Canterbury Bankstown Development Control Plan 2021

Chapter 8
Employment Lands

8.1
General Requirements

DRAFT December 2020

CONTENTS

SECTION 1–INTRODUCTION

Explanation

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

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

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

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of employment lands within Zones B5 Business Development, B6 Enterprise Corridor and B7 Business Park.

Objectives

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

O2 To enhance the amenity for people who work in, live in and visit the employment lands.

O3 To facilitate ecologically sustainable development.

Desired Character

C1 Business Development Precinct

The Business Development Precinct will provide a range of contemporary business, warehouse and specialised retail uses that require large floor areas. It is limited to locations that are close to, and that support the viability of, commercial centres.

C2 Enterprise Corridor

The Enterprise Corridor will encourage contemporary business uses and urban services along main roads that benefit from high levels of exposure. Retail activity is limited to ensure that enterprise corridors do not detract from the centres hierarchy. Opportunities for urban consolidation along busy roads are to be pursued. Certain key development sites may accommodate certain residential uses only as part of mixed use development, if considered appropriate.

C3 Business Park

The Business Park will accommodate contemporary office and light industrial uses, including high technology industries in a generous landscape setting. It performs vital economic and employment roles, and is in the form of a large campus–style business park.

SECTION 2–BUSINESS DEVELOPMENT PRECINCTS

Explanation

Connective City 2036 and Council's Employment Lands Strategy identify business development precincts as employment lands within Zone B5 Business Development that promote good design and amenity for workers and visitors.

Good design provides a solid basis for a high quality, comfortable environment for people. It achieves a building form that is appropriate to the desired character of the street and surrounding buildings. It achieves a building form that defines the public domain, provides internal amenity and considers neighbours' amenity.

As part of the design process, applicants must note that a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation and other development controls, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

O1 To provide storey limits.

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

O3 To ensure the building form and design provide appropriate amenity to people who work in and visit the business development precincts.

O4 To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.

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

Development Controls

Storey limit (not including basements)

2.1 The storey limit for development is 2 storeys. Council does not allow development to have attics.

Setbacks

2.2 Development must provide:
(a) a minimum 5 metre setback to the primary and secondary street frontages; and
(b) a minimum 6 metre setback to all other site boundaries.

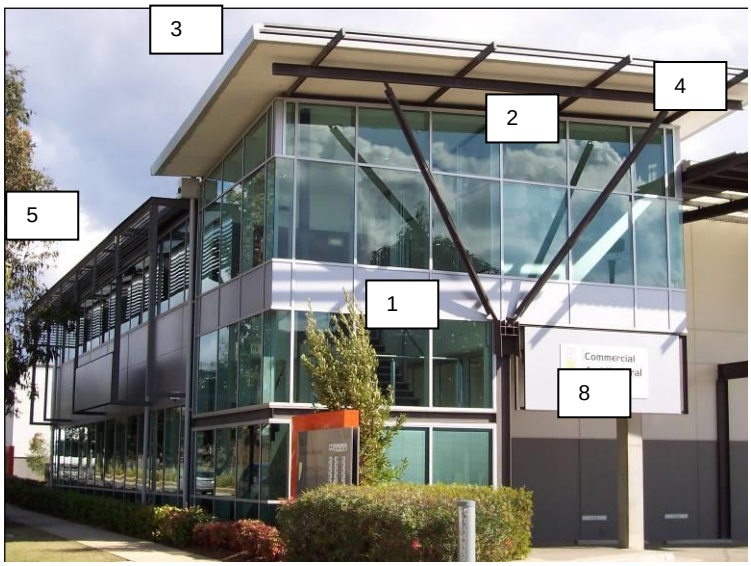
2.3 Development must provide a landscape buffer zone within the setback to the primary and secondary street frontages, and preference is given to deep soil planting within the setback to all other site boundaries.

2.4 Council may increase the minimum setbacks to the side and rear boundaries:
(a) to maintain reasonable solar access or visual privacy to neighbouring dwellings; or
(b) to avoid an easement or tree dripline on the site or adjoining sites.

Building design

2.5 Development must articulate the facades to achieve a unique and contemporary architectural appearance that:
(a) unites the facades with the whole building form;
(b) composes the facades with an appropriate scale and proportion that responds to the use of the building and the desired contextual character;
(c) combines high quality materials and finishes;
(d) considers the architectural elements shown in the illustration to this clause; and
(e) considers any other architectural elements to Council's satisfaction.

Figure 2a: Architectural elements



Architectural elements

1 contemporary architectural appearance
2 clear glazed facade
3 contemporary roof design
4 projecting wall elements
5 sun shading devices
6 landscaped buffer zone
7 no front fences
8 signs integrated with the building

2.6 Development may have predominantly glazed facades provided it does not cause significant glare nuisance.

2.7 Development may incorporate an awning design that:
(a) achieves a unique and contemporary architectural appearance; and
(b) combines high quality materials and finishes.

Access to sunlight

2.8 The design of buildings should achieve a northern orientation to maximise solar access.

2.9 The design of buildings must ensure that:
(a) At least one living area of a dwelling on an adjoining site must receive a minimum 3 hours of sunlight between 8.00am and 4.00pm at the mid–winter solstice. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected living areas of the dwelling.
(b) A minimum 50% of the required private open space for a dwelling that adjoins a development receives at least 3 hours of sunlight between 9.00am and 5.00pm at the equinox. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected private open space.

Development adjacent to residential zones

2.10 In determining a development application that relates to a site adjoining land in Zone R2, R3 or R4, Council must take into consideration the following matters:
(a) whether any proposed building is compatible with the height, scale, siting and character of existing residential development within the adjoining residential zone;
(b) whether any goods, plant, equipment and other material used in carrying out the proposed development will be stored or suitably screened from residential development;
(c) whether the proposed development will maintain reasonable solar access to residential development between the hours of 8.00am and 4.00pm at the mid–winter solstice;
(d) whether noise generation from fixed sources or motor vehicles associated with the proposed development will be effectively insulated or otherwise minimised;
(e) whether the proposed development will otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting, fumes, gases, smoke, dust or odours, or the like; and
(f) whether any windows or balconies facing residential areas will be treated to avoid overlooking of private yard space or windows in residences.

SECTION 3–ENTERPRISE CORRIDORS

Explanation

Connective City 2036 and Council's Employment Lands Strategy identify enterprise corridors as employment lands within Zone B6 Enterprise Corridor that promote good design and amenity for workers, residents and visitors.

Good design provides a solid basis for a high quality, comfortable environment for people. It achieves a building form that is appropriate to the desired character of the street and surrounding buildings. It achieves:

- A building form that defines the public domain, provides internal amenity and considers neighbours' amenity.
- A building form with good proportions and a balanced composition of elements, reflecting the internal layout and structure.

Good design also uses a variety of materials, colours and textures; and optimises safety and security within the development and the public domain. It provides opportunities to promote safety by maximising passive surveillance and defining secure access points that are visible and well–lit.

As part of the design process, applicants must note that a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation and other development controls, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

O1 To ensure enterprise corridors provide a distinctive and high quality environment for employment and economic activities.

O2 To provide storey limits.

O3 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O4 To ensure the building form and design provide appropriate amenity to people who work in, live in and visit the enterprise corridors.

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

O6 To ensure facade designs and building footprints integrate into the overall building form and enhance the desired contemporary street character.

O7 To require a modern and interesting roof skyline.

O8 To ensure development integrates with the public domain and contributes to an active pedestrian orientated environment.

O9 To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.

O10 To ensure front fences achieve an attractive streetscape and incorporate open style construction such as spaced timber pickets or wrought iron.

O11 To ensure the siting and design of buildings contribute to the personal and property security of people.

O12 To encourage building designs, materials and maintenance programs that reduce the opportunities for vandalism and graffiti.

O13 To ensure that a change of use from a dwelling in a residential flat building or shop top housing to a serviced apartment does not impact on the amenity, safety or security of residents in the building.

O14 To prevent substandard residential building design by way of converted serviced apartment development.

Development Controls

Storey limit (not including basements)

3.1 The storey limit for development is 2 storeys. Council does not allow development to have attics.

Setbacks

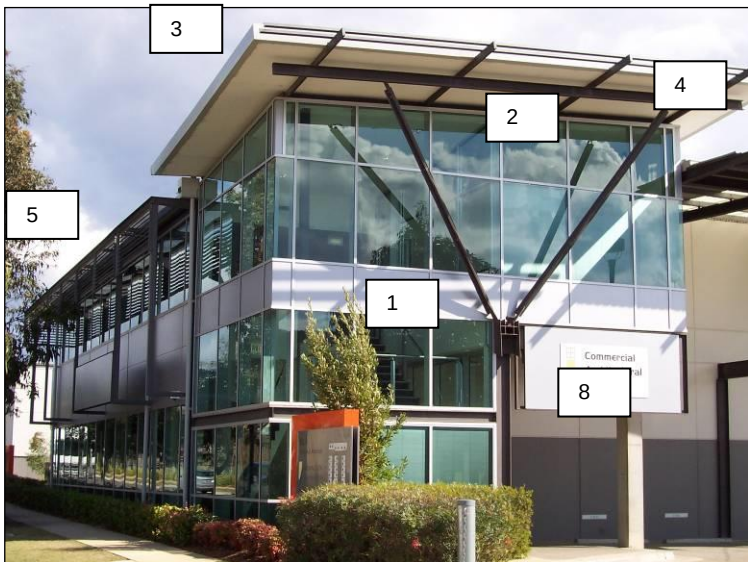
3.2 Development must provide:
(a) a minimum 5 metre setback to the primary and secondary street frontages; and
(b) a minimum 6 metre setback to all other site boundaries.

3.3 Council may increase the minimum setbacks to the side and rear boundaries:
(a) to maintain reasonable solar access or visual privacy to neighbouring dwellings; or
(b) to avoid an easement or tree dripline on the site or adjoining sites.

Facade design

3.4 Development must articulate the facades to achieve a unique and contemporary architectural appearance that:
(a) unites the facades with the whole building form;
(b) composes the facades with an appropriate scale and proportion that responds to the use of the building and the desired contextual character;
(c) combines high quality materials and finishes;
(d) considers the architectural elements shown in Figure 3a; and
(e) considers any other architectural elements to Council's satisfaction.

Figure 3a: Architectural elements



Architectural elements

1 contemporary architectural appearance
2 clear glazed facade
3 contemporary roof design
4 projecting wall elements
5 sun shading devices
6 landscaped buffer zone
7 no front fences
8 signs integrated with the building

3.5 Development must architecturally treat blank walls that can be viewed from the street and adjoining residential zoned land by incorporating public art, variation in building materials and/ or other architectural design methods which reflect contemporary and interesting design.

3.6 The street facade of development on corner sites should incorporate architectural corner features to add visual interest to the streetscape.

3.7 Development should restrict the use of the first storey (i.e. the ground floor) to commercial or other non–residential uses:
(a) to maintain employment floor space in the enterprise corridors; and
(b) to maintain active street frontages in the enterprise corridors.

3.8 Development may have predominantly glazed facades provided it does not cause significant glare nuisance.

Roof design

3.9 Development must incorporate a high quality roof design that:
(a) achieves a unique and contemporary architectural appearance; and
(b) combines high quality materials and finishes.

Awnings

3.10 Development may incorporate an awning design that:
(a) achieves a unique and contemporary architectural appearance; and
(b) combines high quality materials and finishes.

Front fences

3.11 The maximum fence height for a front fence is 1.8 metres.

3.12 The external appearance of a front fence along the street boundary of the site must ensure:
(a) the section of the front fence that comprises solid construction (not including solid piers) must not exceed a fence height of 1 metre above the ground level (existing); and
(b) the remaining height of the front fence must comprise open style construction such as spaced timber pickets or wrought iron that enhance and unify the building design.

3.13 Council does not allow the following types of front fences along the street boundary of the site:
(a) chain wire, metal sheeting, brushwood and electric fences; and
(b) noise attenuation walls.

Lighting

3.14 The use of external lighting may accentuate the architectural form and features of development provided it does not cause significant glare on adjoining residents.

3.15 The use of exterior wall mounted flood lights is permitted at the front of development, but not permitted at the rear of development unless it serves as security lighting.

Access to sunlight

3.16 The design of buildings should achieve a northern orientation to maximise solar access.

3.17 The design of buildings must ensure that:

(a) At least one living area of a dwelling on an adjoining site must receive a minimum 3 hours of sunlight between 8.00am and 4.00pm at the mid–winter solstice. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected living areas of the dwelling.

(b) A minimum 50% of the required private open space for a dwelling that adjoins a development receives at least 3 hours of sunlight between 9.00am and 5.00pm at the equinox. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected private open space.

Landscaping

3.18 Development must provide a landscape buffer zone within the setback to the primary and secondary street frontages, and preference is given to deep soil planting within the setback to all other site boundaries.

3.19 Development must plant at least 1 street tree at 5 metre intervals along the length of the primary and secondary street frontages. Council may vary this requirement if a street tree already exists in good condition, if an awning or site constraints limit their inclusion, or a public domain plan is yet to determine the location of trees in a precinct.

Entrances

3.20 The main entrance or entrances to development must face the street.

Building design and natural surveillance

3.21 Windows to the living areas of front dwellings, or the windows on the upper floors of development must overlook the street.

3.22 Where the ground floor of development faces the street, the ground floor must incorporate shopfront style windows with clear glazing so that pedestrians can see into the premises and vice versa. The use of obscure or opaque glass, or other types of screening is discouraged.

3.23 Above ground car parking must be setback a minimum 6 metres from the front building line to allow the gross floor area at the front of the building to be used for commercial or other non–residential uses. This clause does not apply to the front building line that faces a rear lane.

3.24 Lighting must be provided to the underside of an awning using vandal resistant, high mounted light fixtures.

Security devices for commercial development

3.25 The security door or grille to a shopfront facing the street must be transparent or an open grille type shutter. A solid roller door or shutter is not permitted.

Special requirements for development adjoining a railway corridor and open stormwater drains

3.26 Where the site shares a boundary with a railway corridor or an open stormwater drain, any building, solid fence or car park on the site should, wherever practical, be setback a minimum 1.5 metres from that boundary. The setback distance must be:

(a) treated with hedging or climbing vines to screen the building, solid fence, or car park when viewed from the railway corridor or open stormwater drain; and

(b) the hedging or climbing vines must be planted prior to the completion of the development using a minimum pot size of 300mm; and

(c) the planter bed area must incorporate a commercial grade, sub–surface, automatic, self–timed irrigation system; and

(d) the site must be fenced along the boundary using a minimum 2 metre high chain–wire fence; and

(e) where a car park adjoins the boundary, hedging or climbing vines must also be planted along the sides of any building or solid fence on the site that face the railway corridor or open stormwater drain.

If a setback for landscaping under this clause is impractical, other means to avoid graffiti must be employed that satisfies Council's graffiti minimisation strategy.

Development adjacent to residential zones

3.27 In determining a development application that relates to a site adjoining land in Zone R2, R3 or R4, Council must take into consideration the following matters:

(a) whether any proposed building is compatible with the height, scale, siting and character of existing residential development within the adjoining residential zone;

(b) whether any goods, plant, equipment and other material used in carrying out the proposed development will be stored or suitably screened from residential development;

(c) whether the proposed development will maintain reasonable solar access to residential development between the hours of 8.00am and 4.00pm at the mid–winter solstice;

(d) whether noise generation from fixed sources or motor vehicles associated with the proposed development will be effectively insulated or otherwise minimised;

(e) whether the proposed development will otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting, fumes, gases, smoke, dust or odours, or the like; and

(f) whether any windows or balconies facing residential areas will be treated to avoid overlooking of private yard space or windows in residences.

Service stations and vehicle sales or hire premises

3.28 Service stations and vehicle sales or hire premises must provide a minimum 3 metre wide landscape buffer zone to the primary and secondary street frontages.

3.29 Service stations and vehicle sales or hire premises must locate an active frontage use (such as a showroom, office, customer service area, convenience store or restaurant) along the primary and secondary street frontages.

3.30 Service stations and vehicle sales or hire premises must locate a vehicle repair station and associated car park at the basement level or at the rear of the site.

Serviced apartments

3.31 Council applies State Environmental Planning Policy No. 65–Design Quality of Residential Apartment Development and the Apartment Design Guide to serviced apartments. This includes buildings that are two storeys or less, or contain less than four dwellings.

3.32 The living areas for at least 70% of serviced apartments must receive a minimum 3 hours of sunlight between 8.00am and 4.00pm at the mid–winter solstice. Council may allow light wells and skylights to supplement access to sunlight. However, these building elements must not be the primary source of sunlight to living areas.

3.33 The private open space per serviced apartment must have a minimum depth of 2 metres and the private open space may be in the form of a balcony.

3.34 Development consent must not be granted for the change of use from a dwelling in a residential flat building or shop top housing to a serviced apartment unless Council is satisfied that the amenity, safety and security of the residents of the dwellings in the building is maintained.

3.35 Development consent must not be granted for the change of use from serviced apartments to a residential flat building, with or without strata subdivision, unless Council is satisfied that the development complies with the design principles of State Environmental Planning Policy No. 65–Design Quality of Residential Apartment Development and the Apartment Design Guide.

SECTION 4–BUSINESS PARKS

Explanation

Connective City 2036 and Council's Employment Lands Strategy identify the former Potts Hill Reservoirs site as employment lands within Zone B7 Business Park that promote good design and amenity for workers and visitors.

Good design provides a solid basis for a high quality, comfortable environment for people. It achieves a building form that is appropriate to the desired character of the street and surrounding buildings. It achieves a building form that defines the public domain, provides internal amenity and considers neighbours' amenity.

As part of the design process, applicants must note that a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation and other development controls, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

O1 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O2 To ensure the building form and design provide appropriate amenity to people who work in and visit the business parks.

O3 To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.

Development Controls

Storey limit (not including basements)

4.1 The storey limit for development is 2 storeys. Council does not allow development to have attics.

Setbacks and building design

4.2 Development must comply with the Potts Hill Reservoir Concept Plan: Business Park Design Guidelines dated 9 July 2008 prepare by Allen Jack + Cottier subject to the following landscape setback requirements:

(a) Site E:
  (i) A minimum building setback of 6 metres to the northern boundary.
  (ii) A minimum building setback of 10 metres to the southern boundary.

(b) Site A:
  (i) A minimum building setback of 6 metres for the northern boundary.

(c) A minimum 60% of the nominated landscaped setback areas are to incorporate deep soil planting.

Access to sunlight

4.3 The design of buildings should achieve a northern orientation to maximise solar access.

SECTION 5–SITE FACILITIES

Explanation

Good design ensures sites facilities unify the development appearance and enhance the desired street character.

Objectives

O1 To ensure site facilities integrate into the overall building form, and achieve good design in terms of architectural treatment and visual amenity.

O2 To ensure the design, construction, and operation of kitchens and food premises achieve satisfactory standards of hygiene.

Development Controls

Building design (utilities and building services)

5.1 The location and design of utilities and building services (such as plant rooms, hydrants, equipment and the like) must be shown on the plans.

5.2 Utilities and building services are to be integrated into the building design and concealed from public view.

Building design (substations)

5.3 The location and design of substations must be shown on the plans.

5.4 Substations should locate underground. Where not possible, substations are to be integrated into the building design and concealed from public view.

5.5 Substations must not locate forward of the front building line.

Food premises

5.6 The design, construction, and operation of a food premises must comply with:
- (a) Food Act 2003;
- (b) Food Regulation 2010;
- (c) FSANZ Food Standards Code; and
- (d) AS 4674:2004 Design, Construction, and Fitout of Food Premises.

Canterbury Bankstown Development Control Plan 2021

Chapter 8 Employment Lands

8.2 Canterbury Road Enterprise Corridor

DRAFT December 2020

CONTENTS

SECTION 1–INTRODUCTION

Explanation

Connective City 2036 and Council's Employment Lands Strategy identify the Canterbury Road Enterprise Corridor as employment lands that support the delivery of jobs and urban services to meet community needs. Key actions are to protect and enhance these employment lands to provide a greater range of jobs, and to boost these places as quality locations to do business.

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

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

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of certain precincts within the Canterbury Enterprise Corridor. Note: If applicable to a development application, the development controls of Chapter 8.2 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To create attractive, vital and vibrant mixed–use environments via a rich network of publicly accessible spaces, walkable streets and places.

O2 To provide improved open space/ public domain within each node, where possible to serve the local community.

O3 To ensure long-term social and economic viability of business centres is maintained and they remain significant to the community for their individual character, ease of access, and urbane appeal.

O4 To maintain commercial activity at ground level to promote pedestrian activity and contribute to lively streets.

O5 To maintain facades where they contribute to the character of the streetscape.

O6 To ensure frontages are appropriate for the location and will maximise activity at the public/private interface, and provides weather protection for pedestrians.

O7 To minimise impacts of commercial activities on adjacent residential properties.

SECTION 2–DESIRED CHARACTER

Desired Character

Development of the Canterbury Road Corridor is to be in accordance with the characteristics of the following five precincts:

C1 Urban Core

Canterbury Local Centre (as described in Chapter 7 of this DCP).

C2 Urban Centres (B2–Local Centre)

Comprises lower scale buildings, ranging in height from 3 to 5 storeys, and will likely be infill sites, additions to existing or heritage buildings, or buildings in sensitive locations. Urban development will provide an active mix of retail, employment, community and residential, with major areas of activation on cross streets. Active retail is desirable at ground level with commercial and residential above.

Open space takes the form of regularly shaped streets, plazas, piazzas, paths and promenades. Transit nodes may include an open space feature where it provides significant public transport connections between Canterbury Road and the cross street bus network. Small floor space showrooms may be appropriate in secondary retail frontages to the movement economy.

C3 Urban General (B5–Business Development)

Comprises medium scale buildings, ranging in height from 3 to 6 storeys, with varying street alignment. Street level uses may include large floor plate retail/ bulky goods, showrooms and commercial. Upper levels may incorporate ancillary and/ or commercial uses. This precinct is intended to maintain employment functions in a more street oriented and contemporary manner.

However, if residential uses are permitted as an additional permitted use, street level activities may include commercial and residential. Showrooms are permitted, but they must be designed to reinforce pedestrian quality. This precinct applies to the commercial transitions between the Urban Centre and Urban Residential character areas.

C4 Urban Enterprise (B6–Enterprise Corridor)

Comprises buildings ranging from 1 to 3 storeys with varying street alignments. Street level uses may include light industrial, large floor plate retail/ bulky goods, showrooms and commercial. Upper levels may incorporate ancillary and/ or commercial uses. This precinct predominantly applies to previous employment zones, and is intended to maintain employment functions in a more street oriented and contemporary manner. There will be no new residential in this precinct.

C5 Urban Residential (R4–High Density Residential)

Comprise residential buildings ranging in height from three to five storeys. The smaller scale buildings are appropriate to areas where the existing building stock is uniformly 1 to 2 storeys or to narrow infill sites. Residential apartment buildings are setback 6m from the street creating a private, landscaped forecourt.

The naturalistic landscaping of the forecourt, combined with street tree planting over time, will substantially green Canterbury Road and create a green break between more intensive land use activities of the Urban Core, Urban Centre and Urban General areas. Residential apartment buildings are setback 6m from the new front property line which in turn is setback 2m from the existing street boundary to allow for footpath /verge/on-street parking improvements.

Note: The following diagrams illustrate how a number of the Canterbury Road Corridor public domain outcomes can be achieved.

Figure 2a: Impression of Canterbury Road with public domain improvement and business development

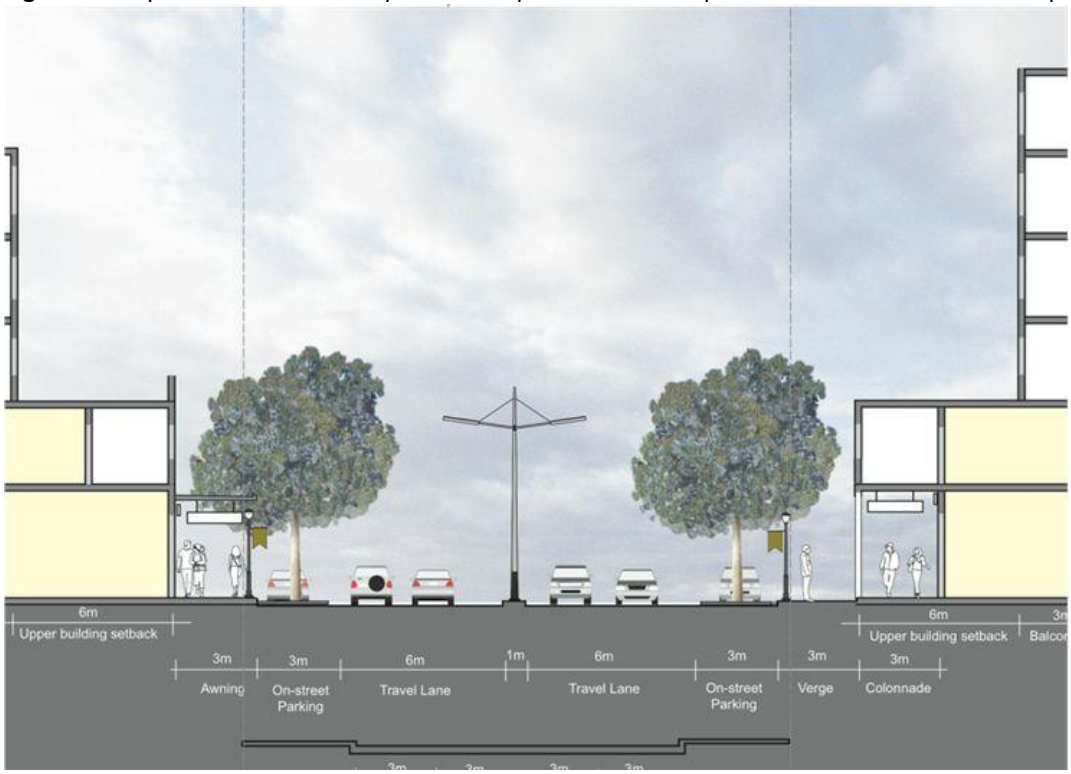


Figure 2b: Impression of Canterbury Road with public domain improvement and residential development

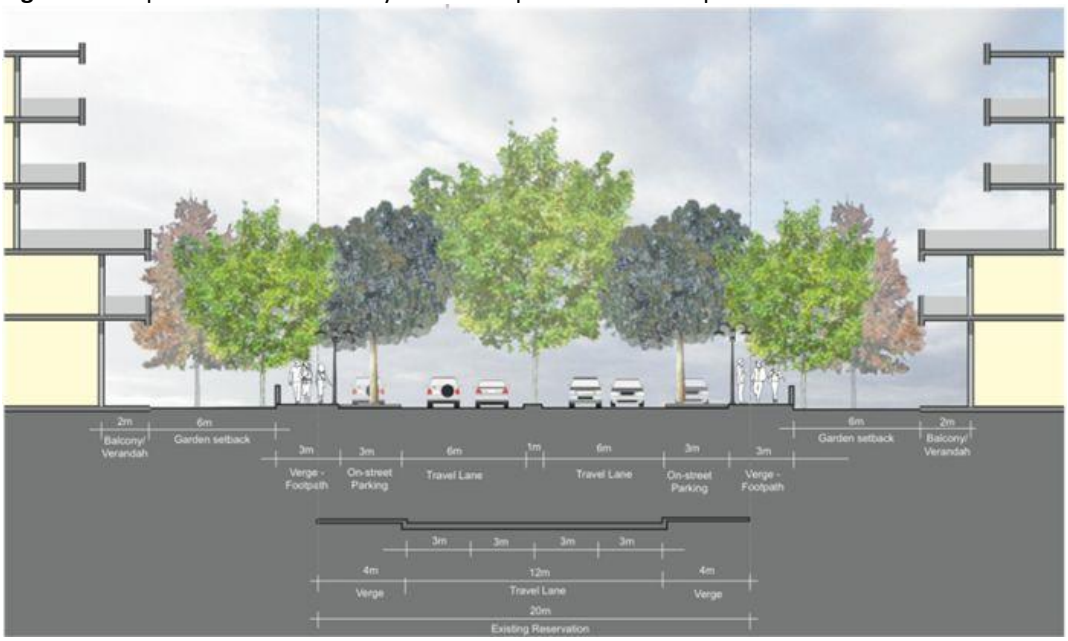


Figure 2c: The transformation of Canterbury Road through interim works that are achievable in stages

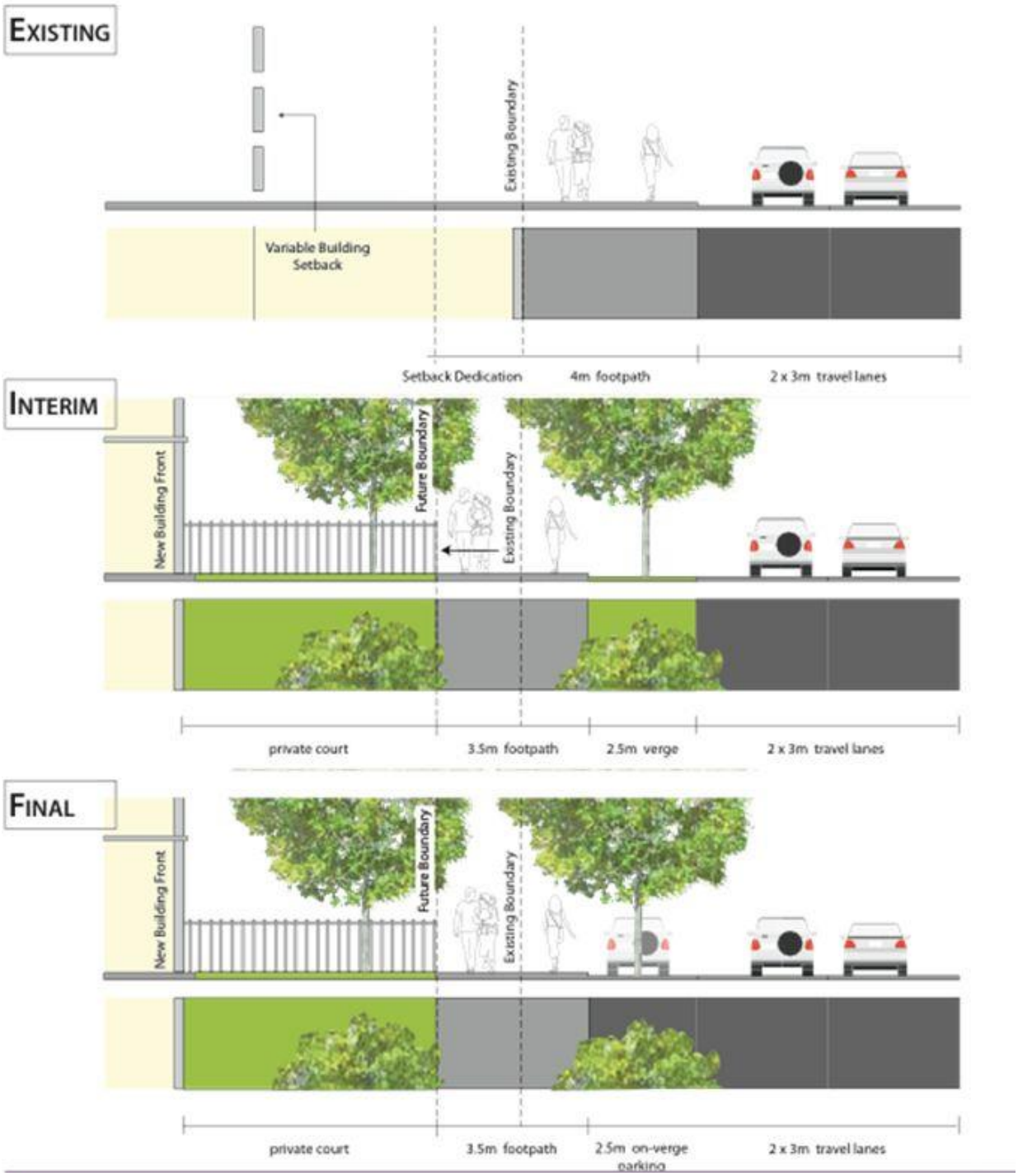


Figure 2d: Typical road structure (refer to Figure 2e below)

Figures 2e: How a typical road structure might be improved over time with left turn circulation (refer to Figure 2d above)

SECTION 3–SITE PLANNING

3.1 Minimum Frontage

Objectives

O1 To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.

O2 To facilitate efficient building envelopes that achieve optimum density.

Development Controls

C1 Where redevelopment is proposed in a B1 or B2 Zone of the LEP a minimum frontage of at least 18m shall be provided.

C2 Where redevelopment is proposed in the B5 zone, the minimum site frontage is 30m.

3.2 Isolated Sites

Isolation of a site occurs where a property that adjoins a development site becomes narrower or smaller than the required width and size for redevelopment following the approval of development on that adjoining site. Consequently, the isolated site becomes incapable of accommodating the form of redevelopment envisaged by the LEP.

Objectives

O1 To ensure that land adjoining a development site is not left sterilised or isolated so that it is incapable of being reasonably developed under the applicable controls

Development Controls

C1 Neighbouring properties are not to be isolated so that the property will be unable to reasonably accommodate redevelopment.

C2 Negotiations are to be undertaken with neighbouring owners to seek amalgamation and enable coordinated redevelopment.

C3 If neighbouring landowners do not agree on terms for amalgamation, provide evidence is to be provided of reasonable offers, including at least two recent independent valuations.

C4 If the amalgamation of adjoining properties cannot be achieved, demonstrate that the remaining property has reasonable potential for redevelopment by preparing an indicative schematic design that provides:

(a) A building envelope; and

(b) A general layout that complies with the current applicable planning controls.

SECTION 4–BUILDING ENVELOPES

4.1 Floor–to–Ceiling Height

Objectives

O1 To ensure floor to ceiling height is adequate for the operation of the intended and potential use.

Development Controls

C1 Floor to ceiling heights must:

(a) Provide a minimum 3.3m floor to ceiling height for the ground floor.

(b) Provide a minimum 3m floor to ceiling height per storey for development in the B6 Enterprise Corridor Zone.

(c) Car parking is required to have a floor to ceiling height in accordance to Australian Standard AS 2890.1.

(d) The floor to ceiling height may need to be increased to meet the requirements of the intended use, however, the maximum building height will still need to be complied with.

4.2 Setbacks

Objectives

O1 To establish the desired spatial proportions of the street and define the street edge.

O2 To minimise building size and bulk by setting back upper storeys.

O3 To minimise amenity impacts on adjoining properties.

O4 To encourage increased setbacks along Canterbury Road to provide for possible future implementation of street parking and assist in reducing traffic noise impacts.

O5 To allow for flexible design and building articulation by permitting minor encroachments.

Development Controls

General

C1 Where a setback applies, buildings are to provide articulated and varied facades that do not result in a ziggurat appearance (i.e. do not have the form of a terraced structure with successive receding storeys).

Front Setbacks

C2 Development must comply with the minimum front setbacks as follows:

Location	Number of Storeys at the Street and Setback	Upper Level (Podium) Setback
B1 Zone	1-2 storeys Build to front boundary	3m
B2 Zone along Canterbury Road	1-4 storeys minimum setback of 9m from street boundary Basements to be 3m from street boundary	Above 4 storeys an additional 5m
B5 Zone along Canterbury Road	1-4 storeys a minimum setback of 3m from street boundary.	Above 4 storeys – an additional 5m
B6 Zone along Canterbury Road	1-3 storeys minimum setback of 9m from street boundary Basements to be 3m from street boundary	N/A

Side Setbacks

C3 Except where a proposed development adjoins a residential zone boundary, setbacks are not required in the B1 or B2 zones when the desired character is for a continuous street frontage.

On boundary with residential zone – side setback

C4 Establish a 45^{o} height plane projected at 1.5m from the residential boundary.

C5 Provide minimum 1.5m setback to the residential zone boundary.

C6 A two storey limit on the boundary with residential zone applies (refer to Figure 3a).

On boundary with residential zone – rear setback

C7 Establish a 45° height plane projected at 6 m from the residential zone boundary.

C8 Provide minimum 6m setback to the residential zone boundary.

C9 A two storey limit on the boundary with residential zone applies (refer to Figure 3b).

C10 A setback to a rear lane is not required.

Figure 3a: Building height plane side

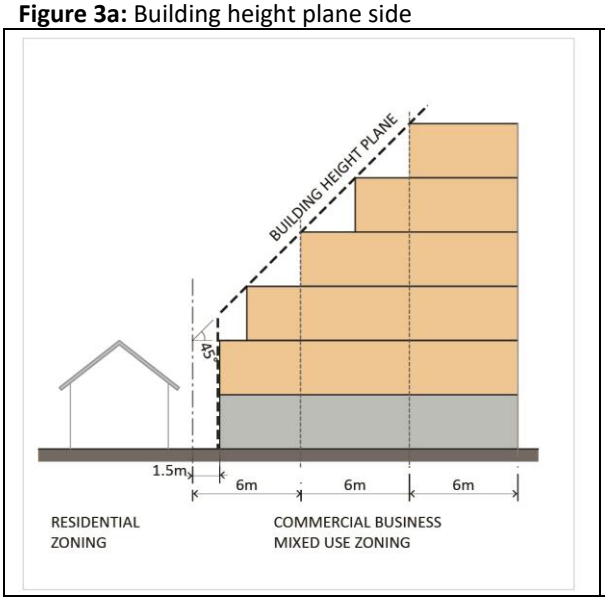
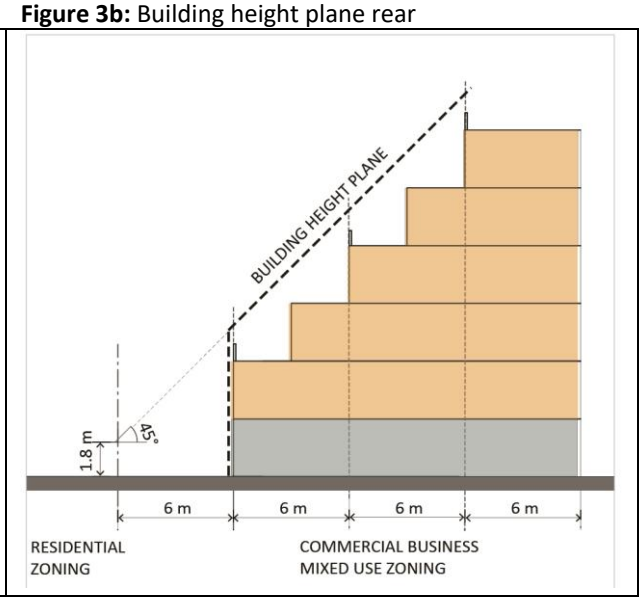


Figure 3b: Building height plane rear



Exceptions

C11 The following minor building elements may project into the minimum side setback area:

(a) Roof eaves, awnings, pergolas and patios;
(b) Stair or ramp access to the ground floor; and
(c) Rainwater tanks.

4.3 Building Depth

Objectives

O1 To ensure that natural daylight is available in all parts of the building so that artificial light is not necessary during daylight hours.

O2 To ensure an appropriate level of depth is available to create viable building spaces for retail and commercial use.

Development Controls

C1 Building depth for commercial premises must be in accordance with the following requirements:
(a) Minimum depth of 10m; and
(b) Maximum street frontage wall length of 50m.

C2 Street frontages greater than 50m in length may be considered if a 9m x 9m landscaped deep soil indent is provided.

C3 Courtyards may be appropriate for deep blocks or blocks where basement or semi-basement parking is possible.

SECTION 5–BUILDING DESIGN

5.1 Orientation and Layout

Objectives

O1 To encourage a more sustainable urban environment where energy efficiency is incorporated into the design, construction and use of buildings.

O2 To reduce consumption of energy from non-renewable sources, and reduced greenhouse gas emissions.

Development Controls

C1 Design and orient development to maximise solar access and natural light, without unduly increasing the building's heat load.

C2 Design and site development to avoid casting shadows onto neighbouring dwelling's primary living area, private open space and solar cells.

C3 Coordinate design for natural ventilation with passive solar design techniques.

5.2 Ground Level Interface

Objectives

O1 To facilitate positive interaction between the private and public domain.

O2 To encourage passive surveillance of streets and other publicly accessible places, and promotion of safety and security.

O3 To encourage different frontage treatments to maximise activity at the public/private interface.

O4 To provide protection for pedestrians against adverse weather elements.

O5 To ensure retail shop premises present a suitable streetscape appearance while allowing adequate for security.

Development Controls

Building entries

C1 Locate entries so they relate to the existing street, subdivision pattern, street tree planting and pedestrian access network and are clearly visible.

C2 Provide entries to upper levels from the street front facade to encourage activities on the ground floor.

C3 Provide entries for service activities to rear of the buildings

C4 Provide an awning over the entry to contribute to the legibility of the development and the public domain

Ground level awnings

C5 The facade of the building shall be built to the front street boundary.

C6 A cantilevered awning from the building facade shall overhang the footpath at a minimum width of 3m.

C7 Cantilevered awning height is to be in the range of 3.2m - 4.2m from natural ground level.

C8 Awnings must complement the height, depth and form of the desired character or existing pattern of awnings and should match adjoining awnings so as to provide continuous pedestrian cover and eliminate gaps wherever possible.

C9 Awnings shall provide sufficient protection from sun and rain.

C10 Posted awnings or colonnades will not be support.

Shop Fronts

C11 Windows on the street frontage must not be mirrored to provide visibility between interior and exterior spaces, allow for surveillance of the street and provide interest for pedestrians.

C12 Do not place external solid roller shutters or brick walls on shopfronts.

C13 Transparent or open grille shutters behind the glass of shopfronts are acceptable.

C14 Security grilles must be discreet, have minimal visual impact, and not dominate the shopfront.

C15 Consideration of alternatives to security grilles must be made such as the installation of a security alarm and well-lit shopfronts.

C16 Where shop use does not require a window shop display, incorporate expanding security doors or grilles behind the glass doors.

5.3 Facade Treatment

Objectives

O1 To encourage articulated building design to reduce the appearance of scale, enhance visual interest and ensure a diversity of built form.

O2 To encourage vertical and horizontal building elements that contribute to streetscape modulation and enhance the pedestrian experience.

O3 To protect features of existing buildings that influence streetscape and local character.

O4 To ensure that front setbacks are consistent with the existing streetscape where this has been maintained.

O5 To ensure alterations and additions complement the architectural character of the existing building.

O6 To ensure all elements of the façade and roof are integrated into the architectural form and detail of the building.

O7 To achieve building emphasis on corner sites to strengthen the legibility of the urban structure.

Development Controls

C1 Facade Design:

(a) New building forms and design features shall not mimic traditional features, but should reflect these in a contemporary design.

(b) Avoid long spans of blank walls along street frontages and address both street frontages with façade treatment, and articulation of elevations on corner sites.

(c) Incorporate contrasting elements in façades.

(d) Emphasise corner sites by using treatments to make the sites visually prominent. Retention of traditional facades will be given precedence over emphasising corner sites. Treatments may include:

i. Wrap around balconies;
ii. Vertical elements; and
iii. Changes in materials or colours.

(e) Use a harmonious range of high quality materials, finishes and detailing:

i. Define a base, middle and top related to the overall proportion of the building;
ii. Express key datum lines using cornices, change in materials or change in setback;
iii. Express the variation in floor to floor height, particularly at lower levels;
iv. Articulate building entries with awnings, porticos, recesses, blade walls and projecting bays;
v. Use a variety of window types to create a rhythm or express building uses and use recessed balconies and deep windows to create shadows, adding visual depth to the façade;
vi. Detail balustrades to reflect the type and location of the balcony and its relationship to the façade;
vii. Incorporate architectural features which give human scale at street level, including entrances, awnings, colonnades, pergolas and fences;
viii. Use colour, variation in the types of materials and arrangement of façade elements and materials to articulate different parts of a building façade - a material palette can include brickwork, rendered masonry, sheet materials, glazing, sandstone and treated metals and timbers; and
ix. Incorporate horizontal and/or vertical elements, such as indentations in the façade plane, string courses and bandings, window openings and building entrances.

(f) Consideration in the design of commercial premises is to be made for mechanical ventilation required by potential future food shops and restuarants. Mechanical ventilation is to be located behind the building facade. Alternatively, ventilation for future uses must be considered in the facade design.

(g) Design facades to reflect the orientation of the site using elements such as sun shading devices, light shelves and bay windows.

(h) Modulate the wall alignment with a step in of at least 1m.

(i) Refer to existing datum lines for any new developments integrated to heritage and/or existing buildings, such as eave and parapet line, as a guide to aligning the height to levels of adjoining development.

(j) Use a solid to void ratio of 50%, with each facade measured independently. Disharmony arises when the range of solid to void is extreme. Do not include shopfronts in the 50% solid to void ratio calculation.

(k) Locate and proportion windows to minimise scale and bulk of new building.

C2 Period Facades:

(a) Traditional facades should be integrated into the overall design of new development.

(b) Pre-1950 shop front facades are to be maintained in the parts of the B2 Zone where building height is five (5) storeys or less (infill development is permitted behind so that the traditional main street character of the centres is maintained).

(c) Where the permitted height is greater than five (5) storeys, facades do not need to be retained.

C3 Consent for demolition of pre-1950's shopfront facades will only be granted in exceptional circumstances and only if it can be demonstrated that:

(a) The structural condition or size of the existing facade makes it unsuitable for maintaining;

(b) The existing facade does not contribute positively to the character of a centre; and

(c) There will be improvement in the design outcome with a replacement facade.

C4 Paint existing facades (where appropriate) in a colour scheme that is sympathetic to the period and style of the building. Original unpainted surfaces, particularly face brick, are to remain unpainted.

C5 Design additional storeys (above the building base) so they do not compete with the aesthetic character and dominance of the existing facade. The preferred design approach is for additions to be contemporary in style and distinct in form and character from the facade to be retained. Vertical elements should be used to break up the mass of the additions.

C6 Where existing facades are retained, remove any uncharacteristic or intrusive additions and reconstruct, restore or repair with existing building fabric. If sufficient historical material is not available, use new fabric sympathetic to the period and style of the building and facade.

C7 Additions to retained facades should incorporate the following in the composition of the new upper facade:

(a) Traditional external finishes for walls, such as exposed dark brickwork and render, or painted concrete;
(b) Vertical window and door opening, columns, and colour to create vertical elements;
(c) Parapets and window hoods;
(d) Recessed balconies and deep windows to create shadow lines;
(e) High solid to void ratio; and
(f) Individual smaller shop front, or articulation to reflect the fine grain pattern of the traditional shopping streets.

C8 Design upper levels so they do not compete with the aesthetic character and dominance of the street level facade.

C9 On land adjoining railway or busy roads, address all requirements in 'Development Near Rail Corridors and Busy Roads - Interim Guideline' (NSW Department of Planning and Environment).

C10 Balconies:

(a) Do not allow balconies and voids to dominate publicly visible facades (excluding glass shop fronts and colonnades in business centres).
(b) Use balconies in moderation and integrate them into the overall composition of the façade - do not use a monotonous or repetitive configuration of balconies.
(c) Where possible place balconies facing an internal courtyard and do not place all balconies on an external facade.
(d) Use balcony types that respond to the street context, building orientation and residential amenity.

(e) Use lightweight materials and construction for balconies.
(f) Support verandas and balconies with slender metal or timber frames, rather than concrete columns or masonry piers.
(g) Construct balcony balustrades with glass panels, open metal framing, board or sheet cladding, rather than entirely of masonry, or break up significantly blank walls of masonry with panels.

5.4 Roof Design

Objectives

O1 To ensure roof design contributes to the overall design and performance of a building.

O2 To ensure roof design is compatible with the building style and use.

O3 To minimise the impact of large surface areas of a roof when viewed from other buildings and public spaces.

Development Controls

C1 Roofs must not exceed a pitch of 10°.

C2 Maintain the existing parapet line where it contributes to the early to mid-twentieth century character of the traditional main streets.

C3 Emphasise building articulation with the shape and alignment of the roof.

C4 Relate to the size and scale of the building, the building elevations and three dimensional building forms – including the design of any parapet or terminating elements, and the selection of roof materials.

C5 Respond to the orientation of the site, for example, by using eaves and skillion roofs to maximise solar access.

C6 Relate roof design to the desired built form and context.

C7 Integrate service elements into the design of the roof - including lift over-runs, service plant, chimneys, vent stacks, telecommunication infrastructure, gutters, downpipes and signage.

C8 The location of ventilation that may be required for potential future food shops and restaurants in commercial premises must be considered in the roof design.

C9 Facilitate the use or future use of the roof for sustainable functions, for example:

(a) Provide rainwater tanks for water conservation;

(b) Orient and angle roof surfaces suitable for solar applications; and

(c) Allow for future innovative design solutions, such as water features or green roofs.

C10 Do not use dormer windows.

SECTION 6–PARKING AND ACCESS

6.1 Laneways

Objectives

O1 To create a new rear lane system that will improve streetscape and pedestrian safety, and encourage active street frontages.

Development Controls

C1 New laneways are identified for some town centres. Refer to relevant Chapter for controls relating to specific centres. Where sites are to be redeveloped and a new lane is identified over private land, creation of the laneway is required even if the laneway cannot be immediately utilised.

C2 Where creation of a laneway is identified an area of land 6m wide is required for the laneway. This land can be taken into account for the purposes of calculating setbacks.

C3 Where the laneway has resulted in the severing of land, concessions will be available to compensate for offset the loss of development potential through the development process.

C4 On sites were a laneway is identified, they are to be amalgamated and developed to create the lane to get full development potential.

C5 Sites with no connection to the laneway system will need to provide temporary access from street 3m wide. This can be converted to a pedestrian accessway once the lane is connected to the street.

C6 The land forming the laneway must be subdivided and dedicated to Council prior to release of any Occupation Certificate (including an interim certificate).

C7 The developer will be responsible for either construction of the laneway to Council's specifications or paying a Developer Contribution for its construction. If the laneway is not immediately required then the land must be suitably paved. If not immediately required the land can also be leased from Council for a nominal amount and used for car parking or other suitable purposes.

Figure 6a: A Land Prior to Lane Formation

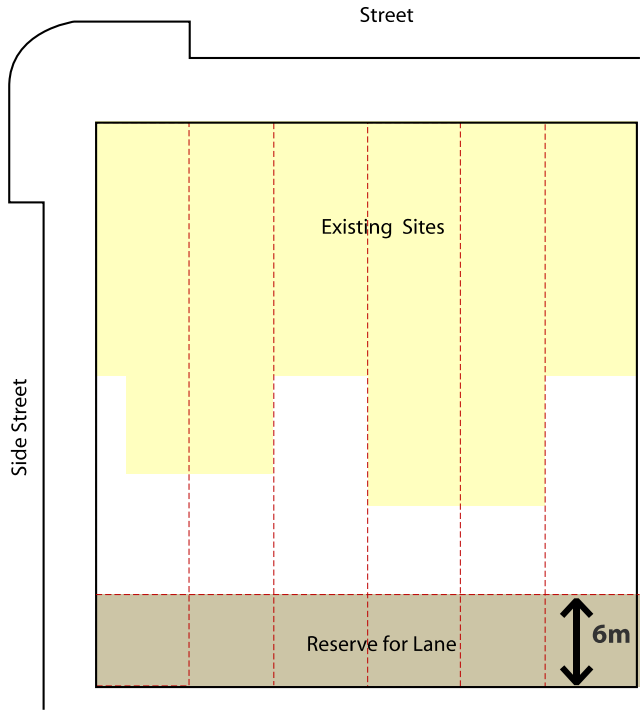


Figure 6b: Creation of Temporary Access Street

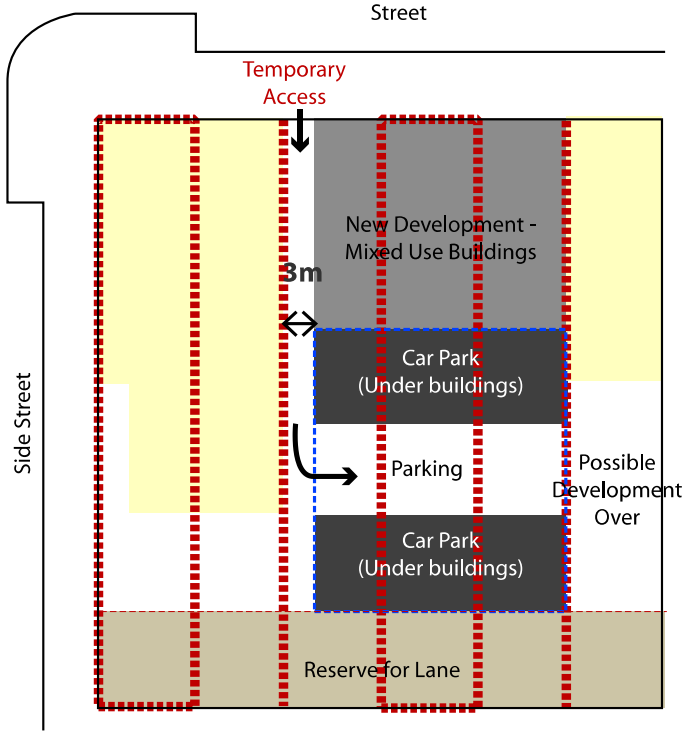
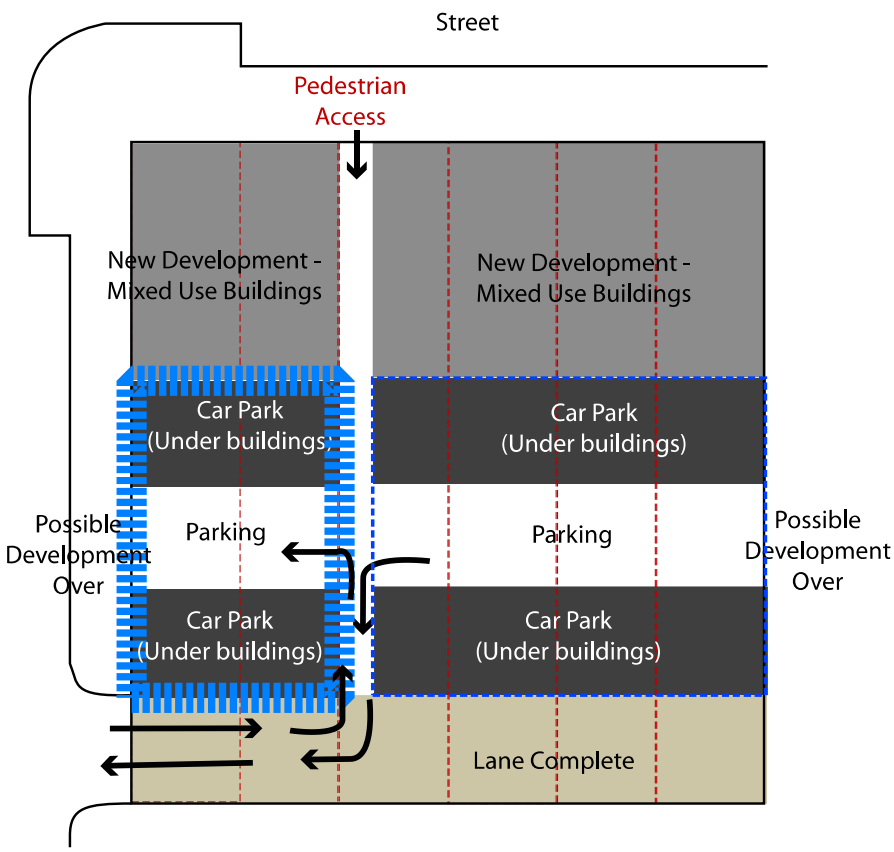


Figure 6c: Finalisation of New Lane



6.2 Building Services

Objectives

O1 To reduce impact of services and utilities through their integration with the design of landscaped areas and buildings.

Development Controls

C1 Integrate systems, services and utility areas with the design of the whole development – coordinate materials with those of the building and integrate with landscaping.

C2 Facilities should not be visually obtrusive.

C3 Appliances that are fitted to the exterior of a building, and enclosures for service meters, do not detract from the desired architectural quality of new building, or the desired character of streetscapes.

C4 Unscreened appliances and meters should not be attached to any facade that would be visible from a street or driveway within the site:

(a) Screen air conditioning units behind balcony balustrades;

(b) Provide screened recesses for water heaters rather than surface - mounting them on exterior walls; and

(c) Locate meters in service cabinets.

C5 Screen or treat air conditioning units, TV antennae, satellite dishes, ventilation ducts and other like structures so they are not visible on the street elevation.

C6 Coordinate and integrate building services, such as drainage pipes, with overall façade and balcony design.

C7 Minimise visual impact of solar hot water systems by:

(a) Placing the system as unobtrusively as possible, both to the street and neighbouring properties;

(b) Using a colour that is consistent with the colour of roof materials;

(c) Designing solar panels, where possible, as part of the roof;

(d) Setting the solar panels back from the street frontage and position below the ridgeline; and

(e) Separate the water storage tank from the solar collectors and place on a less visually obtrusive part of the roof, or within the building (for example, the roof space or laundry).

Canterbury Bankstown Development Control Plan 2021

Chapter 8
Employment Lands

8.3
Hume Highway Enterprise Corridor

DRAFT December 2020

CONTENTS

SECTION 1–INTRODUCTION

Explanation

The Hume Highway Enterprise Corridor is a national and historical landmark.

Commissioned by Governor Macquarie in 1813, the Hume Highway today functions as:

- A national highway linking Sydney with Canberra and Melbourne.
- A front door to Canterbury Bankstown, with over 62,000 motorists travelling through the municipality (via the Hume Highway) every day.
- A major investment and employment zone for Canterbury Bankstown, with major corporations and multinational companies.

In addition, there are many national, state and regional significant features located along the Hume Highway Enterprise Corridor as it passes through Canterbury Bankstown. These include the Remembrance Driveway landscape corridor, the Dunc Grey Velodrome and Olympic cycling venue, the Meccano Set intersection and the historic Water Tower at the Stacey Street intersection.

Connective City 2036 and Council's Employment Lands Strategy identify the Hume Highway Enterprise Corridor as employment lands that support the delivery of jobs and urban services to meet community needs. Key actions are to protect and enhance these employment lands to provide a greater range of jobs, and to boost these places as quality locations to do business.

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

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

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of certain precincts within the Hume Highway Enterprise Corridor. Note: If applicable to a development application, the development controls of Chapter 8.3 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Objectives

O1 To ensure the Hume Highway Enterprise Corridor provides a distinctive and high quality environment for employment and economic activities.

O2 To ensure development is compatible with the centres hierarchy and the desired character of the Hume Highway Enterprise Corridor.

O3 To enhance the amenity for people who work in, live in and visit the Hume Highway Enterprise Corridor.

O4 To facilitate ecologically sustainable development.

O5 To enhance the Remembrance Driveway landscape corridor.

O6 To provide specific guidelines for key development sites.

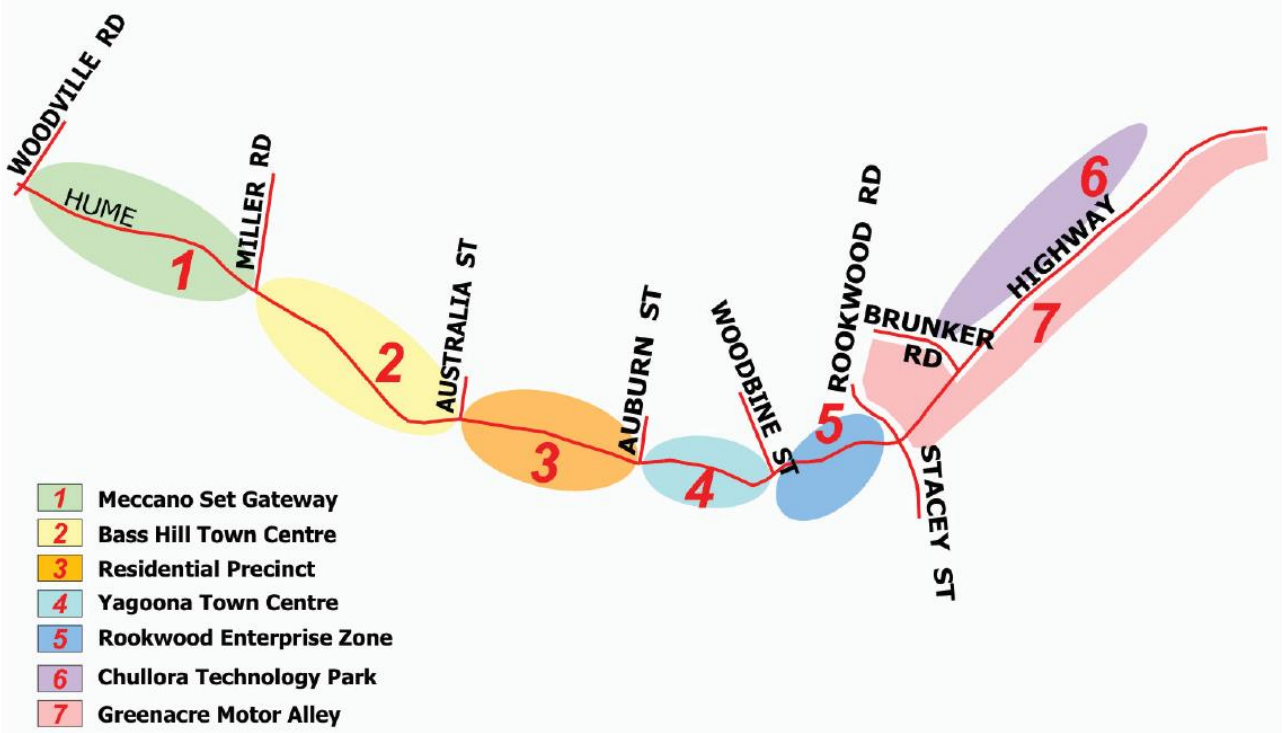
SECTION 2–DESIRED CHARACTER

Explanation

The Hume Highway Enterprise Corridor is a national and historical landmark that will continue to function as a significant economic asset for Canterbury Bankstown. The vision is to promote the image of Canterbury Bankstown by reinforcing the Remembrance Driveway landscape corridor. The built form will supplement the landscape corridor, with multi–storey enterprise activities along the highway.

While there are seven precincts of distinctive functional and physical character within the local centre as shown in Figure 2a, this chapter is specific to the Rookwood Village Centre and Greenacre Motorway Alley, together with the Remembrance Drive Landscape Corridor. These precincts offer an effective base to implement the desired character and development controls at the local level.

Figure 2a: Precinct Plan



Desired Character

C1 Remembrance Driveway Landscape Corridor

The Remembrance Drive Landscape Corridor will enhance the environmental amenity and historic significance of the Hume Highway Enterprise Corridor.

C2 Rookwood Village Centre

The Rookwood Village Centre is a large–scale enterprise precinct that forms a major gateway to Canterbury Bankstown, and a connecting spine to the Bankstown Strategic Centre. This precinct will primarily promote commercial, hospitality, tertiary and highway related uses, with opportunities for some medium density home units surrounded by a generous landscaped setting.

Development will provide a landscape buffer zone to the Hume Highway to enhance the Remembrance Driveway Landscape Corridor, and will:

- setback dwellings from the Hume Highway to provide residents with good amenity in terms of air quality and acoustic privacy; and
- provide a two storey buffer to George Street to minimise any adverse impact on other land in the vicinity of key development sites.

C3 Greenacre Motor Alley

The Greenacre Motor Alley is an employment zone that will:

- enable a mix of high technology industries, businesses, car yards and highway related uses in a landscaped setting; and
- allow opportunities for residential flat buildings on large sites where the residential use is setback from the Hume Highway and do not impact on neighbours to the south.

SECTION 3–REMEMBRANCE DRIVEWAY LANDSCAPE CORRIDOR

Explanation

The Remembrance Driveway is a landscape corridor along the Hume and Federal Highways to commemorate the Australian Forces who have served since World War I. The Remembrance Driveway extends from Macquarie Place, Sydney to the Australian War Memorial, Canberra. The section of Remembrance Driveway that passes through Canterbury Bankstown is the primary landscape feature that characterises the Hume Highway Enterprise Corridor.

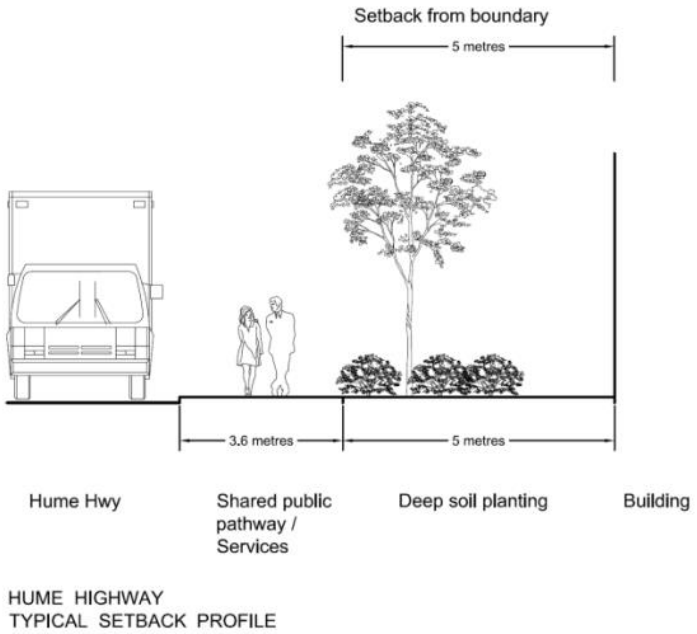
Objectives

O1 To enhance the Remembrance Driveway landscape corridor by providing a landscape buffer zone to the Hume Highway.

Development Controls

3.1 This clause applies to sites within Zone B6 Enterprise Corridor that adjoin the Hume Highway. Development must plant a 75 litre tree at 5 metre intervals along the length of the Hume Highway boundary of the site, and must select the trees from the list in Appendix 1.

Figure 3a: Typical cross–section of setback with single row of trees along the Remembrance Driveway landscape corridor. This setback relates to commercial and mixed use development.



HUME HIGHWAY
TYPICAL SETBACK PROFILE

Figure 3b: Typical cross–section of setback with service road and two rows of trees along the Remembrance Driveway landscape corridor. This setback relates to commercial and mixed use development.

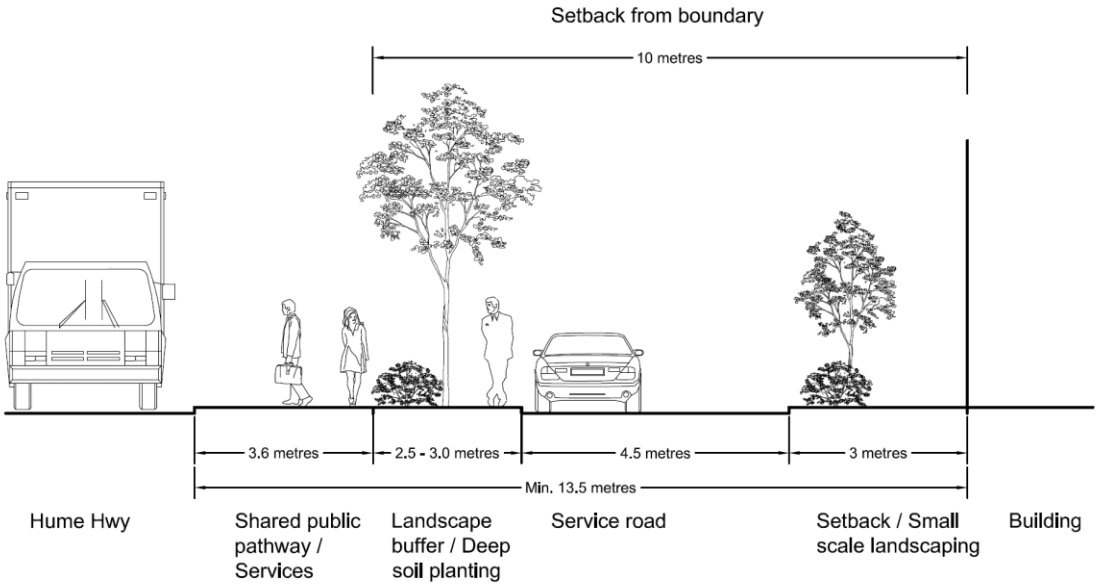
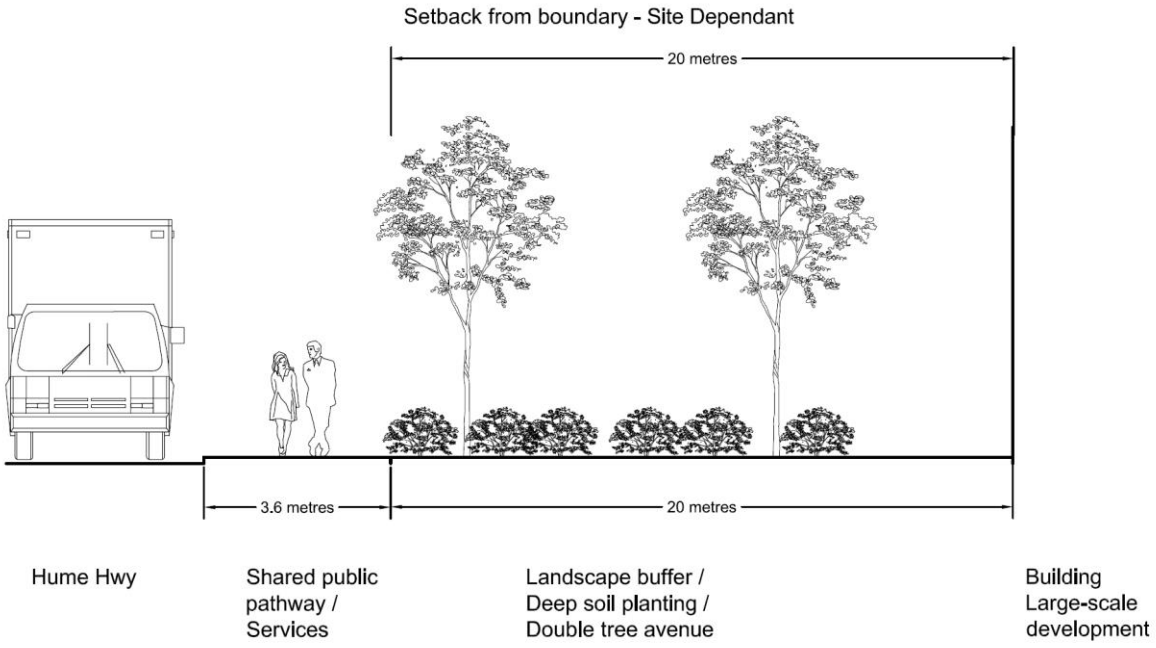


Figure 3c: Typical cross–section of setback with two rows of trees along the Remembrance Driveway landscape corridor. This setback relates to residential flat buildings.



HUME HIGHWAY
TYPICAL SETBACK PROFILE

SECTION 4–ROOKWOOD VILLAGE CENTRE

Explanation

Connective City 2036 and Council's Employment Lands Strategy identify the Rookwood Road Village as employment lands that promote good design and amenity for workers, residents and visitors.

Good design provides a solid basis for a high quality, comfortable environment for people. It achieves a building form that is appropriate to the desired character of the street and surrounding buildings. It achieves a building form that defines the public domain, provides internal amenity and considers neighbours' amenity.

Good design also recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, and providing deep soil zones for vegetation and urban heat/ water management.

As part of the design process, applicants must note that a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation and other development controls, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

O1 To provide the Hume Highway Enterprise Corridor with environments that are safe, well–landscaped and achieve high amenity.

O2 To promote business frontages to the Hume Highway.

O3 To provide storey limits.

O4 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O5 To ensure the building form and design provide appropriate amenity to people who work in, live in and visit the enterprise corridors.

O6 To require setbacks to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.

O7 To provide a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

O8 To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.

O9 To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls

4.1 Council may apply the storey limit (not including basements) shown in Figure 4b to land within Zone B6 Enterprise Corridor only if it is satisfied that:

(a) development will consolidate all adjoining lots shown edged with a heavy black line in Figure 4a into a single site; and

(b) development will provide a 2 storey buffer along the George Street boundary of the site. Council does not allow development with 4 or more storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each lot.

Figure 4a: Council may apply Figure 4b to land within Zone B6 Enterprise Corridor only if it is satisfied that a development consolidates 324–326 Hume Highway into a single site; 342 Hume Highway and 2–8 George Street into a single site; 348 Hume Highway into a single site; and 350 Hume Highway and 18 George Street into a single site (as shown edged with a heavy black line)

4.2 Development within Zone B1 Neighbourhood Centre must comply with the storey limit shown in Figure 4b and must ensure development does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

4.3 Development must comply with the minimum setbacks shown in Figure 4b and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the site;

(b) commercial and other non–residential development are setback a minimum 5 metres from the Hume Highway boundary of the site; and

(c) development provides appropriate solar access to neighbouring land within Zone R4 High Density Residential.

4.4 This clause applies 324–326 Hume Highway, Bankstown. The minimum setback for dwellings to the Hume Highway boundary of the site may reduce to 10 metres provided Council is satisfied that there is appropriate amenity protection for residents in relation to air quality and acoustic privacy. Otherwise the minimum 20 metre setback will continue to apply.

4.5 Development must provide a minimum 5 metre wide landscape buffer zone to the Hume Highway boundary of the site to enhance the Remembrance Driveway landscape corridor.

4.6 Vehicle access to the sites may be permitted from George Street, Davis Lane, John Wall Lane and Kearns Lane.

4.7 Development on one or more of the sites at 342–350 Hume Highway, Bankstown must create a shared rear lane for vehicle access and servicing purposes. The proposed rear lane should connect with John Wall Lane and Kearns Lane as shown in Figure 4b.

Figure 4b: Proposed storey limit and setback controls for development that consolidates 324–326 Hume Highway into a single site; 342 Hume Highway and 2–8 George Street into a single site; 348 Hume Highway into a single site; and 350 Hume Highway and 18 George Street into a single site

Figure 4c: Proposed storey limit for mixed use development on the consolidated sites

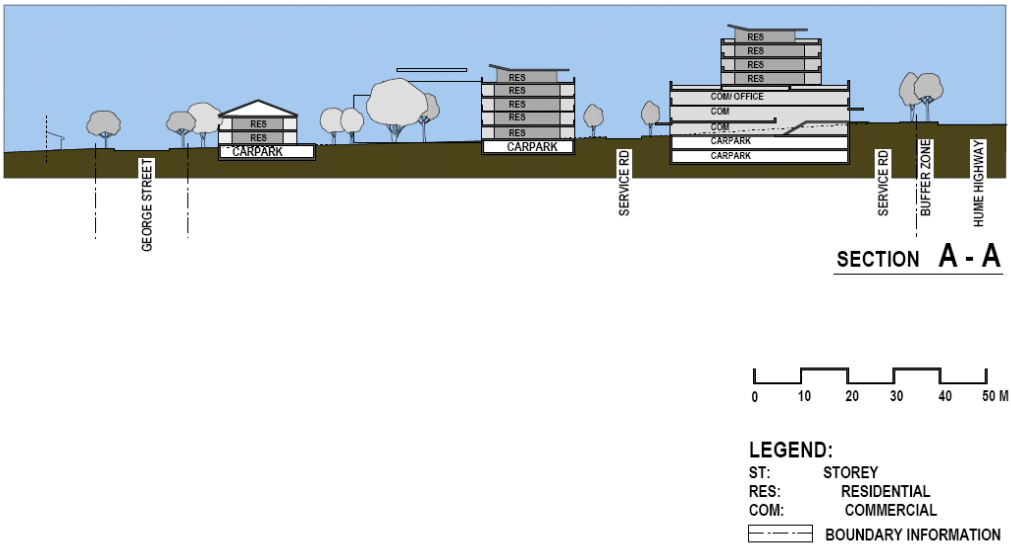


Figure 4d: Proposed building envelope for mixed use development on the consolidated sites as viewed from the Hume Highway (not to scale)

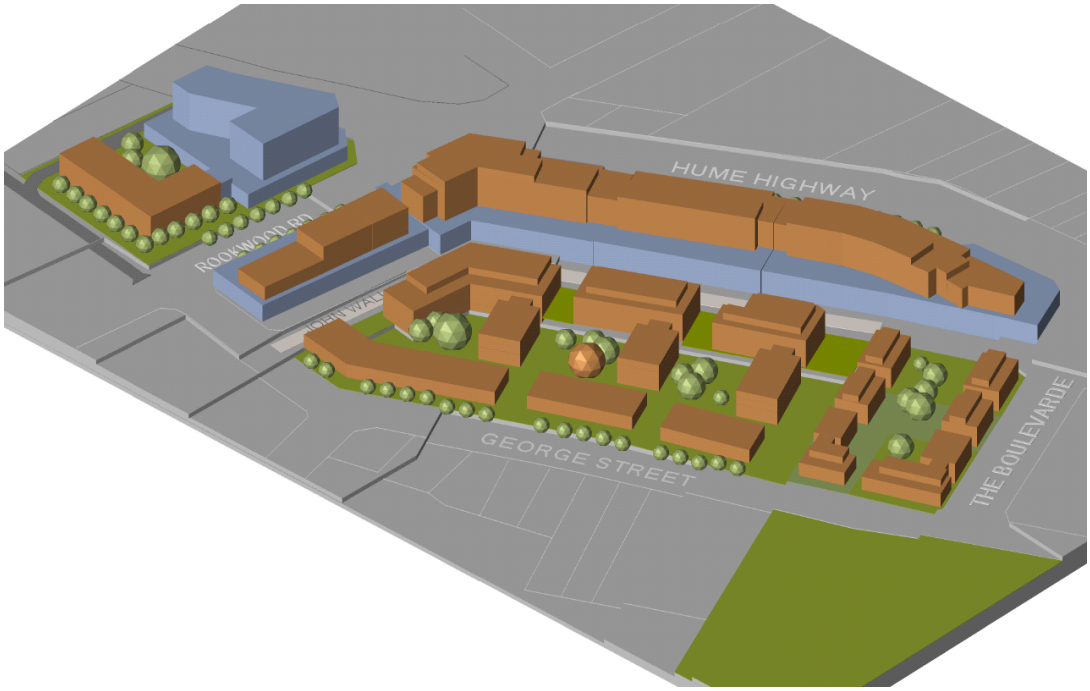
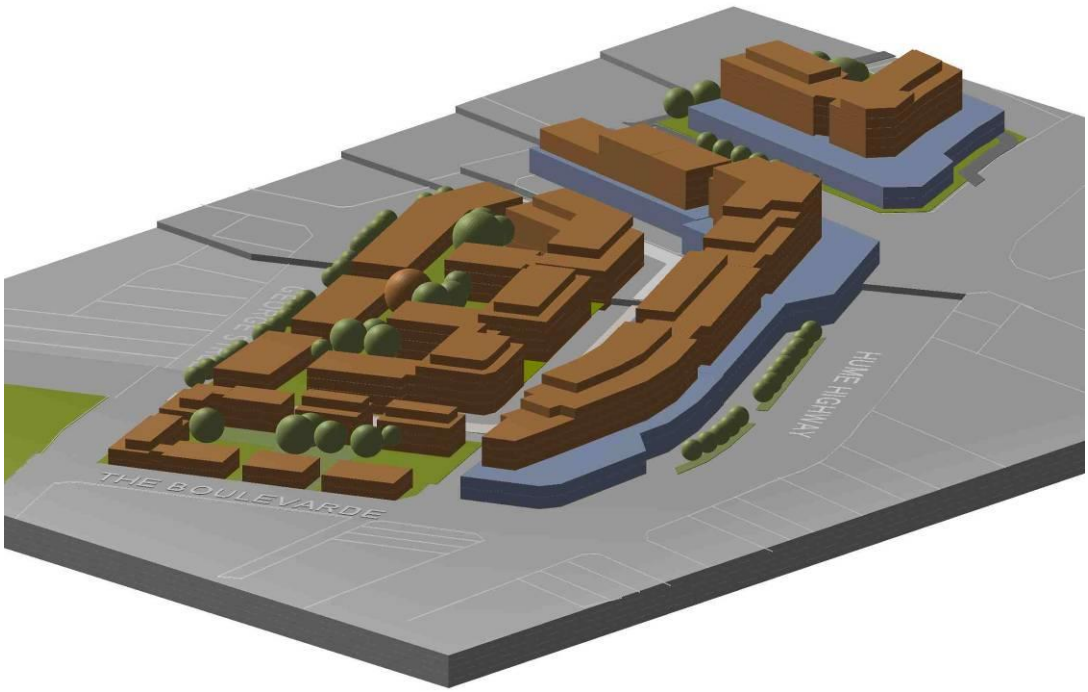


Figure 4e: Proposed building envelope for mixed use development on the consolidated sites as viewed from George Street at the rear (not to scale)



SECTION 5–GREENACRE MOTOR ALLEY (139–159 HUME HIGHWAY IN GREENACRE)

Explanation

Good design provides a solid basis for a high quality, comfortable environment for people. It achieves a building form that is appropriate to the desired character of the street and surrounding buildings. It achieves a building form that defines the public domain, provides internal amenity and considers neighbours' amenity.

As part of the design process, applicants must note that a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation and other development controls, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

O1 To provide the Hume Highway Enterprise Corridor with environments that are safe, well–landscaped and achieve high amenity.

O2 To promote business frontages to the Hume Highway.

O3 To provide storey limits.

O4 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O5 To ensure the building form and design provide appropriate amenity to people who work in, live in and visit the enterprise corridors.

O6 To require setbacks to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.

O7 To provide a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

O8 To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.

O9 To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls

5.1 Council may apply the storey limit (not including basements) shown in Figure 5a to the site at 139–159 Hume Highway in Greenacre only if it is satisfied that:

(a) development will consolidate all the lots into a single site; and

(b) development within 20 metres of the Hume Highway boundary of the site does not exceed 2 storeys; and

(c) development in the remaining area of the site does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each lot.

5.2 Development must comply with the minimum setbacks shown in Figure 5a and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the site;

(b) commercial and other non–residential development are setback a minimum 3 metres from the Hume Highway boundary of the site; and

(c) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the site.

5.3 Development must provide a minimum 3 metre wide landscape buffer zone to the Hume Highway boundary of the site to enhance the Remembrance Driveway landscape corridor.

5.4 Vehicle access to the site may be permitted from the Hume Highway.

Figure 5a: Proposed storey limit and setback controls for development that consolidates 139–159 Hume Highway in Greenacre into a single site

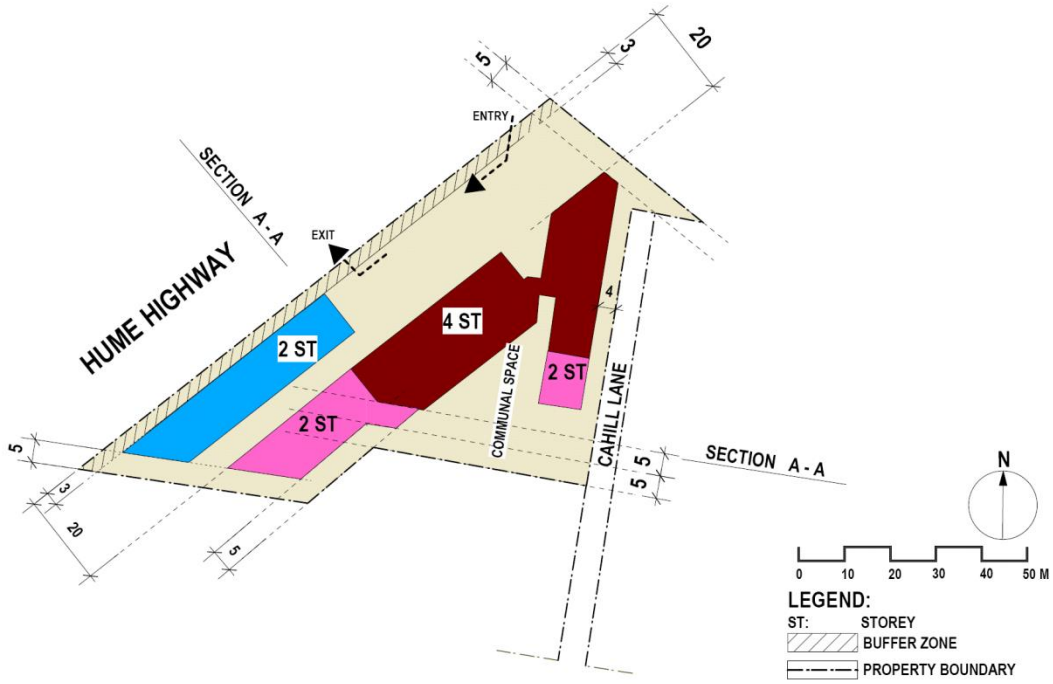


Figure 5b: Proposed storey limit for development on the consolidated site

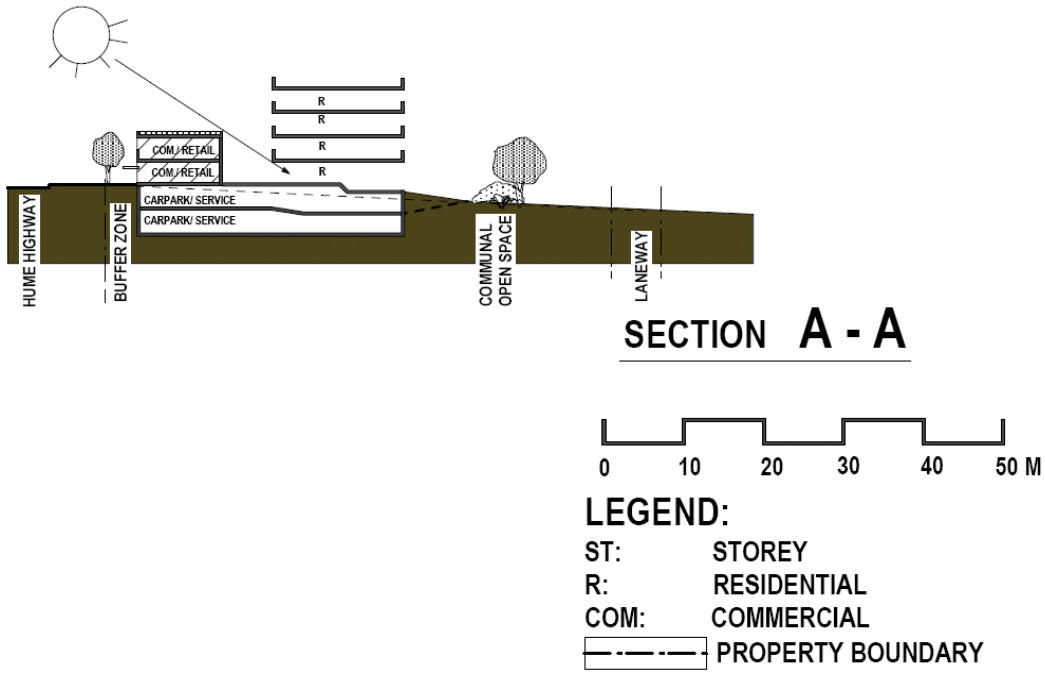


Figure 5c: Proposed building envelope for development on the consolidated site as viewed from the Hume Highway (not to scale)

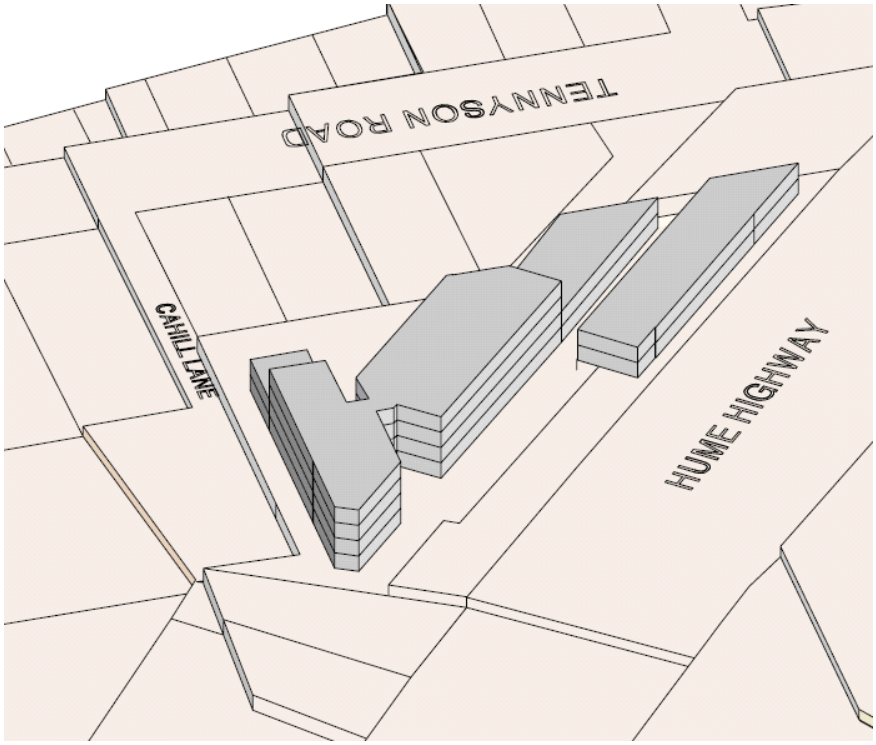
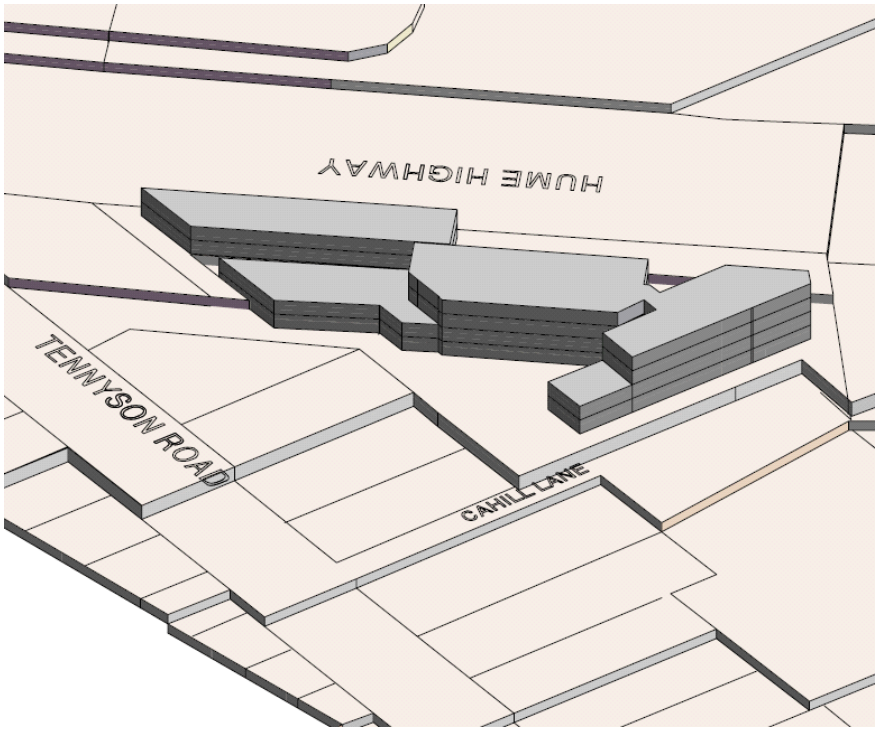


Figure 5d: Proposed building envelope for development on the consolidated site as viewed from Cahill Lane at the rear (not to scale)



SECTION 6–GREENACRE MOTOR ALLEY (165–185 HUME HIGHWAY AND 74 TENNYSON ROAD IN GREENACRE)

Explanation

Good design provides a solid basis for a high quality, comfortable environment for people. It achieves a building form that is appropriate to the desired character of the street and surrounding buildings. It achieves a building form that defines the public domain, provides internal amenity and considers neighbours' amenity.

As part of the design process, applicants must note that a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation and other development controls, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

O1 To provide the Hume Highway Enterprise Corridor with environments that are safe, well–landscaped and achieve high amenity.

O2 To promote business frontages to the Hume Highway.

O3 To provide storey limits.

O4 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O5 To ensure the building form and design provide appropriate amenity to people who work in, live in and visit the enterprise corridors.

O6 To require setbacks to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.

O7 To provide a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

O8 To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.

O9 To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls

6.1 Council may apply the storey limit (not including basements) shown in Figure 6a to the site at 165–185 Hume Highway and 74 Tennyson Road in Greenacre only if it is satisfied that:

(a) development will consolidate all the lots into a single site; and

(b) development within 20 metres of the Hume Highway boundary of the site does not exceed 2 storeys; and

(c) development in the remaining area of the site does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each lot.

6.2 Development must comply with the minimum setbacks shown in Figure 6a and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the site;

(b) commercial development is setback a minimum 5 metres from the Hume Highway boundary of the site; and

(c) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the site.

6.3 Development must provide a minimum 5 metre wide landscape buffer zone to the Hume Highway boundary of the site to enhance the Remembrance Driveway landscape corridor.

6.4 Vehicle access to the site may be permitted from Tennyson Road and the Hume Highway.

Figure 6a: Proposed storey limit and setback controls for development that consolidates 165–185 Hume Highway and 74 Tennyson Road in Greenacre into a single site

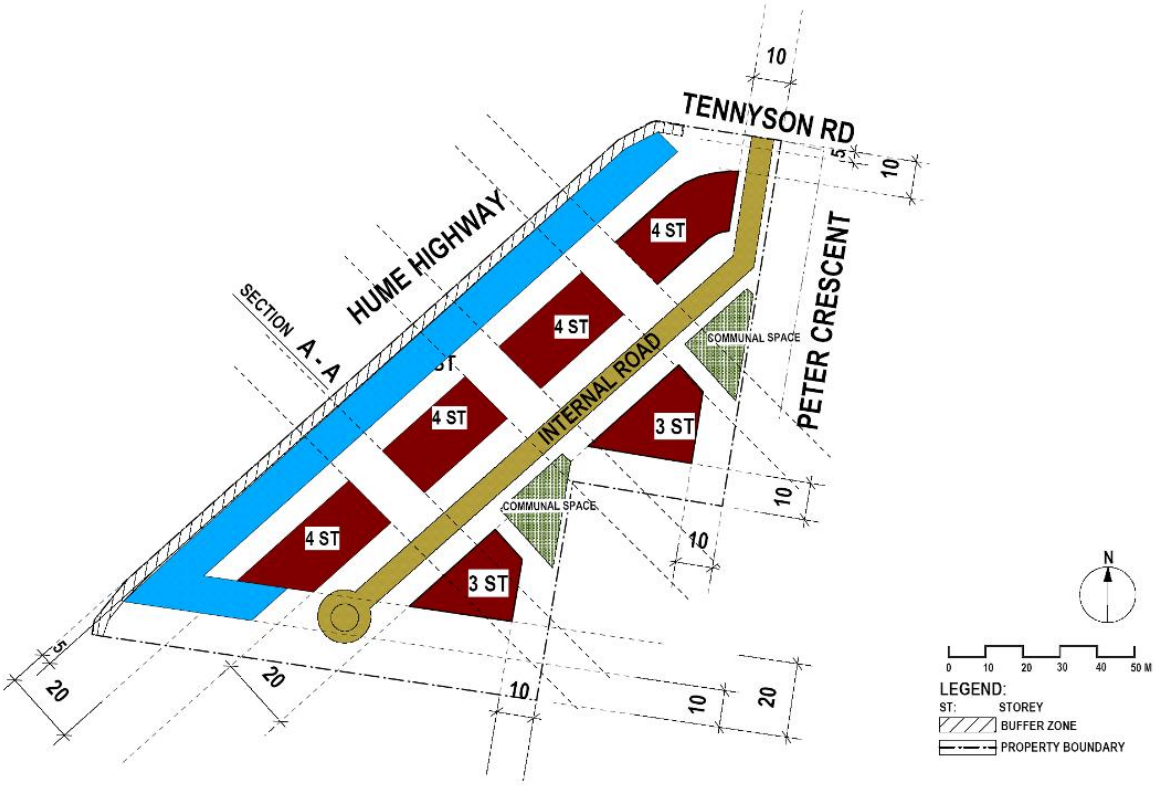


Figure 6b: Proposed storey limit for development on the consolidated site

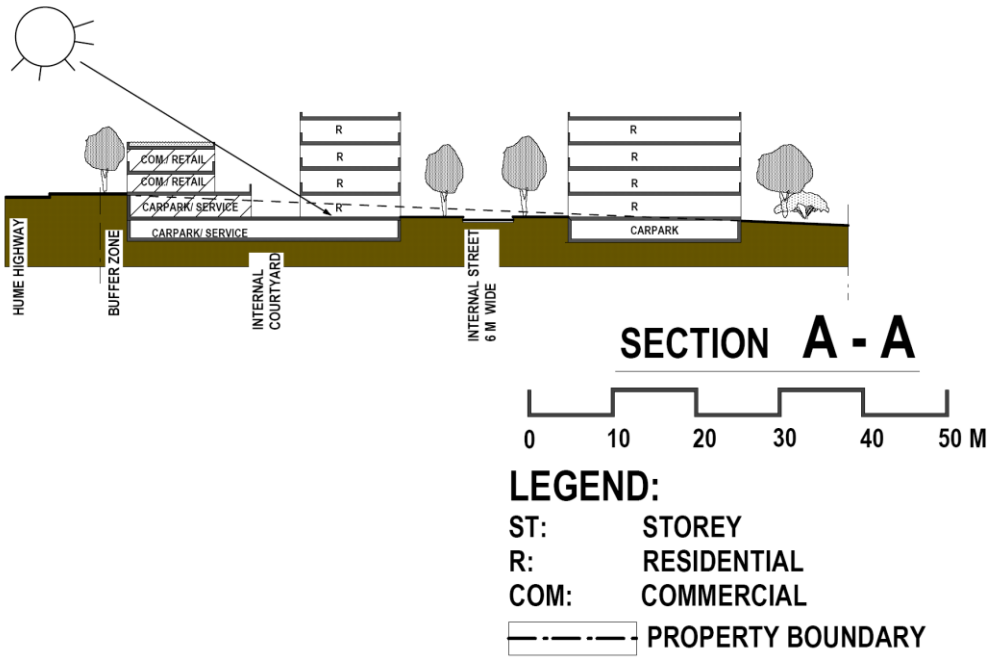


Figure 6c: Proposed building envelope for development on the consolidated site as viewed from the Hume Highway (not to scale)

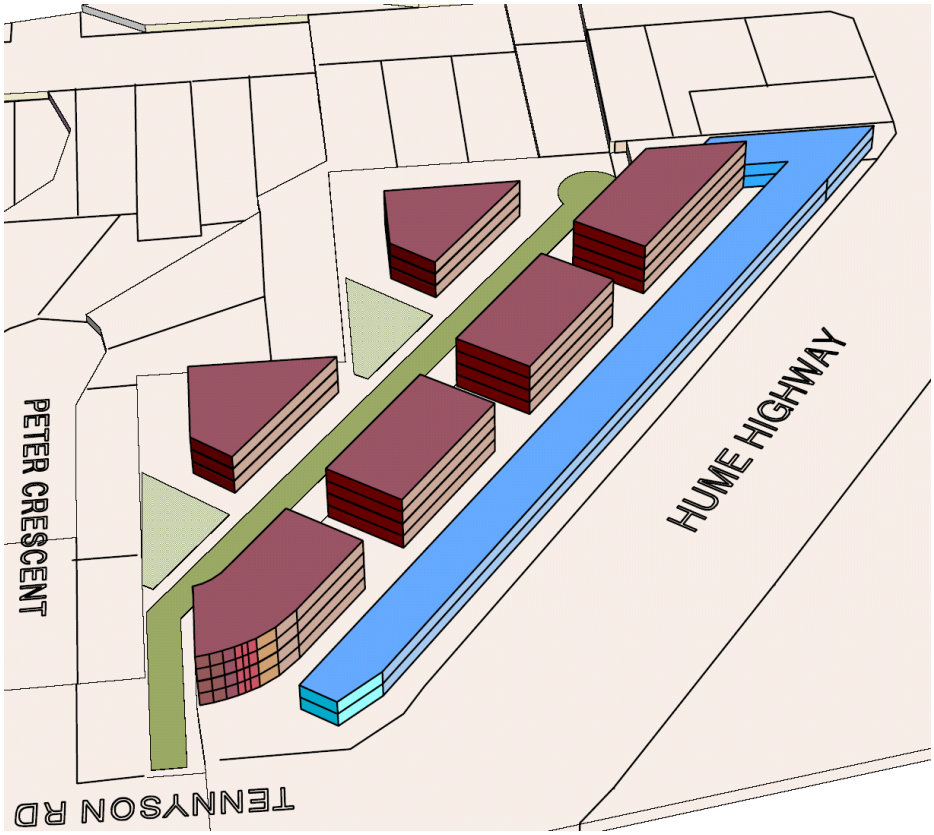
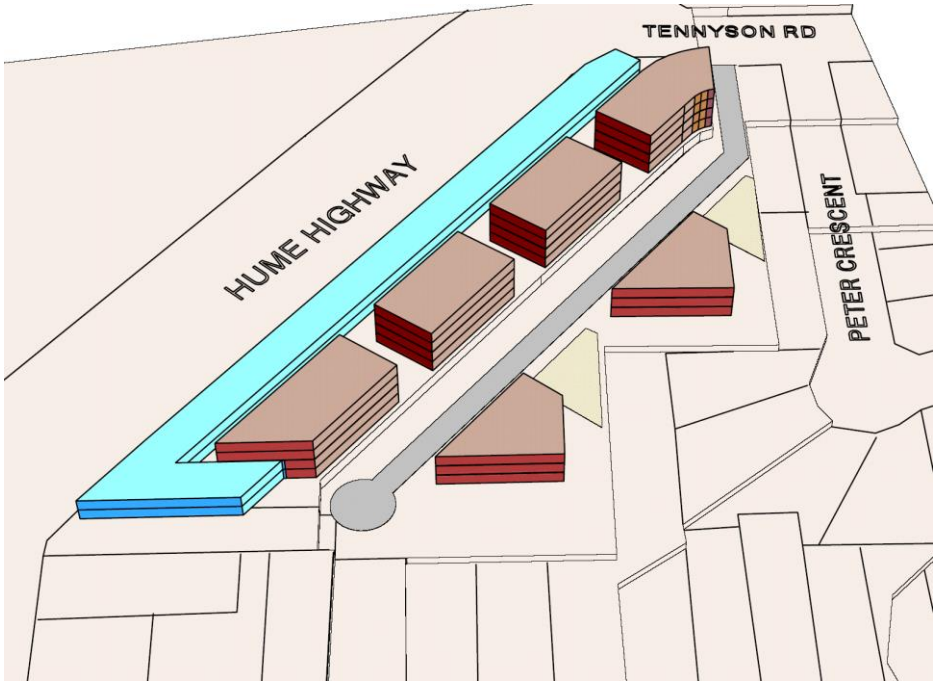


Figure 6d: Proposed building envelope for development on the consolidated site as viewed from Peter Crescent at the rear (not to scale)



SECTION 7–GREENACRE MOTOR ALLEY (225–243A HUME HIGHWAY, 112 NORTHCOTE ROAD AND 24 HILLCREST AVENUE IN GREENACRE)

Explanation

Good design provides a solid basis for a high quality, comfortable environment for people. It achieves a building form that is appropriate to the desired character of the street and surrounding buildings. It achieves a building form that defines the public domain, provides internal amenity and considers neighbours' amenity.

As part of the design process, applicants must note that a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation and other development controls, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

O1 To provide the Hume Highway Enterprise Corridor with environments that are safe, well–landscaped and achieve high amenity.

O2 To promote business frontages to the Hume Highway.

O3 To provide storey limits.

O4 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O5 To ensure the building form and design provide appropriate amenity to people who work in, live in and visit the enterprise corridors.

O6 To require setbacks to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.

O7 To provide a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

O8 To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.

O9 To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls

7.1 Council may apply the storey limit (not including basements) shown in Figure 7a to the site at 225–243A Hume Highway, 112 Northcote Road, and 24 Hillcrest Avenue in Greenacre only if it is satisfied that:

(a) development will consolidate all the lots into a single site; and

(b) development within 20 metres of the Hume Highway boundary of the site does not exceed 2 storeys; and

(c) development in the remaining area of the site does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each lot.

7.2 Development must comply with the minimum setbacks shown in Figure 7a and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the site;

(b) commercial development is setback a minimum 5 metres from the Hume Highway boundary of the site; and

(c) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the site.

7.3 Development must provide a minimum 5 metre wide landscape buffer zone to the Hume Highway boundary of the site to enhance the Remembrance Driveway landscape corridor.

7.4 Vehicle access to the site may be permitted from Northcote Road or Hillcrest Avenue and the Hume Highway.

Figure 7a: Proposed storey limit and setback controls for a development that consolidates 225–243A Hume Highway, 112 Northcote Road and 24 Hillcrest Avenue in Greenacre into a single site

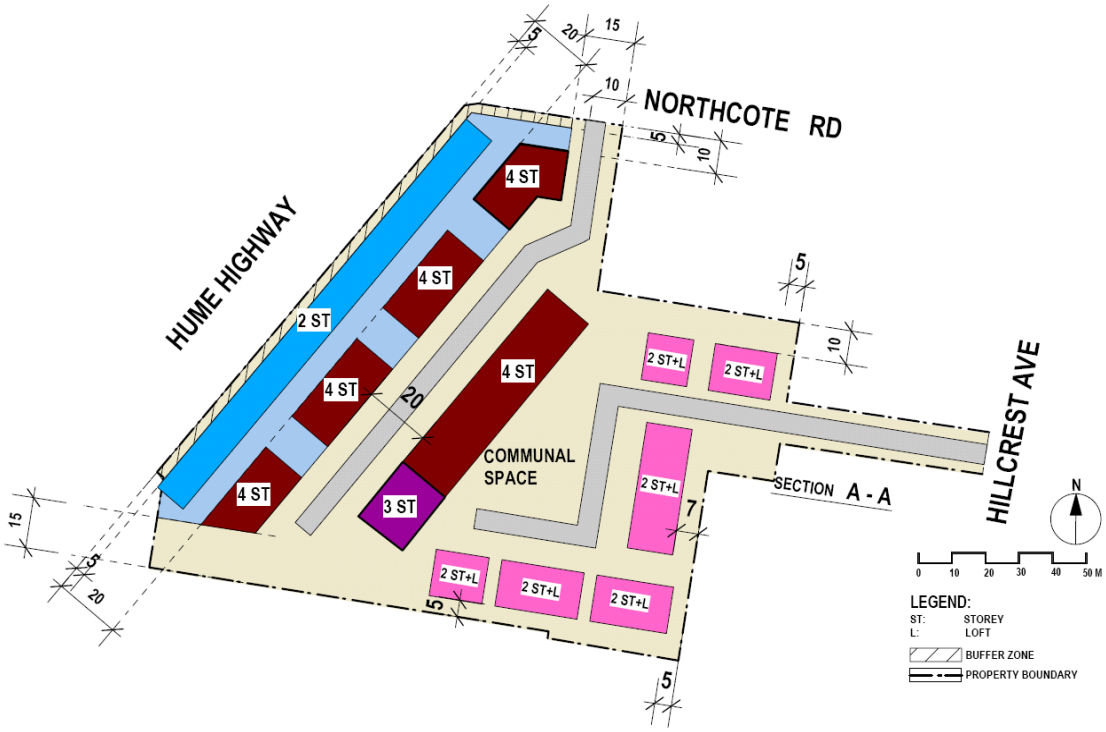


Figure 7b: Proposed storey limit for development on the consolidated site

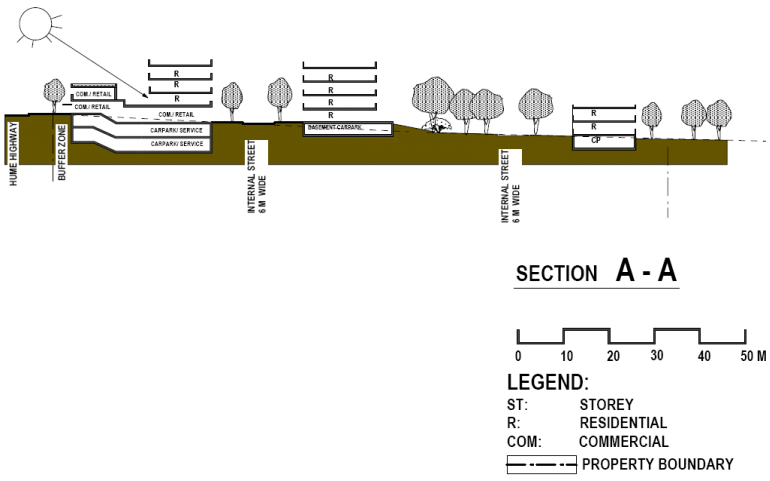


Figure 7c: Proposed building envelope for development on the consolidated site as viewed from the Hume Highway (not to scale)

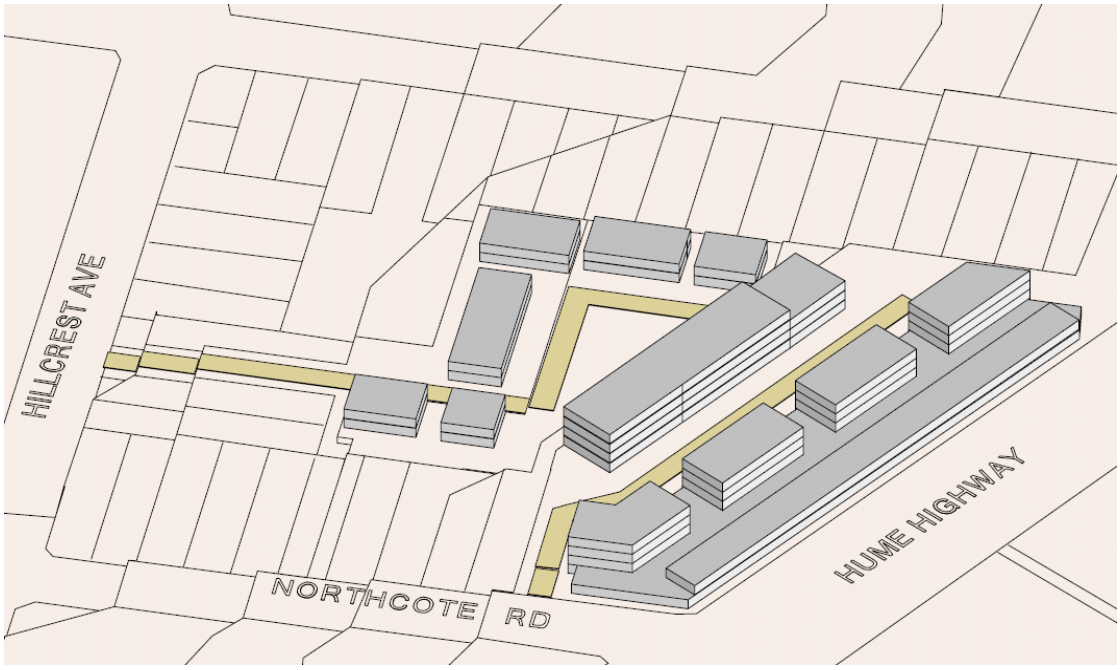
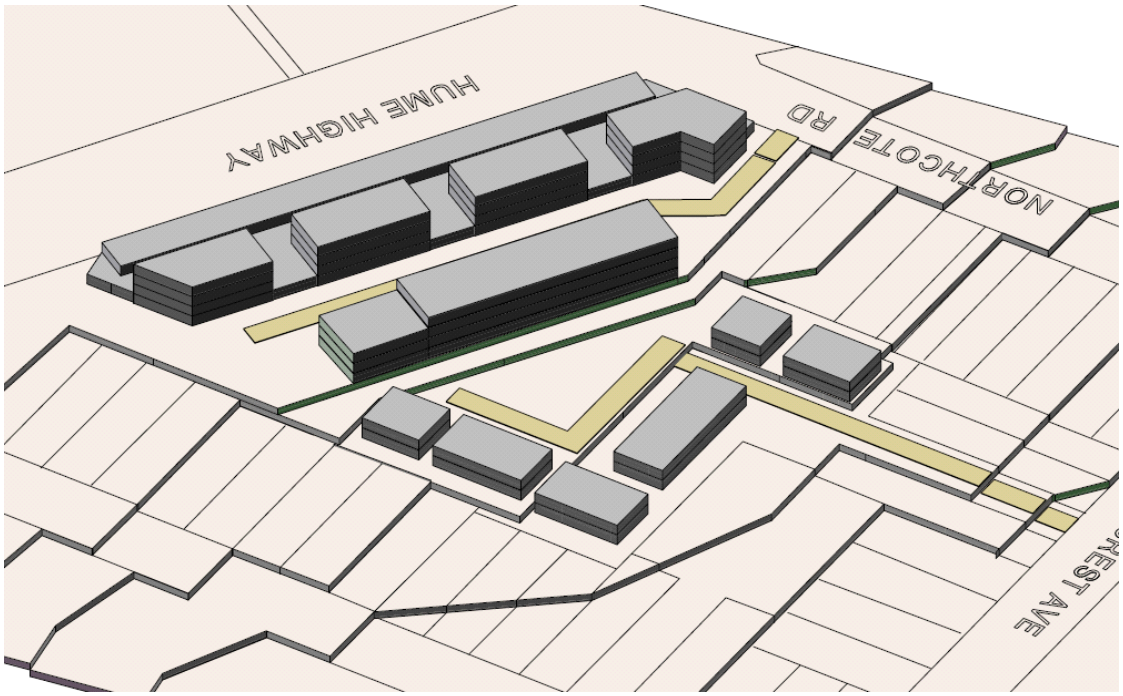


Figure 7d: Proposed building envelope for development on the consolidated site as viewed from Hillcrest Avenue at the rear (not to scale)



SECTION 8–GREENACRE MOTOR ALLEY (315 HUME HIGHWAY AND 177–183 BANKSIA ROAD IN BANKSTOWN)

Explanation

Good design provides a solid basis for a high quality, comfortable environment for people. It achieves a building form that is appropriate to the desired character of the street and surrounding buildings. It achieves a building form that defines the public domain, provides internal amenity and considers neighbours' amenity.

As part of the design process, applicants must note that a building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation and other development controls, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

O1 To provide the Hume Highway Enterprise Corridor with environments that are safe, well–landscaped and achieve high amenity.

O2 To promote business frontages to the Hume Highway.

O3 To provide storey limits.

O4 To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.

O5 To ensure the building form and design provide appropriate amenity to people who work in, live in and visit the enterprise corridors.

O6 To require setbacks to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.

O7 To provide a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

O8 To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.

O9 To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls

8.1 Council may apply the storey limit (not including basements) shown in Figure 8a to the site at 315 Hume Highway and 177–183 Banksia Road in Bankstown only if it is satisfied that:

(a) development will consolidate all the lots into a single site; and

(b) development will achieve appropriate vehicle access to the single site from the Hume Highway, and not from Banksia Road;

(c) development adjoining the Banksia Road boundary of the site does not exceed 2 storeys;

(d) development adjacent to the Hume Highway boundary of the site does not exceed 4 storeys; and

(e) development adjacent to the Stacey Street boundary of the site does not exceed 5 storeys; and

(f) development in the remaining area of the site does not exceed 3 storeys. Council does not allow development with 4 or more storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each lot.

8.2 The storey limit for commercial development is 2 storeys.

8.3 Development must provide a minimum 5 metre wide landscape buffer zone to the Hume Highway and Stacey Street boundaries of the site to enhance the Remembrance Driveway landscape corridor.

8.4 The minimum setback for commercial development to the Hume Highway and Stacey Street boundaries of the site is 5 metres.

8.5 Residential development must comply with the minimum setbacks shown in Figure 8a and must ensure a dwelling is setback a minimum 20 metres from the from the Hume Highway boundary of the site.

8.6 Commercial development or landscape buffer zone or indoor communal space should occupy the minimum 20 metre setback for dwellings to act as a buffer between the dwellings and the Hume Highway/ Stacey Street.

8.7 Vehicle access to the site may be permitted from the Hume Highway, but is not permitted from Banksia Road.

Figure 8a: Proposed storey limit and setback controls for residential development that consolidates 315 Hume Highway and 177–183 Banksia Road in Bankstown into a single site and achieves satisfactory vehicle access from the Hume Highway

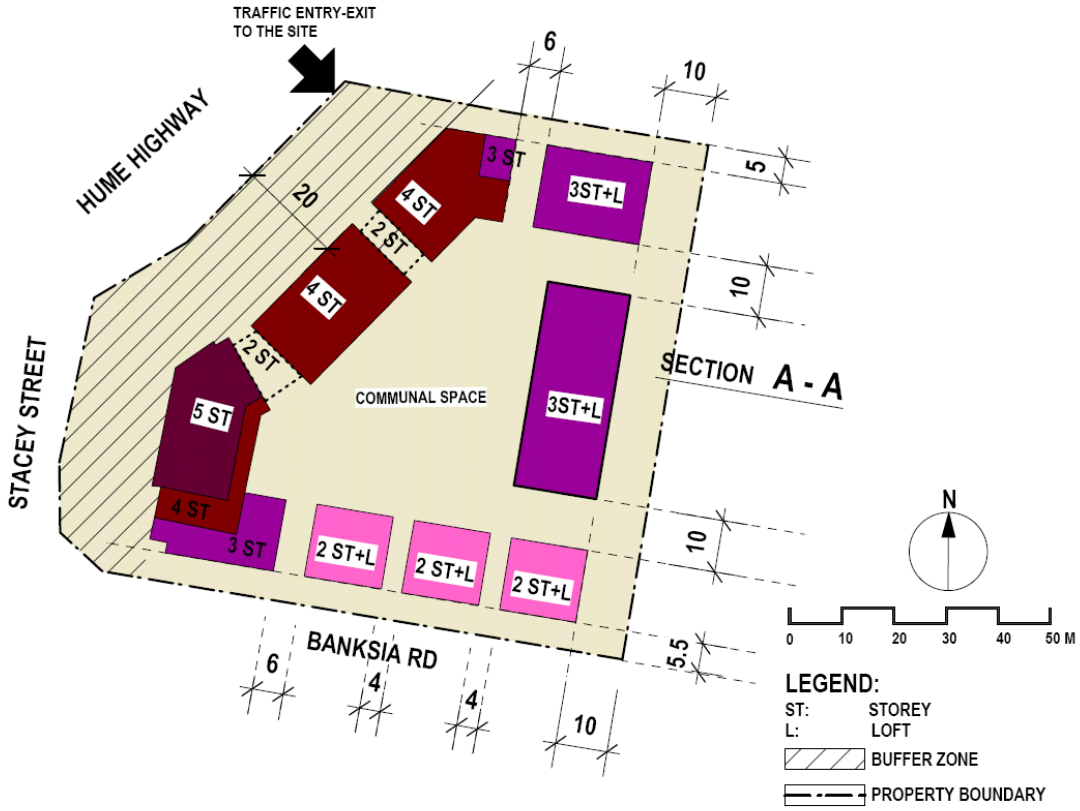


Figure 8b: Proposed storey limit for the consolidated site

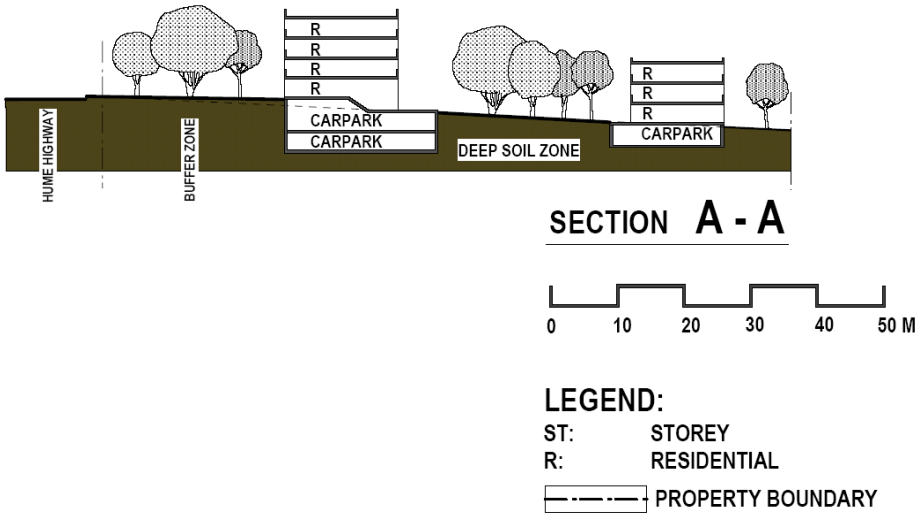


Figure 8c: Proposed building envelope for development on the consolidated site as viewed from the Hume Highway (not to scale)

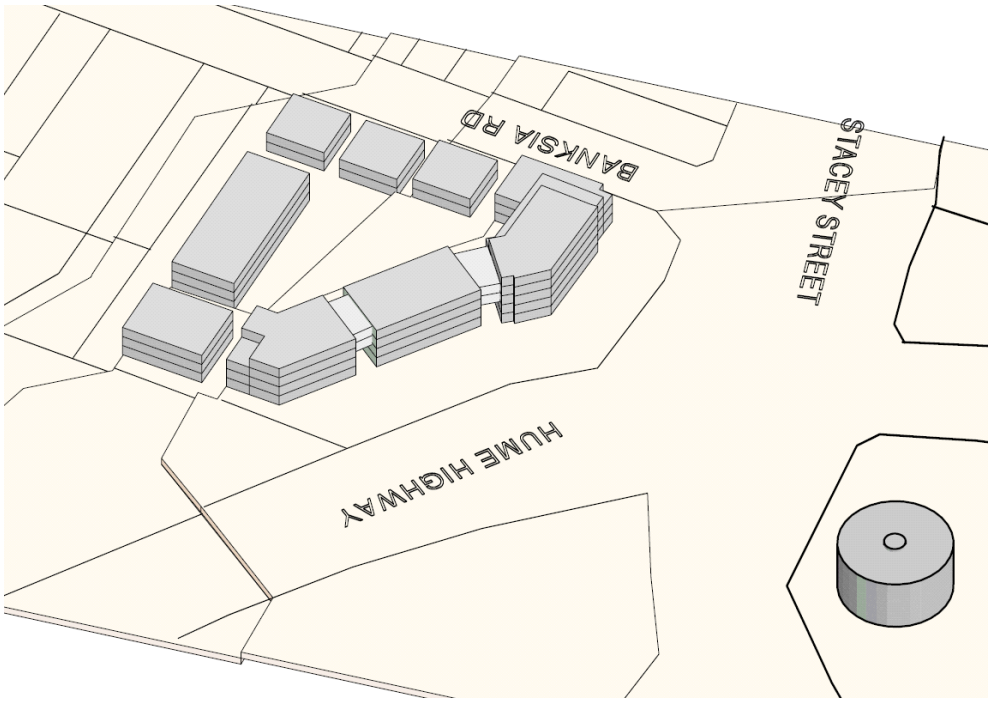
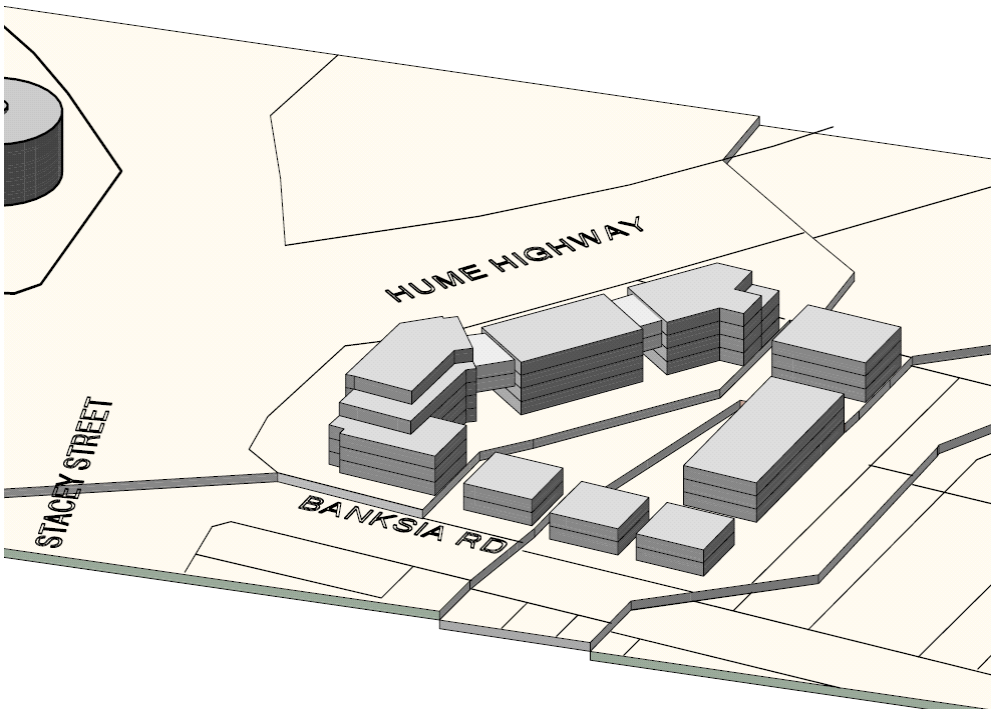


Figure 8d: Proposed building envelope for development on the consolidated site as viewed from Banksia Road at the rear (not to scale)



APPENDIX 1–SUITABLE TRESS ON THE HUME HIGHWAY

Australian Native Species	Common Name	Preferred Soil–Improved soil conditions, composted garden soil (sand / clay)
Acmena smithii	Lilli Pilli	
Angophora costata	Smooth Barked Apple	
Brachychiton acerifolius	Illawarra Flame Tree	
Cupaniopsis anarchoides	Tuckeroo	
Elaeocarpus reticulatus	Blueberry Ash	s*
Eucalyptus beaureana	Blue Box	
Eucalyptus haemastoma	Scribbly Gum	s*
Eucalyptus maculata	Spotted Gum	
Eucalyptus moluccana	Grey Box	c*
Flindersia australis	Australian Teak/ Crows Ash	
Harpullia pendula	Tulipwood	
Leptospermum petersonii	Lemon Scented Tea Tree	s/c*
Lophostemon conferta	Brushbox	
Stenocarpus sinuatus	Queensland Firewheel Tree	
Syncarpia glomulifera	Turpentine	s/c*
Syzygium luehmannii	Small Leaf Lilli Pilli	
Tristaniopsis laurina	Water Gum	
Non–Native Species	**Common Name**	**Preferred Soil–Improved Organic**
Gordonia axillaris	Gordonia	
Jacaranda mimosaefolia	Jacaranda	
Koelreutaria paniculata	Pride Of China	
Lagerstroemia indica	Crepe Myrtle	
Liriodendron tulipifera	Tulip Tree	
Magnolia grandiflora	Bull Bay Magnolia	
Platanus cuniata	Cut–Leaf Plane	
Platanus x hybrida	London Plane	
Pyrus calleryana	Callery Pear	
Pyrus ussuriensis	Manchurian Pear	
Sapium sebiferum	Chinese Tallowood	
Ulmus parvifolia	Chinese Elm	
Zelkova serrata	Japanese Elm, Keyaki	

* Asterix denotes plant species native to Canterbury Bankstown.
Note: Plants listed will benefit from improved garden soil conditions, irrigation and ongoing maintenance.
The above plant list is not exhaustive, additional species may be considered. Planting to be determined with concession to site conditions, aspect, exposure, drainage and surrounding vegetation.