enhance the public domain by ensuring buildings use high quality, robust materials and finishes.

O2. To provide an interface to public space that provides a sensory experience and is engaging for pedestrians.

O3. To ensure that buildings address public space and do not have unarticulated blank walls.

O4. To ensure that shelter is provided for pedestrians where active uses are located.

O5. To ensure for amenity in areas of high pedestrian volume by providing continuous protection from rain, sun and wind down draft.



1 **Continuous awnings** for shelter and protection

2 **Generous forecourts** of open space and plazas with through site links

3 **Well defined** ground floor frontages

4 **Articulation** and murals to create visual interest on blank walls.

Figure 54. Design guidance for building awnings and interfaces to public spaces that are inviting, active, safe and vibrant.

Section 4 - Built form

4.5 Building interface and active frontages

4.5.2 Building awnings and interface with streets, plazas and squares

Principles

P1. Integrate forecourts, squares and courtyards with through site links where appropriate.

P2. Provide 'edges' to frontage spaces and stairs for people to use to sit and stay.

P3. Ensure buildings provide good external lighting on street frontages and have well defined entries.

P4. Emphasise the street as a distinct spatial entity and design the street wall frontage with an appropriate human scale.

P5. To maintain complementary architectural detail of awning design.

P6. To ensure for amenity and safety of the public domain.

Image - Paul St, Zetland, NSW (Source: Architectus)

Section 4 – Built form

4.5 Building interface and active frontages

4.5.2 Building awnings and interface with streets, plazas and squares

Controls

C1. Development viewed from public space, particularly from parks, plazas and open space, is to be given detailed design consideration and articulation. This includes but is not limited to building materiality, the design of entries and fenestration, landscape, textured facade detailing, and green walls.

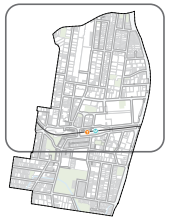
C2. Provide awnings in accordance with Figure 53 and Section 7 – Awning Design in Chapter 6.1 of the CBDCP 2023.

C3. Continuous awnings are to be provided on active frontages and include integrated lighting.

C4. Narrower width awning as shown in Figure 62 are to be provided where there are existing or proposed street trees.

C5. The awning is to be designed to integrate with the building and have all guttering and electrical wiring for under awning signage concealed and down pipes incorporated into the building design.

C6. Provide individual awnings at building entries on lanes and through site links.



Legend

- Bankstown City Centre boundary
- Active frontages and awnings

Figure 55. Active frontages and awnings map

Section 4 - Built form

4.5 Building interface and active frontages

4.5.2 Building awnings and interface with streets, plazas and squares

Legend

- Bankstown City Centre boundary
- Active frontages and awnings

Figure 53. Active frontages and awnings map

Section 4 – Built form

4.5 Building interface and active frontages

4.5.3 Active frontage design

Objectives

O1. Encourage in new development finer grained narrow frontages to create varied experiences that provide views into and out of shops.

O2. Ensure for articulation of buildings into vertical bays and the integration of landscape where the use is not retail.

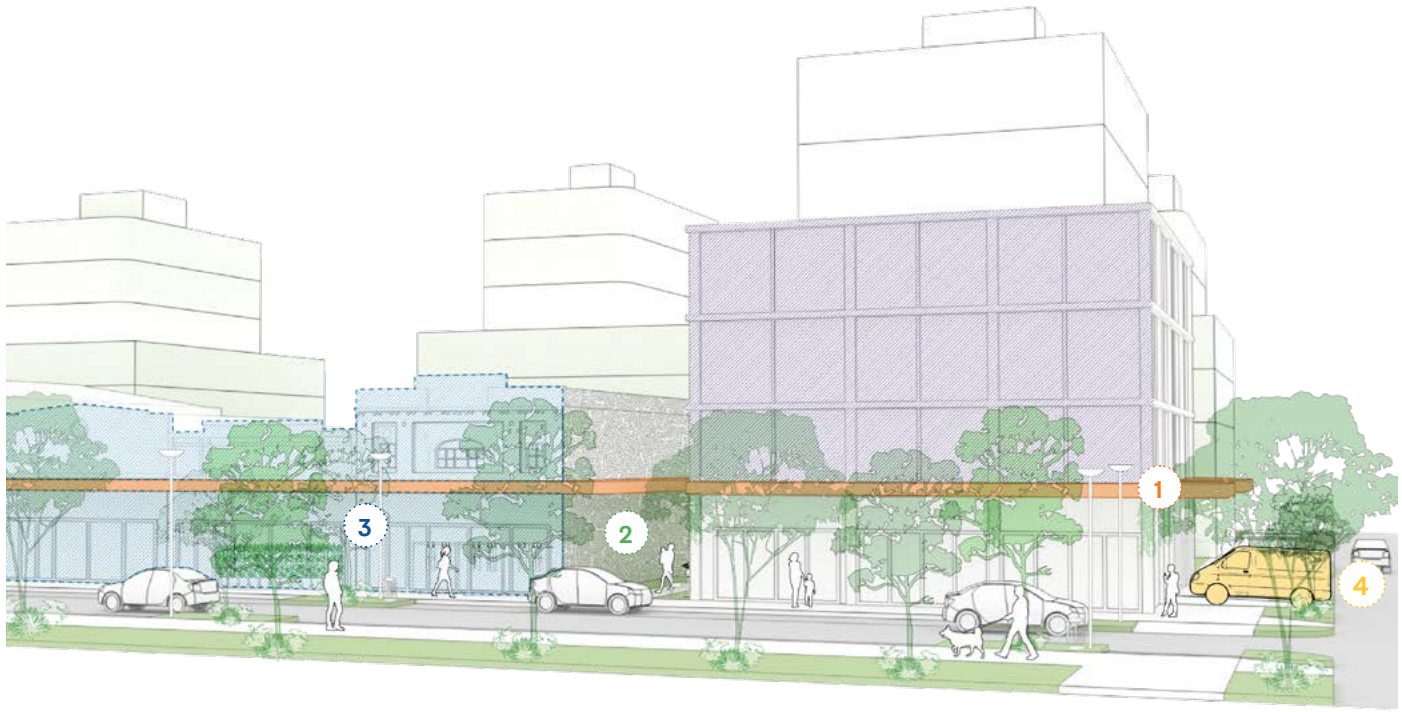
O3. Within a wide frontage, limit the length of a podium or frontage to a building to provide relief, modulation and a finer grain.

O4. Ensure vehicle entries are located away from key pedestrian areas.

O5. Ensure that building services do not dominate the pedestrian experience and are designed as an integrated part of the building form.

O6. Provide upper level tower podiums to buildings to diversify the building envelop, provide for deep soil planting and amenity for workers.

O7. Ensure ground floor frontages are pedestrian oriented and of high design quality to add vitality to streets.



1 **Continuous awnings** for shelter and protection

2 **Articulation** and landscape used where retail is not.

3 **Modular shop fronts** along with finer grain used to reduce the visual frontage length.

4 **Vehicle entries** located away from key pedestrian areas.

Figure 56. Fine Grain active street front with preferred maximum average tenancy sizes

Section 4 - Built form

4.5 Building interface and active frontages

4.5.3 Active frontage design

Controls

C1. New development that has a ground level street frontage that exceeds 45m is to provide active frontages at the ground floor level in accordance with Figure 64 Active Street Frontages Map and the following requirements in Figure 66.

C2. Where there is a single large site, ensure for a common language between buildings using natural materials and finishes such as stone and face brick.

C3. Shop fronts must be at-grade with the external footpath and not sunken below footpath level.

C4. Any security measure such as roller shutters, grills or other security mechanisms, must allow for views into the premises, and be setback from the front building line.

C5. The design of shop fronts is to provide high quality finishes and coordinated use of materials that integrates with the design and appearance of the whole building.

C6. Any required substations or utilities shall be integrated into the building form or located in the basement level. If integrated into the design of the building, they shall be designed to minimise the impact on the streetscape. Substations within the street or setback will not be accepted.

C7. For building maintenance and to future proof residential buildings to enable infrastructure upgrades, heating and cooling infrastructure is to be consolidated into a centralised basement location and near the street frontage where possible.

Image - Matron Ruby Grant Park, Zetland, NSW (Source: Architectus)

Section 4 - Built form

4.5 Building interface and active frontages

4.5.3 Active frontage design

Active street frontage design guidance	
Minimum active frontage required for each frontage facing the public domain	5m or 70% of each public domain frontage (whichever is the greater)
Active uses facing the public domain	Entries or display windows to shops and/ or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction.
Minimum 'grain' of shop front tenancies	10 tenancy entries per 100m. Where a single or larger tenancy is proposed with a single entrance, the facade must give the appearance of being visually broken up into finer grain tenancies and allow for separate tenancy entrances in the future
Provision of awnings	Awnings to be provided in accordance with Figure 53.
Through site links	Through site links to be provided in accordance with Figure 22 Pedestrian and cycle connections in Section 3.1.2 of this DCP.

Figure 57. Active street frontage design guidance

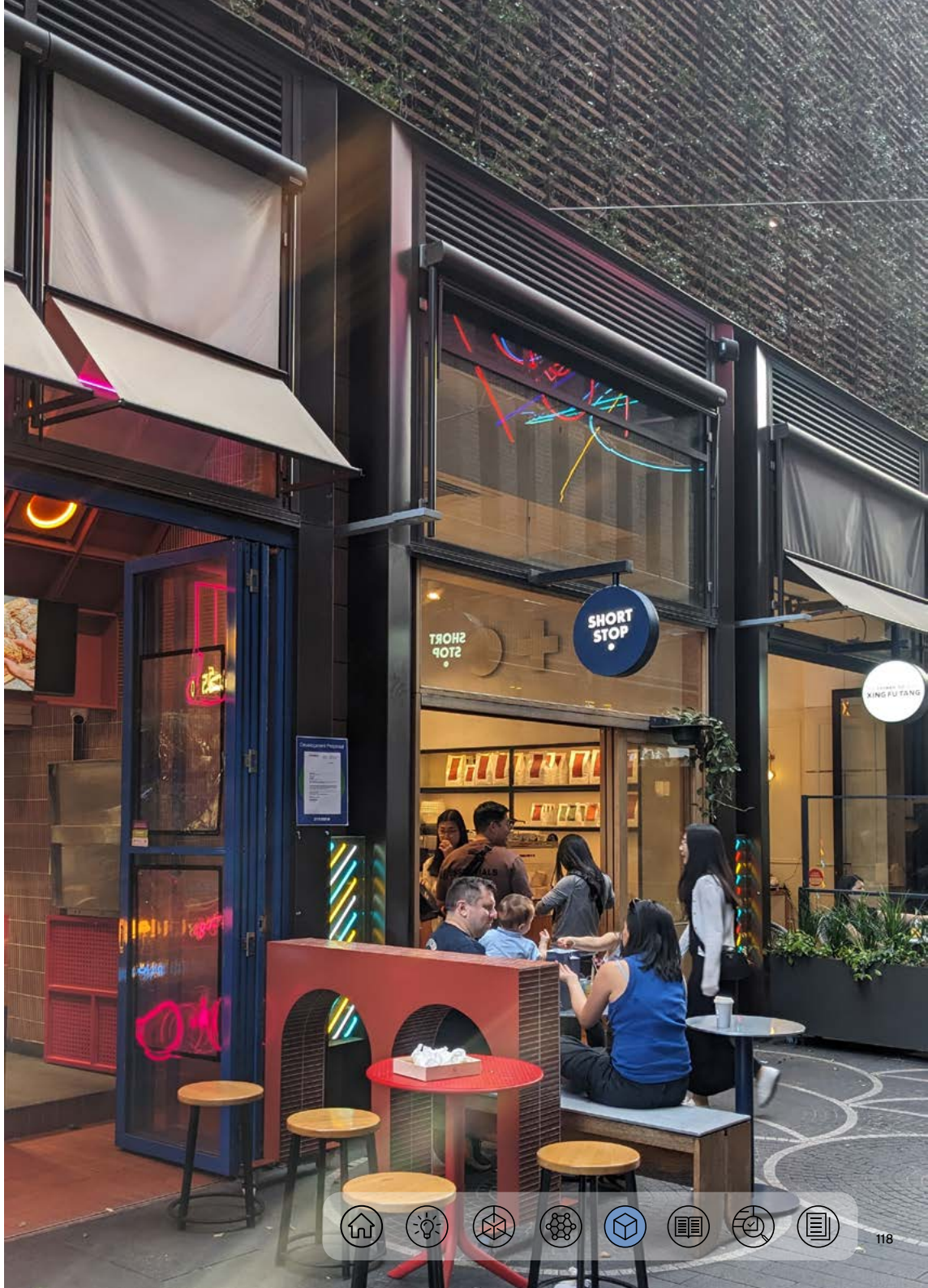


Image - Darling Square, Haymarket, NSW (Source: Architectus)

Section 4 – Built form

4.6 Visual diversity, articulation and fine grain buildings

Objectives

O1. Ensure that podiums are not overbearing in length and are designed with smaller parts to create a fine grained and varied experience at street level.

O2. Ensure street blocks present as a group of buildings not a single building.

O3. Maintain a diverse and interesting skyline on large sites that propose two or more buildings through a mix of varying heights, roof form and tower design.

O4. Encourage variety in architectural design and character across large developments to provide a fine grain which enriches and enlivens the City's public realm.

O5. Ensure that building services are integrated into the building design and hidden from public view to provide a quality street interface.

O6. Reduce the scale of building mass through vertical or horizontal articulation using depth in façades

1 **Fine grain** frontages and buildings

2 **Variety in architectural design** for visual interest and character

3 **Long podiums visually broken** to create variety and ensure human scale

4 **Articulation zone** to provide depth for design of building façades

Figure 58. Design guidance on building façades to ensure visual diversity, articulation and fine grain

Section 4 - Built form

4.6 Visual diversity, articulation and fine grain buildings

Examples of articulated façades creating depth, fine grain and variety

Images:
1-2- Rose Street, Melbourne, VIC (Source: Architectus)
3 - Platform Apartments, North Eveleigh, NSW, Architectus (Source: Brett Boardman)

Section 4 - Built form

4.6 Visual diversity, articulation and fine grain buildings

Controls

C1. Where a building podium exceeds 45m in length, it is to appear visually broken into two or more buildings using facade variation or physical separation. This outcome could be achieved through the following articulation design considerations or through other alternative design considerations to the reasonable satisfaction of Council:

a) Podiums measuring 45-70m in length are divided into two or more vertical sections.

b) Vertical sections must be separated by indentations and use a varied architectural expression and materiality.

c) In cases where there is a range in street wall height, prioritise the lower range along laneways, pedestrian links, and areas with high pedestrian activity.

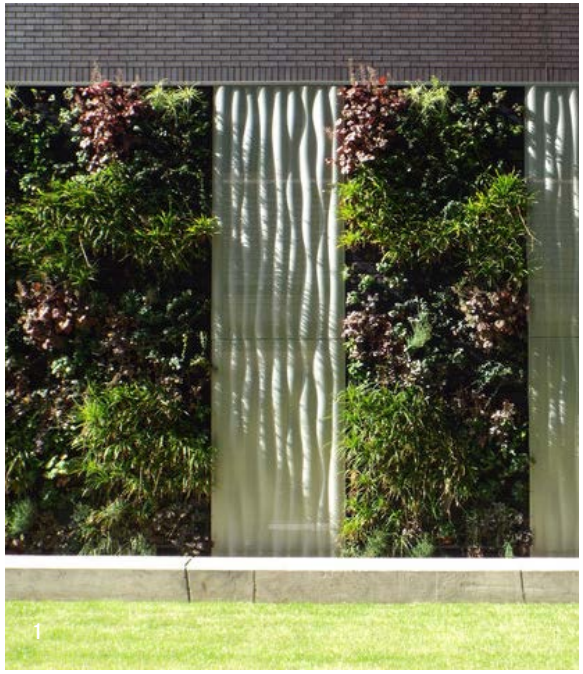
C2. Where there is a nil boundary setback required at street walls, podiums must include a 1.5m articulation zone to allow architectural form to develop and to provide depth in the facade. This can occur above ground level on all public facing sides of a podium. This space can allow for an outdoor space for office workers and retail users but must not comprise Gross Floor Area. The articulation zone is to be located entirely within the property boundary.

C3. Building entries are to face and open to the street.

C4. Ensure for a common language between buildings using predominantly masonry and natural building materials, but not including glazed shop fronts.

C5. The junction between old and new buildings must be articulated by an appropriate architectural treatment such as recesses, colour, materials, form, moulding, setback, height etc.

C6. Be articulated with depth, relief and shadow on the street facade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.



Green and panelled wall interfacing open space

Wooden articulation and greening above carpark entry

Images:
1- Green wall (Source: Creative Commons)
2- Royal Far West Centre for Excellence, Manly, NSW, Architectus (Source: Trevor Mein)

Section 4 - Built form

4.6 Visual diversity, articulation and fine grain buildings

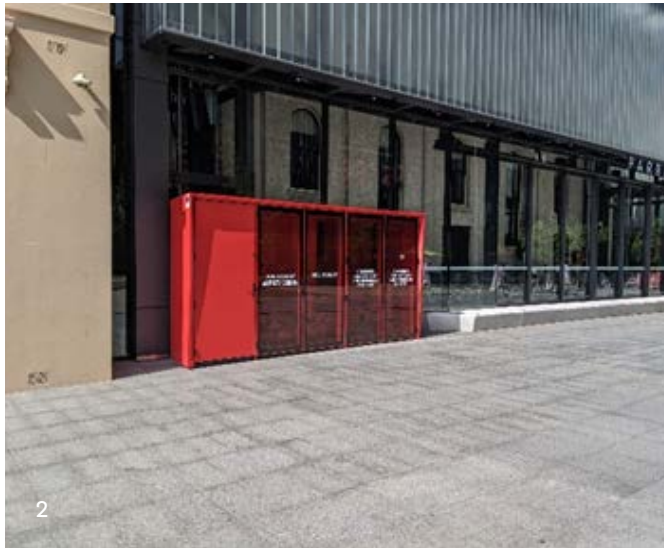
Building services design

C7. Services such as electricity substations/ kiosks, fire pumps and hydrants and fire escapes must be addressed early in the design process to ensure they are integrated into building design. Substations must be integrated within the design of the building footprint where these facilities can meet Ausgrid standards and to the extent possible due to authority constraints and design requirements.

C8. Integrate fire booster pumps and associated pipes and equipment into the building design and use metal or tinted glass to visually screen such services on public facing street frontages. If a site has two frontages, locate the services on the secondary frontage if possible.

C9. Where there are blank walls that interface with public open space due to service requirements, metal screens, landscaping and/or public art treatments are to be considered, including green walls where conditions allow plants to flourish.


1


2

High quality screening used to minimise the visual impact of services on the streetscape and provide an uncluttered and orderly appearance to buildings

Section 4 – Built form

4.7 Materials and finishes

Objectives

O1. Use quality materials and finishes at the street level interface to elevate the pedestrian experience.

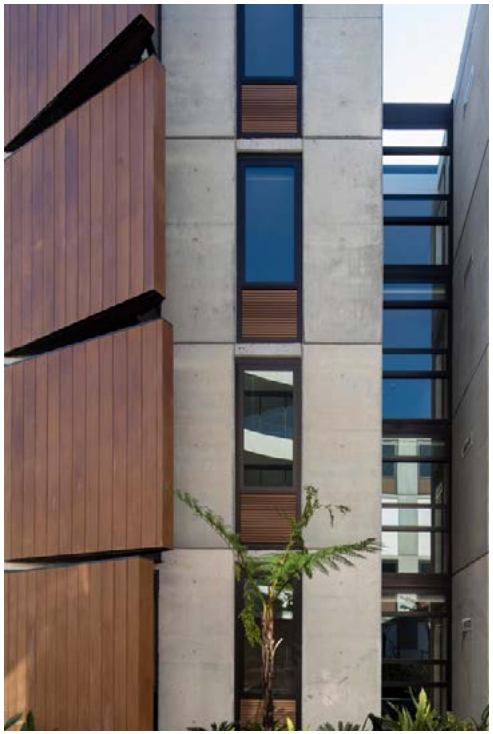
O2. Ensure materials are robust and have longevity and contribute to beautiful buildings.

Examples of durable materials - brick and sandstone

Images:
1 - Industry Lanes, Melbourne, VIC, Architectus (Source: Trevor Mein 2023)
2 - Harbord Diggers, Freshwater, NSW, Architectus (Source: Brett Boardman)

Section 4 - Built form

4.7 Materials and finishes



Controls

C1. Buildings must include durable single material finishes such as masonry and/or off form concrete. Painted cement render or similar painted finishes and Aluminium Composite Panel Cladding (e.g. Alucobond) must not be used within the podium levels of buildings and must not comprise more than 25% of each facade above podium level.

C2. Elevate the pedestrian experience of the pedestrian at street eye level through fine grained detailing and quality material and finishes selection.

C3. Development Applications proposing a tall building must include a reflectivity assessment to ensure external building materials do not cause unacceptable glare.

C4. Select materials and finishes that are low maintenance.

C5. Create simplicity through the selection a common language of materials and finishes, rather than selecting many and creating visually complexity.

C6. Where adjacent development is unlikely to occur in the short term, blank side walls must include public art or murals.

Image 6 - Shout Ridge, Lindfield, NSW (Source: Brett Boardman)

Section 4 – Built form

4.8 Rooftop and podium communal open space

Objectives

O1. Ensure that rooftops achieve good amenity standards for residents.

O2. Encourage the use of rooftops for passive recreation and communal uses for building occupants

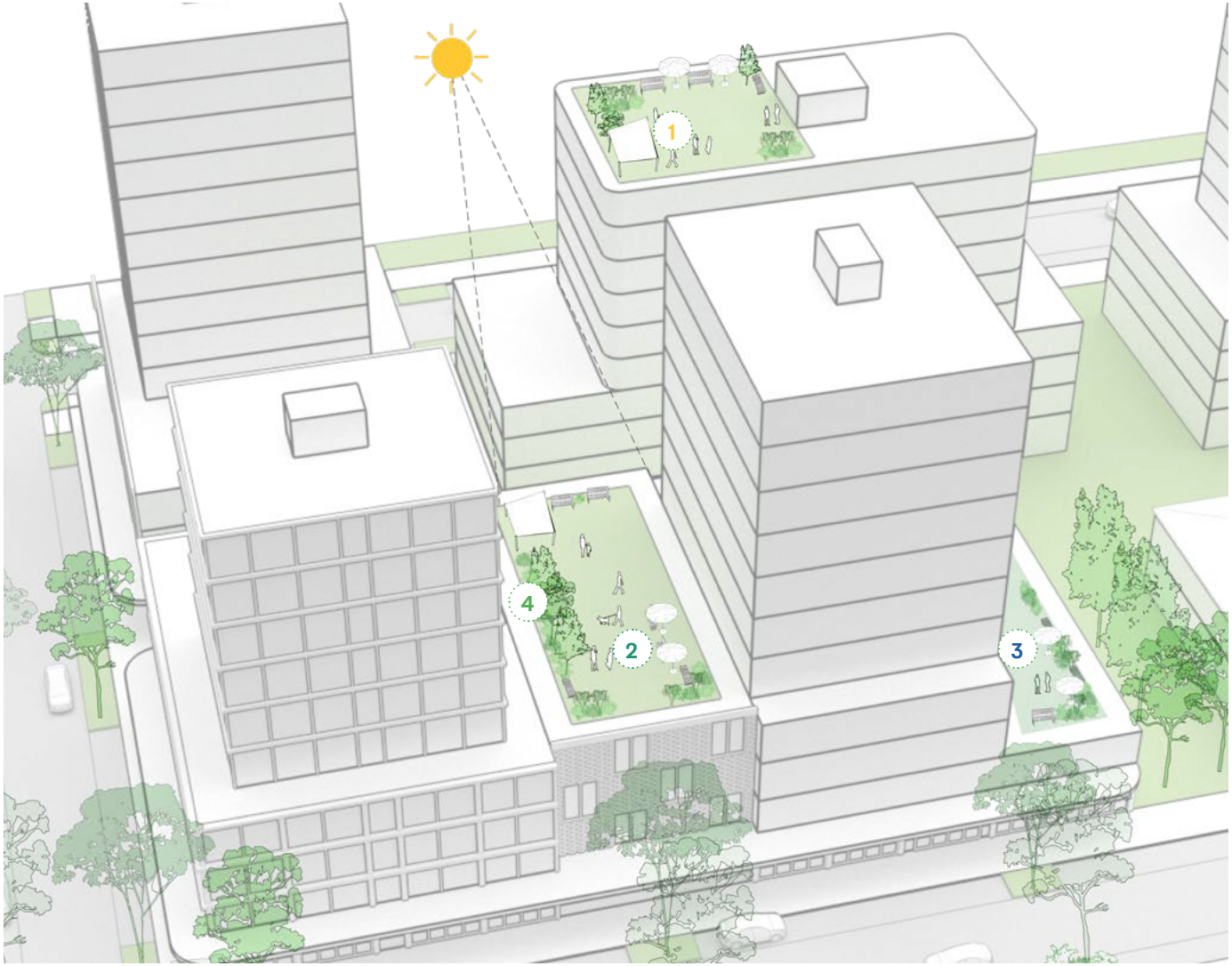
O3. Design rooftops to minimise urban heat island impacts through the use of landscaping and shade structures.

O4. Ensure rooftop open spaces are designed to promote the use of water and energy collected on site.

O5. Ensure rooftop open space use landscape species are suitable for windy and dry conditions.

O6. Ensure balustrades around rooftop communal spaces are integrated into the design of the space and contributes to the overall appearance of the space.

O7. Ensure harness anchor points are considered and integrated into the design where required for maintenance works.



1 **Sun and wind protection** on rooftops and podiums

2 **Communal uses** and passive recreation with associated amenities

3 **Activate rooftops** for hospitality uses

4 **Urban greening** and tree canopy

Figure 59. Design guidance for activation, utilisation and greening of podiums and rooftops

Section 4 - Built form

4.8 Rooftop and podium communal open space

Controls

C1. Building rooftops including podiums that are designated communal open space areas must be designed to include:

a) Seating

b) Structures for rain protection and sun shading

c) A BBQ/food preparation area with a sink, universal access

d) Watering systems for proposed landscaping, and

e) Stormwater management and disposal.

C2. Any rooftop structures are to be included in the maximum height of building permitted for the site within CBLEP 2023. The height is to be shown in the Development Application drawings.

C3. Any proposed communal open space located on the building podium and/or rooftop is to:

a) Be consolidated into a useable area with a minimum width of 6m and a minimum area of 36m[1].

b) Be located so that solar access is provided for users of the open space.

c) Be designed to a high quality and allow for landscaping and seating.

d) Roof tops are be structurally sound and have the capacity of supporting planting and adequately draining growing medium.

Image - NewLife, Darling Harbour, NSW, Architectus (Source: Architectus)

PART 5

GENERAL PROVISIONS

Section 5 – General provisions

Overview

This section applies to all development unless there is conflict with Key Site provisions. In such instances, the Key Site section prevails to the extent of that conflict.

5.1 Dwelling mix and flexible housing

Dwelling mix and flexible housing controls aim to provide housing choice which reflects the demographic of Bankstown and housing needs over time.

Objectives

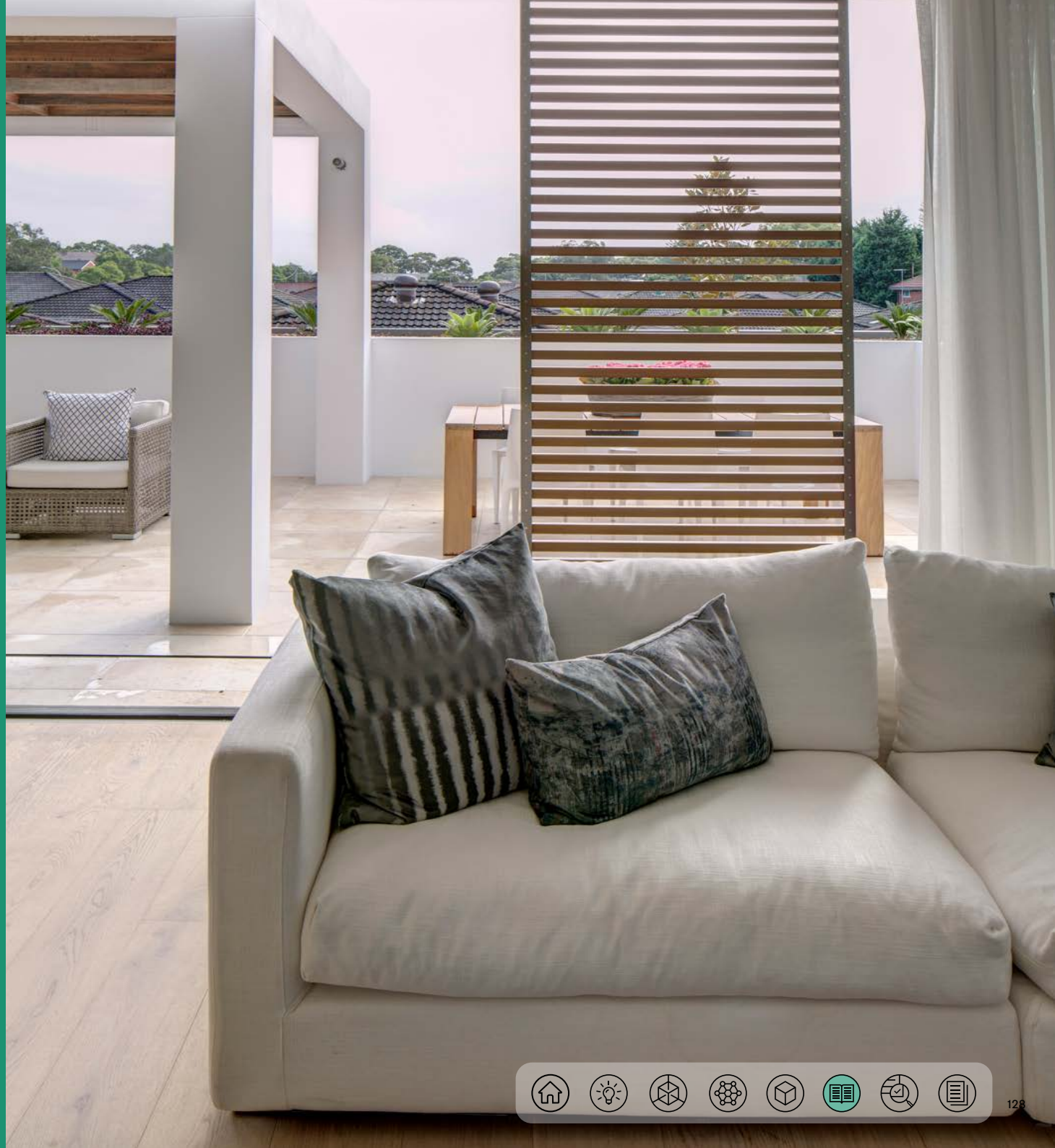
O1. Provide a range of housing types to support diverse households including single person families, multi-generational families, group households, students and seniors.

O2. Ensure for equitable access to new housing opportunities for culturally and socio-economically diverse groups

O3. Encourage the design of buildings that are adaptable and flexible to accommodate residents' changing housing needs over their lifetimes.

O4. Ensure dwelling sizes are appropriate for families and to provide flexibility for working from home.

Image - MIRA Apartments, Ramsgate, NSW, Architectus (Source: Brett Boardman)



Section 5 – General provisions

5.1 Dwelling mix and flexible housing

Controls

C1. The following dwelling mix is required for residential flat buildings and shop top housing developments containing 20 or more dwellings:

a) Studio: between 5-10%

b) 1 bedroom: between 10-30%

c) 2 bedroom: between 40-75%

d) 3 or more bedroom: minimum 10%

C2. The dwelling mix requirements may be altered only if the development serves the purpose of public housing or if the applicant represents a community housing or non-profit organisation.

C3. Within residential flat buildings, at least 1 bedroom and 3 bedroom (or 3 or more) dwellings must be located at the same level as proposed communal open space to provide accessibility to that space for disabled, elderly people and families with children.

C4. Within residential flat buildings, the majority of 3 or more bedroom dwellings must be provided on the first two floors to support family living in higher density areas.

C5. Parking for non-residential uses, and non-staff related parking can be considered collectively and be shared if parking is accessible to the public and the hours of use have different peak demand times.

Image - Markham Avenue, Ashburton, VIC, Architectus (Source: Architectus)

Section 5 - General provisions

5.2 Parking

5.2.1 On-site parking

Objectives

O1. Promote sustainable transport use by restricting private parking and facilitating increasing access to, and use of, communal modes of transport within the Bankstown City Centre.

O2. Ensure that adequate parking is provided to service the needs of development and reduce the impacts on local roads.

O3. Encourage basement vehicular parking throughout the centre.

O4. Provide flexibility for the efficient use of car parking in development by allow off-site users to use car parking.

O5. Where provided, design above ground car parking so that it can be adapted to alternate uses over time.

O6. Limit vehicular movement through the city centre core.

O7. Consider the location of car park and service vehicle entrances and exits to ensure the amenity of public domain is maintained and improved where possible.

O8. Ensure that new car parking can be part of a unified parking system in Bankstown City Centre that includes both public and private car parks. This system will share data and use smart technology to make parking easier and more efficient.

O9. Ensure that all modes of transport—pedestrian, cycling, public transport, and freight—are well-connected to foster economic activity and enhance accessibility for everyone in Bankstown City Centre.

Image - Riverside Quay, Southbank, VIC, Architectus (Source: Architectus)

Section 5 – General provisions

5.2 Parking

5.2.1 On-site parking

Controls

C1. Development Applications must demonstrate how the layout and floor to ceiling height of above ground car parking can be adapted in the future for alternative uses.

C2. It is preferred that car parking is located within basements, however if above ground it must be 'sleeved' by active frontage to conceal it from the public domain.

C3. To facilitate adaptation of car parking to other uses in the long term, above ground car parking is to remain as part of the common property and not part of, or attached to, individual strata units.

C4. All car parking within the Bankstown City Centre must be provided in accordance with the rates as specified in Figure 58. If a land use is not included in Figure 58 the car parking rates in Section 2 Chapter 3.2 of the CB DCP 2023 will apply.

C5. Parking for non-residential uses, and non-staff related parking can be considered collectively and be shared if parking is accessible to the public and the hours of use have different peak demand times.

The TfNSW Guide to Transport Impact Assessment may provide additional guidance on parking rates for larger developments.

Land Use	**Size / Description**	**Inside Bankstown City Centre**		**Outside of Bankstown Core city**	
		Minimum car parking rate	Maximum car parking rate	Minimum car parking rate	Maximum car parking rate
Detached dwelling	N/A	1 space per dwelling	N/A	1 space per dwelling	N/A
Residential flat buildings / Shop top housing	Studio	0	0.5 space per dwelling	0 space per dwelling	0.75 space per dwelling
	1 Bedroom	0	0.5 space per dwelling	0.2 space per dwelling	0.75 space per dwelling
	2 Bedrooms	0	1 space per dwelling	0.5 space per dwelling	1.5 spaces per dwelling
	3 Bedrooms	0	1.5 space per dwelling	1 space per dwelling	2 spaces per dwelling
	Visitor	0	1 space per 10 dwellings	0	1 space per 5 dwellings
Office premises	N/A	0	1.25 space per 100m^2	1 space per 100 m^2	2 spaces per 100m^2
Retail premises	Shops	0	1.25 spaces per 100m^2	1 space per 100 m^2	2 spaces per 100m^2
Education establishments	Schools, Universities, TAFE	0	1.25 spaces per 100m^2	1 space per 100 m^2	2 spaces per 100m^2
All other land uses	N/A	Refer to Chapter 3.2 – Parking of the CBDCP 2023			

Figure 60. Car parking requirements for the Bankstown City Centre 'core' and outside of 'core' areas (Excludes the Bankstown Central site)

Section 5 – General provisions

5.2 Parking

5.2.1 On-site parking

Controls (continued)

Unbundled car parking
Unbundled parking refers to the separation of parking spaces from a development, whereby the parking spaces are held as common property, and are not part of the title of individual dwellings or commercial units and as such are able to be leased or allocated to dwellings as required. This is to be managed and coordinated by the relevant body corporate or strata body.

C6. Parking in the Bankstown City Centre for any development may opt into unbundled parking.

C7. Where a development proposes to utilise unbundled car parking, details of the proposed unbundled car parking spaces is to be marked and the proposed contractual arrangements to use unbundled car parking is to be provided in the Development Application for the subdivision of that site.

C8. The proposed provision of car parking within the maximum car parking rate does not prevent the reallocation of car parking through unbundling.

C9. For residential development, visitor car parking spaces are to be nominated as common property in a strata subdivision and cannot be leased or allocated to individual units.

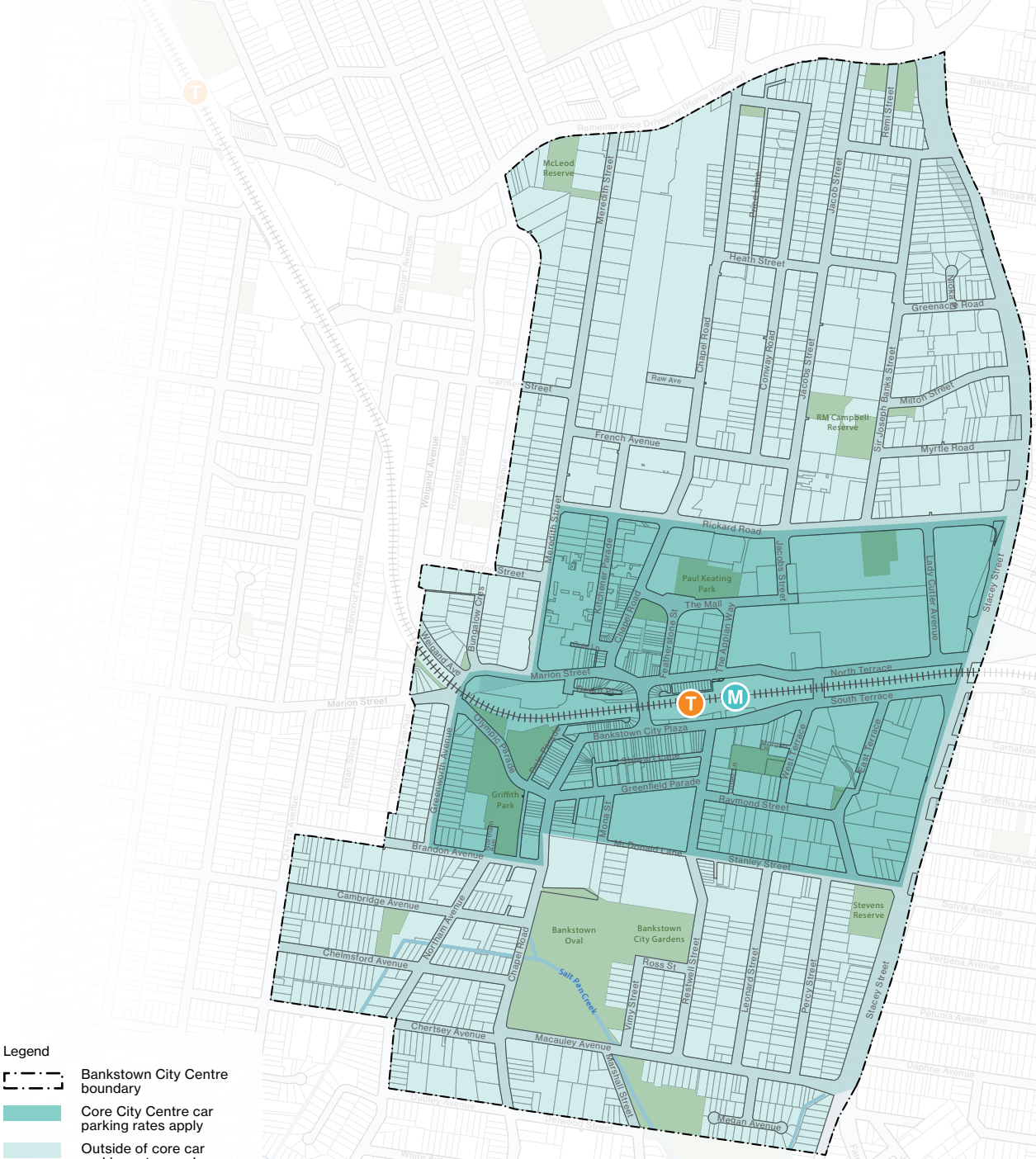


Figure 61. Car parking location map showing core and outside of core areas in Bankstown City Centre

Section 5 – General provisions

5.2 Parking

5.2.2 Electric vehicle charging infrastructure

For planning provisions relating to electric vehicle charging infrastructure also refer to the following chapter of the CBDCP 2023 :

- Chapter 3 General Requirements – Chapter 3.2 Parking, Section 3 – Design and Layout

Objectives

O1. Car parking is deemed to be capable of being equipped with EV charging stations if it complies with the above CB DCP 2023 provisions'.

O2. Ensure that new development within the Bankstown City Centre is equipped with the necessary infrastructure to support the uptake of Electric Vehicles (EVs).

O3. Minimise the impacts of peak EV charging infrastructure demands placed on the existing electricity grid.

Section 5 - General provisions

5.2 Parking

5.2.2 Electric vehicle charging infrastructure

Controls

C1. All residential accommodation car parking must provide the following:

a) One car parking space or at least 5 percent of all car parking spaces, whichever is the greater that is delivered within each development must be equipped or capable of being equipped with EV charging stations (Note: this requirement relates to the provision of Level 1 or 2 EV charging stations as conditional to all new residential development. The provision of level 3 chargers is within the discretion of the applicant).

b) EV charging adapters for any EV parking provided must be of an open standard (non-proprietary) and must be designed to be used with a wide range of EV makes and models

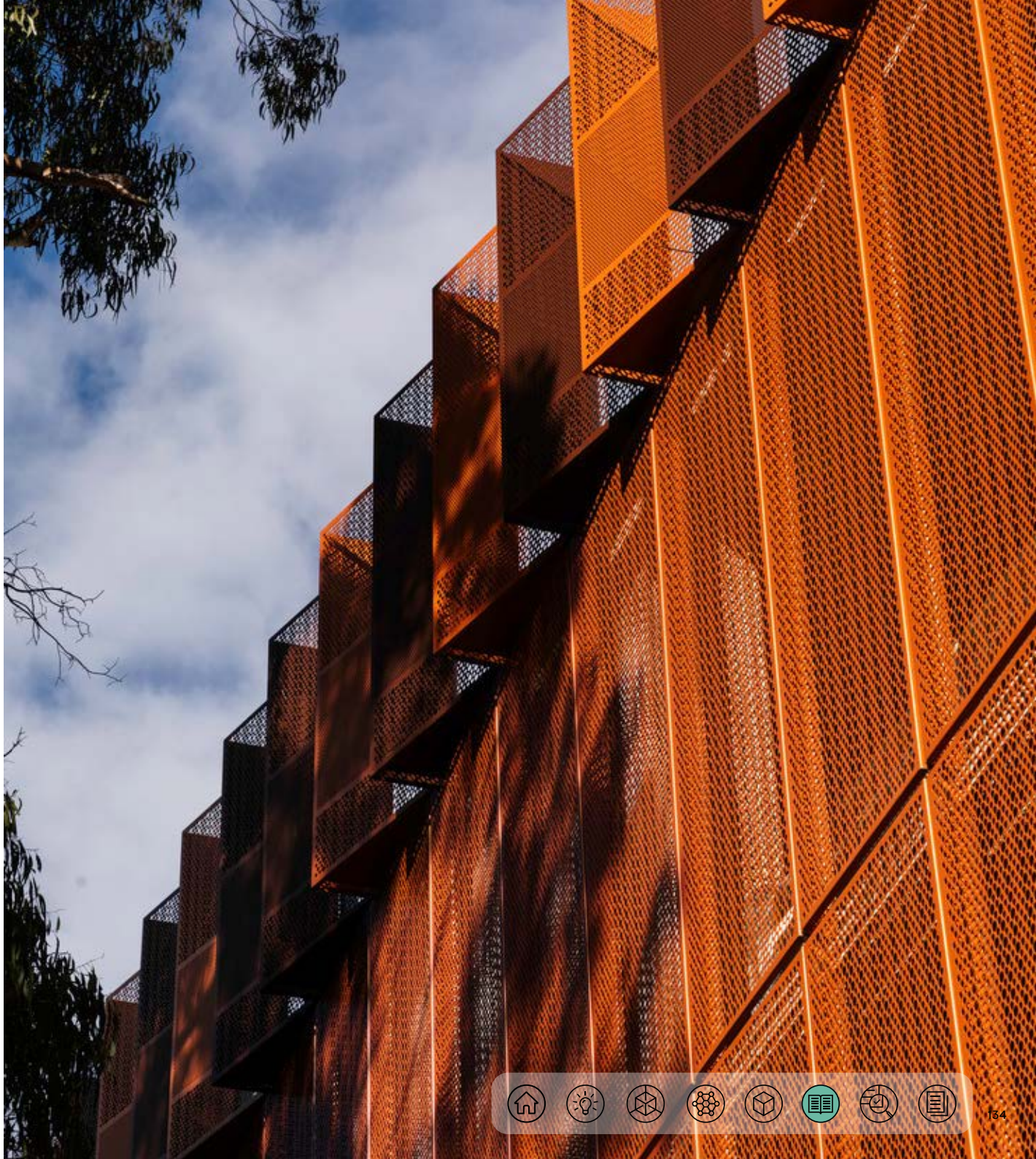
C2. All commercial premises development car parking must provide the following:

a) One car parking space or at least 5 percent of all parking spaces, whichever is the greater that is delivered within each development must be equipped or capable of being equipped with EV charging stations.

b) All car share spaces provided must have a Shared EV Connection.

C3. All electric vehicle charging infrastructure and associated electricity supply installed on private property shall be the sole responsibility of the owner for maintenance, except in cases where the land is owned by the Council

Image - Belgrave Commuter Carpark, Belgrave, VIC, Architectus (Source: Trevor Mein)



Section 5 - General provisions

5.2 Parking

5.2.3 Bicycle parking and end of trip facilities

Controls

C1. All development is to provide on-site bike parking designed in accordance with AS 2890.3 – Bicycle Parking Facilities. The location of bicycle parking must be:

a) Easily accessible from the public domain

b) Well-lit with adequate levels of natural surveillance, and

c) Capable of being made secure to protect personal belongings.

C2. Bicycle spaces for new developments are to be provided in accordance with rates set out in Figure 62, except where:

a) Council is satisfied that a residential unit has been provided with sufficient storage within the basement garage for a bicycle and the required maximum number of vehicles and a safe path for cyclists to enter/exit the garage has been demonstrated, and;

b) For proposed uses not listed within Figure 75, the applicant is required to demonstrate the number of bicycle spaces and end of trip facilities provided aligns with Council's mode share targets as described in the Canterbury Bankstown Active Transport Action Plan 2021-2031

c) If a land use is not included in Figure 60 the bicycle parking rates in Section 2 Chapter 3.2 of the CB DCP 2023 will apply.

Note: The minimum number of bicycle parking spaces is to be rounded up to the nearest whole number if it is not a whole number.

Image - Riverside Quay, Southbank, VIC, Architectus (Source: Architectus)

C3. Secure bicycle parking facilities must be provided at a minimum in accordance with AS 2890.3– Bicycle Parking Facilities, including:

a) Class 1 bicycle lockers for occupants of residential buildings

b) Class 2 bicycle facilities for staff/ employees of any land use, and

c) Class 3 bicycle rails for visitors of any land use.

C4. Where bicycle parking is being provided in a basement, it is to be located:

a) Close to entry/exit points

b) Within clear sight and access of the entry/exit, and

c) On the uppermost level of the basement.

C5. Access to bicycle parking must be:

a) A minimum of 1.8m wide (as per Council's Standards)

b) Clearly defined with line marking

c) Accessible via a ramp

d) Clearly identified through wayfinding and signage, and

e) Accessible via appropriate security systems.

C6. Bicycle parking in the public domain must be provided at a location as close as possible to the main entrance of a building at grade.

Section 5 - General provisions

5.2 Parking

5.2.3 Bicycle parking and end of trip facilities

Land Use	Size / Description	Bicycle Parking Rates	End-of-trip Facility Rates
Detached dwelling	N/A		
Residential flat buildings / Shop top housing	Studio	1 secure space per 3 dwellings	
	1 Bedroom	1 secure space per 3 dwellings	
	2 Bedrooms	1 secure space per 3 dwellings	
	3 Bedrooms	1 secure space per 3 dwellings	
	Visitor	1 visitor bicycle space per 10 dwellings	
Office premises	N/A	1 secure bicycle space per 200m^2 GFA	1 staff shower and change room for every 10 secure bicycle parking spaces required by the DCP
Retail premises	Shops	1 secure bicycle space per 300m^2 GFA 1 visitor bicycle space per 200m^2 GFA	1 staff shower and change room for every 10 secure bicycle parking spaces required by the DCP
Education establishments	Primary Schools	1 bicycle rail per 20 students 1 secure bicycle space per 10 staff	1 staff shower and change room for every 10 secure bicycle parking spaces required by the DCP
	Secondary Schools	1 bicycle rail per 10 students 1 secure bicycle space per 10 staff	
	Tertiary Institutions	1 bicycle rail per 10 students 1 secure bicycle space per 10 full-time staff	
All other land uses	N/A	Applicant is required to demonstrate the number of bicycle spaces is consistent with the requirements in CBDCP 2023 –Chapter 3.2 Section 2–Off-Street Parking Rates and that end of trip facilities are provided at an appropriate rate	

Figure 62. Bicycle parking/end of trip facility rates

Image - Riverside Quay, Southbank, NSW, Architectus (Source: Architectus)

Section 5 - General provisions

5.3 Heritage

Development on land that contains a heritage item, archaeological site, or on land within a Heritage Conservation Area under Schedule 5 – Environmental heritage of the CBLEP 2023 must address the requirements of:

- Clause 5(10) of CBLEP 2023
- Clause 6.15 – Design Excellence in the CBLEP 2023, if applicable to the proposed development.
- Chapter 4 – Heritage of the CBDCP 2023, and
- The Heritage Guide in the CBDCP 2023.

Objectives
In addition to the objectives in CBDCP 2023, the following objectives are specific to Bankstown City Centre:

O1. Maintain and enhance existing views to heritage items from the public domain in Bankstown.

O2. Ensure significant views and historical visual relationships from and between heritage items are retained.

O3. Significant physical and visual settings of heritage items must be maintained when proposing new development.

O4. The distinctive fine grain allotment pattern and streetscape character of the historic retail area on streets such as Saigon Place, Bankstown City Plaza and on rear laneways should be retained, reinforced, and enhanced.

O5. Retain the prominence of heritage buildings in the immediate streetscape, in the surrounding area, and from key vantage points, by appropriately siting and designing new development

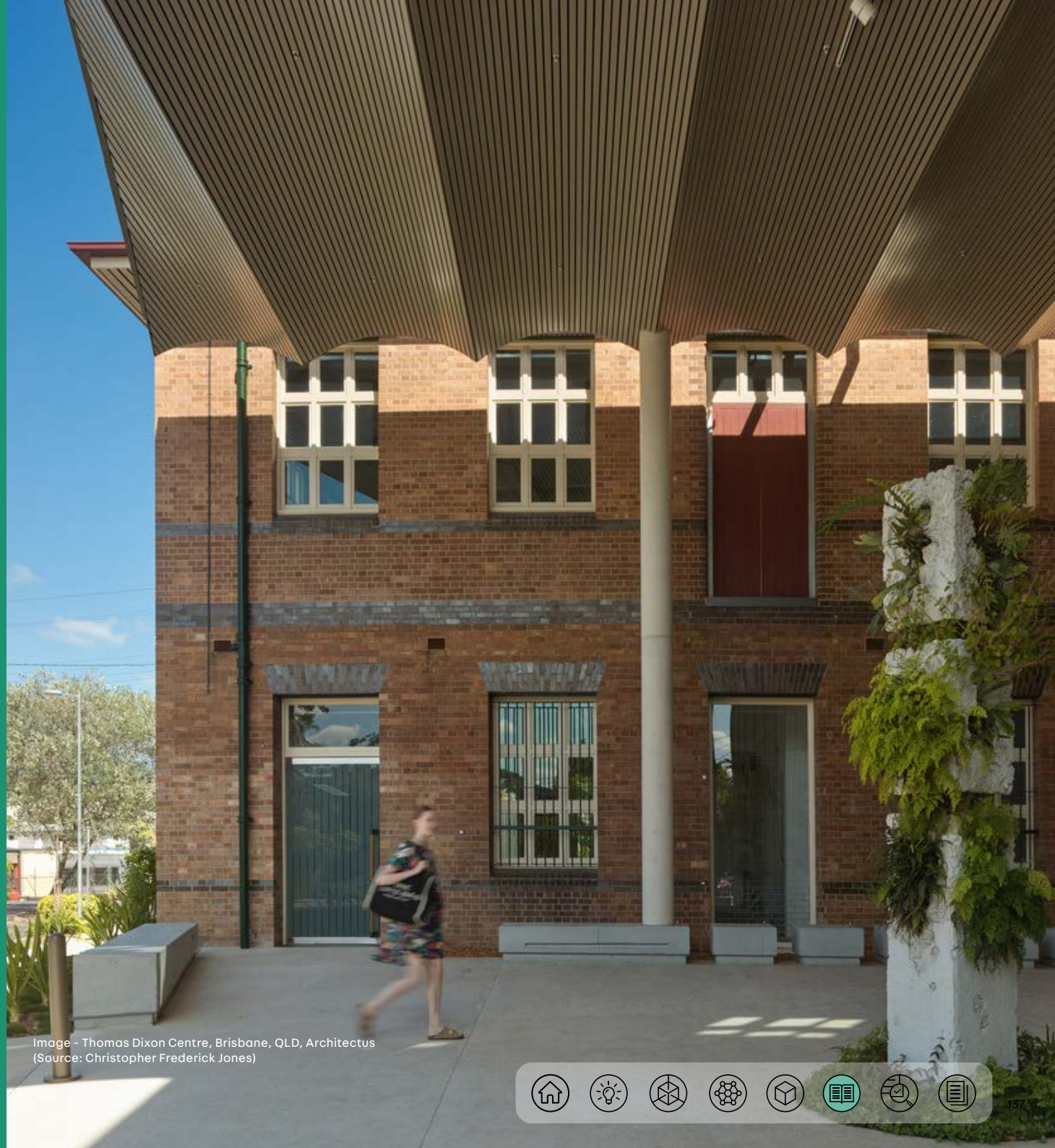


Image - Thomas Dixon Centre, Brisbane, QLD, Architectus
(Source: Christopher Frederick Jones)

Section 5 – General provisions

5.4 Solar energy requirements

Objectives

O1. Maximise the on-site collection of renewable energy

O2. Minimise the consumption of electricity generated from non-renewable resources.

5.4 Controls:

C1. Development must include the installation of a solar PV system of no less capacity than:

a) For sites with multiple electricity meters; rooftop photovoltaic (solar) panel system is connected to the common meter and the system is sized to offset 90-100% of estimated base building maximum demand.

b) For sites with a central electricity meter; the rooftop photovoltaic (solar) panels system is sized to offset 30% of estimated maximum demand.

C2. With any DA plans submitted, the roof plan must show the area(s) allocated to PVs and necessary access requirements for cleaning and routine maintenance. PV solar panels must be setback at least 2m from the edge of the build roof or parapet.

Section 5 - General provisions

5.5 Urban cooling and environmental sustainability

5.5.1 General Provisions

Urban heat or the Urban heat Island effect refers to the higher temperatures experienced in urban areas compared to rural or natural areas. As more development occurs, the build-up of heat in the environment occurs through heat being trapped in streets, increased hard surfaces, reduced vegetation and heat from air conditioning units.

Objectives

O1. To reduce the contribution of development to urban heat.

O2. To improve comfort for residents, workers and visitors in the local urban environment.

O3. To improve the passive comfort of dwellings and reduce the reliance on mechanical systems for amenity.

O4. To reduce the greenhouse gas emission release to the atmosphere through leakage, or improper disposal, of synthetic refrigerant gases with high Global Warming Potential (GWP).

Image - The Langston, Sydney, NSW, Architectus (Source: Brett Boardman)

Section 5 – General provisions

5.5 Urban cooling and environmental sustainability

5.5.1 General Provisions

Controls

C1. Glazing in the external facade of an enclosed balcony or wintergarden must have a solar absorption of less than 10%.

C2. Solar absorption of glazing must be marked on plans, and verified through inclusion of window specifications with DA.

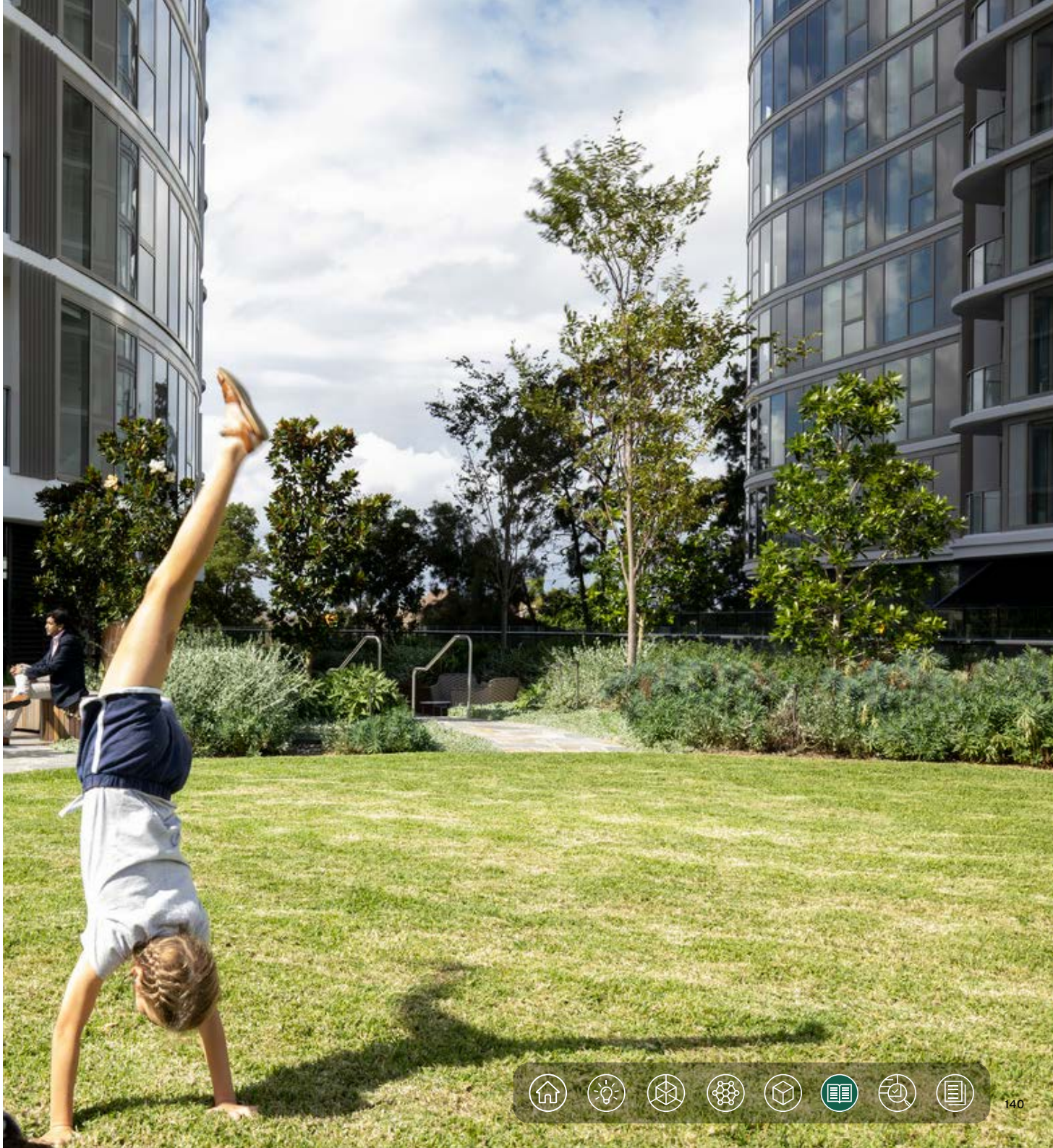
C3. All new air conditioning and refrigeration equipment are to use refrigerants with a GWP of less than 10 if the equipment can be supplied on similar terms to conventional systems. Confirmation prior to the release of the construction certificate is required.

C4. Solid fuel heating and cooking systems are not permitted in any development.

C5. Gas cooktops, gas ovens or gas internal space heating systems are not permitted in any residential development. Instead, electric systems must be installed and clearly marked on development application plans.

C6. Basement carparks must be contained within building footprints and allow for deep soil beneath forecourts and courtyards for large canopy tree planting.

The compliance of a Development Application with the controls in 5.5.1 is to be shown on the drawings and plans submitted with the Development Application and included in the Statement of Environmental Effects.



Section 5 – General provisions

5.5 Urban cooling and environmental sustainability

5.5.2 Reduction of the Urban Heat Island Effect

Objectives

O1. To minimise the reflection of solar heat downward from the building façade into private open space or the public domain.

O2. To reduce the contribution of development to urban heat and to improve user comfort in the local urban environment.

O3. To avoid or minimise the impact of heat rejection from air conditioning and refrigeration systems on the urban heat island effect and user comfort in private open space and the public domain.

The compliance of a Development Application with the controls in 5.5.2 is to be shown on the drawings and plans submitted with the Development Application and included in the Statement of Environmental Effects.

Section 5 - General provisions

5.5 Urban cooling and environmental sustainability

5.5.2 Reduction of the Urban Heat Island Effect

Controls

C1. The extent of the vertical façade of street walls (or if no street wall, as measured from the first 12 metres from the ground plane) that comprise Reflective Surfaces must demonstrate a minimum percentage of shading as defined in Figure 61 Part A as calculated at the relevant time of year in Figure 63 and Figure 64.

C2. The extent of the vertical façade of the tower (above the street wall or if no street wall, as measured above the first 12 metres from the ground plane) that comprise Reflective Surfaces must demonstrate a minimum percentage of shading as defined in Figure 61 Part B as calculated at the relevant time of year in Figure 63 and Figure 64.

C3. Compliance with C1 and C2 above is demonstrated on 21 December on the east-facing façade at 10 AM, northeast and southeast facing façade at 11.30 AM, north-facing façade at 1 PM, northwest and southwest facing façade at 2.30 PM and the west-facing façade at 4 PM as shown in Figure 63.

C4. Compliance with C1 and C2 above is demonstrated on 21 July on the northeast-facing façade at 10 AM, north northeast facing façade at 11.30 AM and 1 PM, and northwest facing façade at 2.30 PM and 4 PM as shown in Figure 64.

C5. Shading may be provided by:

a) External feature shading with non-reflective surfaces;

b) Intrinsic features of the building form such as reveals and returns; and

c) Shading from vegetation such as green walls, where requirements for upkeep is covered by a positive covenant

C6. Where it is demonstrated that shading cannot be achieved in accordance with C1-C4, development must provide:

a) A maximum external solar reflectance as defined in Table 12 is required for all Reflective surfaces; and

b) Applicants must provide elevations illustrating facade surface areas, indicating the location of any shading devices and external finishes, and the solar reflectance value of the cladding; and

c) Applicants must submit technical information that verifies the solar reflectance value of the cladding; and

d) Additional deep soil requirements to offset and reduce urban heat. The additional requirements will be determined by Council on a case by case basis.

C7. Shadow diagrams must be submitted with the development application quantifying the extent of shading at 10 AM, 11.30 AM, 1 PM, 2.30 PM and 4 PM on 21 December and 21 June for each relevant façade. Shadows from existing buildings, structures and vegetation are not considered in the calculations. These shadow diagrams are required in addition to, and not instead of, the requisite shadow diagrams to assess solar amenity and compliance with ADG requirements. Note: Refer to Figure 113 and Figure 114 for sun angles corresponding to shading reference times. Calculation of RSR for each relevant façade must also be submitted with the Development Application.

C8. Where surfaces on rooftops or podiums are used for communal open space or other active purposes, the development must demonstrate at least 50% of the accessible roof area complies with one or a combination of the following:

a) Be shaded by a shade structure, or/and;
b) Be shaded by a solar panel or/and;
c) Be covered by vegetation consistent with the controls on Green Roofs or Walls or/and;
d) Provide shading through canopy tree planting, to be measured on the extent of the canopy cover 2 years after planting.

Section 5 - General provisions

5.5 Urban cooling and environmental sustainability

5.5.2 Reduction of the Urban Heat Island Effect

Controls (continued)

Part A - Street Wall			
Reflective Surface Ration (RSR)	<30%	30-70%	≥70%
Minimum Shading (%)	0	1.5*RSR-45	75
Part B - Tower			
Reflective Surface Ration (RSR)	<30%	30-70%	≥70%
Minimum Shading (%)	0	0.8*RSR-24	75

Figure 63. Shading Requirements

Reflective Surface Ration (RSR)	<30%	30-70%	≥70%
Maximum External Solar Reflectance (%)	No Maximum	62.5-0.75*RSR	10

Figure 64. Maximum External Surface Reflection

Facade Orientation	Sun Angles - 21 December (Summer Solstice)
East ± 22.5⁰	10 am AEDT Sun Elevation: 51⁰ Azimuth: 66⁰
Northeast / Southeast ± 22.5⁰	11:30 am AEDT Sun Elevation: 69⁰ Azimuth: 66⁰
North ± 22.5⁰	1 pm AEDT Sun Elevation: 80⁰ Azimuth: 352⁰
Northeast / Southeast ± 22.5⁰	2:30 pm AEDT Sun Elevation: 67⁰ Azimuth: 290⁰
West ± 22.5⁰	4 pm AEDT Sun Elevation: 48⁰ Azimuth: 272⁰

Figure 65. Sun Angles during Summer Solstice

Facade Orientation	Sun Angles - 21 July (Winter Solstice)
Northeast ± 30⁰	10 am AEDT Sun Elevation: 28⁰ Azimuth: 32⁰
North northeast ± 22.5⁰	11:30 am AEDT Sun Elevation: 35⁰ Azimuth: 9⁰
North northwest ± 22.5⁰	1 pm AEDT Sun Elevation: 30⁰ Azimuth: 343⁰
Northwest ± 22.5⁰	2:30 pm AEDT Sun Elevation: 25⁰ Azimuth: 321⁰
Northwest ± 22.5⁰	4 pm AEDT Sun Elevation: 12⁰ Azimuth: 304⁰

Figure 66. Sun Angles during Winter Solstice

Section 5 - General provisions

5.5 Urban cooling and environmental sustainability

5.5.2 Reduction of the Urban Heat Island Effect

Controls (continued)

C9. Where surfaces on rooftops or podiums are not used for private or public open space, for solar panels or heat rejection plant, the development must demonstrate the following:

a) Materials used have a minimum solar reflectivity index (SRI) of 82 if a horizontal surface or a minimum SRI of 39 for sloped surface greater than 15 degrees; or
b) 75% of the total roof or podium surface be covered by vegetation; or
c) A combination of (a) and (b) for the total roof surface
d) Applicants must provide a plan illustrating all roof surface areas, indicating the location of any green roofs, flat mounted PV panels, and the SRI value of the roofing.
e) Applicants must submit technical information that verifies the SRI performance of roofing.

C10. Residential apartments within a mixed-use development or residential flat building must incorporate efficient heating, ventilation and cooling systems which reject heat from a centralised source on the upper-most roof.

C11. Heat rejection units must not be located on the street wall frontage on the primary street or immediately adjacent to rooftop landscaped and/or communal areas unless separated by a solid wall.

Image - Flinders University Health and Medical Research Building, Bedford Park, SA, Architectus (Source: Trevor Mein)

Section 5 - General provisions

5.6 Energy and Water Management

5.6.1 Energy efficiency (BASIX affected buildings)

Objectives

O1. Promote sustainable development which uses energy efficiently and minimises non-renewable energy usage during the construction and use of buildings.

O2. Ensure all new developments to actively contribute to the collective effort of reducing energy consumption throughout the Bankstown City Centre.

O3. Decrease dependency on the main grid energy supply within Bankstown City Centre by implementing alternative energy sources and strategies.

Controls

C1. For developments not covered by BASIX, compliance with the energy efficiency provisions of the Building Code of Australia (Section J) is mandatory. A Section J report, along with annotated plans demonstrating compliance with fabric and service requirements, must be submitted.

C2. All development not subject to BASIX must issue documentation from a suitably qualified consultant is to be submitted with Development Applications demonstrating the measures that will be used to achieve the relevant energy efficiency scheme rating. Evidence of a formal commitment agreement or registration with the relevant scheme administrator is required to be submitted prior to the issuing of a construction certificate.

C3. All new developments must future proof the integration of smart technologies for the purposes of monitoring energy usage (e.g. Lighting, heat, ventilation and air conditioning).

C4. Verification of energy target achievement requires the submission of a signed Commitment Agreement from the National Australian Built Environment Rating System (NABERS).

C5. Targets for mixed-use developments must be tailored to the specific mix and proportion of land uses, determined on a site-specific basis and at the discretion of the Council.

Section 5 – General provisions

5.6 Energy and Water Management

5.6.2 Water efficiency

Objectives

O1. Reduce the consumption of drinking water

O2. Increase the amount of water harvested from rainwater and urban stormwater runoff for use

O3. Increase resilience to the impacts of water scarcity by providing sustainable alternative water supplies

O4. Decrease the technical and financial barriers to retrospective upgrades to buildings to connect to future non drinking water supply infrastructure

Section 5 - General provisions

5.6 Energy and Water Management

5.6.2 Water efficiency

Controls

C1. All new developments must include submetering and future proof for smart technologies to minimise water consumption.

C2. Cooling towers must be designed in accordance with best practice guidelines to reduce water consumption.

C3. All development not subject to BASIX will need to incorporate the following water-saving measures:

a) Plumbing fixtures are to meet minimum Water Efficiency Labelling and Standards (WELS) Scheme Standards including 4 star rated showerheads, 4 star rated toilet cisterns, 5 star rated urinals and 6 star rated water tap outlets.

b) Appliances (dishwashers, clothes washers etc) are to be 5 stars (WELS Scheme) or better rated for water use efficiency.

C4. All development not subject to BASIX must issue documentation from a suitably qualified consultant is to be submitted with development Applications demonstrating the measures that will be used to achieve the relevant water efficiency scheme rating. Evidence of a formal commitment agreement or registration with the relevant scheme administrator is required to be submitted prior to the issuing of a construction certificate.

C5. Verification of energy target achievement requires the submission of a signed Commitment Agreement from the National Australian Built Environment Rating System (NABERS).

C6. Targets for mixed-use developments must be tailored to the specific mix and proportion of land uses, determined on a site-specific basis and at the discretion of the Council.

Section 5 - General provisions

5.6 Energy and Water Management

5.6.3 Electric Buildings

Objectives

O1. To minimise the reliance on the consumption of fossil fuels in new development.

O2. To prevent indoor pollutants associated with combustion.

Controls

C1. All new mixed-use development, residential development, commercial premises, tourist and visitor accommodation, health services facilities and educational establishments are to use only electricity for all energy requirements associated with normal operations.

C2. The use of fossil fuels for any purpose is not to exceed 1% of the projected annual energy demand for the building. **

- * Note: BASIX certification for residential developments at a DA stage must not rely on gas for heating or hot water to comply with Control C1
- ** Note: This control excludes emergency services and emergency infrastructure such as pumps and generators utilised in the case of emergencies (flood, fire, etc). 1% of projected annual energy demand for fossil fuels allows for the use of diesel for standby generation

Section 5 – General provisions

5.7 Signage and lighting

5.7.3 All proposed signage (including business identification)

Controls

C1. For all new development that proposes non-residential accommodation floor space and has more than two or more tenancies is to include a Preliminary Signage Strategy. The Preliminary Signage Strategy is to include, where applicable:

a) A plan showing the location of all signage

b) Indicative locations for all building identification signage

c) Under awning signage zones

d) Wayfinding signage zones

e) Details of illumination of signage

f) Dynamic Signage, and

g) Tenancy shopfront signage zones.

5.7.4 Illuminated signage, including light projection signage

In addition to the general requirements for signage in Chapter 3.6 – Signs of the CBDCP 2023, the following requirements apply to illuminated signage in Bankstown City Centre.

Controls

C1. Externally illuminated signs must have a downward facing light source focused on the display area. Upward facing lights are not permitted.

C2. Implementation of LED light fixtures is recommended, due to the significant reduction in energy consumption LED lights have in comparison to other light fixtures.

C3. Signs or lights with flashing, chasing, pulsating or flickering lights are not permitted unless part of an approved public artwork.

C4. Existing signs on heritage items and existing buildings are to be retained where they have heritage value.

5.7.1 Building identification signs - top of building signs

Controls

C1. Building identification signs located at the top of buildings must comply with the following:

a) No more than two top of building signs are displayed on any one building, where each sign is of a similar size and appearance

b) The top of building sign is allocated only to a significant tenant or the building's owner

c) The top of building design integrates with the building's architecture, materiality, and finishes

d) The signage has a maximum vertical height less than one typical floor of the building

e) Signage is not on the building's roof or positioned with the intention of being visible from the air

f) The top of building sign is not used, sold or leased for third party business or advertisement.

Section 5 - General provisions

5.7 Signage and lighting

5.7.2 Dynamic content sign

Controls

C1. Dynamic content signs that are visible from residential premises must:

a) Only operate between 7am-11pm; and

b) Involve static images that change and not be animated or include moving images/ videos; and

c) Have an image dwell time ≥ 10 seconds, and a transition time of 0.1 seconds.

C2. Illuminated or dynamic content signs are only permitted in shop windows subject to consent.

Section 5 - General provisions

5.8 Waste management

All objectives and controls included in this part apply in addition to the following chapters of the CBDCP 2023:

- Chapter 3 General Requirements - 3.3 Waste Management
- Applicable Waste Design for New Developments Guide.

Objectives

O1. Ensure that development in Bankstown City Centre enables convenient collection of waste and efficient and optimal waste management strategies across all development types within the area.

O2. Optimise waste collection logistics and to minimise truck movements to reduce traffic congestion, noise pollution, poor amenity, and environmental impact within the community.

O3. Safeguard the visual amenity, safety, and functional integrity of servicing areas of the site.

O4. Enable Food Waste and Garden Organic (FOGO) waste collection servicing and align with Council's commitment to fostering a circular economy.

Section 5 - General provisions

5.8 Waste management

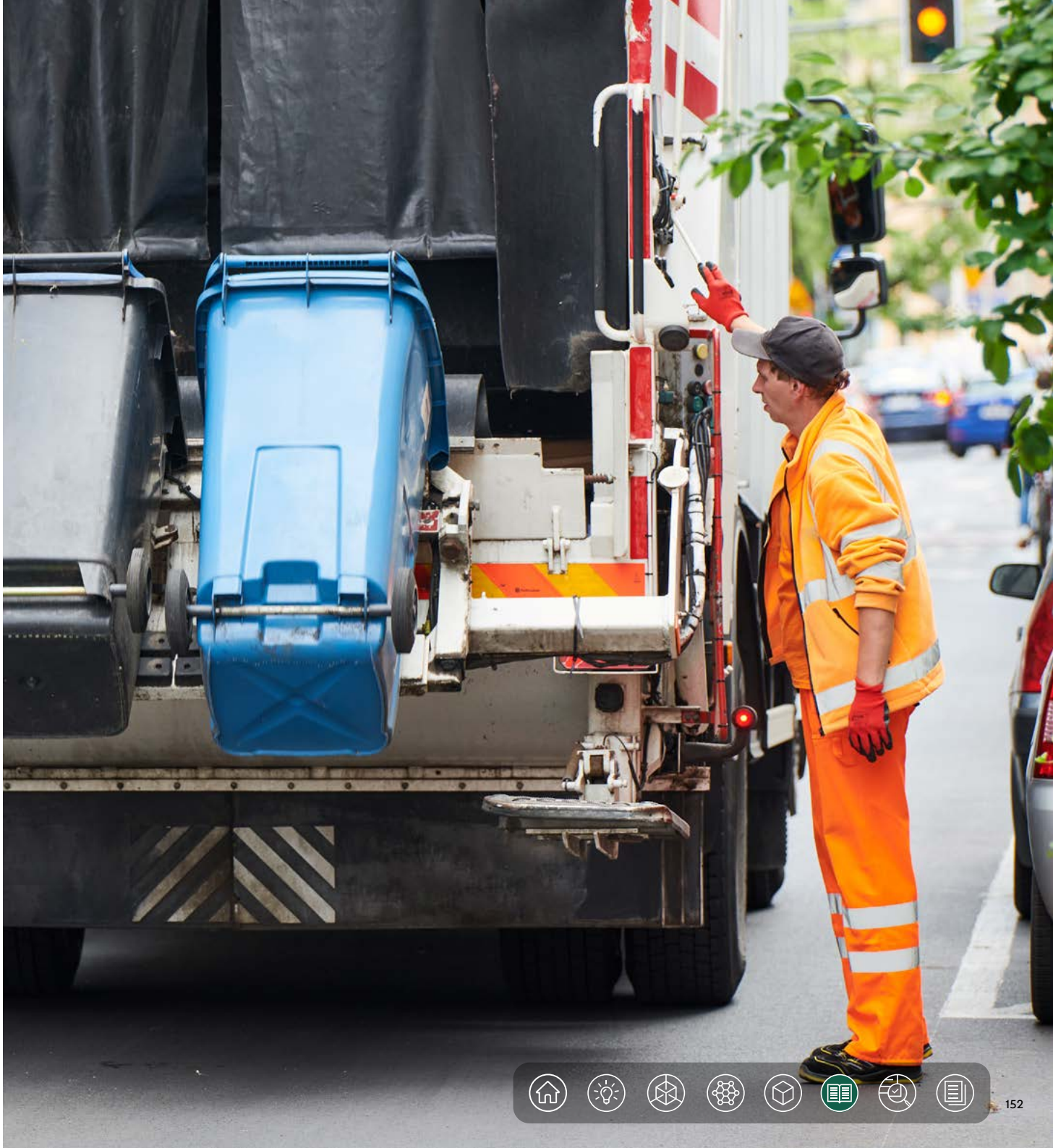
Controls:

C1. For large developments, or developments where Council determines collect and return is unsuitable, ensure that waste collection activities exclusively occur on-site via an HRV per the Australian Standards 2890.2 preventing disruptions to shared laneways and maintaining the visual and functional quality of these spaces.

C2. Implement a range of measures that effectively minimise waste collection truck movements and reduce carbon emissions.

C3. Mandatory separation of food and garden organic waste at its source is required to meet the NSW Environment Protection Authority FOGO mandate and align with council's commitment to fostering a circular economy.

C4. Additional recommendations regarding Waste Management strategies for developments with at least 1,000 residential dwellings are included in 5.8.3 Additional Waste Management Systems of this DCP.
Note: The length of a vehicular ramp and turning reservation of an HRV requires approximately 55-60m to descend 5.0m into a basement



Section 5 - General provisions

5.8 Waste management

5.8.1 Waste management design for new subdivisions

Controls

C1. Subdivision design and road layout is to ensure that a HRV as per Australian Standard 2890.2 Parking Facilities: Off Street Commercial Vehicle Facilities can enter and exit the development (the subdivision) in a forward direction without the need to reverse.

C2. For developments incorporating cul-de-sacs, plans illustrating turning paths for a HRV are to be provided to demonstrate that the vehicle can safely manoeuvre with no reverse vehicle movements.

C3. Temporary turning facilities and access roads for a HRV are to be provided for staged subdivision development where the entire road network will not be completed as part of Stage 1. This will ensure waste collection vehicles are able to enter and exit the development in a forward direction and can continue to service existing buildings.

5.8.2 Waste management design for laneways

Controls

C1. Laneways are of sufficient width to accommodate a HRV (as per AS2890.2) collection vehicle movements entering and exiting and required manoeuvring to service future dwellings.

C2. Laneways are to be sufficiently wide for a vehicle to pass a stationary waste truck.

C3. Length of laneways need to be considered to ensure collection staff can maintain appropriate and safe sight distances to view any obstructions.

C4. Waste collection vehicles have sufficient overhead clearance. Collection points need to be located away from any overhead wires, street tree canopies, building awning and overhangs and other structures that can impede waste collection access.

Section 5 – General provisions

5.8 Waste management

5.8.3 Additional waste management systems

Innovative waste collection systems
High-density developments (of 1,000+ individual dwellings or units) provide a good opportunity to install advanced waste collection arrangements, such as underground bins, compaction units or automated waste collection systems (AWCS). These systems allow waste, recycling and organics to be collected below ground instead of having heavy collection vehicles driving through residential areas.

Refer to Page 69 https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/warrlocal/19p1559-resource-recovery-in-residential-developments.pdf

Automated Waste Collection Systems
Automated waste collection systems (AWCS) also known as 'pneumatic' or 'vacuum' systems are a technology that exists in many cities overseas. These systems consist of networks of underground pipes that use negative air pressure to transport waste and recycling along a pipe network to a centralised collection point. This can be up to 2.5km away from the building. From here a waste collection vehicle hauls the waste away for final treatment. The system is fully sealed, quiet and helps eliminate the need for bins and manual handling of waste. It also helps reduce the number of waste collection movements and can be aesthetically pleasing.

Refer to Page 87 https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/warrlocal/19p1559-resource-recovery-in-residential-developments.pdf

Automated waste collection system (Photo: Envac Australia)

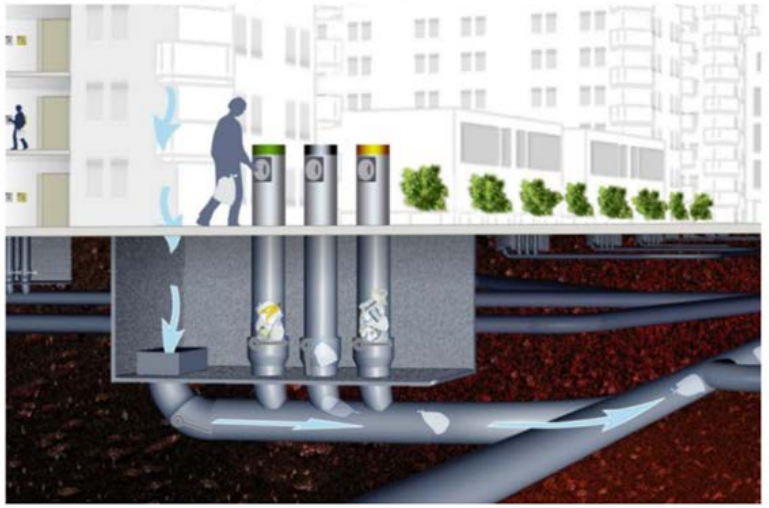


Figure 4-14 – Screw Tanks for Local AWCS

Section 5 – General provisions

5.8 Waste management

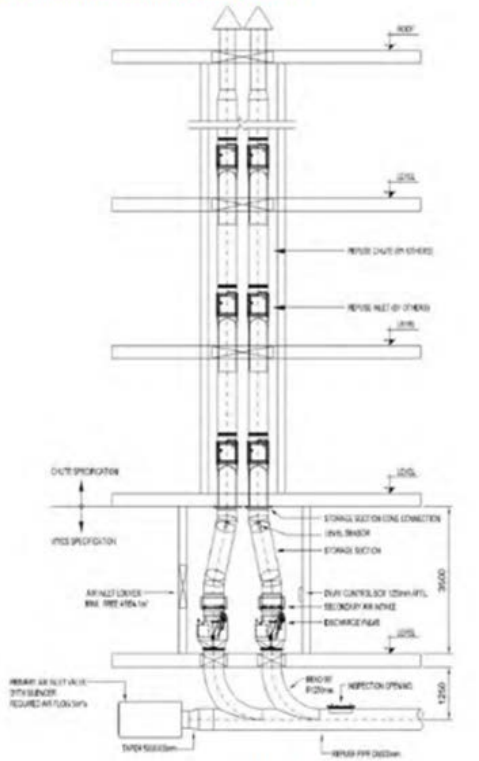
5.8.3 Additional waste management systems

Static compactor with hook lift collection
In large developments of more than 400 apartments, larger capacity static compactors may be considered with council approval. Generally known as 'hook-lift' compactors, these systems come in a range of sizes with up to 40m3 capacity which, when combined with a 3:1 compaction ratio, can hold up to 90m3 of waste. This means that the frequency of collection can be significantly reduced, depending on the quantities. They are more suitable for commercial or larger residential developments. Static compactors require 6m clearance for Waste Servicing.

Hook-lift compactors require waste collection vehicles to reverse directly onto them, so the building will require enough turning and manoeuvring space for heavy rigid class collection vehicles. Access for these kinds of vehicles should be modelled using turning circle software during the design stage. Hook-lift compactors are normally provided by a waste contractor as part of a service package and come in two types: static and transportable

Refer to Page 108 https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/warrlocal/19p1559-resource-recovery-in-residential-developments.pdf

Figure 3-6 - Typical Arrangements for Internal Discharge Valve



Source: Draft PAS 908:2018

Section 5 – General provisions

5.8 Waste management

5.8.3 Additional waste management systems

Collection process

1. Waste chutes for each core collect waste in 1,100L bins, on a carousel or linear. Once the bins on the carousel system are full the caretaker will remove the bins and replace them with empty bins.
2. The full 1,100L bins are transported from the chute room to the respective compaction unit using a bin tractor device.
3. The 1,100L bin is emptied into the compaction unit using the bin lifter attached. The bin is locked through a protective cage and key.
4. The compaction unit compacts the respective waste stream (residual or recycling) using a maximum compaction ratio of 3:1 for waste and 2:1 for recycling.
5. The emptied 1,100L bins are washed and placed back onto the linear track or circular carousel device.
6. Council's hook lift vehicle on the designated collection day drives into the loading bay, lifts the compaction unit onto the truck and takes the unit to be emptied at the respective disposal site.
7. The time to conduct on-site loading of compaction units is approximately 5-10mins with a unit turnaround time of 2hrs.

Refer to Page 27 https://www.penrithcity.nsw.gov.au/images/documents/building-development/planning-zoning/planning-controls/Waste_Management_Guidelines_Residential_Flat_Buildings.pdf

3.9.7 Compaction Unit Schematics

Refer to Page 30 https://www.penrithcity.nsw.gov.au/images/documents/building-development/planning-zoning/planning-controls/Waste_Management_Guidelines_Residential_Flat_Buildings.pdf

Figure 18: Aluminium Trailer attached to an Electric Tug Device

Page 20 https://www.penrithcity.nsw.gov.au/images/documents/building-development/planning-zoning/planning-controls/Waste_Management_Guidelines_Residential_Flat_Buildings.pdf

Section 5 – General provisions

5.8 Waste management

3.10.5 Bin Lifter Specifications

Description	Specifications
Bin Capacity	1100L Bin
Lifter Capacity	350kg
Electric Motor	3kw
Power Supply	412V, 3 phase, 10amp, 5 pin

Table 11: Operational specifications for the operation of 1100L bin lifters

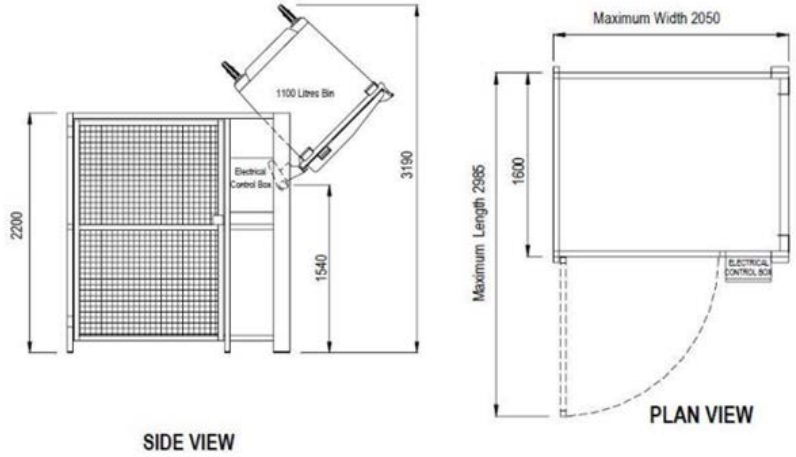


Figure 40: 1100L bin lifter schematic side and plan view

Figure 16: Universal Towing Device pulling 1100L bins behind an Electric Tug Device

Hook-Lift truck

Hook-lift trucks can vary significantly based on the size of the compaction container requiring collection. Provided below is an example of the specifications for a hook-lift truck.

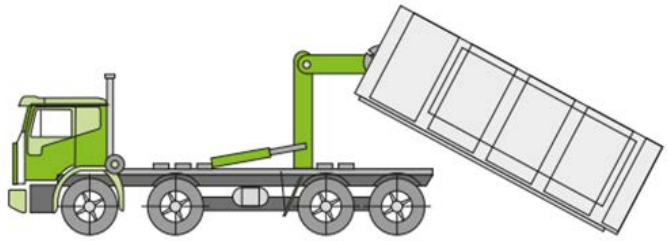
Note: The hook lift truck required for collection of fully transportable compactors may differ from the pictures shown.

Hook-Lift Vehicle Specifications	(m)
Length overall	9.20
Width Overall	2.50
Turning circle	25.00
Travel height	4.30
Height in operation	5.60

Movement Diagram

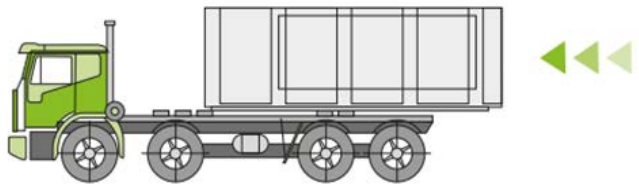
1

Vehicle reverses to collect an uninhibited container and safely pulls container on board.



2

Container is moved to a safe and secure position on the vehicle, and with the container and contents securely in position, this vehicle is ready to leave for emptying.



Page 127 https://assets.sustainability.vic.gov.au/susvic/Guide-Waste-Management-and-Recycling-in-Multi-unit-Developments.pdf

Section 5 - General provisions

5.9 Design for flood affected properties

Objectives

O1. Establishing clear requirements for any shelter-in-place or evacuation provisions for future development in flood affected areas of the Bankstown City Centre.

Controls

C1. Development Applications for new development located on land identified in Figure 56 must provide a Flood Impact and Risk Assessment (FIRA) prepared in accordance with the Flood Risk Management Manual including Flood Impact and Risk Assessment Flood Risk Management Guideline LU01 published on 30 June 2023 that demonstrates how the occupants of the development once constructed will be able safely to 'shelter in place' for the duration of a Probable Maximum Flood (PMF) event.

C2. The FIRA must reference the Support for Emergency Management Planning - Flood Risk Management Guideline EM01

C3. If basement levels are proposed, the Flood Impact and Risk Assessment must recommend imposing a Flood Planning Level (FPL), or PMF level, whichever is greater, for all basement entries. An alternative may be crest level to FPL and additional protection to PMF level using automated flood gates or some other form of flood protection.

C4. Applicants must discuss the proposed flood mitigation measures, including shelter in place, with Council's Development Engineers via a pre-lodgement meeting prior to the lodgement of the Development Application.

Image - Western Sydney University Bankstown Campus

Section 5 – General provisions

5.9 Design for flood affected properties

Controls (continued)

C5. In addition to the structural stability of the building, the shelter should also be self-sustaining for the period of isolation with access to ablutions, water, electricity and first aid equipment. For critical and/or sensitive development, consideration must be given to the availability of on-site systems to provide for electricity, water, and sewage services for the likely flood duration of surrounding areas.

C6. The planning and assessment of evacuation routes should consider access to either the nearest evacuation shelters designated by the State Emergency Service or arterial roads not only Probable Maximum Flood-free land. Consideration must be given to Support for Emergency Management Planning - Flood Risk Management Guideline EM01.

Legend

- Bankstown City Centre boundary
- Lots subject to additional flood related development controls

Figure 67. Properties that are subject to additional flood related development controls

Section 5 – General provisions

5.9 Design for flood affected properties

Controls (continued)

C7. In addition to the structural stability of the building, the on-site 'shelter in place' location should also be self-sustaining for the period of isolation with access to ablutions, water, electricity and first aid equipment. For critical/sensitive development such as child care and aged care uses, consideration must be given to the availability of on-site systems to provide for electricity, water, and sewage services for the likely flood duration of surrounding areas.

Legend

Bankstown City Centre boundary

Lots subject to additional flood related development controls

Figure 65. Properties that are subject to additional flood related development controls

Section 5 – General provisions

5.10 Underground floor space

Principles

P1. Uses permitted for underground floor space include uses that generally require large floor areas such as theatres, cinemas, neighbourhood supermarkets and larger floor plate retail premises over 1,000m² GFA, entertainment facilities and registered clubs.

P2. Larger sites that can accommodate the above mentioned uses and demonstrate improved streetscape and public domain impacts.

P3. Be in areas that do not have minimum parking rates, to ensure the design does not force deeper excavation to accommodate minimum parking rates.

P4. The underground uses should not go beyond the building footprint above, to ensure opportunities for planting and open space in setback areas are maintained.

P5. Entries to the underground floor space should have an appropriate, active, ground floor frontage;

P6. The basement levels used should have a minimum floor to ceiling height of 3.7 metres;

P7. The basement levels used should be the upper-most basement levels, closest to ground floor.

P8. Any proposed or existing underground floor space is in addition to the maximum Floor Space Ratio for that site under the Canterbury Bankstown Local Environmental Plan 2023 and any relevant applicable SEPPs. Any existing underground floor space on a site counts towards the maximum 1:1 underground floor space permitted.

Image - Central Park, Chippendale, NSW (Source: Architectus)

Section 5 – General provisions

5.11 Development near late night trading uses and noisy areas

Controls

C1. Residential development is to include acoustic measures to reduce the impact of noise from existing or planned external sources (for example busy roads, adjoining industries or commercial activities, late night trading premises, live music venues and public parks and plazas in which people may congregate or host live music or events).

C2. Development is to incorporate measures that reduce the entry of noise from external sources into dwellings. Such measures can include one or more of the following:

a) a limit on window size and number where oriented towards an intrusive noise source.

b) seals at entry doors to reduce noise transmission from common corridors or outside the building.

c) storage, circulation areas, and non-habitable rooms to buffer noise from external sources.

d) double or acoustic glazing.

e) operable acoustic screens to balconies.

Section 5 – General provisions

5.12 Building address and numbering

Overview
This section provides requirements for street address building numbering for new developments in Bankstown City Centre. It aims to ensure house numbering is consistent, and easily understood by the public. Unique, identifiable, logically numbered addresses are important for the efficient operation of the city.

Objectives

O1. To ensure building numbering is clear, logical, and avoids ambiguity.

O2. Addresses are unique and easy to identify.

O3. Signage implemented to aid in the identification of addresses.

Image - Shout Ridge, Lindfield, NSW, Architectus
(Source: Brett Boardman)

Section 5 – General provisions

5.12 Building address and numbering

Controls

C1. Main entranceways to residential buildings must have access to the primary street frontage, in correspondence with the residential address.

C2. Single houses on land that has not been subdivided must be allocated a single number (e.g. 1 Rickard Road) sequentially with odd and even numbers on opposite sides of the street.

C3. If land is subdivided or in scenarios where new developments are proposed where additional numbers are required, suffixes (e.g. 1, 1A and 1B Rickard Road) can be used.

C4. Suffixed numbers must:

a) Start at A; and

b) Be ordered sequentially, in the direction of the numbering on the street.

C5. Strata units must:

a) Be numbered from 1 sequentially, and;

b) Use floor numbers as a prefix (e.g. 101, 201, 301) in medium to high density buildings.

C6. House numbers must be placed at the front of the house near the door, and on a post box.

C7. Apartment numbers must be on the front door, with individual post boxes for each apartment also numbered and accessible to delivery services. The street number of the apartment block must be placed near the front door, with additional signage on the primary frontage that is legible form the street.

C8. In accordance with Section 2.3 Connecting with Country, building names are to consider the use of Aboriginal words and names as part of a holistic Connecting with Country strategy for development on the site.

Section 5 - General provisions

5.13 General requirements for certain new development

Controls

C1. Retail development that proposes to provide shopping trolleys for customers must either provide coin-operated locks or a self-wheel locking mechanism that is activated when shopping trolleys travel beyond the site

C2. Commercial premises that provide shopping trolleys for customers are to submit a shopping trolley containment strategy with their Development Application. The trolley containment strategy must address the following conditions:

(h) Commercial premises that provide trolleys must have a trolley restriction system in place to stop any trolley leaving the property boundaries;

(i) Recognition of laws under the Public Spaces (Unattended Property) Act 2021, which include harsher penalties for owners of shopping trolleys, unregistered cars and trailers;

(j) Trolleys must be branded & include contact details; and

(k) Operators with more than 25 shopping trolleys have 3 hours to collect unattended trolleys (outside the hours 11pm-7am).

Image - Industry Lanes, Richmond, VIC, Architectus (Source: Trevor Mein)

SECTION 6

KEY SITES

Section 6 - Key sites

Overview of key sites

Overview
The following sites have been identified as playing a key role in the realisation of the vision and objectives of Bankstown City Centre, due to their site area being 5,000sqm or more, the site having a single ownership, the potential uses for the site and the site's location. To ensure for an optimal outcome for the city, early engagement between the applicant and Council is essential. All site maps and figures are indicative and subject to the lodgement of a detailed Development Application.

- KS1 New Bankstown Hospital, TAFE and LaSalle Catholic College site
- KS2 ALDI store site - Chapel Road and Richard Road
- KS3 67-70 Rickard Road, Bankstown
- KS4 Compass Centre
- KS5 Bankstown Sports Club
- KS6 South Terrace and future public park and plaza
- KS7 8-14 West Terrace
- KS8 212 South Terrace
- KS9 Bankstown Central

Figure 68. Axonometric view of key sites in Bankstown City Centre with indicative massing of potential future development

Section 6 - Key sites

Overview of key sites

All sites within the site boundary should undergo a Design Excellence Process.

Legend

- Bankstown City Centre boundary

Key sites

- KS1 New Bankstown Hospital, TAFE and LaSalle Catholic College site
- KS2 ALDI store site - Chapel Road and Richard Road
- KS3 67-70 Rickard Road, Bankstown
- KS4 Compass Centre
- KS5 Bankstown Sports Club
- KS6 South Terrace and future public park and plaza
- KS7 8-14 West Terrace
- KS8 212 South Terrace
- KS9 Bankstown Central

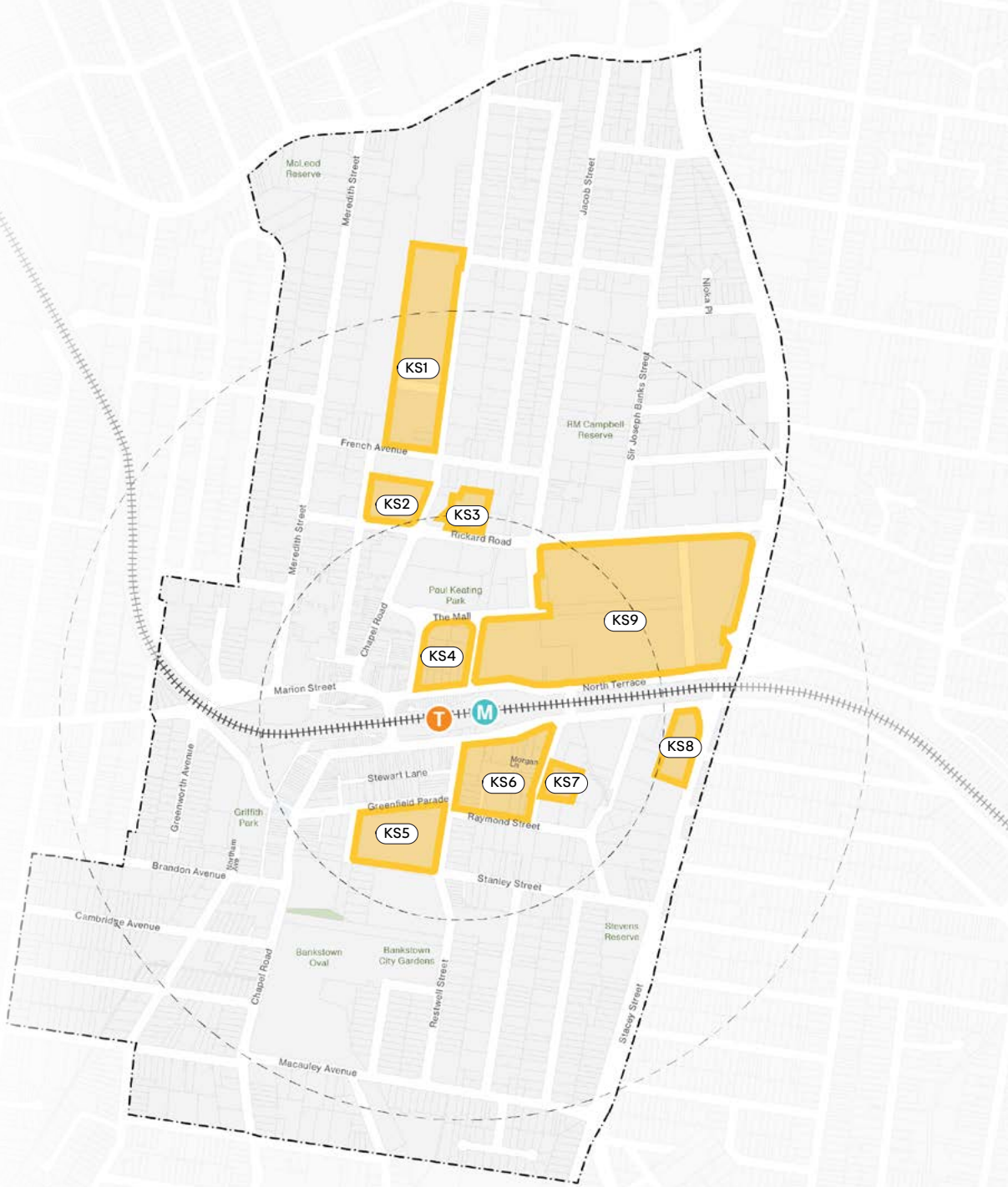


Figure 69. Key sites map

Section 6 – Key sites

Overview of key sites

Objectives

O1. To ensure that development is unique to the character, climate and demographic of Bankstown City Centre.

O2. To achieve Design Excellence, create inspirational key sites with high quality innovative architecture, that are sustainably built, offer community benefit, provide new publicly accessible and private spaces that contribute positively to Bankstown's sense of place and its skyline.

O3. To ensure that the principles of Connecting to Country are enshrined and represented in these sites.

O4. To ensure development does not compromise or reduce solar access to parks.

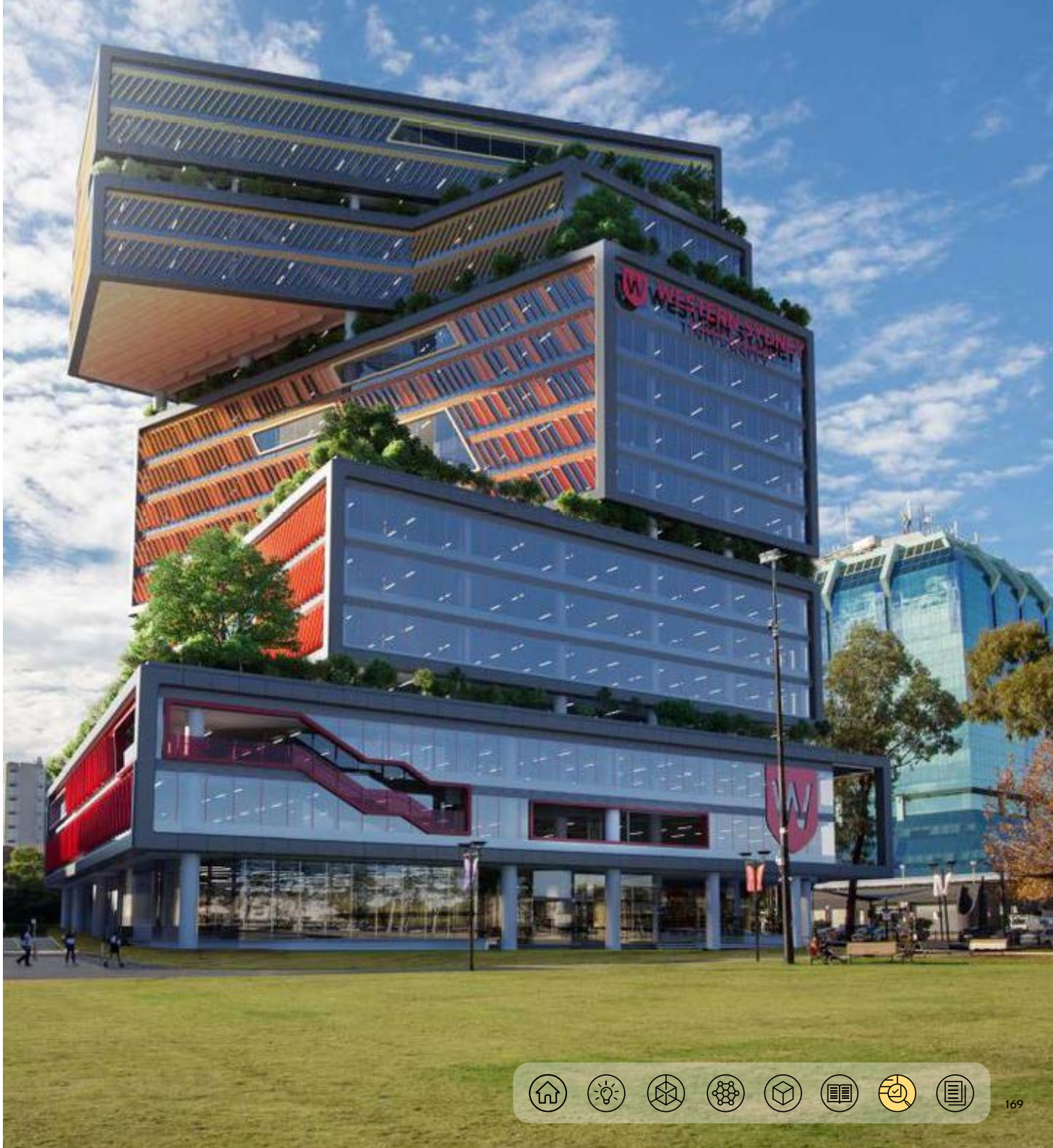
O5. To integrate through site links, to expand the public domain and improve pedestrian and cyclist permeability and connect to existing and new open space.

O6. To provide for a range of heights on key sites to create an interesting and diverse skyline.

O7. To ensure that the interface of sites activate the public domain and invite the public into new publicly accessible spaces.

O8. To ensure that podiums are articulated to appear as smaller parts to create a positive fine grained and varied experience at street level.

O9. To ensure that building services are integrated into the building design and hidden from public view to provide a quality street interface.



Section 6 - Key sites

6.1 KS1- New Bankstown Hospital, TAFE and LaSalle Catholic College site

This site is part of the 'Eds & Meds Character Area'. The existing Bankstown TAFE has been identified by the NSW Government as the future Bankstown Hospital site. The site has frontage to Chapel Road, an interface with St Felix Catholic Primary School to the north and a large park to the west.

Design principles

a) Maximise employment opportunities.

b) Extend the public domain into the site and provide pedestrian permeability to the park.

c) Maximise active transport options to and from the site, connecting the hospital to the rail and bus interchange and to the city centre.

d) Consider the privacy and safety of the adjoining school uses.

e) Provide good solar access to open spaces to encourage use throughout the day.

f) Ensure the built form is variable in height across the site to provide visual diversity and to mitigate impacts to adjoining properties (for instance, visual bulk, wind, views to the sky or overshadowing).

g) Activate the Chapel Road and French Avenue frontages.

h) Maintain public access between Chapel Road and LaSalle Catholic College through the New Bankstown Hospital/TAFE site via Raw Avenue, or an equivalent alternative publicly accessible space or access way.

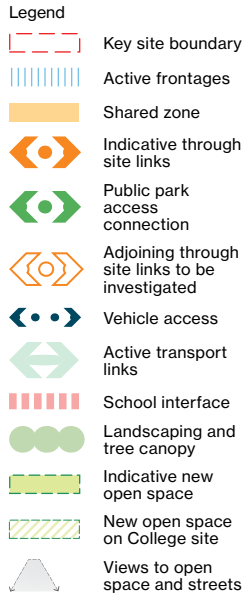


Figure 70. Design principles - KS1 New Bankstown Hospital, TAFE and LaSalle College site

Section 6 - Key sites

6.1 KS1- New Bankstown Hospital, TAFE and LaSalle Catholic College site

Design principles (continued)

i) Provide at least 3,000-4,000m² of publicly accessible open space associated with any development of the existing southern playing fields of LaSalle Catholic College, with clear public access from Raw Avenue or an alternate public access way to Chapel Road.

j) Ensure development of the new Bankstown Hospital and TAFE site provides overlooking of playing fields, Chapel Road and French Avenue.

k) Pedestrian arrival points of any health or education building should include a public forecourt, with landscaping and weather protection.

l) Development of the future hospital site and TAFE site should include a wayfinding and signage strategy.

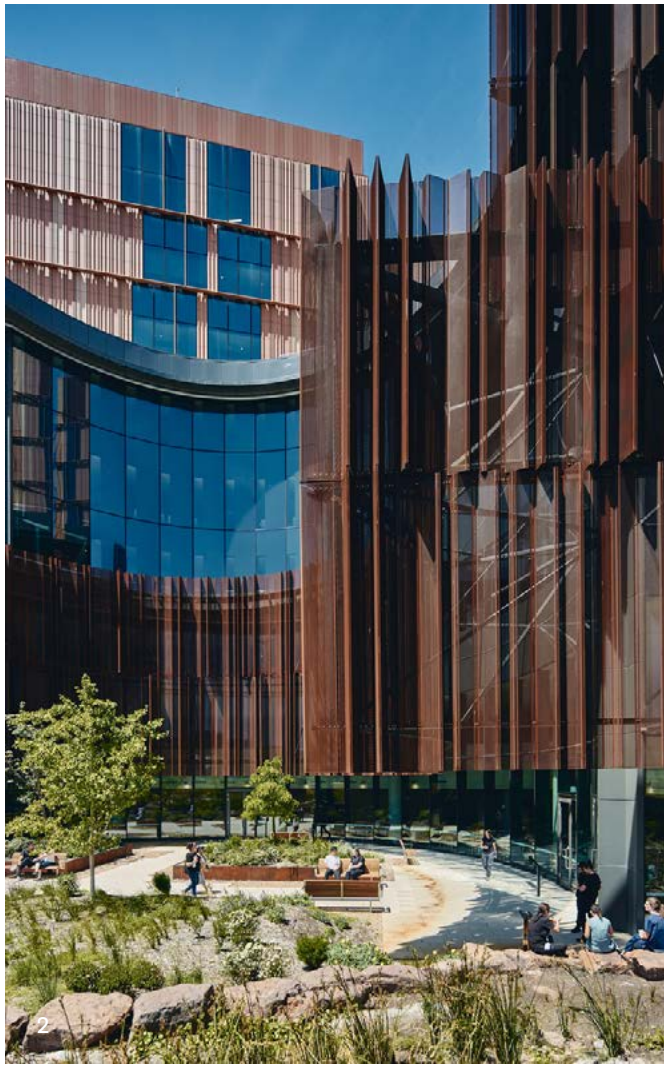
m) Provide design excellence across the site that are visually striking and interesting buildings that are unique and contribute to the identity of Bankstown as a place for beautiful architecture.

n) Provide a public art strategy with the State Significant Development Application that shows how public art will be integrated across the site'

o) Use green landscaping throughout the site at ground level and on buildings to help provide amenity and habitat and help create a welcoming place for patients workers and visitors to the site.

p) The new building at the corner of French Avenue and Chapel Road to act as a landmark building that serves as the 'front door' for the site for pedestrians accessing the hospital and TAFE from the Sydney Metro and railway station and Bankstown CBD.

1



2

Image
2 - Victorian Heart Hospital, Clayton, VIC, Architectus (Source: Peter Bennetts

Section 6 - Key sites

6.2 KS2 - ALDI Store site - Chapel Road and Rickard Road

This site has three street frontages, Chapel and Rickard Road and Kitchener Parade and is located within the Eds & Meds Character Area. There is an interface to the north with Little Saigon Plaza. This key site provides potential for pedestrian permeability from the northern and western parts of the city centre.

Design principles

a) Ensure the development maximises engagement with street frontages and draws people into the site from the northern and western part of the centre.

b) Provide for a mix of uses that will activate the site and the street.

c) Provide separation with the existing building to the north with a green buffer.

d) Enhance and maximise active transport options to and from the site, connecting Bankstown Hospital to Bankstown Train Station and city centre.

e) Prioritise loading and unloading and vehicular access from Kitchener Parade.

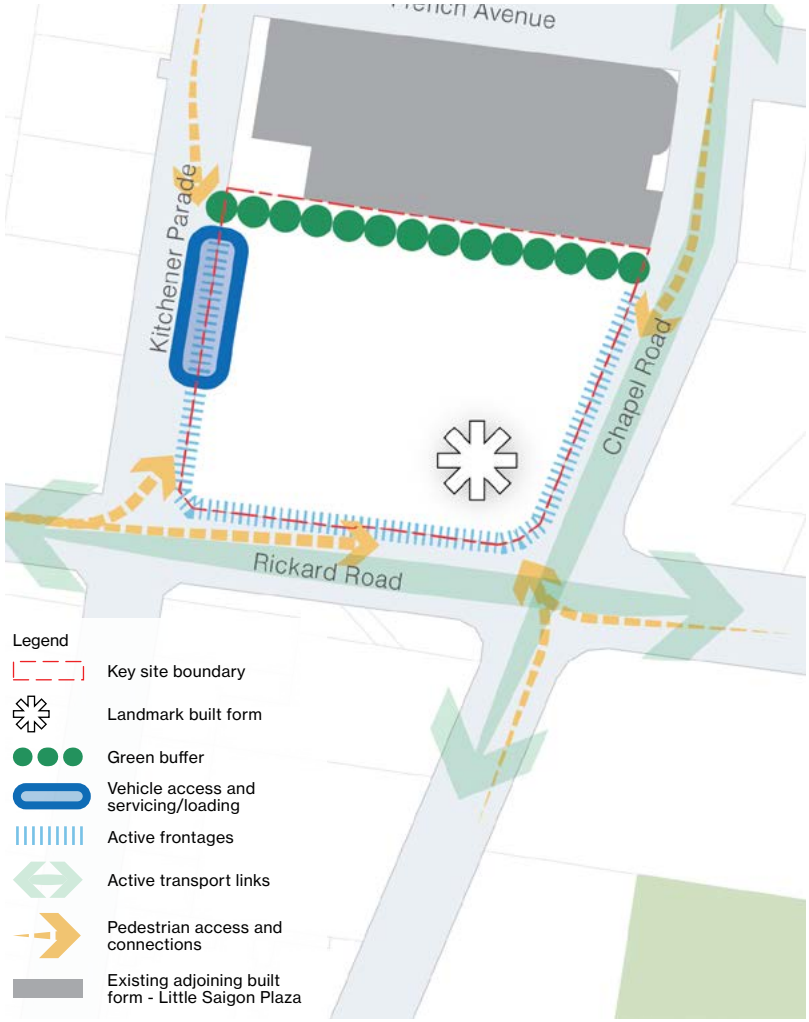


Figure 71. Design principles - KS2. ALDI Store site - Chapel Road and Rickard Road

Images:
1 - Barrack Place, Architectus (Source: Brett Boardman)
2 - Hoddle Street, Architectus (Source: Tim Shaw)

Section 6 - Key sites

6.3 KS3 - 67-69 Rickard Road

This site is located to the east of KS2 and is within the Eds & Meds Character Area. KS2 and KS3 provide a transition from the northern health and education uses in the city centre through to the core of the centre at the rail and bus interchange. This site has a frontage to Rickard Road and interfaces with seven sites. Development will need to carefully consider the interface and privacy to existing residential apartments.

This site has been the subject of a review within the Bankstown Master Plan Site Specific Review Joint Panel (March 2022 Report). The recommendations from the Panel are included below.

Design principles

a) Ensure for careful consideration of neighbouring privacy.

b) Provide a mix of uses that optimise the location adjacent to the core of the centre.

c) Enhance and maximise active transport options to and from the site, connecting Bankstown Hospital to Bankstown Train Station and Bankstown City Centre.

d) No additional mid-winter overshadowing of Paul Keating Park.

e) Separation between existing and proposed tower forms with a 6m setback from side or rear boundaries.

f) Avoid large areas of retail and commercial floor space over the ground and first floor levels which are accessed via an internal and 'dead-end' arcade.

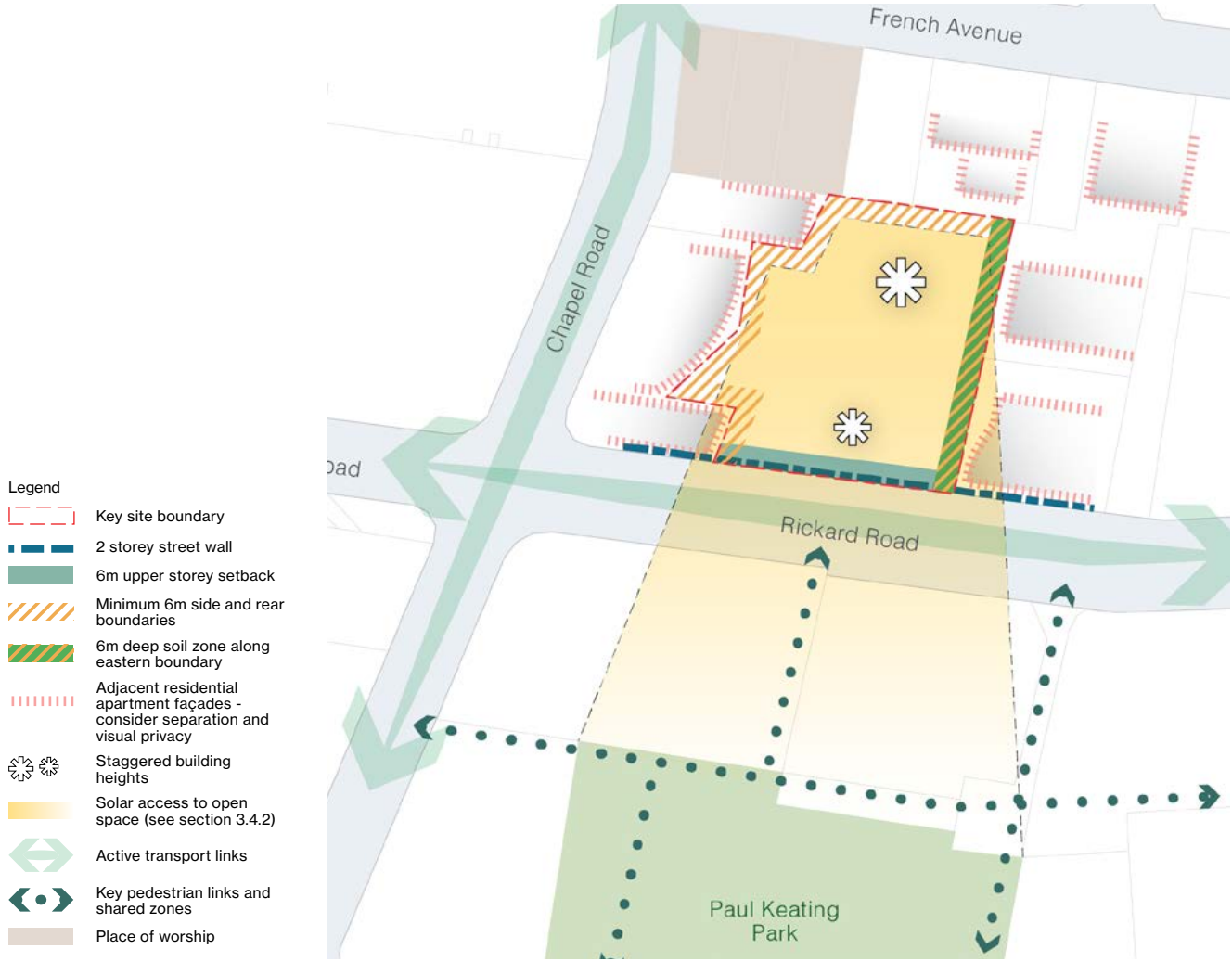


Figure 72. Design Principles - KS3. 67-69 Rickard Road

Section 6 – Key sites

6.3 KS3 - 67-69 Rickard Road

Design principles (continued)

g) Design approach should be a focus during design development to ensure, among other things, greater amenity from light and air in the proposed lower-level spaces and reduced walking distance from the street frontage to each tenancy.

h) A 2 storey street wall to establish continuity with the street wall of the existing building to the west.

i) Provide a minimum 6m upper storey setback above the 2 storey street wall.

j) Provide two distinctly separate towers with a minimum separation of 12m to resolve amenity issues, modulate the massing and reduce building bulk.

k) Provide a minimum 6m setback from the western side boundary to the mid-level tower fronting Rickard Road to provide separation from the existing building to the west and to reduce the continuous length of this secondary street wall.

l) Address the excessive building length to Rickard Road with well defined articulation.

m) Provide 6m wide deep soil planting zone to the eastern boundary to meet or exceed ADG requirements.

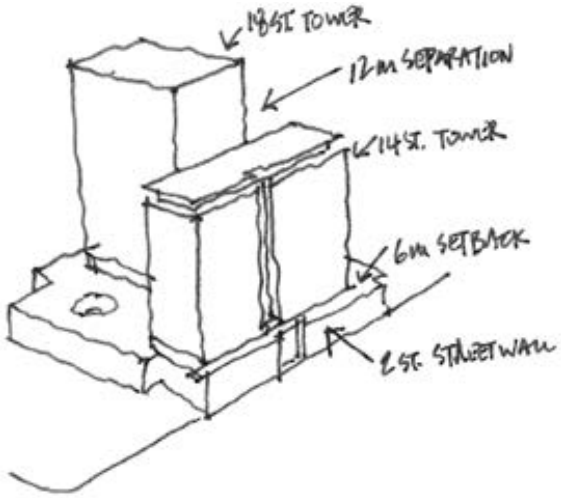


Figure 73. Staggered tower heights (Source: Joint Panel Report Bankstown Master Plan Site Specific Review, March 2022)

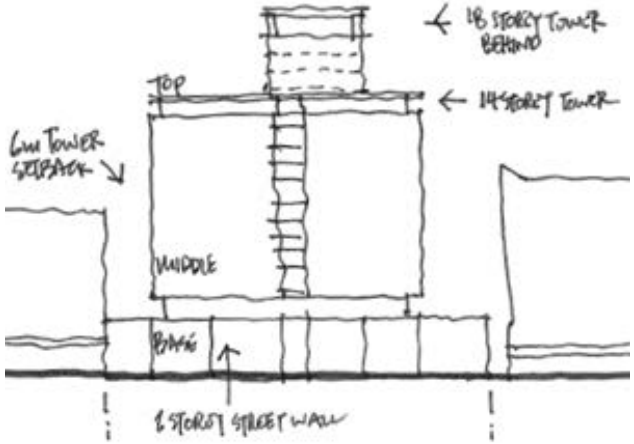


Figure 74. Built form should be vertically articulated to minimise visual bulk and scale impacts (Source: Joint Panel Report Bankstown Master Plan Site Specific Review, March 2022)

Section 6 - Key sites

6.3 KS3 - 67-69 Rickard Road

Design principles (continued)

n) A 14 storey tower fronting Rickard Road is required as part of the redevelopment of the site as this would:

- Be more compatible with adjacent existing towers along Rickard Road
- Serve as an appropriate height transition toward Paul Keating Park, and
- Achieve a 4 storey staggered height to the rear tower to help modulate building bulk.

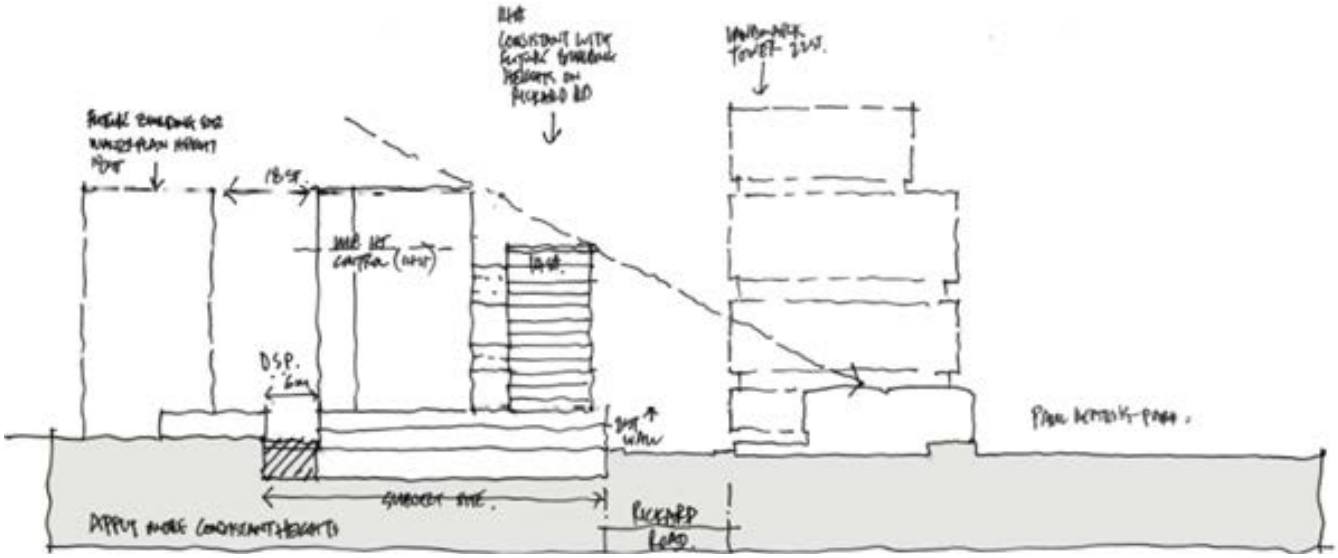


Figure 75. Staggered tower heights and transition in height to Paul Keating Park (Source: Joint Panel Report Bankstown Master Plan Site Specific Review, March 2022)

Section 6 - Key sites

6.4 KS4 - Compass Centre

This site is part of the City Centre Character Area. The site occupies the entire block and the Town Centre Precinct as part of the Bankstown Centre site, is to the immediate east. This is the core area of the centre of Bankstown and present many opportunities directly adjacent to the railway station and new Sydney Metro.

This area has the potential to accommodate a high density, 24-hour city centre with pre-eminent retail and entertainment destinations, actives streets and new public open space. There is potential for additional activation of the site resulting from the delivery of a pedestrian oriented boulevard connecting Bankstown Sports Club and Western Sydney University.

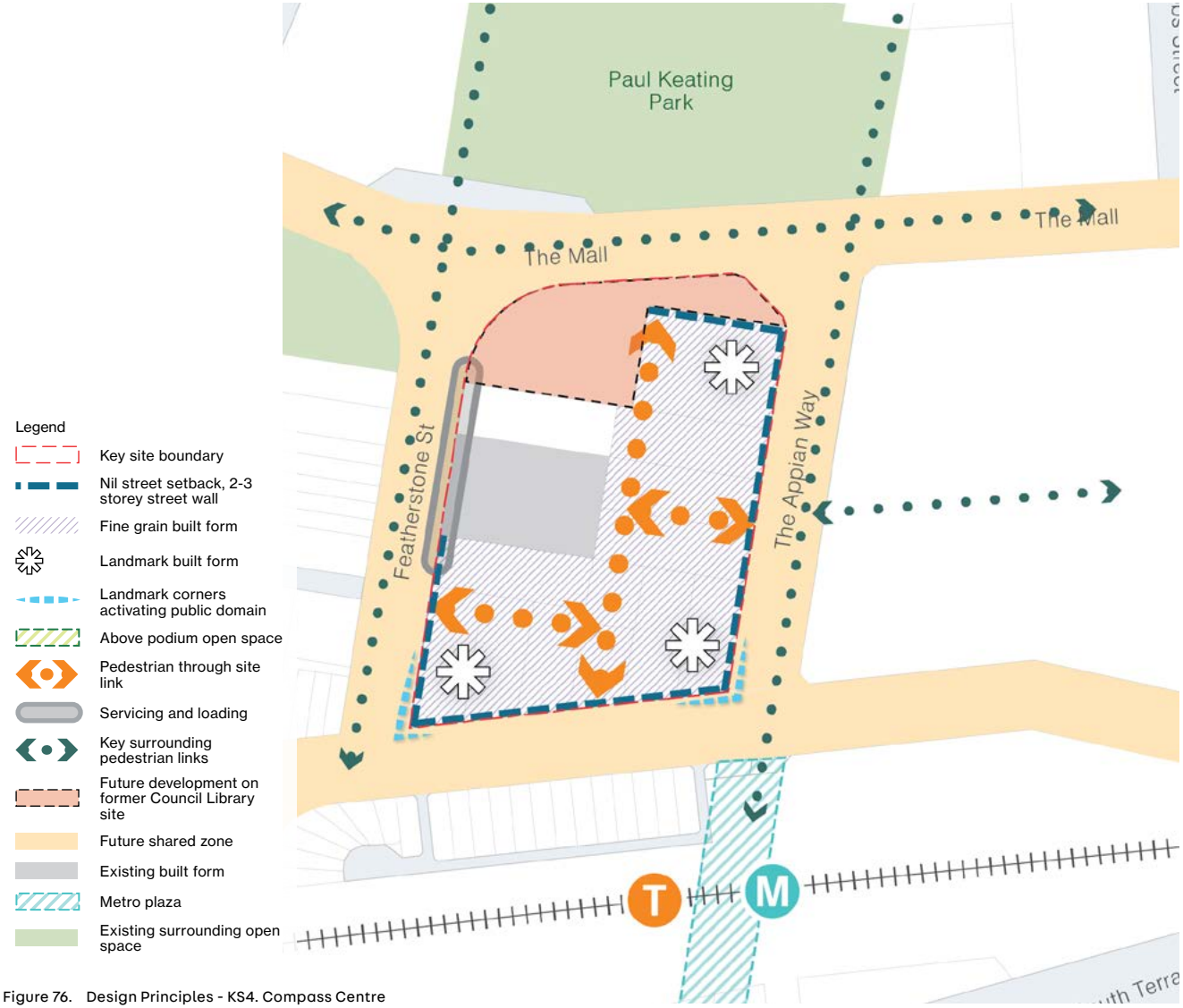


Figure 76. Design Principles - KS4. Compass Centre

Section 6 - Key sites

6.4 KS4 - Compass Centre

Design principles

a) Provide a high quality architectural designed development that acts as the key northern 'entrance' to the Bankstown City Centre for people using the Bankstown Railway Station and Metro Station.

b) Maintain or increase the employment capacity of the existing site.

c) Explore opportunities to increase publicly accessible open space.

d) Retain or improve daylight access to open spaces.

e) Enhance and maximise active transport options to and from the site, connecting the site to Bankstown Train Station and city centre.

f) Activate and invigorate street frontages, expanding fine-grain development and employment floor space within Bankstown City Centre.

g) Consider the block's redevelopment holistically and how the redevelopment will respect the adjoining redevelopment of the Bankstown Central shopping centre site at ground level and podium level.

Image - Sol Square, Christchurch, NZ

Section 6 - Key sites

6.5 KS5 - Bankstown Sports Club

Southern extent of The Avenue proposed in Bankstown Master Plan, which aims to create a pedestrian oriented shared boulevard that connects Bankstown Sports to Western Sydney University.

Design principles

a) Maintain or increase the employment capacity of the existing site.

b) Retain or improve daylight access to open spaces.

c) Achieve Design Excellence.

d) Enhance and maximise active transport options to and from the site, connecting the site to Bankstown Train Station and city centre.

e) Activate and invigorate street frontages, expanding fine-grain development and employment floor space within Bankstown City Centre.

f) Explore opportunities to include through site links to connect the site to Bankstown City Centre.

g) Any servicing and loading must not negatively impact upon the safety and amenity of school aged children at the adjoining primary school as they go to and from school via McDonald Lane.

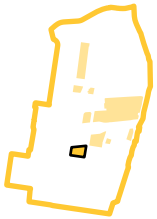


Figure 77. Design Principles - KS5. Bankstown Sports Club

Section 6 - Key sites

6.6 KS6 - South Terrace and future public park and plaza

Bankstown City Centre Area identified in the Master Plan as a key site for a potential new plaza, due to its proximity to the train and metro stations, and central location.

Design principles

a) Explore opportunities to increase publicly accessible open space.

b) Retain or improve daylight access to open spaces.

c) Achieve Design Excellence.

d) Enhance and maximise active transport options to and from the site, connecting the site to Bankstown Train Station and city centre.

e) Activate and invigorate street frontages, expanding fine-grain development and employment floor space within Bankstown City Centre.

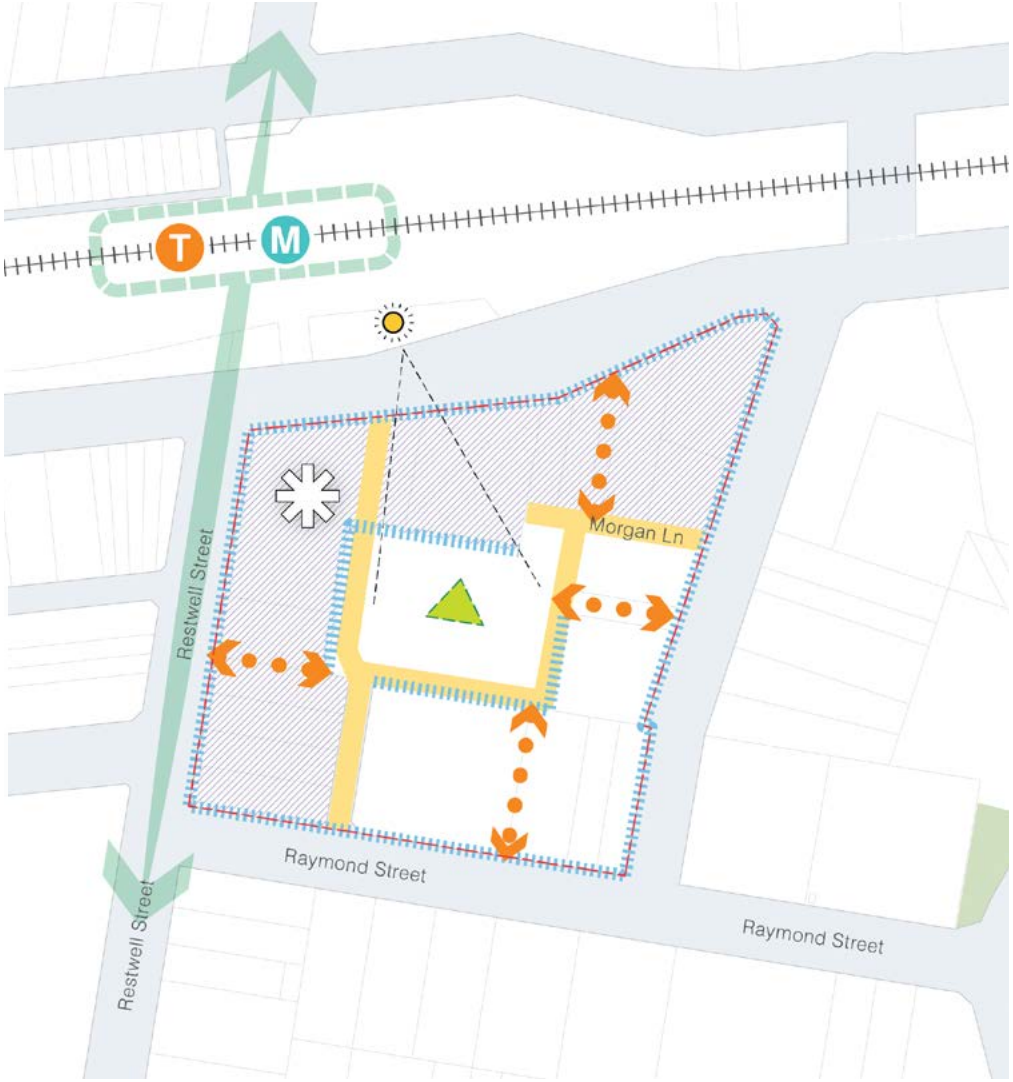


Figure 78. Design principles - KS6. South Terrace and future public plaza - subject to detailed master planning and further testing

Section 6 - Key sites

6.7 KS7 - 8-14 West Terrace

This site is east of the CBD Core, within the Cite Centre Area near Bankstown Sports Club and plaza suggested in Bankstown Master Plan. The site is an important transitional location between the City Centre and identified areas for High Density Living.

This site has been the subject of a review within the Bankstown Master Plan Site Specific Review Joint Panel (March 2022 Report). The recommendations from the Panel are included below.

Design principles

a) Explore opportunities to increase publicly accessible open space.

b) Retain or improve daylight access to open spaces.

c) Enhance and maximise active transport options to and from the site, connecting the site to Bankstown metro and train stations and city centre.

d) Provide a through-site link wholly on the subject site, and avoid a 'central block' park.

e) Improve streetscape presentation and active frontage by minimising the size of vehicle openings and, where possible, consolidating private vehicle and service vehicle access and incorporating these into the building architecture.

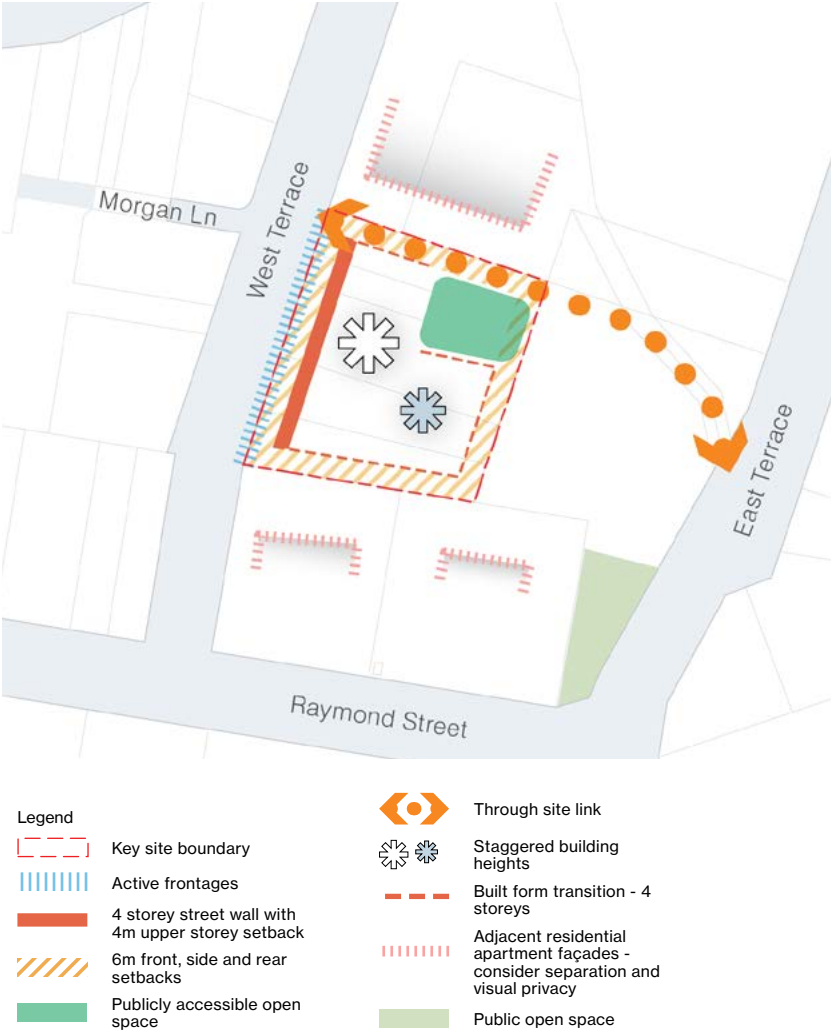


Figure 79. Design Principles - KS7. 8-14 West Terrace

Queen Elizabeth II Courts of Law, Architectus (Source: Architectus)

Section 6 – Key sites

6.7 KS7 - 8-14 West Terrace

Design principles (continued)

f) Provide a 4m upper-level setback resulting in the main tower being 9m from the boundary.

g) Simplification of the tower into a single slab or bar building (refer to Figure 79) to resolve amenity issues associated with unit interface and configuration.

h) Introduce a lower height for the east wing to articulate the built form, reduce bulk and potential overshadowing of adjacent building and pocket park to south east. Refer to Figure 79.

i) Deep soil planting must achieve a minimum 7% of the site and will require some of the currently excavated site to be filled.

j) Combined residential and commercial foyers should be separated for improved safety and amenity.

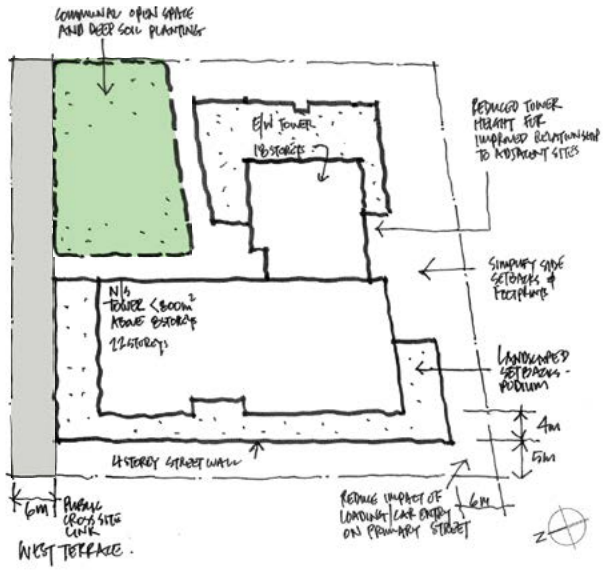


Figure 80. Plan view of simplified building forms (Source: Joint Panel Report Bankstown Master Plan Site Specific Review, March 2022)

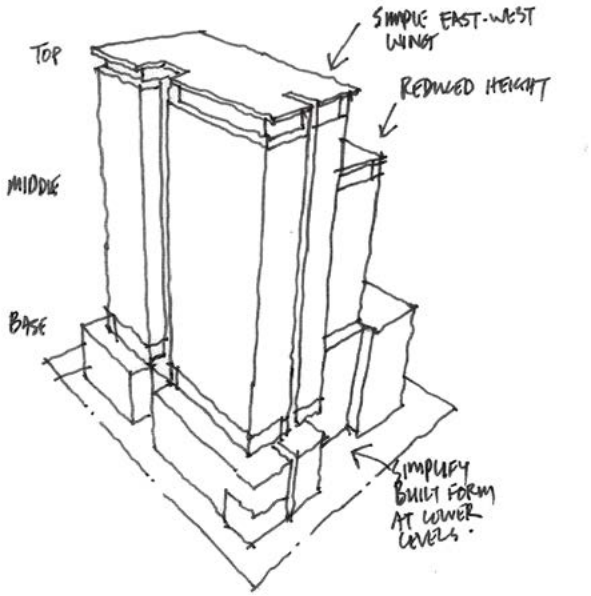


Figure 81. Axonometric view of built form to express base, middle and top (Source: Joint Panel Report Bankstown Master Plan Site Specific Review, March 2022)

Section 6 - Key sites

6.8 KS8- 212 South Terrace

The 212 South Terrace key site is situated at the eastern edge of the City Centre, at the corner of South Terrace and Stacey Street. Due to the site's prominent location at the eastern approach into Bankstown, particularly by rail, new development on the site can contribute to defining the eastern gateway into Bankstown.

Design principles

a) Provide a new publicly accessible open space of approximately 1,000sqm fronting Stacey Street.

b) Provide a minimum 3m setback and landscape buffer to Stacey Street.

c) Provide a 2 storey street wall height and a 4 storey street wall height at the South Terrace and Stacey Street frontages, respectively.

d) Locate height at the corner of South Terrace and Stacey Street.

e) Consider the interfaces with the St Euphemia Greek Orthodox Church and College including setbacks and transition in built form height and scale.

f) Provide a through site link that enables pedestrian access from East Terrace, subject to amalgamation of 2 East Terrace with properties to the north, along South Terrace.

g) Locate vehicle access, servicing and loading from the existing slip lane on Stacey Street.

Figure 82. Design principles - KS8. 212 South Terrace

Example of slender marker tower with a defined street wall (Natura Apartments, Waterloo. Source: Architectus)

Image - Natura, Architectus (Source: Brett Boardman)

Section 6 – Key sites

6.9 KS9 – Bankstown Central

The provisions of this section of the DCP will apply to development of the Bankstown Central as shown in Figure 81 and will prevail where there are any inconsistencies with other parts of the CBDCP 2023. The site figures and maps are indicative and subject to the lodgement of a Development Application.

Development Contributions and Planning Agreements

Development Applications submitted on the site must refer to, and incorporate where relevant, specific items detailed in any Planning Agreement that applies to the site such as delivery of certain public infrastructure, works and/or monetary contributions by the land owner during the staged delivery of the Site's redevelopment.

General objectives

O1. To deliver the growth and evolution of Bankstown as a Strategic Centre and a Health, Academic, Research and Training Precinct, as identified in The Greater Sydney Region Plan – A Metropolis of Three Cities (March 2018), The South District Plan (March 2018), the Greater Cities Commission Bankstown CBD and Bankstown Airport Place Strategy, Council's Local Strategic Planning Statement – Connective City 2036, and the Bankstown City Centre Master Plan.

Image - Visualisation of Bankstown Central (Source: Vicinity)

Section 6 - Key sites

6.9 KS9 - Bankstown Central

O2. To expand the role of Bankstown Central into a truly mixed-use centre, supporting employment growth and increased commercial office floor space as well as a greater diversity of uses, with potential to include residential accommodation, student housing, serviced apartments, hotels, medical and child-care uses, whilst continuing its function as a regional shopping centre.

O3. To ensure that future development responds to the characteristics of the Site and surrounding context to facilitate high quality urban design of new parks, spaces, streets and laneways for people to enjoy and achieve the desired future character and key principles for the Site and Precincts.

O4. To ensure for high quality publicly accessible open spaces, streets and laneways within the site and ensure for shading and shelter, landscaping and solar access.

O5. To allow enough flexibility for the provision of future uses to respond to changing market requirements over time and to allow the Site to be developed as individual precincts that also respond to the intent of the Indicative Structure Plan at Figure 81 of this DCP.

O6. To take advantage of the proximity of existing and future public transport access to the site including the future Sydney Metro, as well as the emerging health and education uses being developed in proximity to the site.

Image - Visualisation of Bankstown Central (Source: Vicinity)

Section 6 - Key sites

6.9 KS9 - Bankstown Central

O7. To provide new open spaces and green connections for the current and future residents, workers and visitor community, along with enhanced integration from the Site with the public domain of the Bankstown City Centre.

O8. Enable delivery of the Jacobs Street extension as a new bus interchange in accordance with TfNSW bus operational requirements and Council's public domain requirements.

Image - Visualisation of Bankstown Central (Source: Vicinity)

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.1 Precinct plans

Development involving the retained shopping centre building

Controls

C1. The dark shaded area identified in Figure 81 indicates the retained shopping centre building. The centre is not proposed to be redeveloped and was not envisaged to be redeveloped as part of the amendment to the LEP.

C2. Any future development of the retained shopping centre building should give regard to the long term structure plan set by this section of the DCP particularly in terms of the indicative through site links, the interface with new or proposed development, activation and car park upgrades.

C3. Any future redevelopment of the retained shopping centre, not related to the ongoing operation of the shopping centre and located within the shopping centre footprint, requires preparation of new development objectives and controls through an amendment of this section of the DCP and/or lodgement of a Concept Development Application.

C4. Development interfacing with the retained shopping centre will need to have regard to the operational requirements of the shopping centre so to ensure its ongoing function.

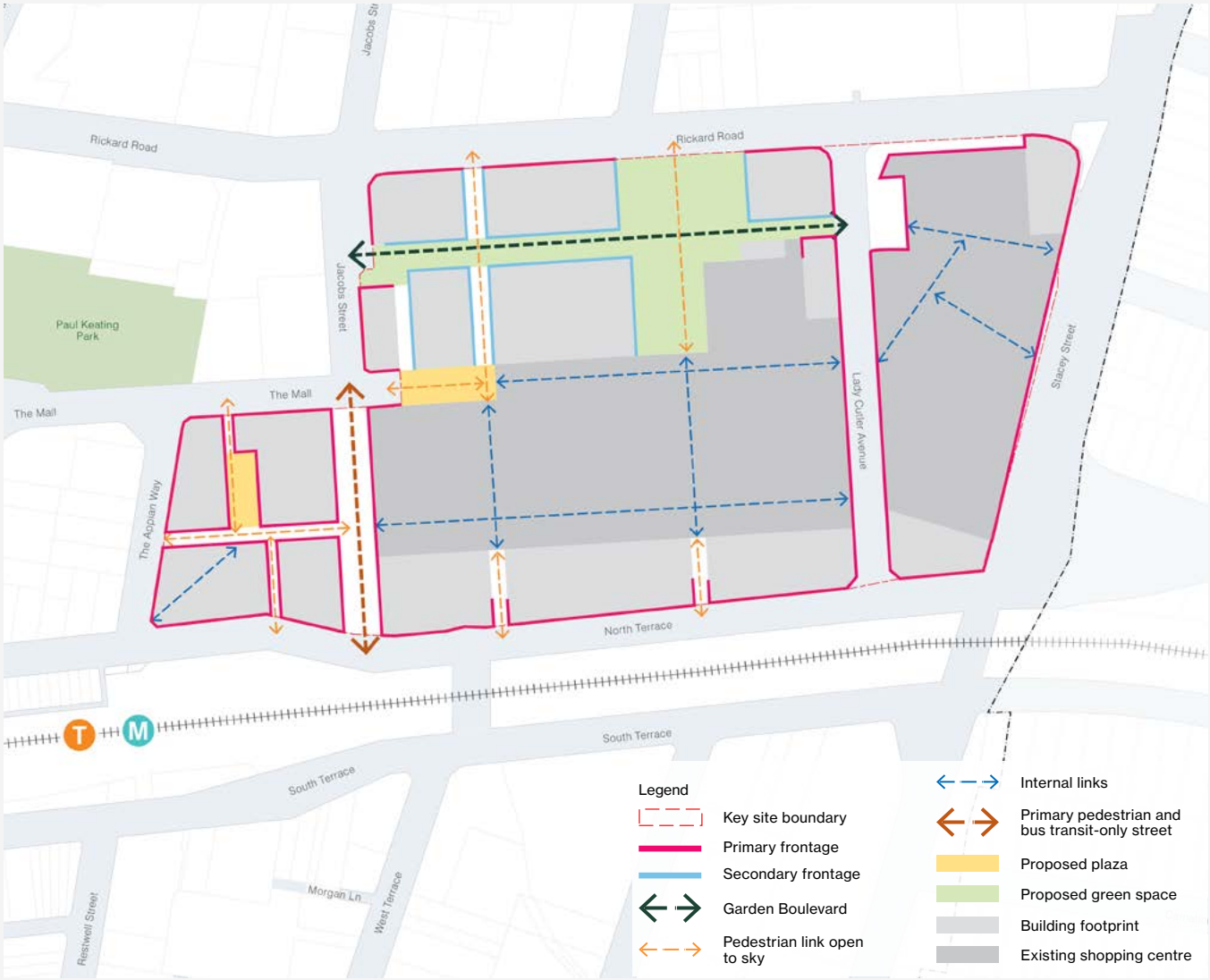


Figure 83. Bankstown Central - structure plan

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.1 Precinct plans

Site Precincts - desired future character principles
The Indicative Structure Plan is shown at Figure 81 and the Bankstown Central site is divided into five Precincts.

The key overarching design elements to achieve the future character for the Site include:

- The extension of Jacobs Street from The Mall through to North Terrace for buses and pedestrians and not private motor vehicles.
- A focus on the pedestrian network within the Site and its interfaces.
- Delivery of a new publicly accessible City Park and principal civic space fronting Rickard Road with an area of 5,000m² that provides passive and active recreation opportunities for all ages.
- The delivery of pedestrian focussed plaza in the Town Centre Precinct with connections that support easy access through to the Bankstown Metro Station.
- The delivery of a total 10,000m² of publicly accessible open space across the Site, including plazas parks and pedestrian boulevards.
- To ensure for a ground level tree canopy cover of at least 15% for the City Park and across the Bankstown Central site overall in all open space areas and outdoor pedestrian areas in addition to vegetated rooftop areas.

Figure 84. Bankstown Central - precincts

- The delivery of tower podium urban form that provides an appropriate street wall height to define streets and laneways, provide solar access where possible and protects pedestrian amenity and street trees.
- Provide opportunities for towers that do not include a podium that provide architectural and visual diversity with increased publicly accessible area at the base of the building.
- Careful consideration of the building design where there is an interface with the existing shopping centre.

These key elements for the site are shown on the Indicative Structure Plan in Figure 81 and are intended to be staged in line with the indicative Staging Plan in Figure 96 of this DCP.

Section 6 – Key sites

6.9 KS9 - Bankstown Central

6.9.1 Precinct plans

Town Centre Precinct

Desired Future Character Principles

a) Development is of a scale that is reflective of the location of this Precinct in the City Centre 'core' area and being adjacent to rail infrastructure.

b) Provides the 'primary entry' to the Bankstown City Centre and Bankstown Central site for residents, workers and visitors to Bankstown that arrive via the Sydney Metro, train station and buses.

c) The design of the precinct recognises the LEP requirement for minimum employment generating floor space.

d) Tall buildings with central precinct plaza with active uses at ground level, where possible.

e) Building separation and appropriate floor plate areas for each use, that minimise excessive visual building bulk to streets.

f) Carefully crafted and activated laneways, which can incorporate shelter and provision for seating and lighting. The interface for users with buildings is formed by quality materials and shopfronts that provide for various uses including but not limited to commercial, retail, restaurants and cafés.

g) Residential accommodation in the Precinct supports the long-term vision for Bankstown of providing accommodation for students and key workers, short-stay accommodation and hotels.

h) Enable delivery of the Jacobs Street extension as a new bus interchange in accordance with TfNSW bus operational requirements and Council's public domain requirements. No vehicle access or loading entry driveways to the Town Centre Precinct are to be provided from Jacobs Street Extension which will be a bus-only link.

North Terrace Precinct

Desired Future Character Principles

a) Tall mixed use tower podium buildings with nil setback to streets and public spaces. Provide opportunities for towers that connect to the ground without a podium.

b) The existing shopping centre building is retained within the northern portion of the precinct and no development is proposed, other than that required to support the ongoing function and operation of the shopping centre and associated uses.

c) Towers that are spaced apart, and offset, if possible, that provide good access to an outlook, natural daylight and sunlight.

d) Building separation and appropriate floor plate areas for each use that minimise excessive visual building bulk to streets and controls down drafts to streets and ensures for solar access to building façades.

e) Allowance for north-south links as indicatively shown on the Indicative Structure Plan as the precinct is developed. Active edges are to be provided at ground level at the North Terrace entry points to these links.

f) Vehicular and loading entries, servicing and fire egress may be located on active edges where there are existing entries or where it is demonstrated their location will not negatively impede upon pedestrian movement and safety and will continue to prioritise good building design and streetscape outcomes.

g) Provide building design and materials that attenuate noise from the adjacent railway line.

h) Ensure that the design of buildings considers the interface with the existing shopping centre and the future for the precinct and buildings are designed 'in the round' (with designs giving regard to how the building is perceived from all sides).

i) No vehicle access or loading entry driveways to the Town Centre Precinct are to be provided from Jacobs Street extension – which will be a bus-only link.

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.1 Precinct plans

Rickard Road North and Rickard Road South Precincts

Desired Future Character Principles

a) Rickard Road North Precinct supports the transition of Rickard Road to be the key boulevard for the City Centre.

b) A new City Park of 5,000m² addressing Rickard Road and shared by both precincts, which serves as the principal civic space for passive and active recreation for all ages for the site and for the city generally.

c) A new east-west Garden Boulevard that provides connectivity between Jacobs Street and Lady Cutler Avenue that is predominately open to the sky and has quality landscape design including mature trees, dense planting and uses low maintenance materials such as but not limited to, stone and face brickwork.

d) The Garden Boulevard provides a mix of passive recreation features such as seating, pods and ground level activity including potential for covered areas for food and beverage outdoor dining, stages and amphitheatres and the like to provide areas for social interaction and gathering.

e) Multiple pedestrian access points along Rickard Road that includes the consideration of the future shared pedestrian cycleway.

f) Residential focus to Rickard Road that considers the rear interface to the City Park and Garden Boulevard. Rickard Road South will have development that provides an edge to the boulevard and to the City Park.

g) A small urban plaza which is an extension to The Mall forms an entry point and link into the existing shopping centre from Jacobs Street in the Rickard Road South Precinct.

Stacey Street Precinct

Desired Future Character Principles

a) Careful consideration of the interface with the existing shopping centre and the future development of the precinct.

b) New development will focus on enhancing the character of Lady Cutler Avenue to being more pedestrian friendly and activated with components of retail frontages, seating, shading and landscaping.

c) New development on Stacey Street will concentrate on attenuating noise, screening the street and providing landscaping.

d) Two new towers, one to be located on the north-eastern corner and another on the southern boundary of the Precinct, of high quality design, that act as key landmarks for the City Centre.

e) Provide quality low maintenance materials such as but not limited to granite, stone and face brick work, in all new development particularly at street level that will be appropriate to the precinct's location along a major arterial road.

f) Provide building design and building materials that attenuate noise from the adjacent railway line and street traffic.

g) The Stacey Street Precinct must consider any future alterations to Stacey Street, including widening works and shared paths, because it is a State Road and any works require approval by Transport for NSW. Any new development in the Stacey Street Precinct should have no vehicular access to the Wattle Street and Stacey Street intersection.

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6. 9.2 Publicly accessible space and public domain interface

Public space includes streets, squares, plazas, parks, through site links and laneways. These civic elements are key to developing a place that is enlivened, exciting and unique. Public spaces are the enduring elements of a city which people share as a social and cultural space.

Through site links for the Bankstown Central Key Site can include pedestrian links that are internal to a building. These links are lined with fine grain shops to activate edges, where feasible.

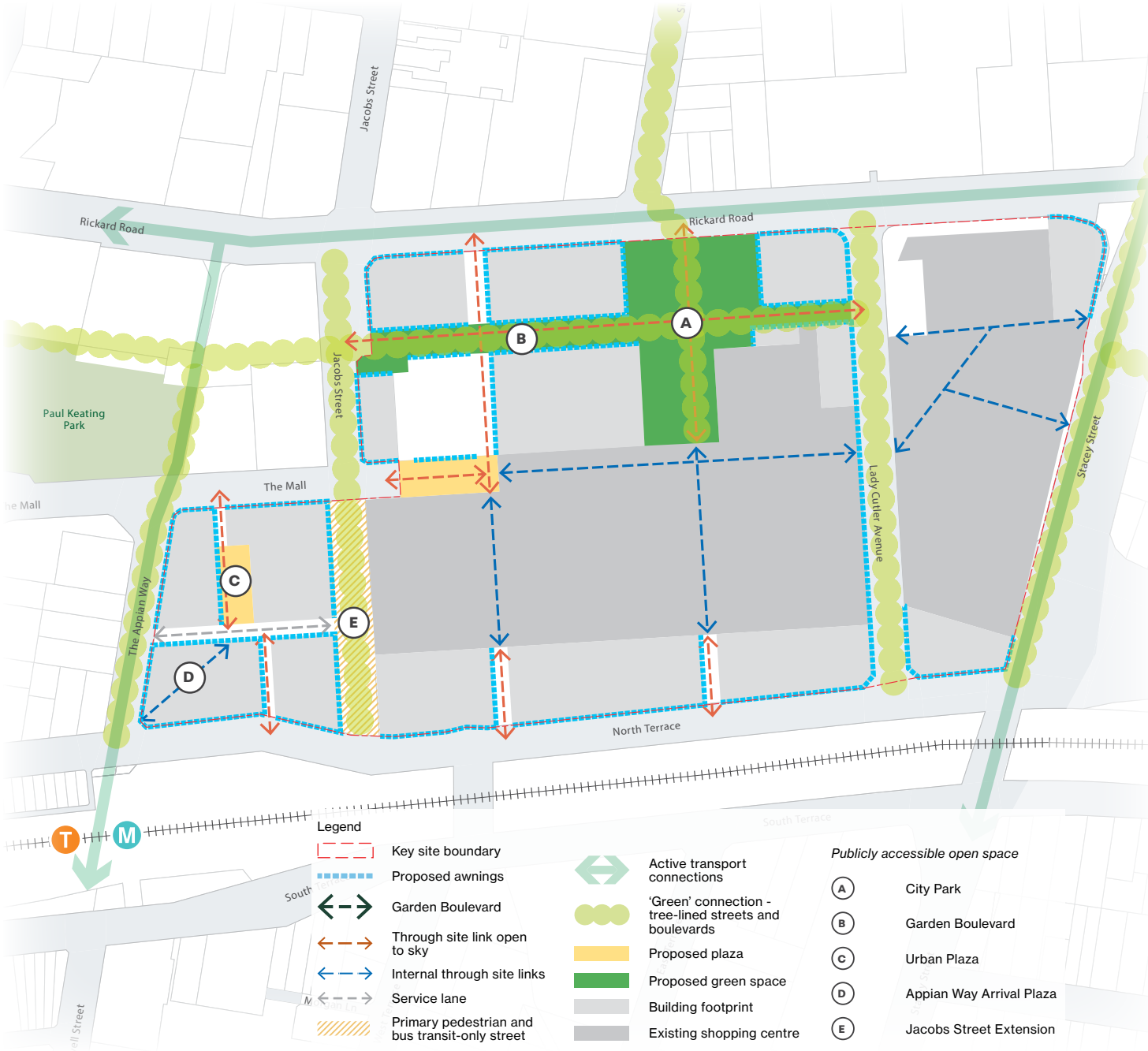


Figure 85. Bankstown Central - Open space and connections

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.2 Publicly accessible space and public domain interface

Public domain and publicly accessible space principles

Objectives

O1. Ensure pedestrian permeability within the site improves connectivity between the metro/train station and bus interchange.

O2. Ensure solar access to publicly accessible space is considered to ensure for amenity for occupants and the successful growth and survival of landscaping on the site and on adjoining land.

O3. Ensure that public spaces are designed as equitable and safe with quality pedestrian amenity including lighting and, where appropriate, 24 hour accessibility.

O4. Ensure fine grained, pedestrian scaled lanes and links are provided throughout the site and seamlessly integrate with the public domain around the site.

O5. Ensure any future Development Applications seek to accommodate modes of movement including such as electric vehicles, point-to-point vehicle services and car share services where feasible.

Controls

C1. The future streets and pedestrian network are to be consistent with Figure 83.

C2. Publicly accessible spaces, including Jacobs Street and the Jacobs Street extension site must integrate the road reserve width agreed in the Bankstown Bus Interchange Reference Design.

C3. Provide a hierarchy of streets, pedestrian lanes, through site links, share ways and service lanes within the site as detailed in Figure 83.

C4. Provide landscaping species appropriate to local climate to ensure for visual amenity and mitigation of urban heat island effect. Larger trees are to be provided in deep soil of a minimum depth of 1.2 metres, in continuous tree trenches. Awnings and similar are provided for shading, sun protection and inclement weather as shown at Figure 83.

C5. Vehicular movements, including servicing traffic should be minimised by integrating service access to precincts, where possible. Refer to Section 3 of this DCP.

C6. Vehicular driveways and access points should be minimised adjacent to key pedestrian entrances to the site and along proposed shared streets and/or zones.

C7. Two trees should be planted for every one tree removed from the site or from the surrounding public domain. New trees should be a minimum 100 litre pot size and minimum 3 metres high.

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.2 Publicly accessible space and public domain interface

Pedestrian links, through site links, shared lanes and service lanes

Objectives

O1. Ensure pedestrians are encouraged to use all publicly accessible spaces through the placement of active frontages, awnings, trees, seating, lighting and the quality of materials to pavements, where appropriate.

O2. Design lanes that provide an intimate space to linger within a fine grain spatial network.

O3. Provide easy wayfinding to primary nodal points within the Bankstown City Centre including the Bankstown railway and Metro stations, the Civic Precinct including key locations in close proximity to Bankstown Central.

O4. Encourage active frontages along lanes, shared lanes and service lanes, where appropriate, without compromising safety.

O5. New laneways should enhance the relationship between built form, open space, active street frontages, pedestrian paths and bicycle networks.

Controls

C1. New lanes will be provided as indicatively shown in Figure 83 and reinforce pedestrian 'desire lines' to major destinations in the Site and the City Centre.

C2. Any deviations from the indicative pedestrian connectivity layout in Figure 83 should demonstrate an equivalent or enhanced pedestrian connections and ensure good urban design outcomes in respect to pedestrian access, connectivity and convenience.

C3. Lanes and connections within the Town Centre Precinct, North Terrace Precinct, The Garden Boulevard and Lady Cutler Avenue should, where possible, incorporate fine grained shop fronts typically 5-15m in width with active uses as shown on Figure 83 to engage pedestrians and promote diversity in public space.

C4. Public space and laneways open to sky are to provide where appropriate 3m wide awnings as shown on Figure 83 relating to the frontage of the development being undertaken. Despite Figure 80, proposed awnings to Rickard Road and Lady Cutler Avenue are only required to the parts of buildings where:

a) Shared or communal building entrances occur such as entrances to residential lobbies;

b) Areas where outdoor dining is proposed linked with food and beverage premises; and

c) Public pedestrian entrances to the existing shopping centre building.

Example of an active pedestrian lane, showing a diversity of built form with a common language of materials

Example of a covered pedestrian lane showing design elements such as active frontages and visually engaging wall finishes

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.2 Publicly accessible space and public domain interface

Controls (continued)

C5. As the North Terrace Precinct is developed, provision shall be made for north-south pedestrian lanes through to the entrance of the existing shopping centre as noted on the Indicative Structure Plan in Figure 81. This will form part of any future development application. These links will be:

a) A minimum of 8m wide.

b) Open to the sky from the North Terrace boundary to the existing shopping centre building.

c) Allow for bridge links for pedestrians and/or vehicles to be constructed between the podiums subject to being:

i) A minimum setback of 8m north of the North Terrace boundary for the eastern entrance, and

ii) For the western entrance to have a minimum setback to North Terrace boundary which is to maintain the same setback alignment as the eastern entrance reflecting the angled boundary line along North Terrace. Refer to the dashed line marked A in Figure 84.

iii) Bridge link structures are to be a maximum 6.6m wide excluding structure.

C6. Outdoor laneways, links and connections within the Town Centre Precinct and the Garden Boulevard will be open 24 hours a day, well-lit and adhere to the Crime Prevention Through Environmental Design (CPTED) principles.

C7. New streets and lanes will integrate utilities and services underground, to facilitate tree planting.

C8. Through site links not open to the sky are to generally adopt the principles outlined in following:

a) Inclusion of fine grain shopfronts

b) Warmth of finishes

c) Consistent signage and internal lighting design, and

d) Visibility to the end of laneways, where practical.

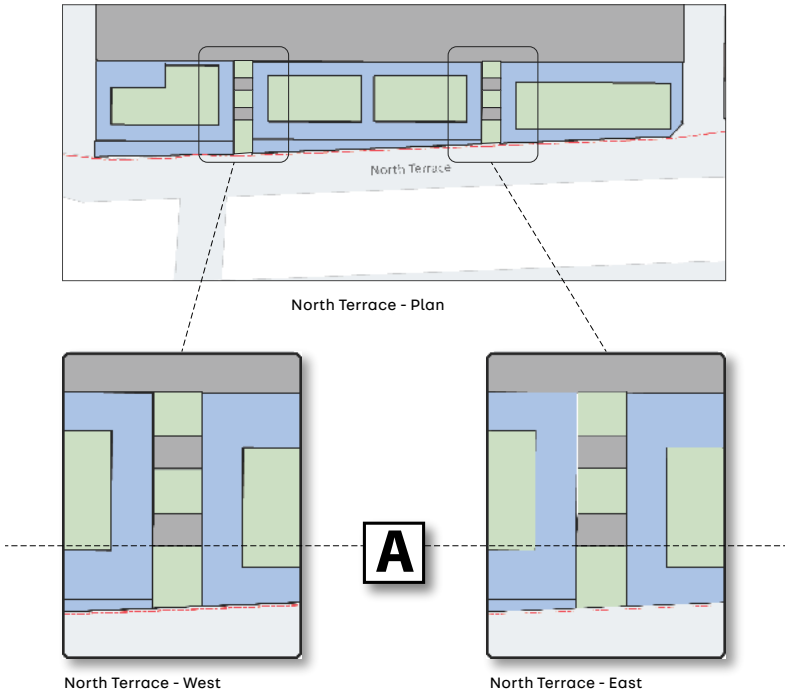


Figure 86. North Terrace pedestrian lane access points and vehicle/pedestrian bridge locations. Dashed line marked 'A' indicates the minimum setback for the southern edge of the vehicle/pedestrian bridges nearest to the North Terrace boundary which is set back the 8m setback of the eastern bridge

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.2 Publicly accessible space and public domain interface

City Park, Garden Boulevard, Town Centre Urban Plaza, open space and links

Objectives

O1. Ensure that the City Park, Garden Boulevard and Town Centre Precinct Urban Plaza are easily accessed by a network of pedestrian lanes and thoroughfares.

O2. Consider the needs for solar access and areas for shade to maximise amenity to public space during periods of the day they are most used for recreation.

O3. Provide tree planting appropriate to the local climate along the Garden Boulevard and within the City Park and open space areas.

O4. Provide for recreational equipment, seating, landscaping, absorptive ground treatments and an integrated consistent materials palette for hard landscape.

O5. New landscaped elements will form a green grid between open spaces, providing tree canopy, reducing the heat island effect, and increasing pedestrian amenity as shown in Figure 82.

Controls

C1. Consistent with Figure 83, new open space and pedestrian focussed elements will include the following:

a) A total 10,000m^2 of publicly accessible open space across the Site including plazas, parks and pedestrian boulevards, including:

i) City Park of 5,000m^2

ii) Garden Boulevard

iii) Town Centre Urban Plaza

iv) The Appian Way Arrival Plaza, and

v) Jacobs Street Extension.

C2. Built form on the Bankstown Central site must provide that the City Park receives a minimum of 4 hours of direct sunlight to at least 50% of its area on the Winter Solstice (21 June) between 8am and 4pm. This is applicable to the entire City Park once completed. In calculating the area of direct sunlight, any shadows cast by development outside of the Bankstown Central site shall not reduce the area of direct sunlight cast on the City park, with only shadows cast by development within the Bankstown Central site to be considered in the calculation.

C3. The City Park is to include a playground and other equipment and facilities for the use and enjoyment of all age groups. It is to be a predominantly green open space with areas of adequate soil depth and soil volume for medium size (8 – 12 metres high, 8 metres spread) trees.

C4. Any proposed basement or underground structures under the City Park must make an allowance of minimum 1.0 metre depth and 35m3 volume to support the growth of medium (8 – 12metres high, 8 metres spread) trees. The surface level of the deep soil areas is to be generally the average ground level of the City Park. Soil volumes are to be confirmed by a qualified arborist based on the tree species and continuous tree trench at maturity.

C5. Provide a minimum tree canopy cover of 15% at ground level for the City Park and communal and publicly accessible landscaped open space areas across the site.

C6. The City Park is to provide a range of spaces that can sustain different scales of community gatherings and events for diverse ages and groups.

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.2 Publicly accessible space and public domain interface

City Park, Garden Boulevard, Town Centre Urban Plaza, open space and links

Controls (continued)

C7. The Garden Boulevard will have a minimum width of 15 metres and be located a minimum 35 metres from Rickard Road once all stages completed.

C8. The overhang of future adjacent buildings over The Garden Boulevard (other than awnings, signage, lighting, façade articulation and similar ancillary building features) is to be minimised.

C9. The Town Centre Urban Plaza must have a minimum area of 800m^2 and minimum dimensions of 16 metres.

C10. The Town Centre Urban Plaza must provide a minimum of 1.5 hours direct sunlight to at least 160 m^2 of its area on 21 June (Winter Solstice). In calculating the area of direct sunlight, any shadows cast by development outside of the Bankstown Central site shall not reduce the area of direct sunlight cast on the Town Centre Urban Plaza, with only shadows cast by development within the Bankstown Central site to be considered in the calculation.

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

Visual diversity, articulation and fine grain of buildings

Objectives

O1. Ensure tall buildings within the Town Centre and North Terrace precincts express a strong architectural response defined by a clearly identified concept or idea to create a sense of place.

O2. Provide upper storey tower podiums to buildings to diversify the building envelope and amenity for workers.

O3. Ensure that podiums are not overbearing in length and are articulated to appear as smaller parts to create a positive fine grained and varied experience at street level.

O4. Ensure street blocks present as a group of buildings not a single building and the street is fine grained.

O5. Maintain a diverse and interesting skyline through varying heights and/or roof form and/or tower design.

O6. Ensure that building services are integrated into the building design and hidden from public view to provide a quality street interface.

Controls

C1. Within long street blocks, such as along Rickard Road and the North Terrace, the street frontage is to be limited in length to 45m. Where a building podium exceeds this maximum length, it is to appear visually broken into two or more buildings using facade variation or physical separation. Refer to Figure 86. This outcome could be achieved through the following articulation design considerations (as shown in Figure 86) or through other alternative design considerations to the reasonable satisfaction of Council:

a) Podiums measuring 45-70m in length are divided into two or more vertical sections.

b) Podiums exceeding 70m in length are divided into at least three vertical sections.

c) Vertical sections must be separated by indentations and emphasized by a noticeable change in both architectural expression and materiality. Additionally, there must be a variation in height by one or more storeys.

d) The indentations between sections must be at least 10% of the total podium length and have a depth of 1.5m.

e) In cases where there is a range in street wall height, prioritise the lower range along laneways, pedestrian links, and areas with high pedestrian activity.

C2. Podiums can include an articulation zone, above ground level and on all sides of the podium structure that have an elevation directly to a public road or a publicly accessible lane or outdoor open space area. The articulation zone is to be located entirely within the property and not encroach or overhang footpaths and other public owned land.

C3. In accordance with the Active Street Frontages Map in Figure 91, glazed shopfronts of approximately 5m - 15m m should be provided to at least 30% of the internalised laneways within the Town Centre Precinct, the north south links in the North Terrace Precinct and the Garden Boulevard.

C4. A shopfront tenancy that has the ability for two frontages must locate back of house activities away from these frontages.

C5. Vary the visual appearance of buildings in a precinct as a response to use, context, environmental conditions, solar access and amenity. Ensure for a common language between buildings using predominantly natural building materials (excluding shopfront glazing) and finishes such as but not limited to stone and face brick albeit this requirement does not preclude elements of metal finishes and other cladding systems.

Section 6 – Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

Visual diversity, articulation and fine grain of buildings

Controls (continued)

C6. Services must be addressed early in the design process to ensure they are integrated into building design or where necessary integrated into streetscapes. Substations should be underground or integrated within the design of the building footprint where these facilities can meet Ausgrid standards and to the extent possible due to authority constraints and design requirements.

C7. Where there are blank walls that interface with public open space and do not meet the active frontage requirements, landscaping and/or public art treatments are to be considered including green walls where conditions allow plants to flourish.

C8. The reinforced corners identified in Figure 90, if utilised, can either provide higher street walls or a tower with no setback to ground level.

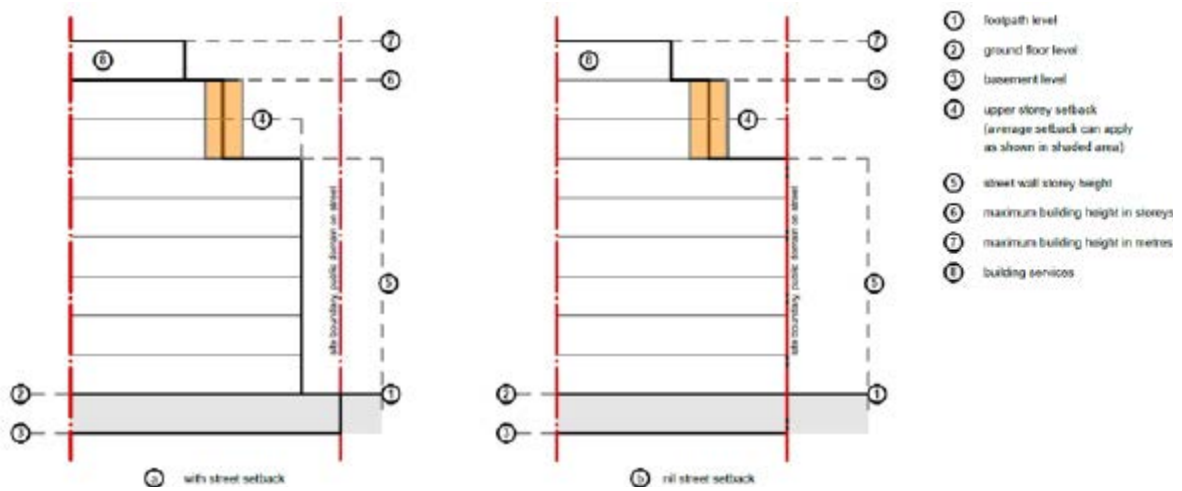


Figure 87. Built form controls – street wall and upper storey setback

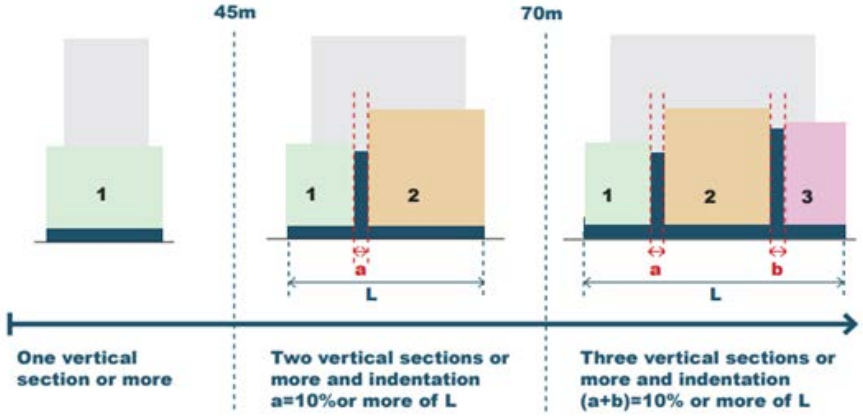
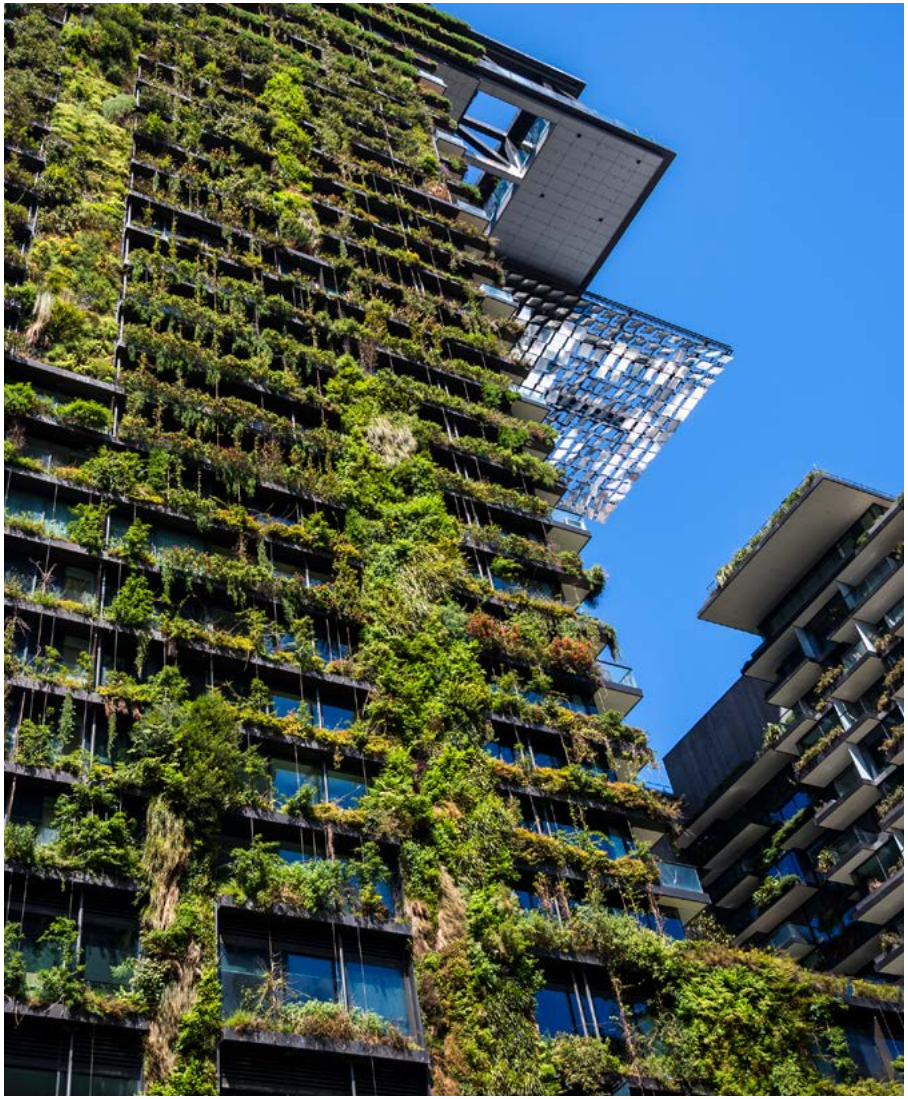


Figure 88. Potential podium articulation design treatments to minimise overbearing visual impact created by long podiums

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design



Example of green walls

Building mass reduced in scale by creating vertical elements and varying materials and podium and tower levels

Images
1- Central Park, Sydney, NSW (Source: Open Source)

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

Street and upper storey setbacks

Objectives

O1. To ensure that each tall building is designed to be seen as a unified composition from all sides.

O2. Ensure for appropriate upper storey setback to allow for the enjoyment of sun and daylight within internal streets and lanes.

O3. Provide an upper storey setback to ensure tall towers do not dominate the public domain and publicly accessible spaces.

O4. Ensure the Rickard Road North street setbacks provide for deep soil for large trees in tree trenches and planting. Where it is demonstrated within an arborist report there is not adequate space for the growth of large trees, street setbacks must provide deep soil for medium trees (8-12 metres high, 8 metre spread) and planting.

O5. Reinforce the spatial definition of lanes and publicly accessible spaces.

O6. Ensure for consistent street frontage along the street alignment.

O7. Ensure towers are setback above street walls to reinforce the scale of streets, mitigate wind impacts on pedestrians, enable views to the sky and protect amenity in streets and public spaces.

O8. Avoid the appearance of a continuous wall of towers on North Terrace where a group of tall buildings appear as one mass.

Controls

C1. Buildings are to comply with the minimum setback requirements in Figure 87 and 89.

C2. The design of towers that interface directly with the Urban Plaza within the Town Centre Precinct is to:

a) Allow for variable internal setbacks to respond to the building uses.

C3. If no upper storey setbacks are proposed, the Development Application is to:

a) Demonstrate how the design of the plaza provides good amenity at the ground level in terms of solar access, wind, and views of the sky,

b) Include the use of awnings and building design elements such as colonnades or building recesses

c) The lower levels of buildings facing the plaza are appropriately defined using building articulation that reflects the prevailing street wall height of surrounding buildings.

Street frontage	Street setback	Upper storey setback
The Appian Way	Nil	3m
Rickard Road	3m	6m (non-residential) 3m (residential)
North Terrace	Nil	3m (between The Appian Way and Jacobs Street extension) 6m
Jacobs Street	Nil	4m (between The Mall and Rickard Road) 6m east (between The Mall and North Terrace) 3m west (between The Mall and North Terrace
The Mall	Nil	3m
Lady Cutler Avenue	Nil	3m
Stacey Street	Nil	3m (non-residential) 6m (residential

Figure 89. Street and upper storey setbacks

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

Street wall heights

Objectives

O1. To ensure that the visual relationship between the street and public spaces is reinforced

O2. To ensure the design of street walls provide appropriate scale.

O3. Adopt an appropriate variety of street wall heights throughout precincts to reinforce the fine grain of new laneways, through site links and internal spaces.

O4. Create a vertical rhythm and visual interest to reduce the scale of building mass.

O5. Establish street walls that are appropriate to each precinct and to the context that surrounds them.

O6. Ensure street planting and overshadowing is considered when using street walls.

O7. Allow tall buildings that do not include a podium and are built to the ground.

Controls

C1. The street wall storey height of new development is to be consistent with Figure 88 and Figure 90.

C2. Tall buildings are permitted to be built to the ground without a podium. Such towers are to provide visual and architectural variety, provide a physical break in a street block from the podium and tower typology and include an increased area of publicly accessible area at ground level at the base of the tower.

C3. Any building services required on the roof that are visible at ground level from the opposite side of the street from each building elevation, must be appropriately screened with high quality treatments or setback from the building or parapet edge to minimise overshadowing and visibility.

Street frontage	Street Wall Storey Height (min – max where applicable)
The Appian Way	3-6 storeys
Rickard Road	4-6 storeys
North Terrace	3-6 storeys
Jacobs Street	3-8 storeys (between The Mall and Rickard Road) 3-8 storeys (between The Mall and North Terrace)
The Mall	3-6 storeys
Lady Cutler Avenue	3-6 storeys
Stacey Street	3-6 storeys

Figure 90. Street wall heights

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

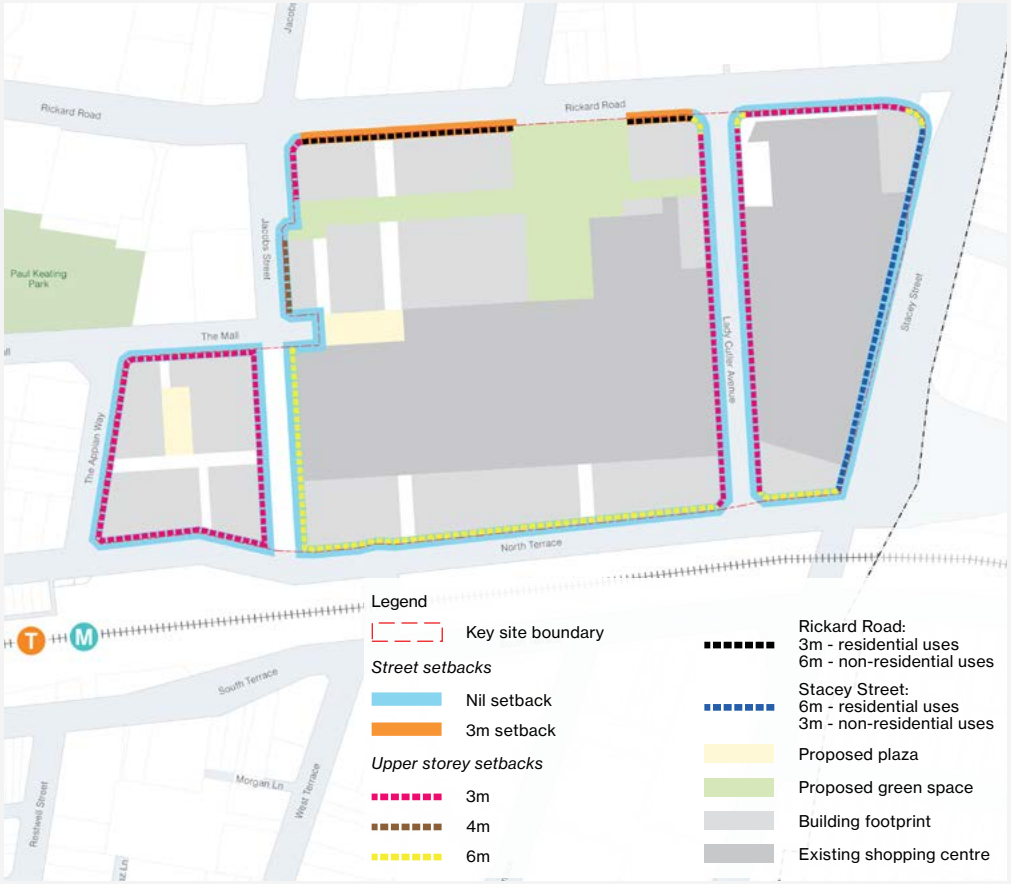


Figure 91. Bankstown Central - Street setbacks and upper storey setbacks

Figure 92. Bankstown Central - Street wall heights

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

Active street frontages

Objectives

O1. Ensure ground floor frontages are pedestrian oriented and of high quality to add vitality to streets.

O2. Provide ground floor shop frontages along streets and lanes, where possible

O3. Provide a mix of shopfront sizes that provide views into and out of the shop.

O4. Ensure vehicular access and servicing entrances are minimised and integrated within precincts, where possible.

O5. Ensure vehicle entries are located away from key pedestrian areas, where possible.

O6. Ensure that building services do not dominate the pedestrian experience and are designed as an integrated part of the building design, to the extent possible due to authority constraints and authority design requirements.

Controls

C1. Active frontages are to be provided in accordance with the Active Street Frontage Map (refer to Figure 91). Note, 'Active frontages' has the same meaning as in Chapter 7 Section 2 of the CBDCP 2023 (page 5).

C2. At least 50% of active primary frontages of the building elevation at ground level, as defined in the Active Street Frontage Map at Figure 91, are to be activated by lobbies, entries, and retail/commercial uses with display windows or shopfronts where retail premises are proposed. This percentage includes shopfronts required under Control C3 Section 4.1.

C3. If a variation is sought to the Active Frontage Map, the first Development Application for each precinct must include an indicative plan illustrating how the precinct may be able to comply with the above control C2.

C4. In the event the major tenant (Kmart) that occupies the part of the existing shopping centre building that is located along the southern side of the garden boulevard vacates, relocates or substantially reduces its footprint, the northern and eastern sides of the external façade of the tenancy should be activated through shop fronts if practicable, outdoor dining, or visually treated through the use of public art, green walls or façade articulation. Refer to the 'Possible active frontage' in Figure 91.

C5. Minimise blank walls without doors or windows and integrate any services into the building form and architecture, to the extent possible due to authority constraints and authority design requirements

C6. The external shopping centre walls above ground level that have a direct interface with the City Park must be treated with façade articulation or public art, or a combination of both, and include ground level activation such as shopfronts and outdoor dining, where possible.

C7. Active frontages are to be designed at the same level as the footpath subject to flooding requirements and accessibility considerations.

C8. Where elevated ground floor tenancies above public spaces are required, a design solution should be based on the individual flood risk and site constraints for that precinct. This approach must be integrated within all buildings interfacing with the public space to ensure for a coordinated ground floor level to provide for an active frontage.

C9. Security grills may only be fitted internally behind the shopfront and are to be fully retractable.

C10. Vehicle access is to be located away from key pedestrian areas and be from service lanes, where possible. In the event vehicle access is located within 5m of a pedestrian access point, the design of the vehicle and pedestrian access must ensure pedestrian safety is prioritised.

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

Active street frontages

Controls (continued)

C11. Development that interfaces with Rickard Road, Lady Cutler Avenue and Stacey Street should assist in transforming these streets from being car dominated roads to attractive, pedestrian friendly, urban boulevards.

C12. Frontages within the site are to be activated by retail/commercial uses and provide views into tenancies from pedestrian footpaths and laneways and designed to minimise 'back of house' servicing areas and blank walls.

C13. Awnings are to be provided over the public and publicly accessible footways to active street frontages in accordance with Figure 52 that extend a minimum of 3m over the footway and be continuous with no gaps, to provide protection from the sun (at Summer Solstice), rain, and wind.

Figure 93. Bankstown Central - active street frontage

Section 6 – Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

Residential and commercial public domain interfaces – Rickard Road and new City Park

Residential interface – Rickard Road

Objectives

O1. Ensure the privacy, safety and comfort of the occupants of ground floor units.

O2. Provide a positive contribution and activation to the public domain.

O3. Establish an adequate spatial and visual buffer along shared paths to enhance safety of cyclists and pedestrians.

O4. Consider flexibility for the potential future conversion of residential uses at lower floor levels into commercial spaces.

O5. Consider finer grain terrace house style dwellings at the lower ground levels of apartment buildings fronting to Rickard Road.

Controls

C1. Apartments located on the ground floor must be designed to allow for walk-up maisonette style dwellings and must provide direct street access.

C2. Ground flood apartments facing Rickard Road must locate the primary living space facing Rickard Road.

C3. The ground floor level must be a minimum of 0.5m above the adjoining footpath level and have a ground floor ceiling height of at least 3.3m.

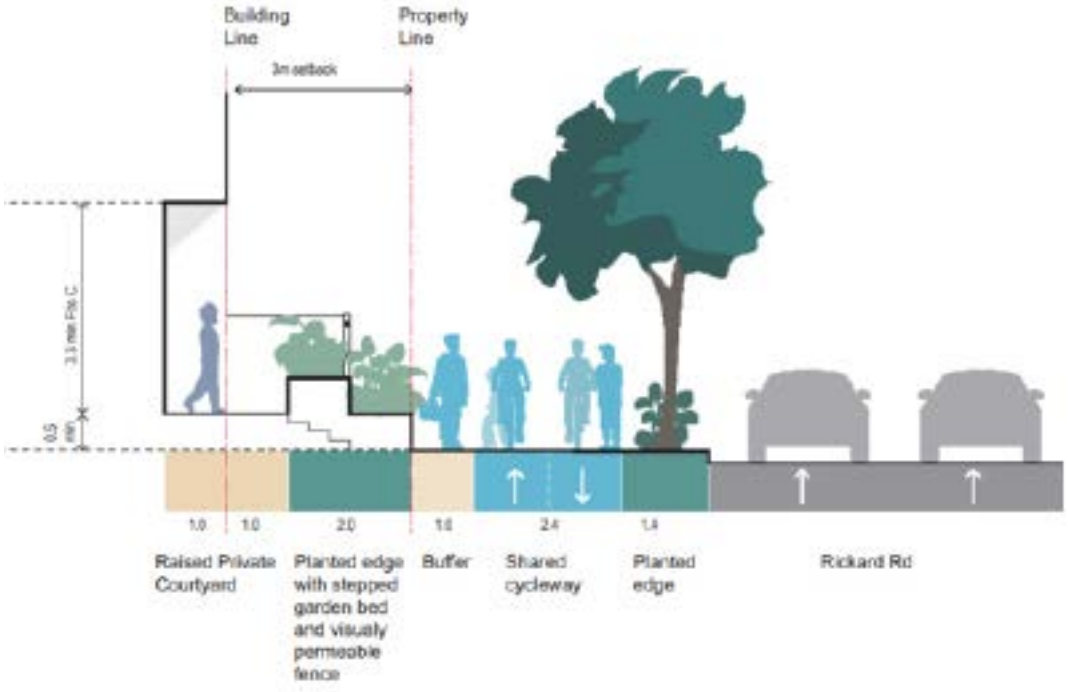


Figure 94. Indicative Ground floor level residential interface to Rickard Road

C4. Entry stairs and/or fence doors must be setback at least 1m away from the property line to avoid conflict with pedestrians and cyclists using the shared path along Rickard Road.

C5. Incorporate a 2m wide stepped planted buffer within the 3m front setback (between the building line and property line) from Rickard Road. Refer to Figure 92.

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.3 Building layout, form and design

Residential and commercial interfaces – New City Park

Objectives

O1. Enhance amenity and encourage passive surveillance by optimising park views and require landscaping adjunct to ground floor dwellings within the new City Park.

O2. Encourage individual private residence access points along the length of the interface.

O3. Foster activation of the public domain.

O4. Preserve the privacy and amenity of residential units.

O5. Maximise activation and views from the ground level residential dwellings to the City Park.

O6. Utilise landscaping to provide a green buffer within the new City Park along the interface with the future development.

Controls

C1. The ground floor level must be a minimum 0.5m above the adjoining City Park level and have a ground floor ceiling height of at least 3.3m.

C2. A planted buffer of at least 3m wide located within the new City Park measured from the building line / City Park boundary must be provided where residential use interfaces with the City Park and which forms part of the minimum area of the City Park. Refer to Figure 93 adjacent.

C3. Where apartments have a direct frontage to the new City Park, private access points from the park to the ground floor dwellings must be provided via pathways through the landscaped planted buffer.

C4. Commercial premises on the ground floor and that have a frontage to the new City Park must be readily accessed without use of mechanical vertical transport for all users from the adjoining open space or footpath.

C5. Separation between residential and commercial uses at the ground floor level is to be provided to ensure good amenity, acoustic and visual privacy for all occupants of the building. The following must be considered at the ground level at such interfaces:

a) Planter boxes and vegetation

b) Architectural features such as solid screening and wall projections. The use of retractable blinds or movable fabric or similar screens must not be used.

c) Physical separations such as foyers, lobbies and other trafficable areas or access points for residents to enter the building.

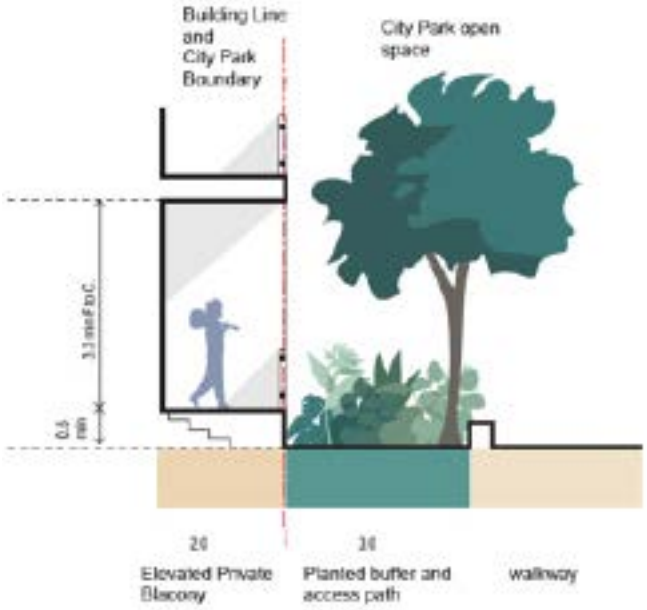


Figure 95. Indicative Ground floor level residential interface to new City Park

Section 6 - Key sites

6.9 KS9 - Bankstown Central

6.9.4 Transport and parking

Car and bicycle parking

Objectives

O1. Car parking provision across the site will adopt a maximum parking rate as opposed to a minimum car parking rate to reflect the 'inner core CBD' location with part of the Bankstown Central site being within 400m of Bankstown Railway Station and are consistent with the maximums in the Canterbury Bankstown DCP 2023.

O2. Recognise the historical car parking provision has applied to the site and the existing car parking spaces can be retained as a 'baseline' provision. New development will be subject to the car parking rates in this section of the DCP, except where new development is replacing existing car parking required for the continued operation and viability of the shopping centre.

O3. New development on the site to consider a precinct-wide approach to carparking including where feasible, consolidated car parking facilities, shared car park entrances and consolidated/integrated basements, and car-share facilities.

O4. Ensure car parking is designed to minimise adverse impacts on the public realm and to help create streets that are active, safe, comfortable and attractive.

O5. Consider the future adoption of above ground car parking for other uses over time.

Controls

C1. For all new developments, the car parking rates in Figure 94 will apply.

C2. Car parking provisions can be uncoupled from each specific use as long as overall provisions are within the allocations to provide for flexibility over time.

Note: Uncoupling car parking provisions may be implemented, for example, in the form of office car parking spaces converted to car parking spaces for retail uses outside of standard office business hours.

C3. Above ground car parking to public facing streets, internal pedestrian links and publicly accessible open spaces must be sleeved with active uses, public art, green walls or screening.

C4. The screening of the above ground parking that is not sleeved with active frontages must use high-quality facade treatments that allow natural ventilation but minimise visibility of cars from public spaces

C5. Proposals must demonstrate how the layout and floor to ceiling height of above ground car parking can be adapted in the future for alternative uses.

C6. To facilitate adaptation of car parking to other uses in the long term, above ground car parking is to remain as part of the common property and not part of, or attached to, individual strata units.

C7. Bicycle parking is to be in accordance with the parking rates in Figure 95.

C8. Bicycle parking must be located wholly within private land.

C9. The first Development Application for redevelopment of each Precinct must include:

a) A Car Park Access and Servicing Strategy that is informed by development staging and minimises/consolidates where possible, vehicle access points along Stacey Street, Jacobs Street, Lady Cutler Drive, The Mall and North Terrace as each location applies to the works associated with the Development Application, and

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6.9.4 Transport and parking

Car and bicycle parking

Controls (continued)

b) An updated Travel Demand Management Plan (TDMP) that aligns with and builds upon the original TDMP lodged for the wider precinct. It must include a range of development responses to proactively encourage walking, cycling and public transport use to minimise the traffic generating impact of the redevelopment of the site. The TDMP is to include details of how Development Applications on the site address the following:

   i) Improving pedestrian and active transport connections to the interim bus interchange, future permanent bus interchange, railway station and future metro station, and neighbouring land uses;

   ii) Measures to promote and accommodate increased bus patronage given the large number of additional trips forecast on the public transport system (noting the railway line will not serve all travel movements/ directions of travel); and

   iii) How loading/unloading and service vehicles will access the site without significant safety and amenity impacts in areas of higher pedestrian/cyclist activity.

Note: A mechanism to review the TDMP at the Development Application stage of the next building in a Precinct is to identify whether the objectives are being met and if further measures are to be incorporated into future development stages.

Land Use	Size/ Description	Minimum parking provision	Maximum car parking provision
Residential Flat Building/ Build to Rent	Studio	Zero	0.5 Space per dwelling
	1 Bedroom	Zero	0.5 Space per dwelling
	2 Bedrooms	Zero	1 Space per dwelling
	3 Bedrooms	Zero	1.5 Spaces per dwelling
	Visitor	Zero	1 Space per 10 dwellings
Office Premises	Office	Zero	1.25 spaces per 100m^2 for new additional retail premises Gross Floor Area
Existing uses Refer to Section 5.2.1 of this chapter for retail car parking rates that apply to this site.	Retail, commercial	N/A	It is noted that the parking rates stipulated in this table do not apply to any existing or approved commercial/ retail uses. For such uses, a maximum cap of 3,500 applies. Any further parking for new floor space may be in addition to this cap.
Education Premises	Education	Zero	1.5 spaces per 100m^2
All Other Land Uses Other Land Uses	N/A	Zero	Not defined
Serviced Apartment	N/A	Zero	1 space per room
Hotel	N/A	Zero	0.5 space per room
Student Accommodation	N/A	Zero	0.33 space per bed

Figure 96. Car parking requirements

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6.9.4 Transport and parking

Land Use	Size/ Description	Maximum car parking provision
Residential Flat Building/ Build to Rent	Studio	1 secure bicycle space per 3 dwellings
	1 Bedroom	
	2 Bedrooms	
	3 Bedrooms	
	Visitor	1 visitor bicycle space per 15 dwellings
Shop top Housing/mixed use buildings	Shop Top Housing	Residential flat building and commercial office / retail / business rates will apply to the relevant component of the development
Office Premises	Office	1 secure bicycle space per 200m^2 GFA 1 visitor bicycle space per 500m^2 over 1000m^2 GFA
Retail Premises	Retail	1 secure bicycle space per 300m^2 GFA
End-of-trip Facility Rates		
Office Premises	Office	1 staff shower for every 10 secure bicycle parking spaces required by this section of the DCP and associated change rooms.
Retail Premises	Retail	

Figure 97. Bicycle parking and End of trip facility ates

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6.9.4 Transport and parking

Service vehicle access and loading

Objectives

O1. To facilitate, where feasible, the orderly servicing of the commercial premises and residential accommodation on the site without impacting on positive pedestrian focussed streetscape, urban design and public domain outcomes in and around the site.

O2. To maintain a consolidated or centralised loading dock that will service the majority of the site, or group of loading docks for each precinct, which provides better urban outcomes from a traffic management and streetscape perspective, whilst enabling an efficient use of space for site servicing.

Controls

C1. The appearance of service vehicle entries and areas must:

a) Provide safe (well lit and free of concealment opportunities) and 24-hour access between car parking areas and building entries.

b) Not be visible from an adjacent public open space.

c) Screening with architectural treatments/artwork/green walls must be incorporated into the design where adjacent to a public open space.

d) Set back or recessed entries from the main façade line.

e) Avoid 'black holes' in the façade by providing security doors to car park entries, where appropriate.

C2. All service vehicle areas and loading docks must be designed in accordance with Australian Standards AS2890.1, AS2890.2 and AS2890.6.

C3. Individual developments at the Site will not be required to provide their own separate loading docks, however this can be provided where it is demonstrated in the Development Application to result in a better traffic management and servicing outcome for the site and street network.

Jacobs Street Extension Bus Interchange requirements

Objectives

O1. Provide the extension of Jacobs Street between The Mall and North Terrace that incorporates a sensitive place-based bus interchange that fits within the 'Complete Streets' design philosophy.

O2. Deliver a 'people first' designed street within a tree lined streetscape with space for street furniture, landscaping, pedestrians and mobility impaired users.

O3. Ensure Jacobs Street Extension works as an integral part of the main bus corridor through the Bankstown City Centre in terms of its operational functionality and performance for buses.

Controls

C1. Drawings are to be submitted to Council and Transport for NSW for review prior to lodgement of a Development Application on the site that coordinates with the construction of the Jacobs Street extension.

C2. The width of the road reserve for the Jacobs Street Extension is 24.8 metres or as otherwise agreed as part of the reference design developed by Transport for NSW, Vicinity and Council.

C3. The constructed Jacobs Street Extension is to be dedicated to Council.

C4. The design of the new Jacobs Street extension and public domain, as well as new buildings along the new street, must provide a 15 metre radius bus turn from North Terrace eastbound into the Jacobs Street extension northbound, that does not conflict with a bus doing the simultaneous opposite direction turn.

C5. Ensure that the design of buildings on the corner of Lady Cutler Avenue and North Terrace allow for the movement of buses and delivery of a roundabout as part of the Bankstown Bus Interchange.

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6.9.5 Waste management

Objectives

O1. To optimise waste collection logistics and to minimise truck movements to reduce traffic congestion, noise pollution, poor amenity, and environmental impact within the community.

O2. To safeguard the visual amenity, safety, and functional integrity of shared laneways and servicing areas of the site.

O3. To enable food waste and garden organic (FOGO) waste collection servicing and align with Council's commitment to fostering a circular economy.

Controls

C1. The first development application for each Precinct must include a Master Waste Management Plan (WMP) that is provided for Council's Waste Planning and Strategy Team review and approval detailing:

a) An orderly and efficient designed system for the collection of residential and commercial waste and recycling services for the entire precinct.

b) Measures that will minimise waste collection truck movements and reduce carbon emissions.

c) Separation of food and garden organic waste at its source as required to meet the NSW Environment Protection Authority (EPA) FOGO mandatory legislative requirements.

C2. Waste collection must be limited away from shared laneways as much as possible during the operating hours of retail premises, food and drink premises and other commercial uses.

C3. All waste collection must occur on site and designed in accordance with the Australian Standards 2890.2:2018 Off-street Commercial Vehicle Facilities.

C4. All new development must comply with the requirements of the applicable Waste Design for New Developments Guide.

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6.9 KS9 - Bankstown Central

6.9.6 Signage strategy and public art

Objectives

O1. To ensure that signage is integrated and consistent within precincts to contribute to composition of the finer grain at ground level in the open spaces and lanes network.

O2. To ensure that public art is delivered across the site in an integrated and cohesive way, that acknowledges the indigenous history of the place and reflects the contemporary character and community of Bankstown.

6.9.7 Controls

C1. To ensure all signage is coordinated across the site, the Development Application that proposes the detailed design and construction of each building in each Precinct (for the applicable buildings subject to the DA) is to include a Preliminary Signage Strategy. The Preliminary Signage Strategy is to include:

a) A plan showing the location of all signage zones

b) Indicative locations for all building identification signage

c) Under awning signage zones

d) Wayfinding signage zones

e) Details of illumination of signage

f) Dynamic Signage

g) Tenancy shopfront signage zones

C2. Public art is to be provided on the site with reference to the 'Public Art Principles' and indicative 'Artwork Opportunities' in the Draft Public Art Strategy produced by UAP dated September 2022, which may be updated from time to time with agreement of the Authority.

C3. An update to the public art plan for each stage is to be submitted with the relevant Development Application. The plan is to provide details on how high quality public art in publicly accessible locations will contribute to the identity and amenity of the place and include:

a) Project context

b) Visioning

c) Artwork typologies

d) Examples of artwork (for that stage), and

e) Indicative implementation plan including process, timeline and procurement.

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6.9.7 Staging and implementation

Objectives

O1. An indicative staging strategy is key to Bankstown Central's urban renewal. The strategy must consider the land holding, the operation and lease expiries of the retail centre, the proposed infrastructure upgrades, and the local market conditions.

O2. The redevelopment of the site delivered in a logical sequence of stages.

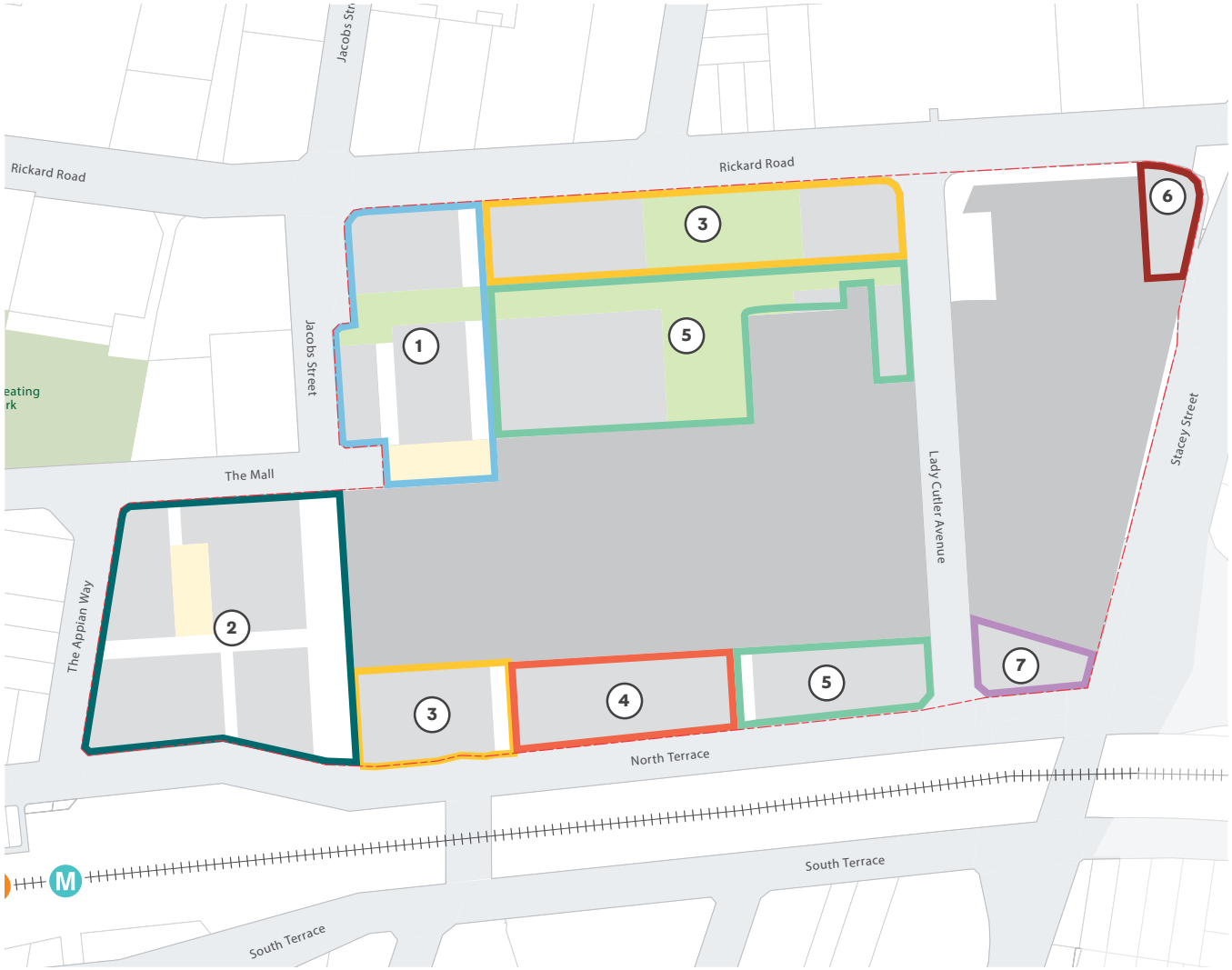

Figure 98. Bankstown Central - staging and implementation plan

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6.9.7 Staging and implementation

Controls

C1. The indicative staging is indicated in Figure 96 and Figure 97, and `is subject to market forces and demand.

C2. A staging plan is to be submitted with the first DA for new mixed-use development within the relevant Precinct. The staging plan is to include:

a) Pedestrian movement

b) Vehicle movement and car parking

c) Publicly accessible open space (either permanent or temporary)

d) Evidence of consultation with Transport for NSW regarding the design of Jacobs Street extension.

C3. The delivery of public infrastructure and benefits in connection with any Planning Agreement that applies to the site is to be identified in the Staging Plan

C4. Prior to lodgement of a Development Application with Council (except for any Development Applications relating to the operation of the existing shopping centre) evidence of lodgement of a feasibility enquiry with Sydney Water via a Water Servicing Coordinator, including a Growth Forecast Form where relevant, should be provided to Council in connection to the proposed development site.

Stage	Indicative timeframe
Stage 1: Bus Precinct	2020-2026
Stage 2: Town Centre	2022-2029
Stage 3: North Terrace West + Rickard Road North	2025-2031
Stage 4: North Terrace Centre	2030-2034
Stage 5: North Terrace East + Rickard Road South	2032-2036
Stage 6: Stacey Street Precinct North	2034-2038
Stage 7: Stacey Street Precinct South	2036-2040

Figure 99. Indicative staging program for Bankstown Central (as of 2023)

APPENDIX 1

Appendix 1 - Definitions

A1.1 Definitions

Architectural character refers to the style, design, and general arrangement of the exterior of a building and includes articulation, composition of building elements such as but not limited to fenestration, material use and details, building entrances, balconies, balustrades, awnings, planters, pergolas, boundary walls, fences.

Annual Exceedance Probability (AEP): The chance of a flood of a given or larger size occurring in any one year, usually expressed as a percentage. For example, if a peak flood discharge of 500m3/s has an AEP of 5%, it means that there is a 5% chance (that is a one-in-twenty chance) of a 500m3/s or larger event occurring in any one year.

Articulation zone applies to a tall building and means that within the street frontage length of a podium, a 1 - 1.5m deep articulation zone is provided to allow architectural form to develop. Balconies for amenity and surveillance of the street form part of this articulation zone.

Building envelope means the space that is defined by the maximum building height, gross floor area, street, side and rear setbacks and upper storey setbacks.

Dynamic content sign means a small format sign that has a digital, LCD, LED, plasma or other electronic display area capable of displaying animated, variable or multimedia content and requires a continual power supply for the display area to show content.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods, to ensure impacts of maximum demand are minimised, and that increases to electrical feed sizes are not required. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard. The distribution board must provide adequate space for the future installation (post construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

EV Ready Connection Is a spare dedicated 32A circuit included in the EV Distribution Board to facilitate seamless future installation of cabling from an EV charger to the board, along with a circuit break-er to supply power to the circuit.

EV Load Management System is to be capable of:

- Reading real time current and energy from the electric vehicle chargers under management
- Determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
- Scale to include additional chargers as they are added to the site over time.

Fine Grain is architectural character and includes massing, articulation, composition of building elements including material use and details. These include building entrances, fenestration, signage, balconies, balustrades, awnings and planters at street and lane level.

Green roofs (including green awnings) are roof surfaces that are partially or fully covered with vegetation are known as green roofs (or green awnings). They have a series of layers including a vegetated layer, a growing medium, and a waterproof membrane.

Isolated site is a site that has limitations on its future potential development because of its size and shape, proximity to other development and its ability to be consolidated with other properties for development purposes.

Large developments are developments with a minimum frontage of 45m of greater.

Large food waste generating businesses are premises that produce ≥660L/week of red bin capacity.

Major drainage systems: "Overland" drainage routes, which can include roads and recreational are-as. Minor drainage systems refer to all gutters, pipes, culverts, open channels, natural creeks and other storm water infrastructure.

Maximum External Solar Reflectance is the maximum allowable percentage of solar reflectance for the external face of a Reflective Surface. The percentage of solar reflectance is to be measured at a normal angle of incidence

Non-reflective surfaces are those surfaces that diffusely reflect light and heat and for this DCP are defined as those surfaces that have a specular normal reflection of less than 5%.

Appendix 1 - Definitions

A1.1 Definitions

Normal operations refers to all building energy requirements other than the provision of standby power generations.

Pedestrian lanes are non-trafficable and for pedestrians only. These lanes are narrower and are open to the sky but may in part be covered by awnings or buildings.

Pedestrian links are non-trafficable by vehicles and are for pedestrians only. These lanes are narrower and are predominantly open to the sky but may in part be covered by awnings or buildings.

Podium means the base of a taller building that is built close to or along the site boundary or boundaries.

Probable maximum flood (PMF): The largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation. The PMF defines the extent of flood prone land, that is, the floodplain.

Public domain are the peripheral streets and open spaces surrounding or adjoining the site.

Publicly accessible space includes streets, laneways and open space located within the bounds of the site.

Reflective Surface Ratio (RSR) is the ratio of reflective to non-reflective external surface on any given façade.

Reflective surfaces are those surfaces that directly reflect light and heat and for this DCP are defined as those surfaces that have a specular normal reflection of greater than 5% and includes glazing, glass-faced spandrel panel, some metal finishes and high gloss finishes.

Reinforced corner is where the building corner that must address both street frontages, define and reinforce the street edge through massing and façade orientation and ties together the different street frontages and podiums. Reinforced corners may exceed the maximum podium height of connected street frontages.

Service lanes prioritise vehicles over pedestrians and cyclists between 8pm-7am. At other times during the day these lanes are shared by pedestrians.

Shared EV Connection provides a minimum Level 2 40A fast charger and power supply to a designated car parking space, which is connected to an EV Distribution Board.

Shared pedestrian lanes give pedestrians priority over vehicles at all times and have footpaths that are level with lanes. Service vehicles generally use these lanes between 8pm-7am.

Solar heat reflectance is the measure of a material's ability to reflect solar radiation. A 0% solar heat reflectance means no solar heat radiation is reflected and 100% solar heat reflectance means that all of the incident solar heat radiation is reflected. In general, lighter coloured surfaces and reflective surfaces such as metals will have typically higher solar heat reflectance, with dark coloured surfaces or dull surfaces will typically have lower solar heat reflectance. External solar heat reflectance measured at the surface normal (90 degrees) is used in these controls

Solar Reflectance Index (SRI) is a composite measure of a materials ability to reflect solar radiation (solar reflectance) and emit heat which has been absorbed by the material. For example, standard black paint has an SRI value of 5 and a standard white paint has an SRI value of 100. The lower the SRI value of a material, the more heat is absorbed and the hotter it will get.

Solar transmittance is the percentage of solar radiation which can pass through a material. Opaque surfaces such as concrete will have 0% solar transmittance, dark or reflective glass may have less than 10%, whilst transparent surfaces such as clear glass may allow 80 to 90% solar transmittance.

Street frontage length is the length of a podium or street wall before a lane, link, entry lobby or similar is provided.

Street setback means a setback from a street boundary.

Street wall storey height is the storey height of the building or podium. It is what defines streets, spaces and laneways.

Appendix 1 - Definitions

A1.1 Definitions

Tall buildings are buildings that are over 50m in height.

Through site links provide an important function in the form of pedestrian links and bike links to improve pedestrian permeability, and help break up large street blocks and increase the potential for direct and clear connections between buildings.

Upper storey setback means the setback from a site boundary for the part of the building located above the street wall or podium. The upper storey setback controls can be applied as an 'average' across the building frontage, to enable variability in appearance.

Water Sensitive Urban Design (WSUD) refers to any alternative to the traditional conveyance approach to storm water management that aims to mitigate environmental impacts on water quantity, water quality and receiving waterways, conventionally associated with urbanisation. WSUD techniques include, but are not limited to, street planter bio-retention systems, rain garden bio-retention systems, bio-retention swale systems and gross pollutant traps.

Appendix 1 - Definitions

A1.2 Figures list

Appendix 1 - Definitions

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A1.2 Figures list


CANTERBURY BANKSTOWN