



# **Canterbury Bankstown Development Control Plan 2021**

## **Chapter 6 Strategic Centres**

### **6.1 General Requirements**

DRAFT December 2020





## CONTENTS

Section 1	Introduction.....	3
Section 2	Active Street Frontages.....	5
Section 3	Facade Design.....	9
Section 4	Corner Buildings.....	12
Section 5	Roof Design.....	13
Section 6	Materials and Finishes.....	15
Section 7	Awning Design.....	17
Section 8	General Design and Amenity.....	19



## SECTION 1–INTRODUCTION

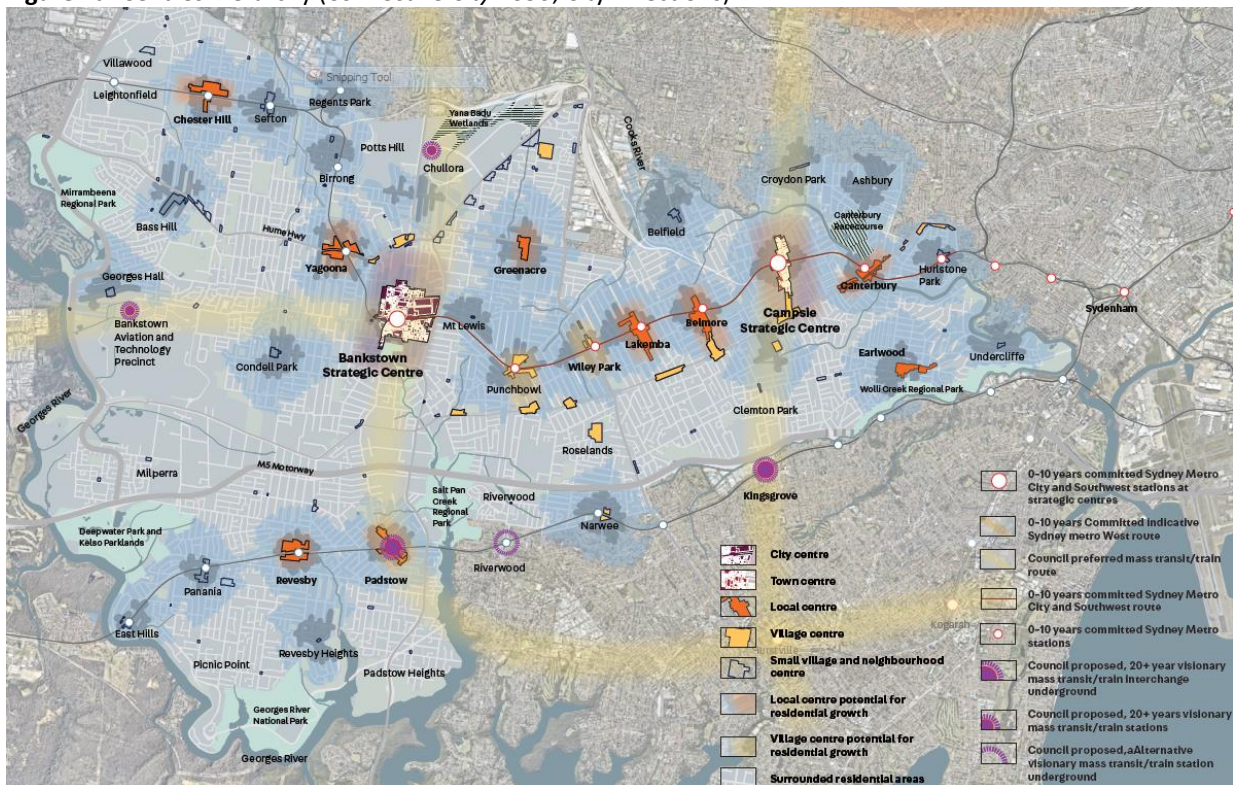
### Explanation

Canterbury Bankstown’s suburbs are structured around the commercial centres that offer urban services and business opportunities. Each centre’s character, size and function is different creating a diversity of urban and suburban places. The focus for all centres is commercial and street-facing retail space.

*Connective City 2036* identifies the centres hierarchy, which includes strategic centres, local centres, village and small village centres, and neighbourhood centres. The centres hierarchy helps to plan for growth and to inform land uses and built form.

For example, strategic centres provide regional urban services to a metropolitan catchment and are the key focus for jobs, civic and cultural activities and housing. Local centres and village centres are connected to good public transport and provide urban services to residents in surrounding suburbs. Small village centres and neighbourhood centres meet the daily shopping needs of residents in the local area.

**Figure 1a: Centres hierarchy** (*Connective City 2036, City Directions*)





*Connective City 2036* identifies two strategic within the centres hierarchy: Bankstown and Campsie. Key actions of *Connective City 2036* include:

- To promote strategic centres as great urban places that match a character and feel defined by the community.
- To provide residents with access to employment, retail and commercial services.
- To support growth with high quality design and improved infrastructure.
- To improve pedestrian amenity particularly within centre main streets.

Canterbury Bankstown Local Environmental Plan 2021 and Canterbury Bankstown Development Control Plan 2021 combine to implement *Connective City 2036*.

The LEP is Council's principal planning document to regulate effective and orderly development in Canterbury Bankstown. The LEP provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.

This DCP supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the centres. According to the NSW Government Architect, *'good design is not just how a place looks, but how it works and feels for people. Good design creates better places that in turn maximise public value and contribute to the well-being of individuals and the community'* (Implementing Good Design Guideline).

### **Objectives**

- 01** To ensure development is compatible with the centres hierarchy and desired character of the centres.
- 02** To promote good design and amenity of the built environment.
- 03** To enhance the amenity for people who work in, live in and visit the centres.
- 04** To facilitate ecologically sustainable development.
- 05** To provide a high quality and activated public domain with good solar access.



## **SECTION 2–ACTIVE STREET FRONTAGES**

### **Explanation**

Active street frontages enable a visual connection between the outside and inside of buildings. It enhances the pedestrian experience and provides safe, lively street edges.

Good design ensures active street frontages encourage pedestrian movement, particularly within centre main streets. Active street frontages should incorporate clear glazing to allow views into shops when they are open and also at night when they are closed. The effect of security roller doors tends to create the perceptions and potential of an unsafe environment.

Good design also ensures sites facilities (such as utilities, building services and substations) unify the development appearance and enhance the desired street character.

### **Objectives**

- 01** To ensure development integrates with the public domain and contributes to an active pedestrian orientated environment and passive surveillance.
- 02** To strengthen the pedestrian amenity by requiring good physical and visual connections between buildings and the street.
- 03** To provide a strong street address.
- 04** To integrate site facilities with the building form to avoid adverse visual impacts on the public domain.
- 05** To make vehicle access to buildings more compatible with pedestrian and cyclist movements and the public domain.

### **Development Controls**

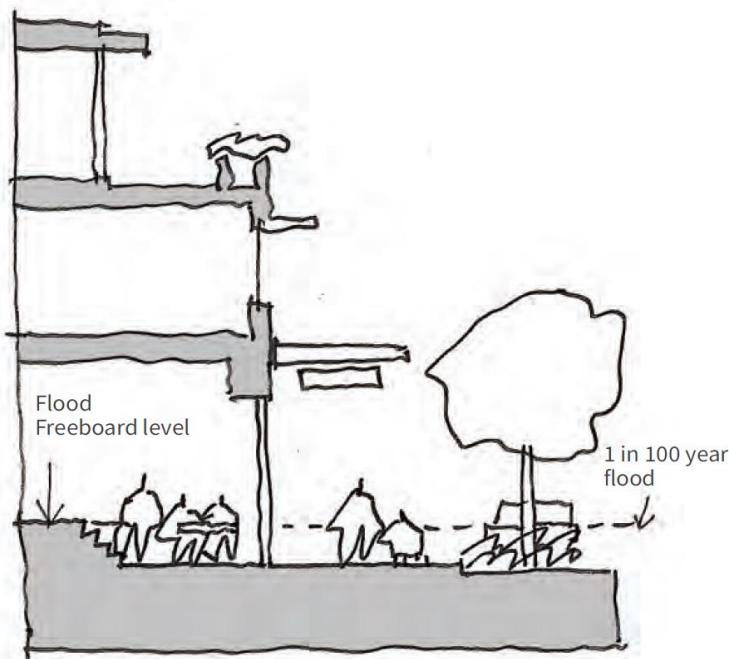
#### **Building design (active street frontages)**

- 2.1** The ground floor design must incorporate active street frontages particularly where addressing main streets, public open space and pedestrian links.



- 2.2** The design of active street frontages must include:
- (a) a minimum 80% glazing (including doors);
  - (b) well-detailed shopfronts with pedestrian entries at least every 10–15 metres;
  - (c) zero setback to the front building line (however this may incorporate indented entries or bays where consistent with the existing street character);
  - (d) high quality external materials;
  - (e) openable facades encouraging natural ventilation where possible;
  - (f) outdoor dining where possible.
- 2.3** The design of active street frontages must not incorporate security roller doors and window bars.
- 2.4** Ground floor business and office uses must utilise internal fitouts for privacy. The use of frosted screens or opaque glass for privacy is discouraged.
- 2.5** The ground floor entries to retail, commercial, community and residential uses are to have the same finished floor level as the adjacent footpath and are to be accessible directly from the street. Ground floor entries which have a finished floor level above or below the adjacent footpath are discouraged.
- 2.6** Where the finished floor level is raised due to flood impacts, the active street frontage must incorporate universal access between the street and ground floor uses, or accommodate level changes within the building.

**Figure 2a:** Accommodate level changes within the building





### **Building design (car parking)**

- 2.7** Vehicle access to off–street parking and loading bays is to be from a secondary street or rear lane.
- 2.8** Where sites adjoin a rear lane, Council may allow above ground car parking at the rear of the site provided that:
- (a) the car park occupies only the rear of the first storey (i.e. the ground floor) and second storey; and
  - (b) the car park must be setback a minimum 18 metres from the front building line to allow the gross floor area at the front of the building to be used for retail, commercial, community and residential; and
  - (c) the building design must promote natural surveillance on the lane.
- 2.9** For sites that do not adjoin a secondary street or rear lane, off–street parking and loading bays are to locate in the basement level or sleeved at ground level. Vehicle access is to be no more than a single driveway from the primary street and must ensure that:
- (a) the vehicle footpath crossing is as narrow as possible;
  - (b) car park entries, driveways and loading docks are not located at the corners of street intersections.

### **Building design (pedestrian entrances)**

- 2.10** Entrances must locate on the primary street.
- 2.11** Residential entrances must be secure and separate from non–residential entrances.

### **Building design (utilities and building services)**

- 2.12** Development must show the location and design of utilities and building services (such as waste storage areas, plant rooms, hydrants, mechanical ventilation stacks, exhaust stacks, equipment and the like) on the plans.
- 2.13** Development must locate utilities and building services on the secondary street or rear lane. Where this is not possible, development must integrate utilities and building services with the building design and conceal the utilities and building services from public view.





### **Building design (substations)**

- 2.14** Development must show the location and design of substations on the plans.
- 2.15** Development must locate substations underground. Where this is not possible, development must integrate substations with the building design and conceal the substations from public view.
- 2.16** Substations must not locate forward of the front building line.





## **SECTION 3—FACADE DESIGN**

### **Explanation**

Facades have an important role in defining the street and other public domain areas. Good design improves the visual quality and attractiveness of centres. It achieves a built form that has good proportions and a balanced composition of elements, reflecting the fine grain and character of centres.

### **Objectives**

- 01** To achieve high quality facade designs.
- 02** To integrate facade designs with the building form.
- 03** To encourage a diversity of facades that contribute to the character of centres.

### **Development Controls**

- 3.1** The vertical articulation dimensions are:
  - (a) The facade design of the podium is to reflect the fine grain that is in accordance with, or similar to, that of the local streetscape; or
  - (b) Where there is no prevailing fine grain streetscape, the minimum vertical articulation dimension is 8 metres for the podium. The minimum vertical articulation dimension for tower buildings above the podium is 10 metres, which reflects the average width of an apartment.
- 3.2** Facade designs may include but are not limited to:
  - (a) Articulating building entries.
  - (b) Distinguishing between the base, middle and top sections of the facade.
  - (c) Expressing the building towers above the podium through a change in facade details, materials and colour.
  - (d) Selecting balcony types that respond to the building orientation and proximity to public domain.
  - (e) Using architectural features such as awnings to give a human scale at street level.
  - (f) Recessing elements such as windows or balconies to create visual depth in the facade.
  - (g) Emphasising the difference between solid and void to create a sense of shadow and light.
  - (h) Using any other architectural elements to Council's satisfaction.

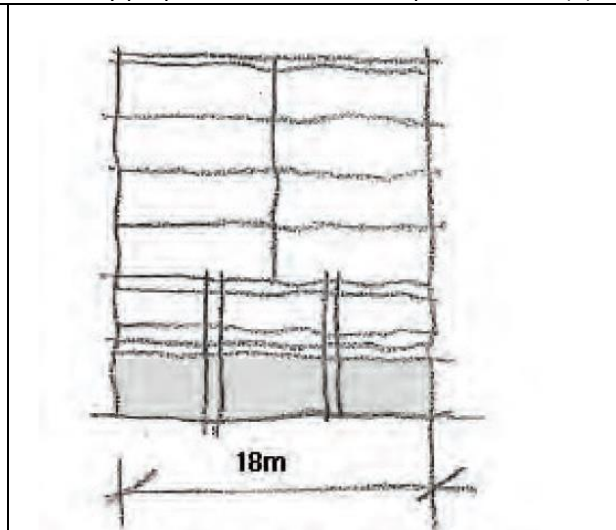


**Figure 3a:** Facade design incorporating fine grain vertically proportioned elements as per clause 3.1(a).



For example, development with an 18 metre wide street frontage on a street with predominantly 6 metre wide sites would be articulated in 3 bays across the street frontage.

**Figure 3b:** Facade design incorporating fine grain vertically proportioned elements as per clause 3.1(b).

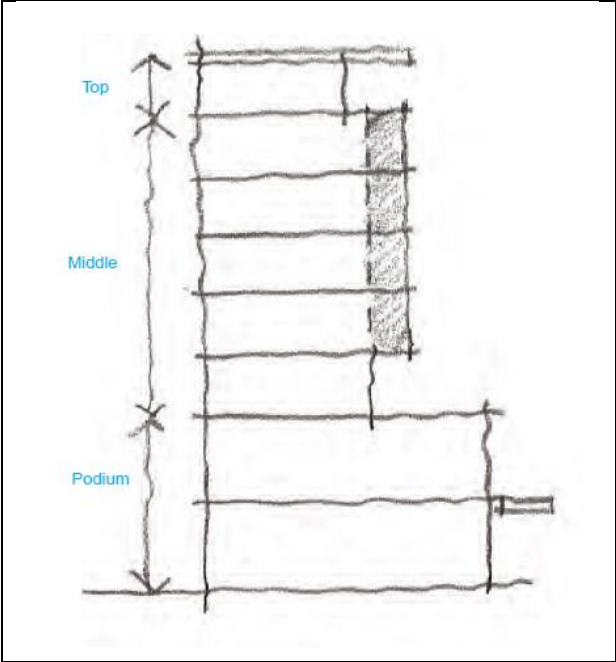


For example, development with an 18 metre wide street frontage would be articulated in 3 bays across the podium street frontage, and two bays above the podium.

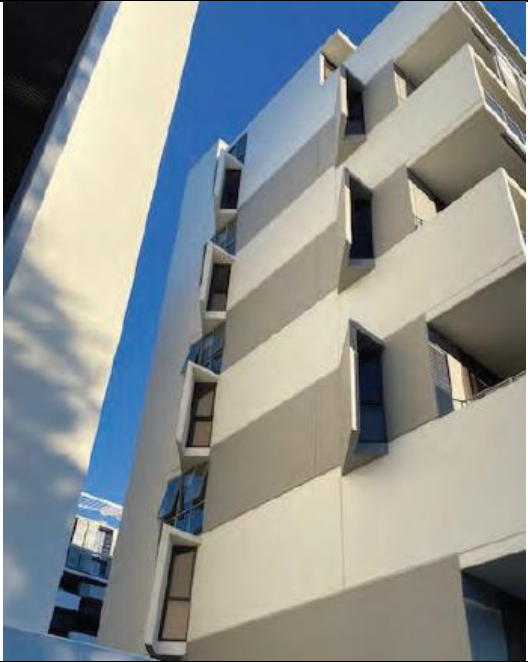
- 3.3** Building designs and window openings should be vertically proportioned in height, form and articulation.
- 3.4** Facade designs must comprise high quality materials and finishes.
- 3.5** Development must architecturally treat blank walls that can be viewed from the street or other public domain area (such as railway corridors) by incorporating public art, variation in building materials and/ or other architectural design methods to Council's satisfaction.
- 3.6** Building services such as downpipes and balcony drainage must integrate with the facade design.
- 3.7** The design of balcony balustrades on the lower levels may be predominantly solid and/ or opaque to provide privacy to residents and to screen drying areas.



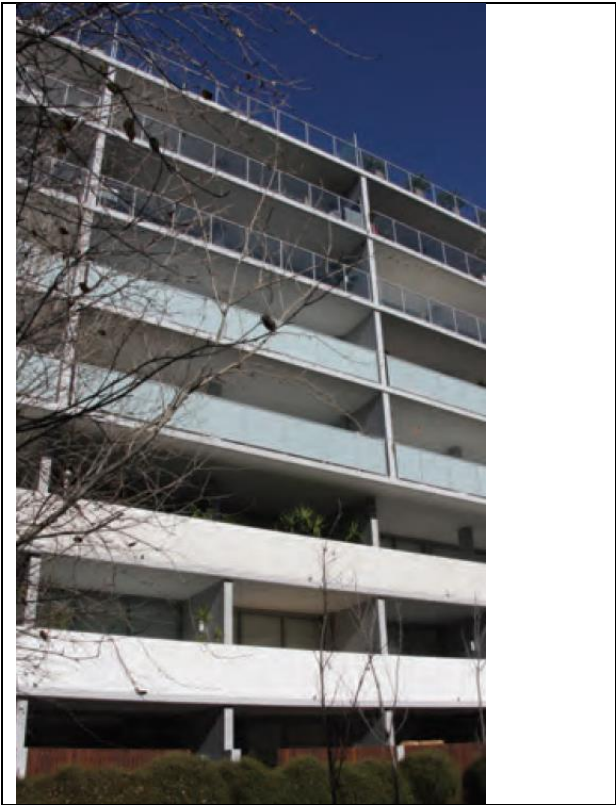
**Figure 3c:** Base, middle and top



**Figure 3d:** Architecturally treat blank walls



**Figure 3e:** Solid, translucent and transparent balustrades should be used to meet different requirements for privacy from the street or adjacent buildings.





## SECTION 4—CORNER BUILDINGS

### Explanation

Corner buildings are highly visible from the street and provide opportunities for improved legibility of centres, distinctive architectural expression and good design outcomes.

### Objectives

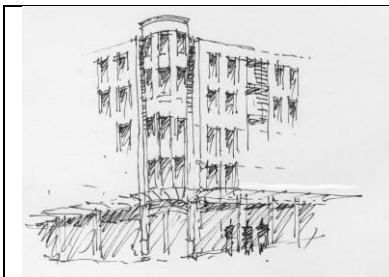
**01** To ensure corner buildings define the street edge through good design.

### Development Controls

**4.1** Development on corner sites must ensure the building design incorporates one or more of the following elements at the street corner:

- (a) Architectural roof feature;
- (b) Stepping down or recessing of the built form from the corner;
- (c) Splayed treatments;
- (d) Use of materials/ colours;
- (e) Any other architectural elements to Council's satisfaction.

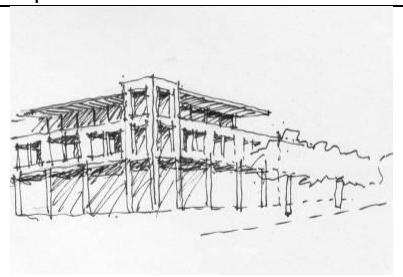
**Figure 4a:** Architectural roof feature



**Figure 4b:** Splayed treatments



**Figure 4c:** Different setback for the top floor





## **SECTION 5—ROOF DESIGNS**

### **Explanation**

Roof forms in centres are largely concealed by parapets as seen from streets and other public domain areas. Common forms are skillion roofs sloping to the rear or, for larger buildings, a simple hip roof. The design and articulation of the roof form is an important contribution to good design.

### **Objectives**

**O1** To integrate roof designs with the building form.

### **Development Controls**

- 5.1** 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.
- 5.2** Attics are not permitted.
- 5.3** Pitched roofs should use light coloured metal decking to improve energy performance. Pitched roofs to the street facade are not permitted.
- 5.4** Plant and service equipment must be concealed or satisfactorily screened from public view.
- 5.5** Where the roof design incorporates a roof terrace:
- (a) The roof terrace must not function as the principal useable part of the communal open space.
  - (b) The parapet should function as the roof top balustrade. Where there is no parapet, the roof top balustrade should be visually permeable (such as glass or slats) and be setback a minimum 1.5 metres from the roof edge to minimise visibility from the street.
  - (c) Shade structures and pergolas should be centrally located to minimise visibility from the street and potential overshadowing.

For the purposes of this clause, the principal useable part of the communal open space means a consolidated part of the communal open space that is designed as the primary focus of recreational activity and social interaction.



- 5.6** The roof form may exceed the maximum building height provided it complies with clause 5.6 of Canterbury Bankstown LEP 2021 to Council's satisfaction. Otherwise the Height of Buildings Map applies.

Architectural roof features must comprise a decorative element and may have a functional purpose if it is fully integrated into the design of the roof features.

Planter boxes, balustrades and screen devices do not constitute an architectural roof feature if these elements are independent of the roof and are not integrated into the design of the roof features, but are instead designed for the express purpose of defining and containing an area of communal/private open space above the roof of the proposal.





## **SECTION 6—MATERIALS AND FINISHES**

### **Explanation**

Traditional shop buildings commonly use brick and tiles, particularly for the ground floor shopfronts. Good design uses a variety of materials, colours and textures to respond to the local context whilst addressing environmental conditions such as urban heat.

### **Objectives**

- 01** To use a mix of materials and finishes that are compatible with the character of centres.
- 02** To ensure external materials and finishes are high quality, durable and sustainable to maintain the integrity and visual interest of facades in the long term.

### **Development Controls**

- 6.1** Development must incorporate quality, textured and low maintenance materials such as brickwork in the building elevations.
- 6.2** Development must avoid large expanses of white render or other finishes which increase the visual bulk of buildings. Where rendered finish is proposed, it must be in combination with at least two other finishes and should not be the predominant finish in the facade.
- 6.3** Use varied materials and contrasting colours to:
  - (a) highlight feature elements;
  - (b) delineate vertical articulation dimensions; or
  - (c) reduce the impact of other building elements (e.g. reducing the dominance of upper floors or masking unsightly building services).
- 6.4** Glazing in combination with quality external materials is appropriate for ground floor retail. Reflective glass to shopfronts is not permitted.
- 6.5** The security door or grille to a shopfront facing the street must be transparent or an open grille type shutter. Solid roller doors or shutters are not permitted.





**Figure 6a:** Use of materials to vertically articulate upper facades



**Figure 6b:** Use of lighter colours to reduce the visual dominance of upper floors



**Figure 6c:** Change in material at the top of buildings





## **SECTION 7—AWNING DESIGN**

### **Explanation**

Awnings are prominent streetscape elements and are an important contribution to good design. Continuous awnings encourage pedestrian activity along streets and provide a public address.

### **Objectives**

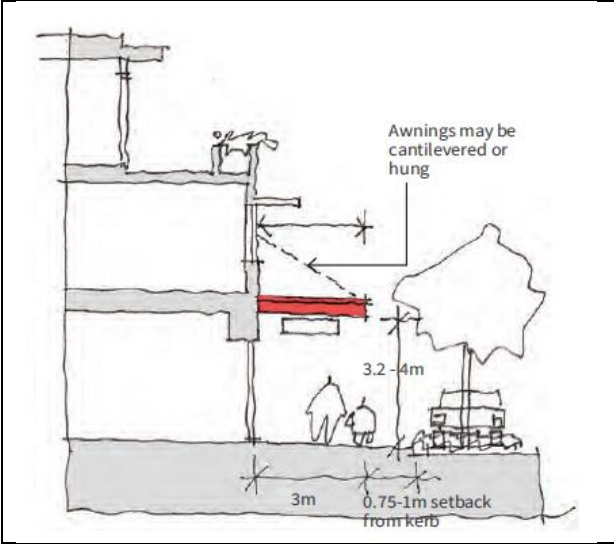
- 01** To ensure awnings are well-located to provide pedestrian amenity and weather protection.
- 02** To integrate awning design with the building form.

### **Development Controls**

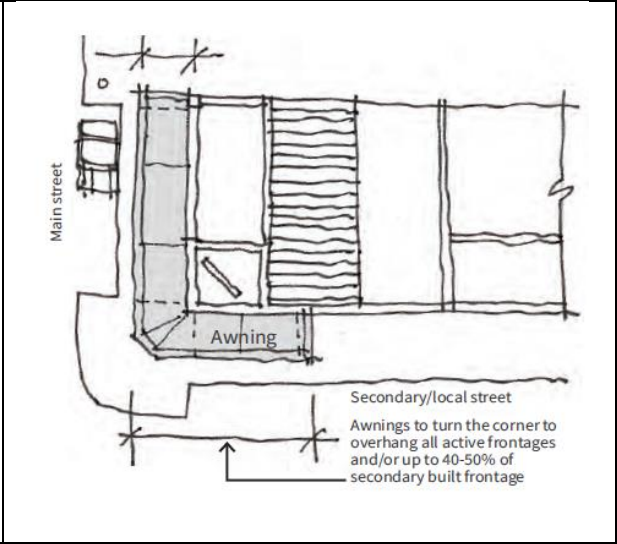
- 7.1** Awnings are required in streets with high pedestrian activity and active street frontages.
- 7.2** Continuous awnings are required on the primary street and are to wrap around the building on corner sites to cover at least all active street frontages or a minimum 40% of the secondary street, whichever is the greater.
- 7.3** The awning height must be compatible with the street gradient.
- 7.4** The awning design must be compatible with the height, projection and depth of existing traditional box awnings in the street. Where there are no awnings adjacent or nearby:
  - (a) The underside of the awning is to be between 3.2 metres and 4 metres above ground level (existing).
  - (b) The awning may incorporate a contemporary design where it is considered to be an integral feature of the building design.
- 7.5** Canvas blinds along the outer edge of awnings are desirable for sun shading to east and west facing frontages.
- 7.6** Glass awnings, ineffective awnings or awnings with cut-outs for trees or light poles are not permitted.
- 7.7** Lighting must be provided to the underside of an awning using vandal resistant, high mounted light fixtures.



**Figure 7a:** Awning height, projection and depth



**Figure 7b:** Awnings on corner sites





## **SECTION 8—GENERAL DESIGN AND AMENITY**

### **Explanation**

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive development with good amenity. Good design positively influences internal and external amenity for residents and neighbours. It combines appropriate room dimensions and shapes, access to sunlight, outdoor space and ease of access for all age groups and degrees of mobility.

Good design also 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.

### **Objectives**

- 01** To provide adequate amenity and landscape opportunities.
- 02** 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.
- 03** To prevent substandard residential building design by way of converted serviced apartment development.
- 04** To ensure front fences contribute to an attractive streetscape.
- 05** To ensure the siting and design of buildings contribute to the personal and property security of people.
- 06** To encourage building designs, materials and maintenance programs that reduce the opportunities for vandalism and graffiti.
- 07** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- 08** To meet the changing needs of residents throughout their lifetime and to better enable residents to age-in-place.
- 09** To ensure dwellings are easy to enter, easy to navigate in and around, and be capable of easy and cost-effective adaption.



## **Development Controls**

### **Building design**

- 8.1** Council applies State Environment Planning Policy No. 65—Design Quality of Residential Apartment Development and the Apartment Design Guide to residential flat buildings, shop top housing, serviced apartments, boarding houses and mixed use development (containing dwellings). This includes buildings that are two storeys or less, or contain less than four dwellings.

### **Access to sunlight**

- 8.2** The living areas for at least 70% of dwellings in a development must receive a minimum sum of 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.
- 8.3** The living areas of a dwelling on an adjoining site must receive a minimum sum of 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.

### **Private open space**

- 8.4** The private open space per dwelling must have a minimum depth of 2 metres and the private open space may be in the form of a balcony.

### **Livable housing**

- 8.5** Development must comply with the Livable Housing Design Guidelines (Livable Housing Australia) as follows:

<b>Development types</b>	<b>Development controls</b>
Residential flat buildings and shop top housing	A minimum 20% of new dwellings must achieve the Silver Standard; and a minimum 20% of new dwellings must achieve the Gold Standard. However, it is noted that shop top housing will not deliver dwellings at the ground floor as this would be inconsistent with the LEP definition.
Boarding houses	A minimum 20% of new boarding rooms must achieve the Silver Standard.



- 8.6** Despite clause 8.5, Council may vary the Livable Housing Design Guidelines (Design Element 1–Dwelling Access) if it is demonstrated to Council’s satisfaction that it is not possible to achieve step-free pathways on difficult and steeply sloping sites.

### **Serviced apartments**

- 8.7** 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.
- 8.8** 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.

### **Landscape**

- 8.9** Commercial development, shop top housing and residential flat buildings must provide at least 1 street tree per 5 metres of the length of the primary street. 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 centre.
- 8.10** Council may require development adjoining Council land to incorporate public open space. The intended outcome is to expand existing open space wherever possible to enhance the amenity for people who work in, live in and visit the centres.

### **Front fences**

- 8.11** The maximum fence height for a front fence is 1.8 metres.
- 8.12** 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 natural ground level; 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.



**8.13** 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.

### **Safety and security**

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

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

**8.16** 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, retail or residential purposes. This clause does not apply to the front building line that faces a rear lane.

**8.17** A public arcade or underpass in buildings must be wide and direct to avoid potential hiding places.

**8.18** External lighting to development must give consideration to the impact of glare on the amenity of adjoining residents.

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

**8.19** 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**

**8.20** 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.

## **Food premises**

**8.21** 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 6 Strategic Centres**

### **6.2 Bankstown City Centre** DRAFT December 2020





## CONTENTS

Section 1	Introduction.....	3
Section 2	Desired Character.....	5
Section 3	Building Form (Northern and Southern CBD Cores).....	9
Section 4	Building Form (Bankstown City Plaza).....	16
Section 5	Pedestrian Amenity and Active Street Frontages.....	19



## SECTION 1–INTRODUCTION

### Explanation

The Bankstown City Centre is the ‘City for the City’, a major activity and transport hub that services Canterbury Bankstown and the wider South District. It is and will continue to be a place of strong population and economic growth.

*Connective City 2036* recognises the Bankstown City Centre as the premier location for commerce, civic, cultural, administrative and social activity, having been identified as a Health and Education Precinct and Strategic Centre. A key action of *Connective City 2036* is to strengthen the Bankstown City Centre as the economic heart of Canterbury Bankstown and the South District.

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

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

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the Bankstown City Centre. Note: If applicable to a development application, the development controls of Chapter 6.2 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

### Objectives

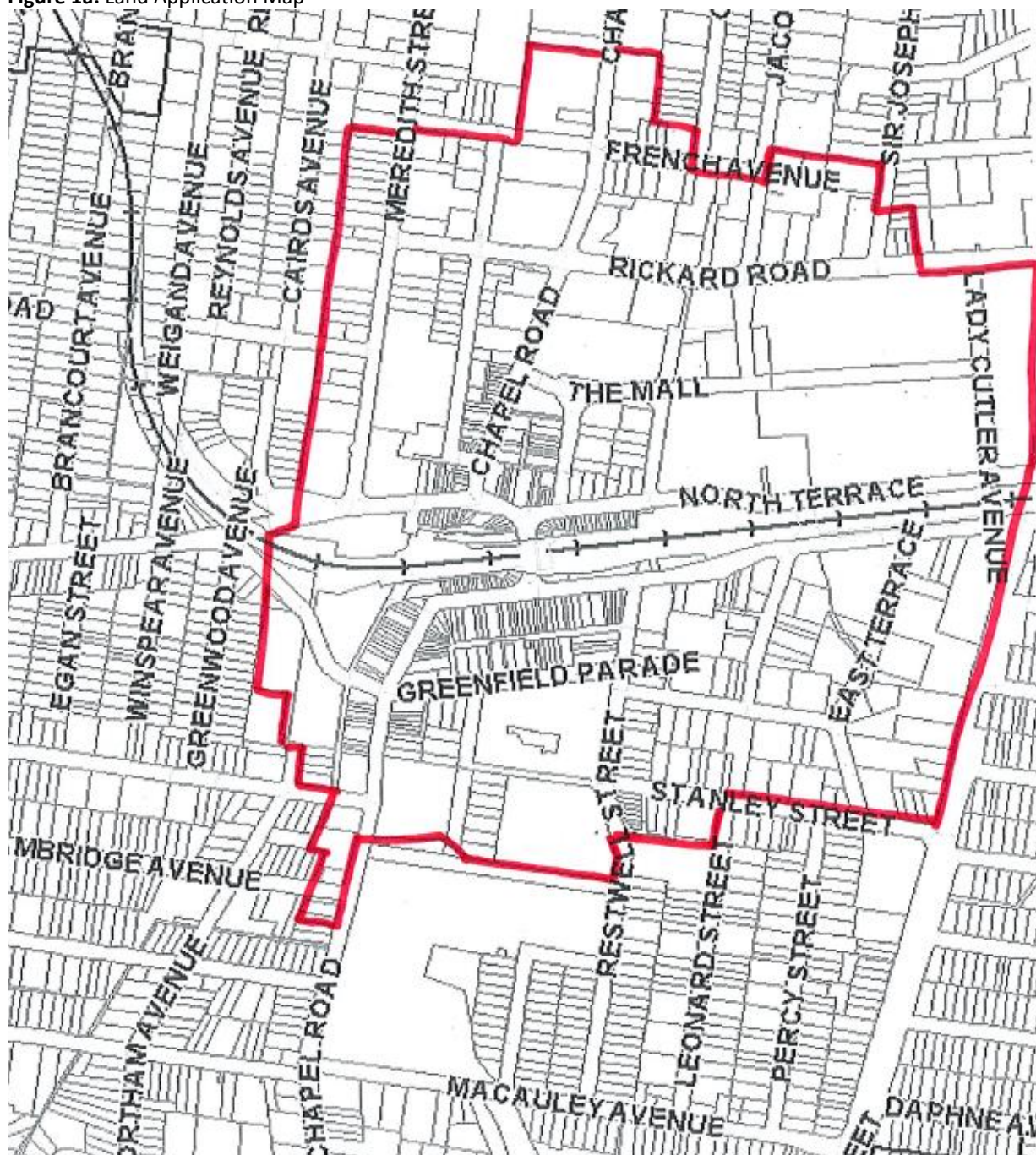
- 01** To ensure development is compatible with the centres hierarchy and the desired character of the Bankstown City Centre.
- 02** To enhance the amenity for people who work in, live in and visit the Bankstown City Centre.
- 03** To provide a high quality and activated public domain with good solar access.
- 04** To facilitate ecologically sustainable development.
- 05** To provide specific guidelines for key development sites.



### Application of this Chapter

Chapter 6.2 of this DCP applies to land shown in Figure 1a.

Figure 1a: Land Application Map





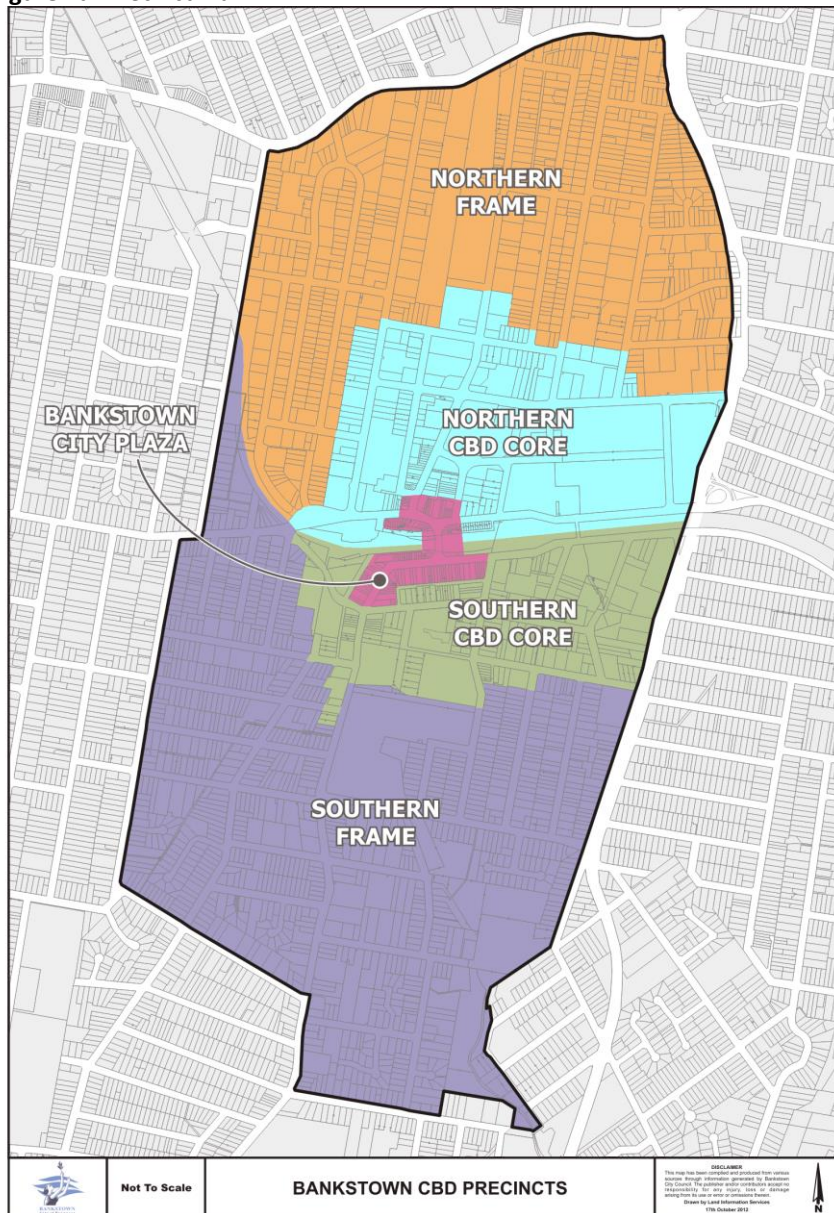


## SECTION 2–DESIRED CHARACTER

### Explanation

While there are five precincts of distinctive functional and physical character within the Bankstown City Centre as shown in Figure 2a, this chapter is specific to the Northern and Southern CBD Cores and Bankstown City Plaza. These precincts offer an effective base to implement the desired character and development controls at the local level.

**Figure 2a: Precinct Plan**



Source: Bankstown CBD Local Area Plan



## **Desired Character**

### **C1 Northern CBD Core**



The Northern CBD Core is located to the immediate north of the railway line. The Civic Precinct and Paul Keating Park form the central focus, and the established character is distinctly commercial due to a concentration of major civic, office and retail buildings. This precinct is highly accessible to the railway station and bus interchange, and as a result, this precinct is characterised by taller buildings and higher densities compared to other precincts.

The Northern CBD Core will continue to function as the heart of Canterbury Bankstown, with a mix of retail and commercial activities on the ground and first floors, and high density living above. Development will generally be in the form of tall buildings to create an identifiable skyline image for the Bankstown City Centre. The tallest buildings will generally locate around Paul Keating Park to define the Civic Precinct and to take advantage of the amenity provided by the park.

Generally, buildings around the railway station will be built to the street alignment to reinforce the urban character and strengthen the pedestrian amenity and activity at street level. Depending on the context, elements of taller buildings may need to be setback to provide sunlight to public spaces or to protect the amenity of neighbouring buildings.

The railway and metro stations will continue to be the principal gateway to the Bankstown City Centre and a generator of high pedestrian movements. Pedestrian access to and from the stations will therefore remain a high priority, and it is proposed to create a friendly first impression by:

- Creating a central boulevard along Fetherstone Street to make the station entry more visible and to provide a high quality north–south pedestrian connection to Sydney’s best local Civic Precinct (as shown in Figure 2b). The boulevard treatment will extend along The Mall to also provide a high quality east–west pedestrian connection to Bankstown Central. Mid–block connections will supplement this pedestrian network.
- Encouraging airspace development over the station to create a memorable landmark at the terminus of the Fetherstone Street boulevard and to provide better pedestrian connections between the north and south sides of the Bankstown City Plaza precinct.

Towards the CBD edge, buildings will have a minimum 3 metre street setback to accommodate the major street tree boulevards leading into the Bankstown City Centre, namely Rickard Road and Meredith Street (as shown in Figure 2b). This setback will also act as a transition to the building alignments of the neighbouring residential area.





## **C2 Southern CBD Core**



The Southern CBD Core is located to the immediate south of the railway line. The established character is high density mixed use development, together with some cultural and entertainment facilities (namely Bankstown Sports Club and the Regional Arts Centre) and schools. The mature Fig trees along Olympic Parade form an impressive western gateway.

The Southern CBD Core will continue to contain retail activities and high amenity housing around the transport hub. The building form will be a mix of retail and commercial activities on the ground and first floors, and high density living above. The location of the tallest buildings will take advantage of the larger site sizes in proximity to the railway station and bus interchange.

Generally, buildings around the railway station will be built to the street alignment to reinforce the urban character and strengthen the pedestrian amenity and activity at street level. Depending on the context, elements of taller buildings may need to be setback to provide an appropriate building scale to pedestrians, to provide sunlight to public spaces or to protect the amenity of neighbouring buildings.

Towards the City Centre edge, buildings will have a minimum 3 metre street setback to accommodate street tree avenues. These avenues will form part of a high quality pedestrian environment that connects the exciting regional arts hub at Olympic Parade to the Stanley Street eastern gateway (as shown in Figure 2b). This setback along Stanley Street will also act as a transition to the building alignments of the neighbouring residential area.

## **C3 Bankstown City Plaza**



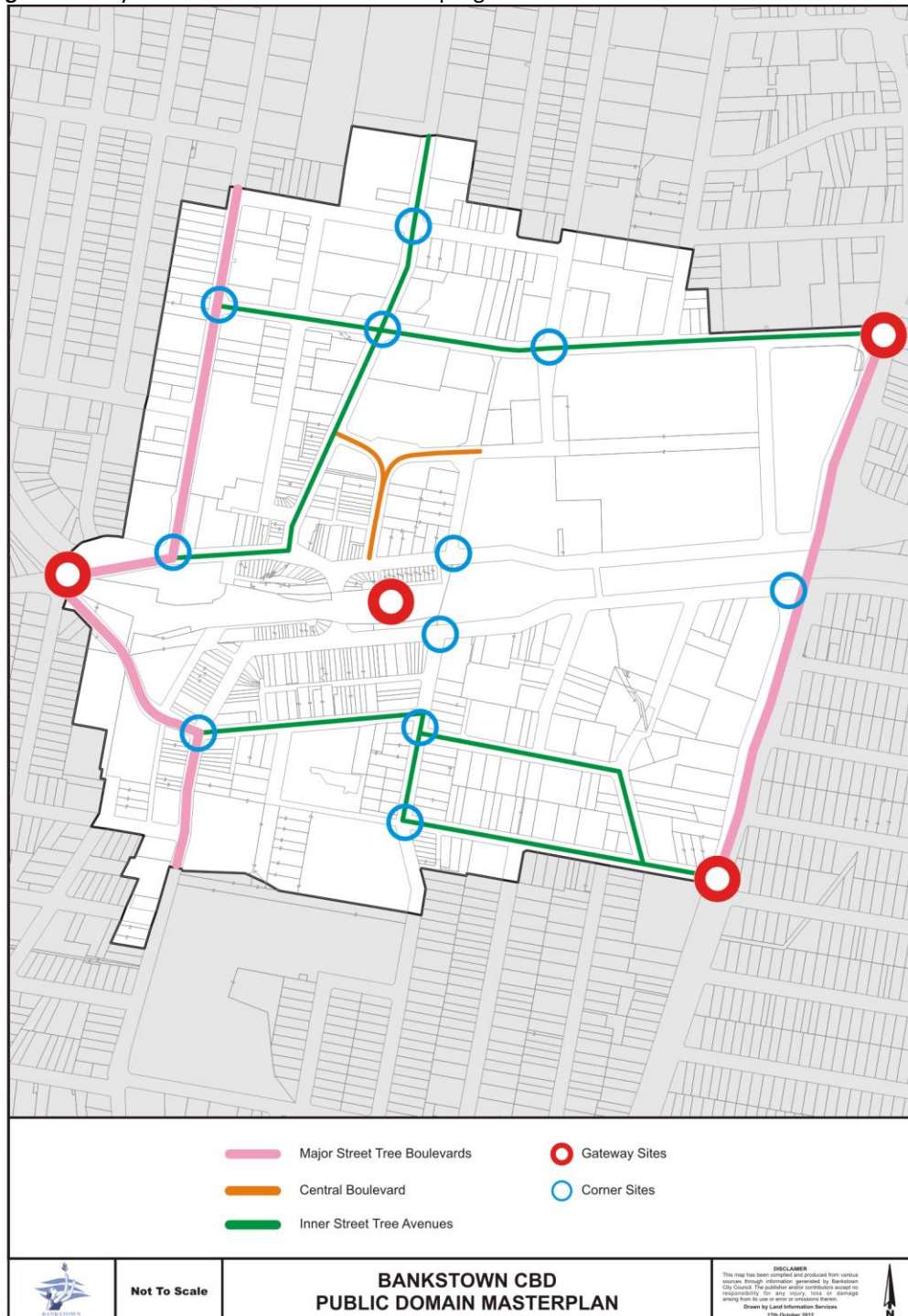
The Bankstown City Plaza is located around the railway station and bus interchange, and was the first area to develop following the opening of the Bankstown railway line in 1909. The established townscape character is a traditional low density shopping strip based on a small lot subdivision pattern. There is a consistent two storey street wall and a concentration of historic 1920s Art Deco buildings.

There is considerable pedestrian activity compared to other precincts (mainly around the shops and restaurants) and good solar access to the pedestrian friendly streets. The Bankstown City Plaza will continue to retain the low density shopping strip, renowned for the consistent two storey street wall and Art Deco buildings.



Development will promote retail and commercial activities particularly at the ground and first floors. The Bankstown City Plaza will also enjoy good solar access to the pedestrian friendly streets, and the building form will require development above the two storey street wall to be stepped back a minimum 3 metres from the street alignment.

**Figure 2b: Key urban renewal and street tree programs**





## **SECTION 3—BUILDING FORM (NORTHERN AND SOUTHERN CBD CORES)**

### **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**

- 01** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- 02** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- 03** To ensure the building form and design provide appropriate amenity to residents in terms of access to sunlight and privacy.
- 04** To encourage the orientation of buildings to optimise passive design strategies that will reduce the need for artificial lighting and mechanical heating and cooling systems, and thus contribute to a sustainable urban environment.

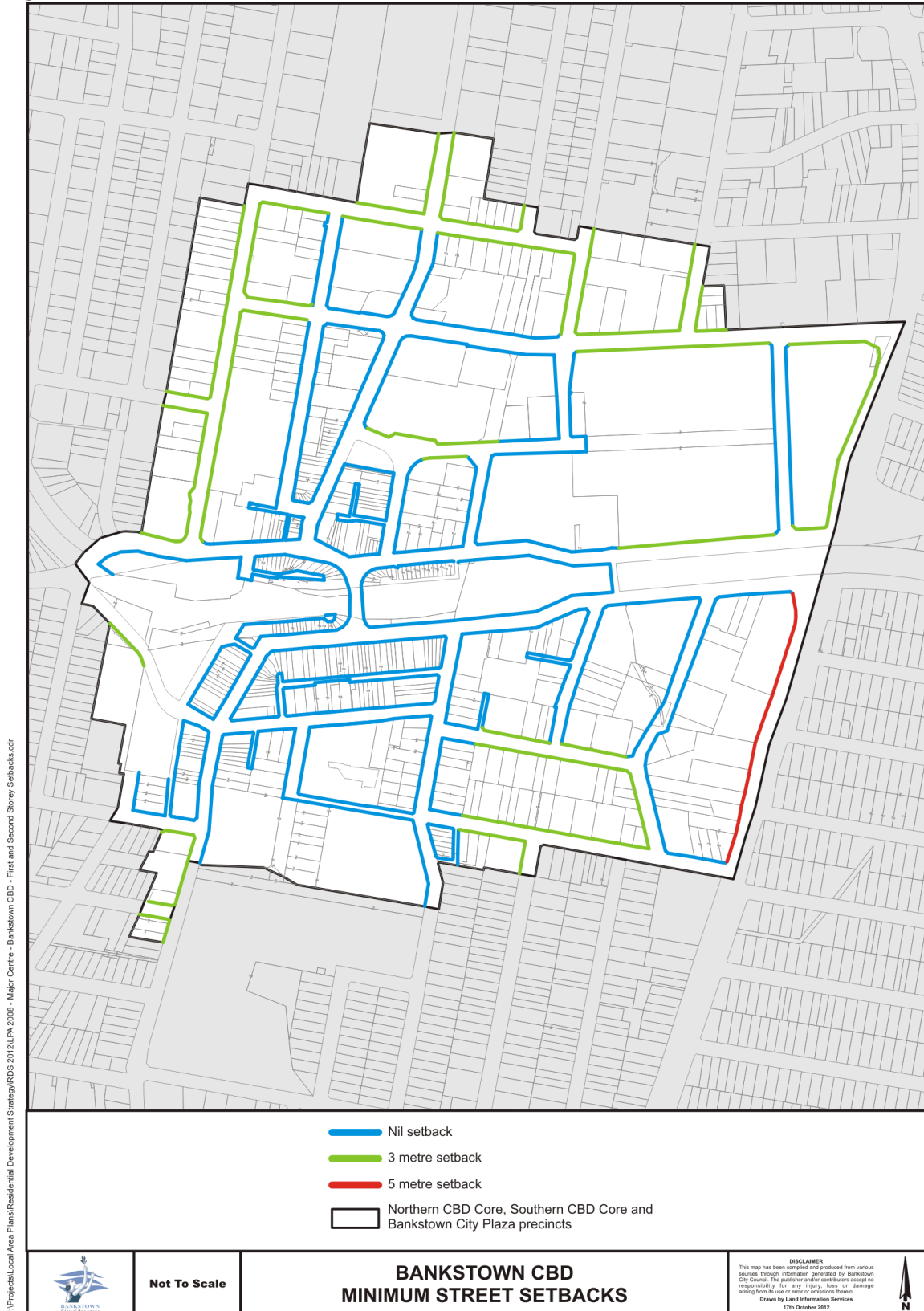
### **Development Controls**

#### **Setbacks**

- 3.1** Development must comply with the minimum street setbacks as shown in Figure 3a.
- 3.2** In determining the side and rear setbacks, Council must take into consideration the following matters:
  - (a) whether the proposed setbacks respond to site conditions; and
  - (b) whether the proposed setbacks are compatible with the surrounding context and desired character of the precinct; and
  - (c) whether the proposed setbacks comply with the Apartment Design Guide.



**Figure 3a: Minimum street setbacks**



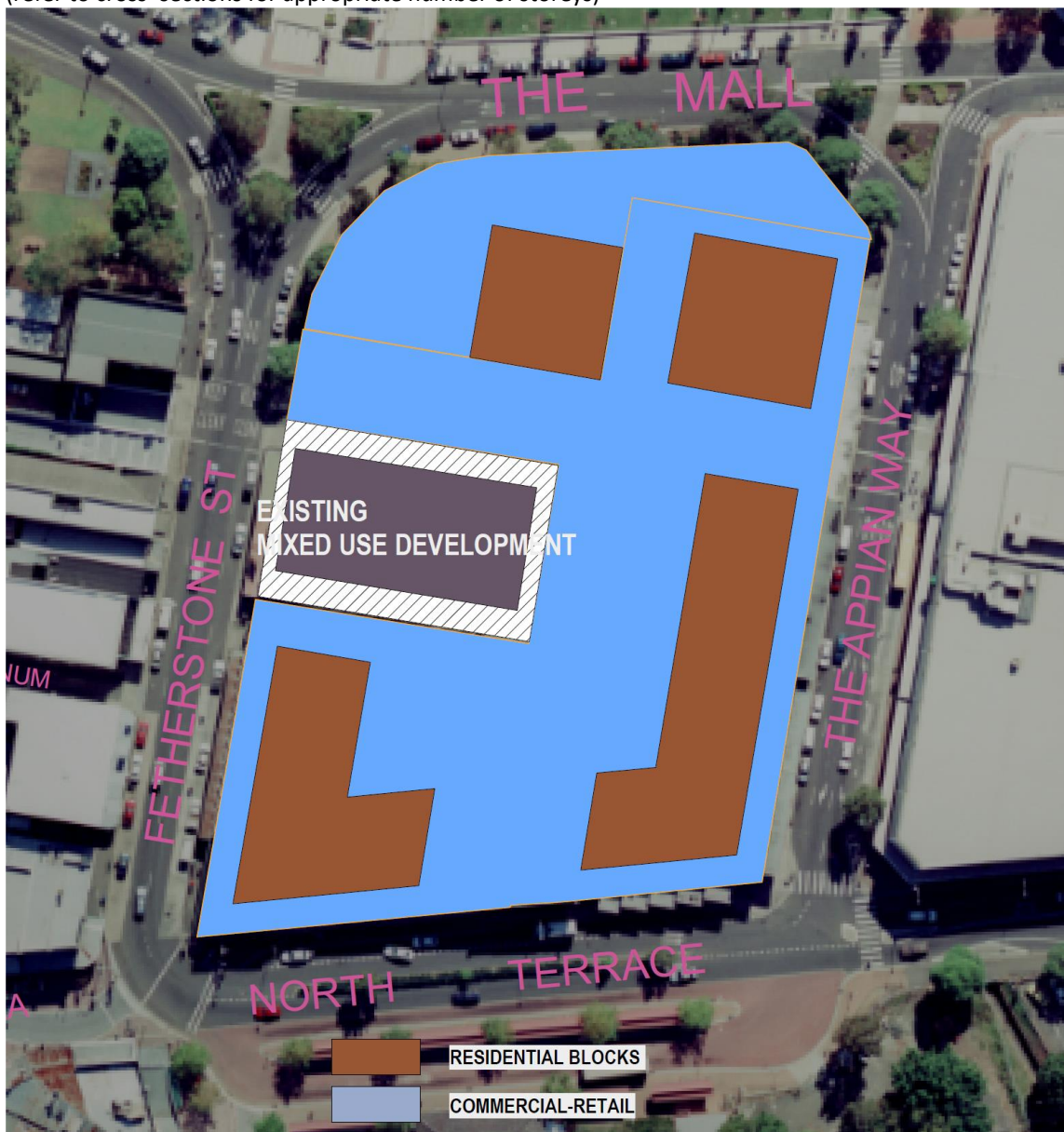




### Site specific provisions: 83–99 North Terrace, Bankstown

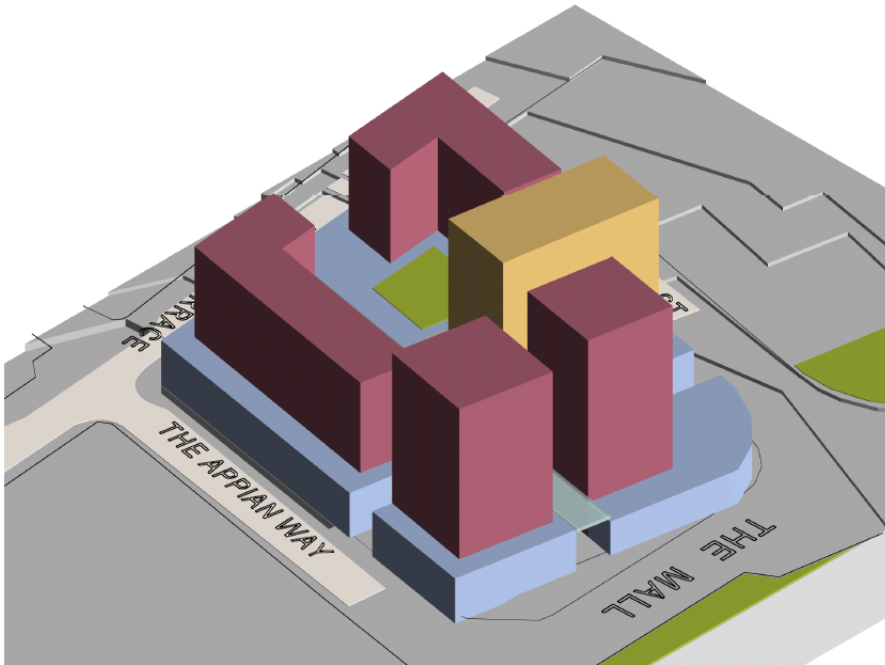
- 3.3** Development must comply generally with the site layout shown in Figure 3b, with the intended outcome of:
- (a) retaining this key strategic site as a single site;
  - (b) ensuring the form and separation of buildings on this key strategic site contribute to a high quality urban environment; and
  - (c) retaining the mid-block connection from the railway station to The Mall and The Appian Way.

**Figure 3b:** Proposed site layout for mixed use development on this key strategic site (refer to cross-sections for appropriate number of storeys)

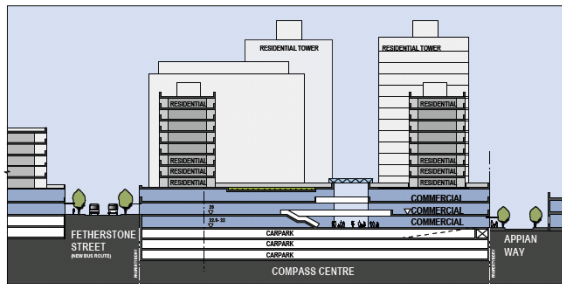




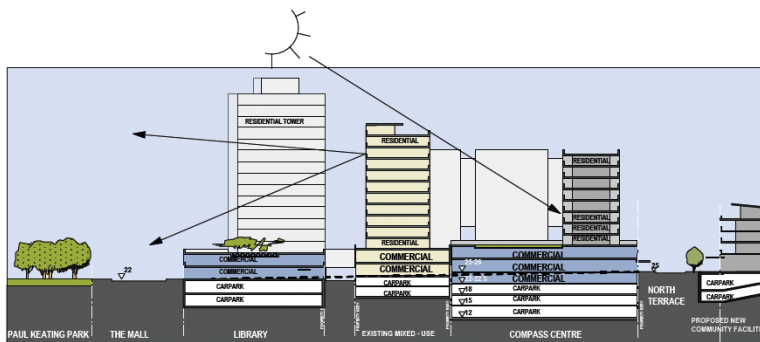
**Figure 3c:** Proposed building envelope for mixed use development on this key strategic site as viewed from The Appian Way (not to scale)



**Figure 3d:** Proposed cross-sections for mixed use development on this key strategic site



**CROSS SECTION EAST-WEST**



**CROSS SECTION NORTH- SOUTH**



### Site specific provisions: 32 Kitchener Parade in Bankstown

**3.4** Development must comply generally with the site layout shown in Figure 3e, with the intended outcomes of:

- (a) retaining this key strategic site as a single site;
- (b) ensuring the form and separation of buildings on this key strategic site contribute to a high quality urban environment; and
- (c) providing a minimum 20 metre wide mid-block connection between Meredith Street and Kitchener Parade. This mid-block connection is essential to creating a pedestrian network that connects the neighbouring residential areas to important destinations such as the Civic Precinct. Active street frontages should locate alongside this mid-block connection.

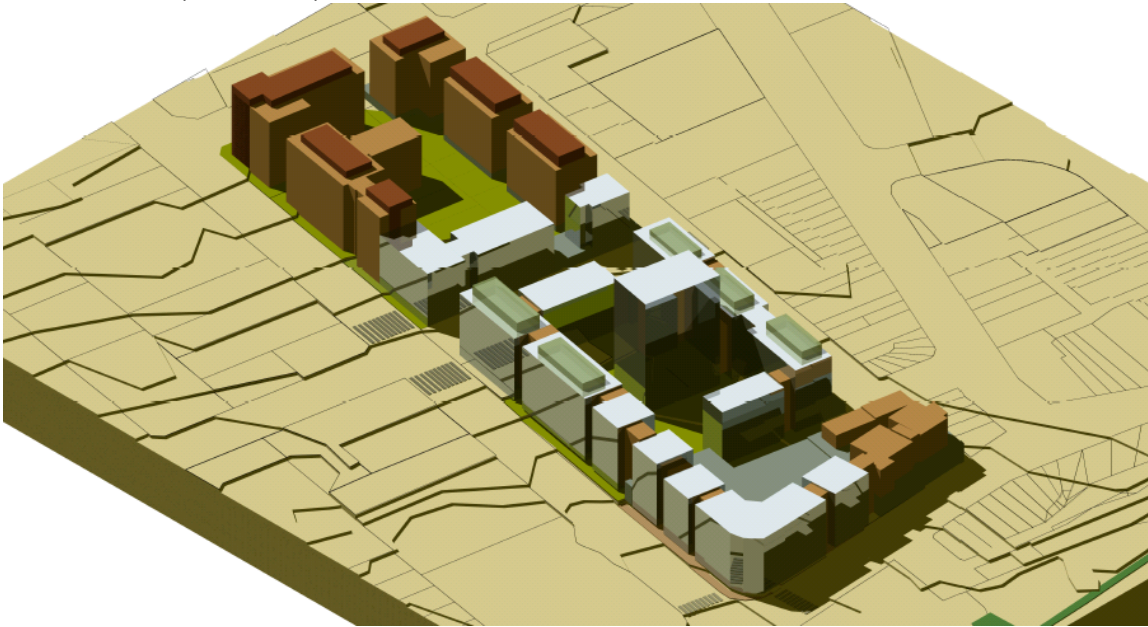
**Figure 3e:** Proposed building envelope for mixed use development on this key strategic site (refer to cross-sections for appropriate number of storeys)



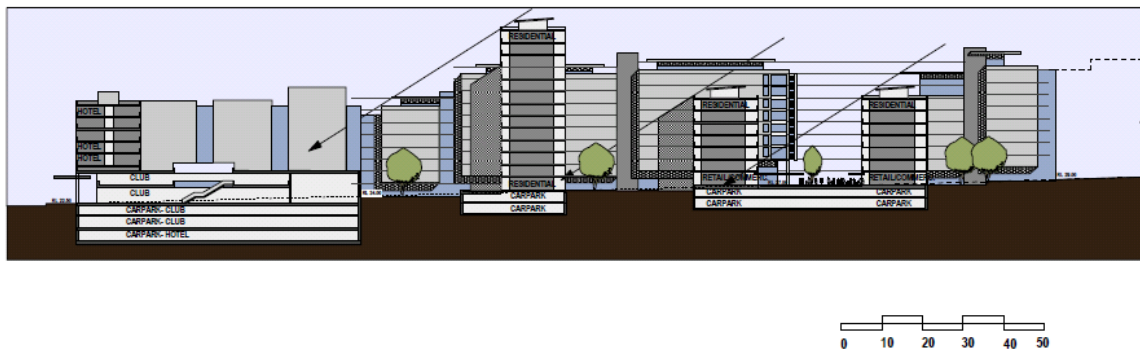




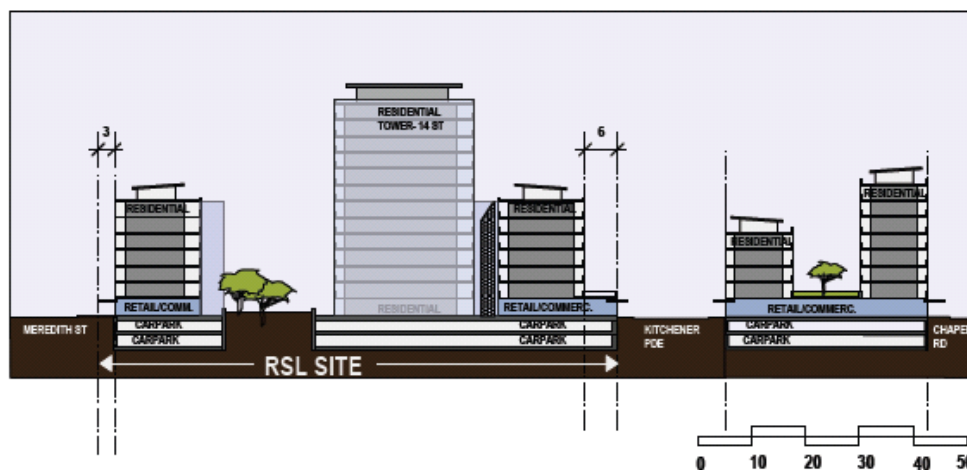
**Figure 3f:** Proposed building envelope for mixed use development on this key strategic site as viewed from Meredith Street (not to scale)



**Figure 3g:** Proposed north-south cross-section for mixed use development on this key strategic site



**Figure 3h:** Proposed east-west cross-section for mixed use development on this key strategic site



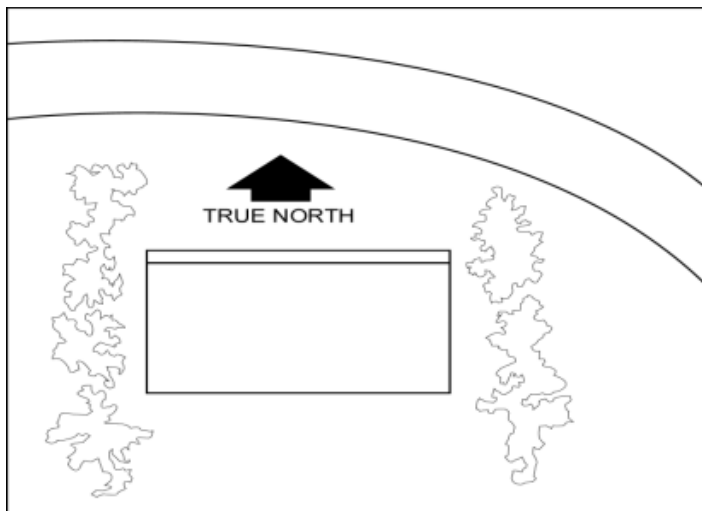


## Building orientation

- 3.5** The orientation of dwellings must consider the Apartment Design Guide.
- 3.6** Council may require the orientation of commercial and other non-residential development to maximise solar access in mid-winter (as shown in Figure 2i) to create comfortable internal conditions that eliminate or reduce the need for mechanical systems of heating and cooling. This helps to provide savings in operational energy and reductions in greenhouse emissions. If the building orientation enables the glazing to primarily face north, this maximises the winter sun penetration and takes advantage of the sun's higher angle in summer, requiring less shading.

Depending on the site orientation, the building orientation should avoid any glazing to solely face east and west as it can be difficult to shade and may cause heat gain in summer.

**Figure 3i:** Development should orientate the building so that the longest axis is facing true north





## **SECTION 4–BUILDING FORM (BANKSTOWN CITY PLAZA)**

### **Explanation**

Good design is important to achieve a scale, bulk and height appropriate to the desired character of the street and surrounding buildings. It achieves an appropriate built 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, amenity and landscape.
- O2** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- O3** To retain the original building elements that contribute to the townscape significance of the Bankstown City Plaza and, where original elements are missing, to encourage their reinstatement.
- O4** To ensure development and signs in the Bankstown City Plaza are compatible with the distinctive character of the buildings and surrounding context.

### **Development Controls**

#### **Setbacks**

- 4.1** The ground and first floors of development must have a zero street setback to create active street frontages closer to pedestrian activity.
- 4.2** The upper floors of development (above the two storey street wall) must achieve a minimum 3 metre street setback.
- 4.3** Development may have a zero side and rear boundary setback.



## **Building design**

**4.4** Alterations and additions to existing buildings (above the awning level) must retain any of the following architectural features that contribute to the townscape significance of the Bankstown City Plaza precinct:

- (a) The architectural form in terms of:
  - (i) the continuous two storey built edge to the street;
  - (ii) the vertical facade articulation which reflects the predominant pattern of narrow fronted buildings;
  - (iii) the location of doors and windows, and the use of vertical (versus square) shaped windows;
  - (iv) the continuous solid box awnings; and
  - (v) the consistent parapet heights.
- (b) The architectural detailing characteristic of the precinct, namely the 1920s Art Deco style.
- (c) The traditional colour, texture and type of materials and finishes (face brickwork and painted rendered masonry).

**4.5** Alterations and additions to existing buildings (above the awning level) must remove any non-contributory or intrusive structures or signs that obscure the architectural features that contribute to the townscape significance of the Bankstown City Plaza precinct.

**4.6** The building design of infill development must be compatible with the architectural features that contribute to the townscape significance of the Bankstown City Plaza precinct.

## **Building design (business and building identification signs)**

**4.7** Business and building identification signs must integrate with the architectural features of the building to which they are attached as follows:

- (a) Under awning signs, awning fascia signs, top hamper signs, projecting wall signs, wall signs and painted window signs are permissible at or below the awning level. Where there is no awning to the building, signs are solely permitted below the window sill of the second storey windows.
- (b) Painted window signs and individual laser cut lettering applied to the facade are permissible above the awning level. Painted window signs must not obscure more than 25% of the window area.
- (c) Signs that are painted or attached to a building must not screen windows and other significant architectural features of the building.



- 4.8** Corporate colours, logos and other graphics must achieve a high degree of compatibility with the architecture, materials, finishes and colours of the building and the streetscape (as exemplified by the better preserved original buildings in the Bankstown City Plaza precinct).



## **SECTION 5—PEDESTRIAN AMENITY AND ACTIVE STREET FRONTAGES**

### **Explanation**

Good design achieves a lively, diverse and safe pedestrian environment to move around in, with pleasant facades at street level to stroll alongside and observe. The pedestrian environment provides people with their primary experience of the Bankstown City Centre, and it is essential to offer a choice of pedestrian routes that are interesting and connect important destinations.

Encouraging continuous business or retail land uses that open directly to the footpath also helps to provide active, people oriented street frontages. It enhances public security and passive surveillance, and can assist in supporting the economic viability of the Bankstown City Centre. The active street frontages should incorporate clear glazing to allow views into shops when they are open and also at night when they are closed. The effect of security roller doors tends to create the perceptions and potential of an unsafe environment.

### **Objectives**

- O1** To improve pedestrian access by providing new mid-block connections and enhancing existing links as redevelopment occurs.
- O2** To strengthen the pedestrian amenity by requiring good physical and visual connections between buildings and the street.
- O3** To make vehicle access to buildings more compatible with pedestrian and cyclist movements and the public domain.

### **Development Controls**

#### **Mid-block connections**

- 5.1** Development must retain existing mid-block connections or provide new mid-block connections as shown in Figure 5a to provide a legible pedestrian network that is easy to move around and connects important destinations.





**Figure 5a: Active street frontages and mid-block connections**





## **Active street frontages**

### **5.2** The design of street frontages must ensure:

- (a) the ground floor is at the same general level as the footpath and accessible directly from the street; and
- (b) the ground floor provides a positive street address in the form of entries, lobbies and clear glazing that contribute to street activity and promote passive surveillance. The ground floor facade must minimise large expanses of blank walls.

This clause applies to locations where it is essential or desirable to retain the ground and first floors as commercial and retail floor space as shown in Figure 5a.

## **Vehicle footpath crossings**

### **5.3** Development must optimise the opportunities for active street frontages and streetscape design by:

- (a) making vehicle access points as narrow as possible;
- (b) limiting the number of vehicle accessways to a minimum; and
- (c) avoiding the location of car park entries, driveways and loading docks at the corners of street intersections.

For sites with two or more frontages, car park entries, driveways and loading docks must locate on lanes and minor streets rather than primary street frontages or streets with high pedestrian activity.



# **Canterbury Bankstown Development Control Plan 2021**

## **Chapter 6 Strategic Centres**

### **6.3 Campsie Town Centre**

DRAFT December 2020





## CONTENTS

Section 1	Introduction.....	3
Section 2	Structure Plan.....	4
Section 3	Setbacks.....	6
Section 4	Lanes.....	8



## SECTION 1–INTRODUCTION

### Explanation

*Connective City 2036* recognises the Campsie Town Centre as a strategic centre, where the key focus is jobs, cultural activities and housing. Key actions of *Connective City 2036* include:

- To reinforce the strategic centre as a great urban place with jobs growth, enhanced connectivity and improved amenities.
- To support growth with high quality design and improved infrastructure.
- To improve pedestrian amenity particularly within centre main streets.

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

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

Canterbury Bankstown Development Control Plan 2021 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the Campsie Town Centre. Note: If applicable to a development application, the development controls of Chapter 6.3 of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

### Objectives

- 01** To achieve the full development potential of land and best use of services.
- 02** To improve community facilities.
- 03** To improve the structure and function of the Campsie Town Centre with an economically vibrant northern end.
- 04** To increase the range of uses within the Campsie Town Centre.



## SECTION 2—STRUCTURE PLAN

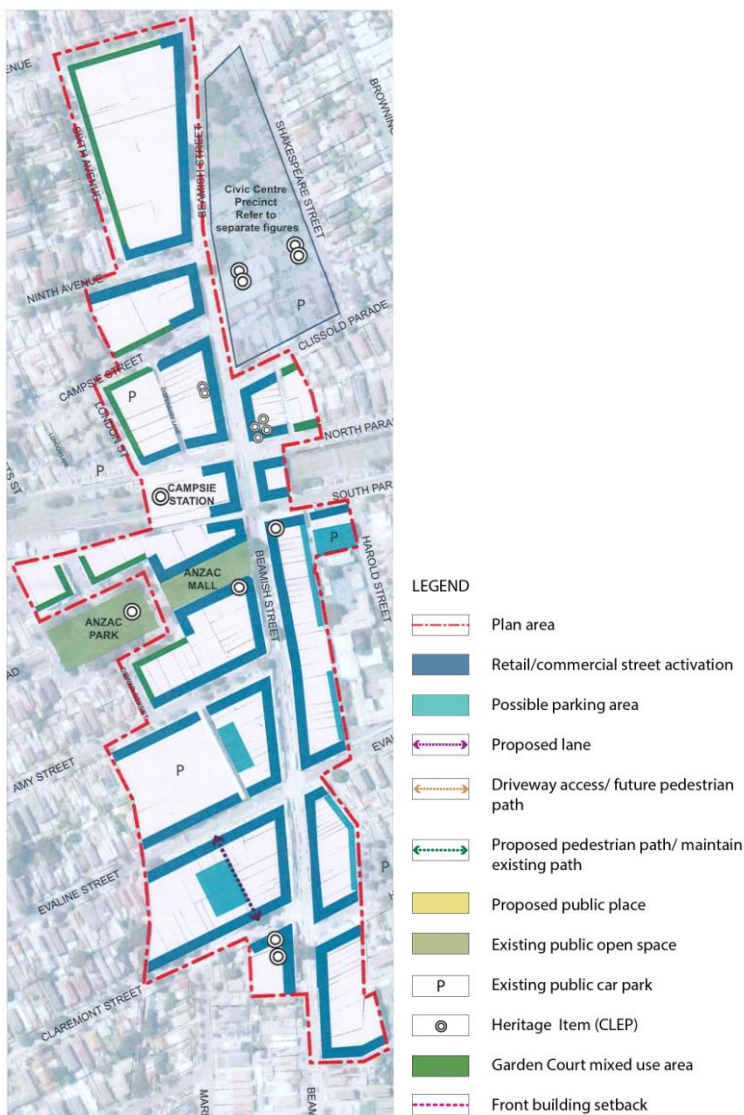
### Objectives

**01** To improve the structure and function of the Campsie Town Centre.

### Development Controls

**2.1** Development in the Campsie Town Centre is to be in accordance to the structure plan shown in Figure 2a. The structure plan contains controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters.

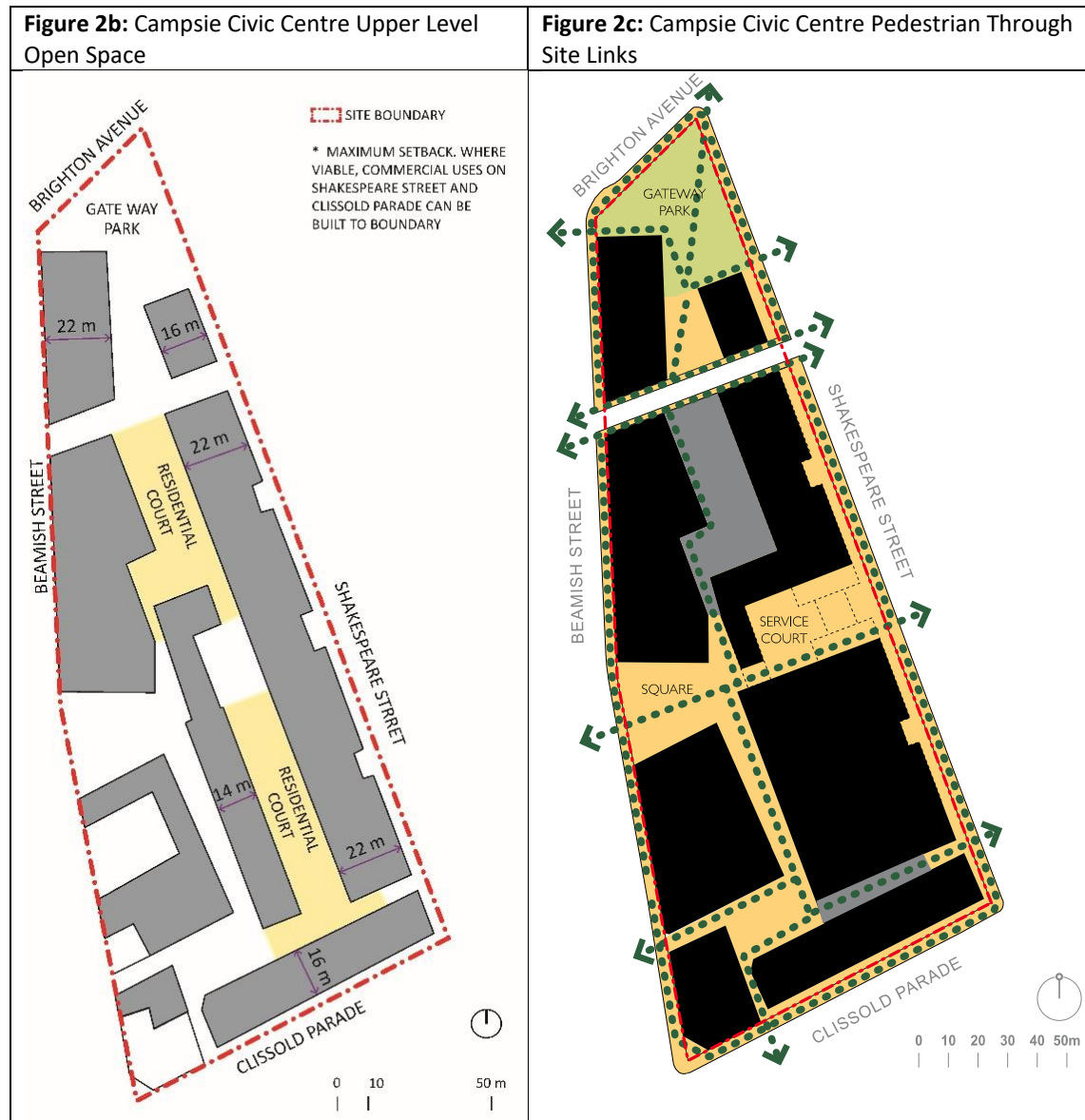
**Figure 2a:** Structure Plan







**2.2** Development is to be consistent with the public domain requirements identified in Figures 2b and 2c.





## SECTION 3—SETBACKS

### Objectives

- 01** To establish the desired spatial proportions of the street and define the street edge.
- 02** To minimise building size and bulk by setting back upper storeys.
- 03** To minimise amenity impacts on adjoining properties.
- 04** To allow for flexible design and building articulation by permitting minor encroachments.

### Development Controls

#### General

- 3.1** 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

- 3.2** Development must comply with the minimum front setbacks as follows:

Location	Number of Storeys at the Street and Setback	Upper Level (Podium) Setback
B2 Zone	1–3 storeys Build to front boundary	Fourth storey – 3 metres Greater than four storeys – 5 metres (all storeys to be set back this distance including the fourth storey)

#### Side setbacks

- 3.3** Except where a proposed development adjoins a residential zone boundary, setbacks are not required in the B2 zone when the desired character is for a continuous street frontage.

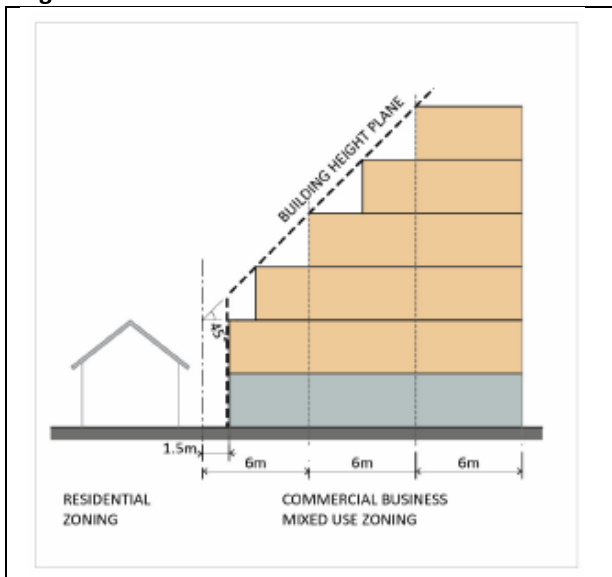


- 3.4** Proposed developments that adjoin residential zone boundaries to the side, are to comply with a side setback that is defined by:
- (a) A 45° building height plane projected at 6m from the residential boundary;
  - (b) A minimum 1.5m setback to the residential zone side boundary; and
  - (c) A two-storey limit on the side boundary with the residential zone applies.

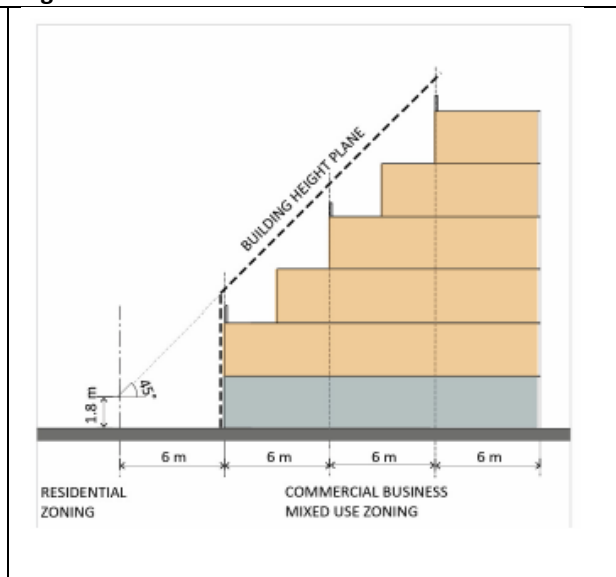
#### Rear setbacks

- 3.5** A rear setback to a residential zone boundary, or land on which an existing dwelling is located, is not required if the land adjoins a lane.
- 3.6** Proposed developments that adjoin residential zone boundaries to the rear, or land on which existing dwellings are located, are to comply with a rear setback that is defined by:
- (a) A 45° building height plane projected at 1.8m at the residential side boundary;
  - (b) A minimum 6m setback to the residential zone boundary; and
  - (c) A two-storey limit on the boundary with the residential zone applies.

**Figure 3a:** Illustration to clause 3.4



**Figure 3b:** Illustration to clause 3.6



#### Exceptions

- 3.7** 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.



## **SECTION 4–LANES**

### **Explanation**

Where sites are to be redeveloped and a new lane is identified over private land, the creation of the lane is required even if the lane cannot be immediately utilised.

### **Objectives**

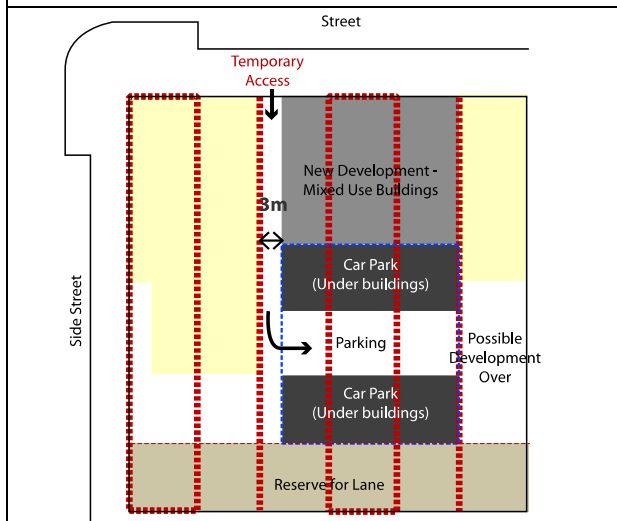
- 01** To create a new lane system that will improve streetscape and pedestrian safety, and encourage active street frontages.

### **Development Controls**

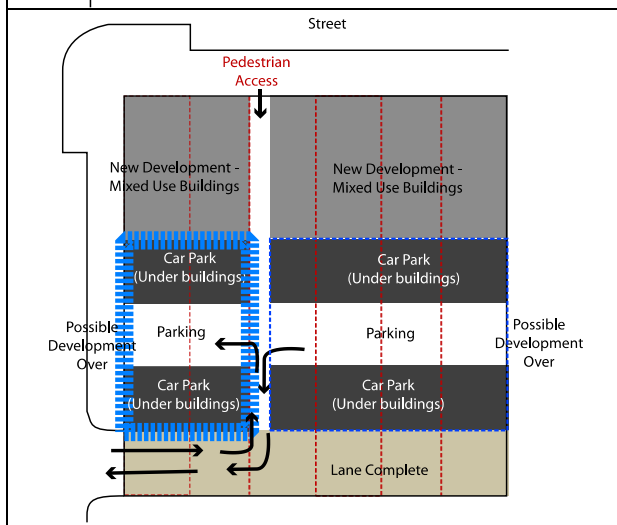
- 4.1** Where site(s) are required to provide a new lane, an area of land at least 6 metres wide is required for the lane. This land can be taken into account for the purposes of calculating setbacks.
- 4.2** Sites must amalgamate to create the lane to get full development potential.
- 4.3** Where the lane results in the severing of land, concessions will be available to compensate for offset the loss of development potential through the development process.
- 4.4** Sites with no connection to the lane system must provide a temporary 3 metre wide access from the street. This can be converted to a pedestrian accessway once the lane is connected to the street.
- 4.5** The land forming the lane must be subdivided and dedicated to Council prior to release of any Occupation Certificate (including an interim certificate).
- 4.6** The developer will be responsible for either construction of the lane to Council's specifications or paying a Developer Contribution for its construction. If the lane 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 4a:** Land prior to lane formation



**Figure 4b:** Creation of temporary access street



**Figure 4c:** Finalisation of new lane