



Canterbury Bankstown Development Control Plan 2021

Chapter 7 Commercial Centres

7.1 General Requirements

DRAFT December 2020





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SECTION 1—INTRODUCTION

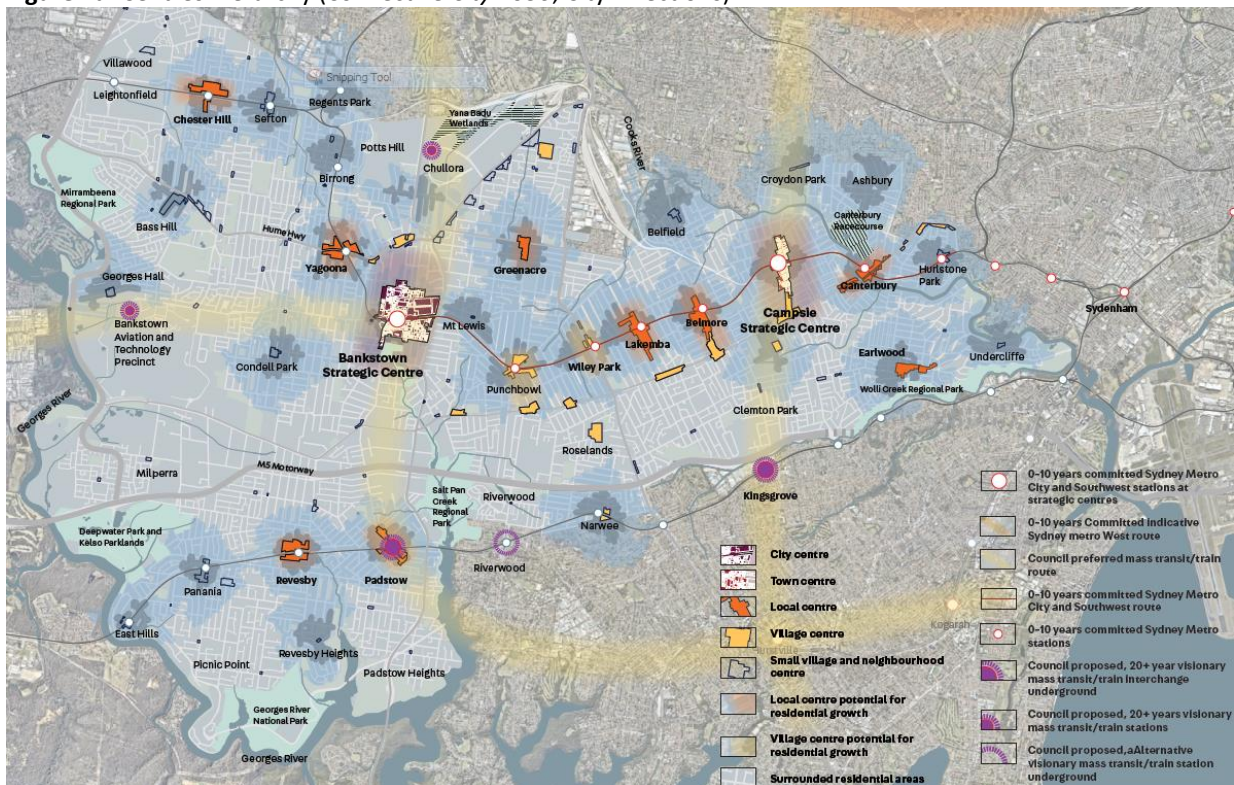
Explanation

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*)





Key actions of *Connective City 2036* include:

- To promote 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

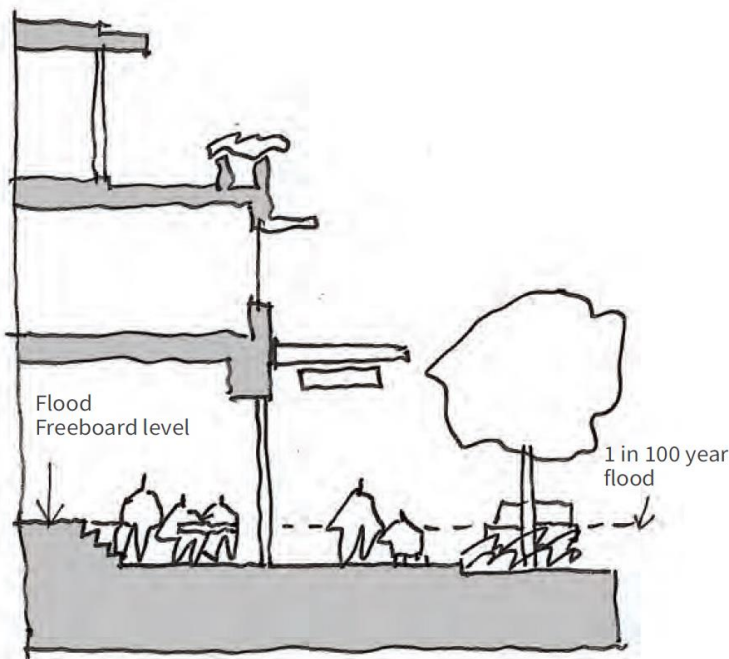
Building design (active street frontages)

- 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.

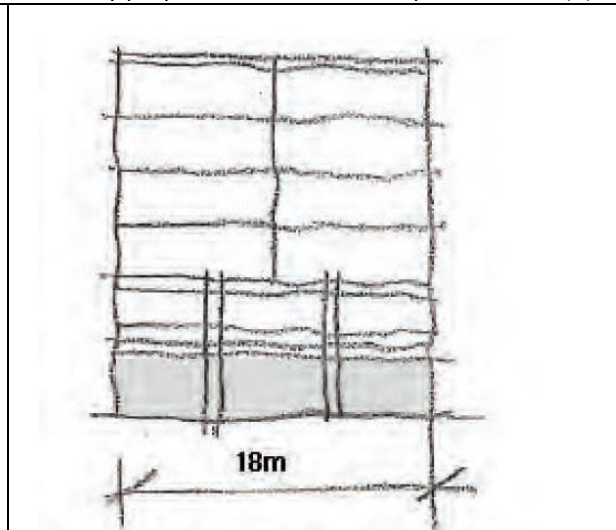


Figure 3a: Facade design incorporating fine grain vertically proportioned elements as per clause 3.1(a).



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

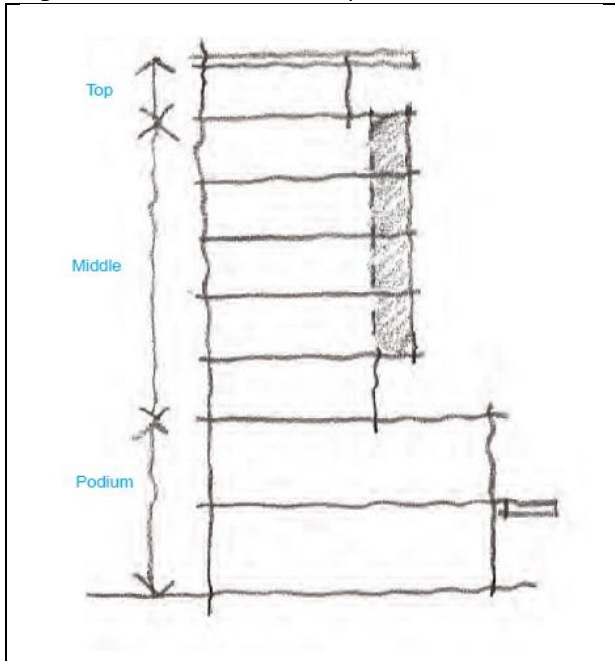
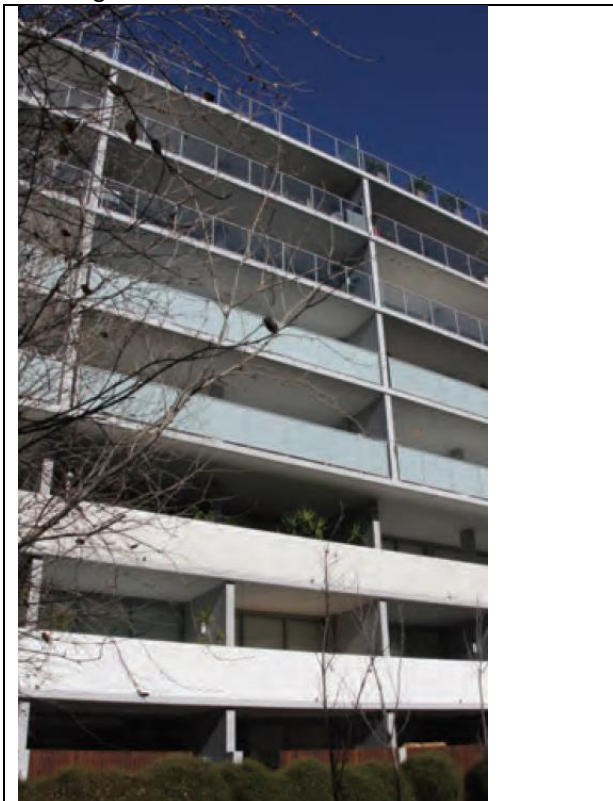


Figure 3d: Architecturally treat blank walls



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





SECTION 4–VISUAL BULK

Explanation

Sites in centres have a typical street frontage of 6–8 metres, which is considered to be ‘fine grain’. The redevelopment of these sites may involve site amalgamation to achieve better design and basement parking outcomes. However, when a single development site has a 40 metre wide street frontage or greater, development may be perceived as ‘bulky’ when viewed from the street.

Visual bulk is a term that refers to a building design that is visually overwhelming when viewed from the street (or other public domain area) and does not fit in well with neighbouring properties and existing development. This section assists to minimise the impact of visual bulk when viewed from the street, consistent with the desired character of centres.

Objectives

- O1** To minimise visual bulk of development on large sites.
- O2** To ensure development contributes a fine grain to the character of centres.
- O3** To avoid long expanses of tower buildings.
- O4** To minimise overshadowing of the public domain and other buildings.

Development Controls

All sites

- 4.1** Building designs are to comprise a podium with tower buildings above as shown in Figure 4a. The podium height must be the street wall height.
- 4.2** 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.



- 4.3** Avoid uninterrupted or uniform building facades without articulation, such as blank walls, walls with minimal openings and glass curtain walls.

Figure 4a: Podium with tower building above

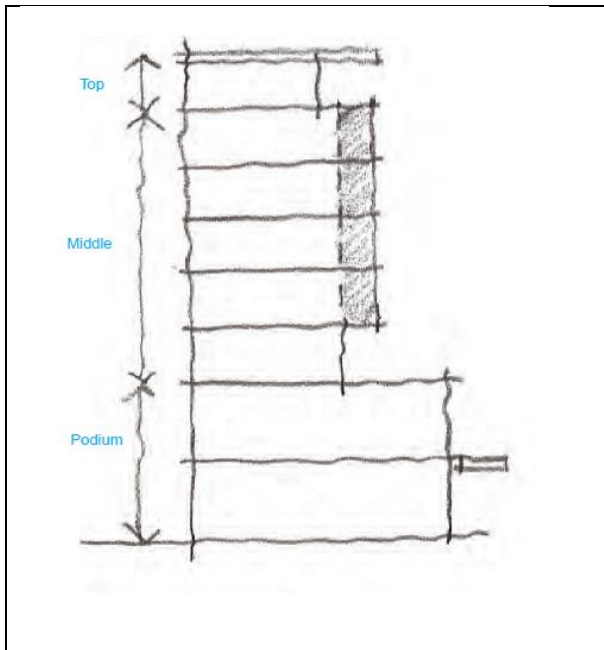


Figure 4b: Contemporary example of realising 'grain' in building length by vertical articulation as per clause 4.2(a).



For example, a development with a 40 metre wide street frontage on a street with predominantly 8 metre wide sites would be articulated in 5 bays across the street frontage.

Sites with a 40–65 metre wide street frontage

- 4.4** In addition to clauses 4.1–4.3, the tower buildings must be separated into at least two distinct building elements as shown in Figure 4c. The minimum separation distance between the two distinct building elements may be in the form of:
- (a) a 6 metre wide recess along the street frontage which is setback a minimum 4 metres from the building line; or
 - (b) a minimum break of 3 metres that continues to the circulation corridor, unless otherwise required by SEPP 65 building separation controls.

Sites with a street frontage greater than 65 metres

- 4.5** In addition to clauses 4.1–4.3, the tower buildings must be separated into at least two distinct building elements as shown in Figure 4d:
- (a) The maximum length of a tower building is 65 metres.
 - (b) The tower building must be wholly separated from other towers by a minimum distance of 8 metres or in accordance with SEPP 65 building separation controls. The walls of towers abutting the separation distance should not be blank but given detailed design consideration to create visual interest.



Figure 4c: Building length controls for 40–65 metre wide street frontages

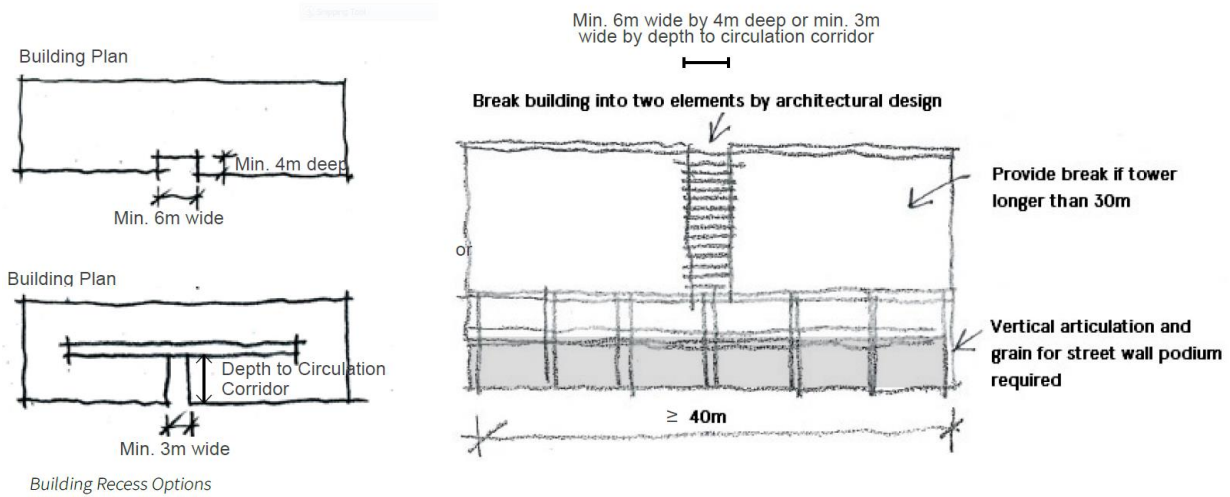
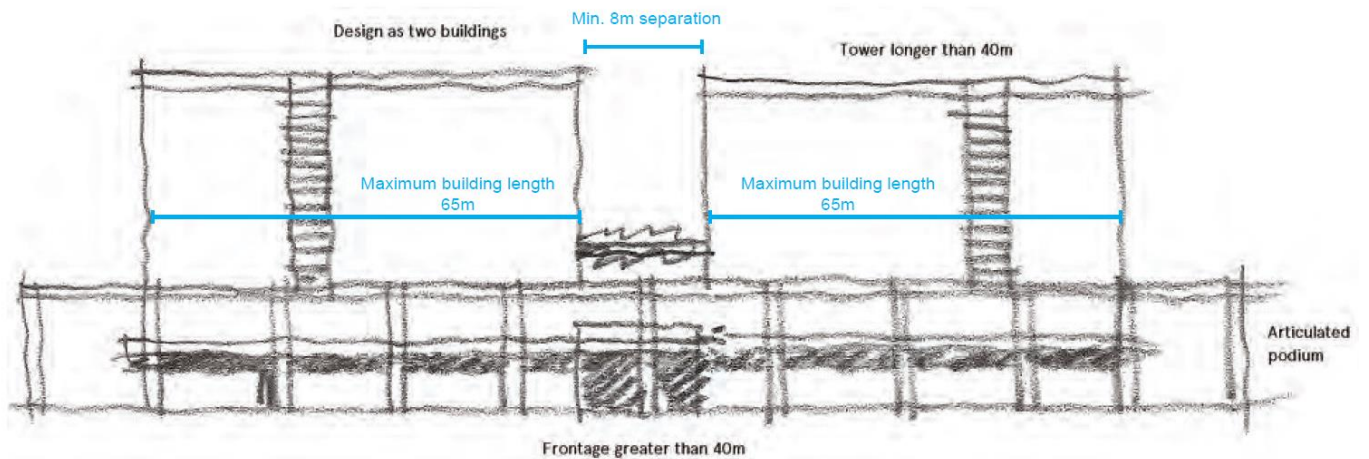


Figure 4d: Building length controls for greater than 65 metre wide street frontages





SECTION 5—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

5.1 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 5a: Architectural roof feature

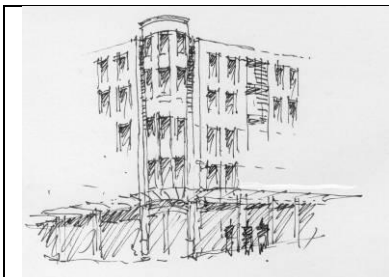
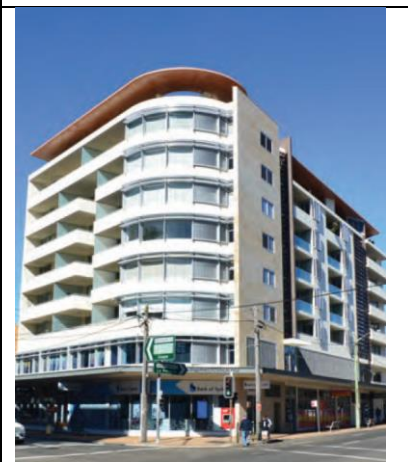
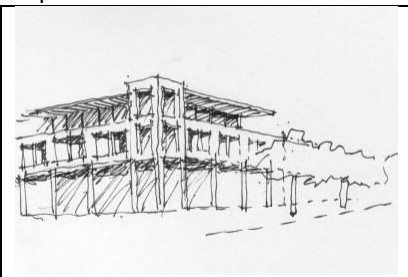


Figure 5b: Splayed treatments



Figure 5c: Different setback for the top floor





SECTION 6—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

- 6.1** 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.
- 6.2** Attics are not permitted.
- 6.3** Pitched roofs should use light coloured metal decking to improve energy performance. Pitched roofs to the street facade are not permitted.
- 6.4** Plant and service equipment must be concealed or satisfactorily screened from public view.
- 6.5** 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.



- 6.6** 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 7—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

- O1** To use a mix of materials and finishes that are compatible with the character of centres.
- O2** 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

- 7.1** Development must incorporate quality, textured and low maintenance materials such as brickwork in the building elevations.
- 7.2** 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.
- 7.3** 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).
- 7.4** Glazing in combination with quality external materials is appropriate for ground floor retail. Reflective glass to shopfronts is not permitted.
- 7.5** 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 7a: Use of materials to vertically articulate upper facades



Figure 7b: Use of lighter colours to reduce the visual dominance of upper floors



Figure 7c: Change in material at the top of buildings





SECTION 8—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

- 8.1** Awnings are required in streets with high pedestrian activity and active street frontages.
- 8.2** 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.
- 8.3** The awning height must be compatible with the street gradient.
- 8.4** 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.
- 8.5** Canvas blinds along the outer edge of awnings are desirable for sun shading to east and west facing frontages.
- 8.6** Glass awnings, ineffective awnings or awnings with cut-outs for trees or light poles are not permitted.
- 8.7** Lighting must be provided to the underside of an awning using vandal resistant, high mounted light fixtures.



Figure 8a: Awning height, projection and depth

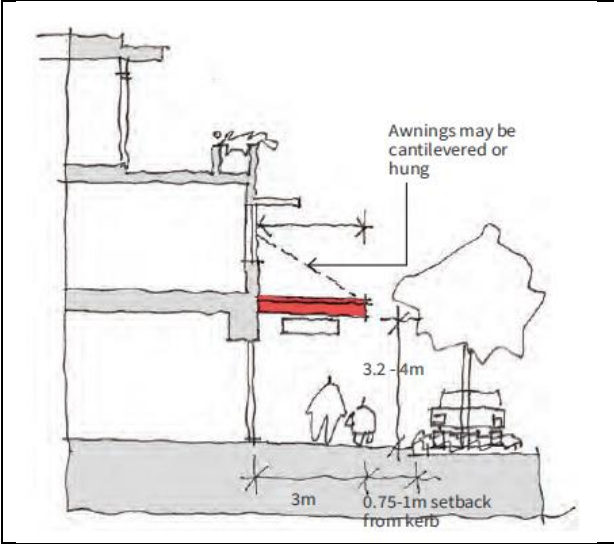
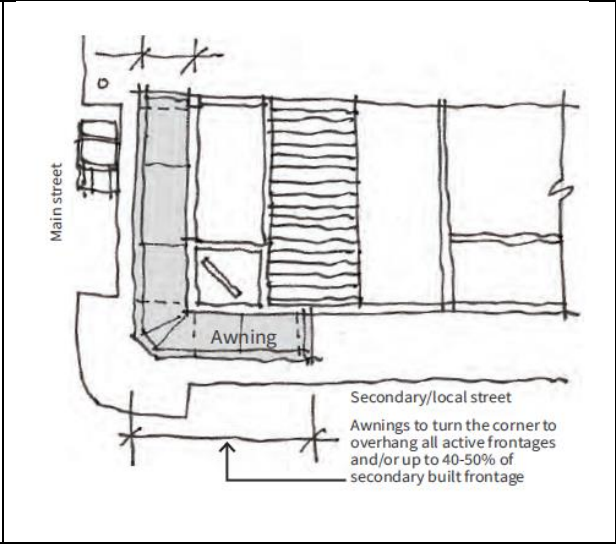


Figure 8b: Awnings on corner sites





SECTION 9—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

- 9.1** 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

- 9.2** 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.
- 9.3** 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

- 9.4** 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

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

Development types	Development controls
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.



- 9.6** Despite clause 9.5, 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

- 9.7** 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.
- 9.8** 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

- 9.9** 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.
- 9.10** 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

- 9.11** The maximum fence height for a front fence is 1.8 metres.
- 9.12** 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.



9.13 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

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

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

9.16 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.

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

9.18 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

9.19 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

9.20 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

9.21 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 7 Commercial Centres

7.2 City West

- Bass Hill
- Birrong
- Chester Hill
- Condell Park
- East Hills
- Georges Hall
- Greenacre
- Padstow
- Panania
- Revesby
- Sefton
- Yagoona

DRAFT December 2020





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SECTION 1—INTRODUCTION

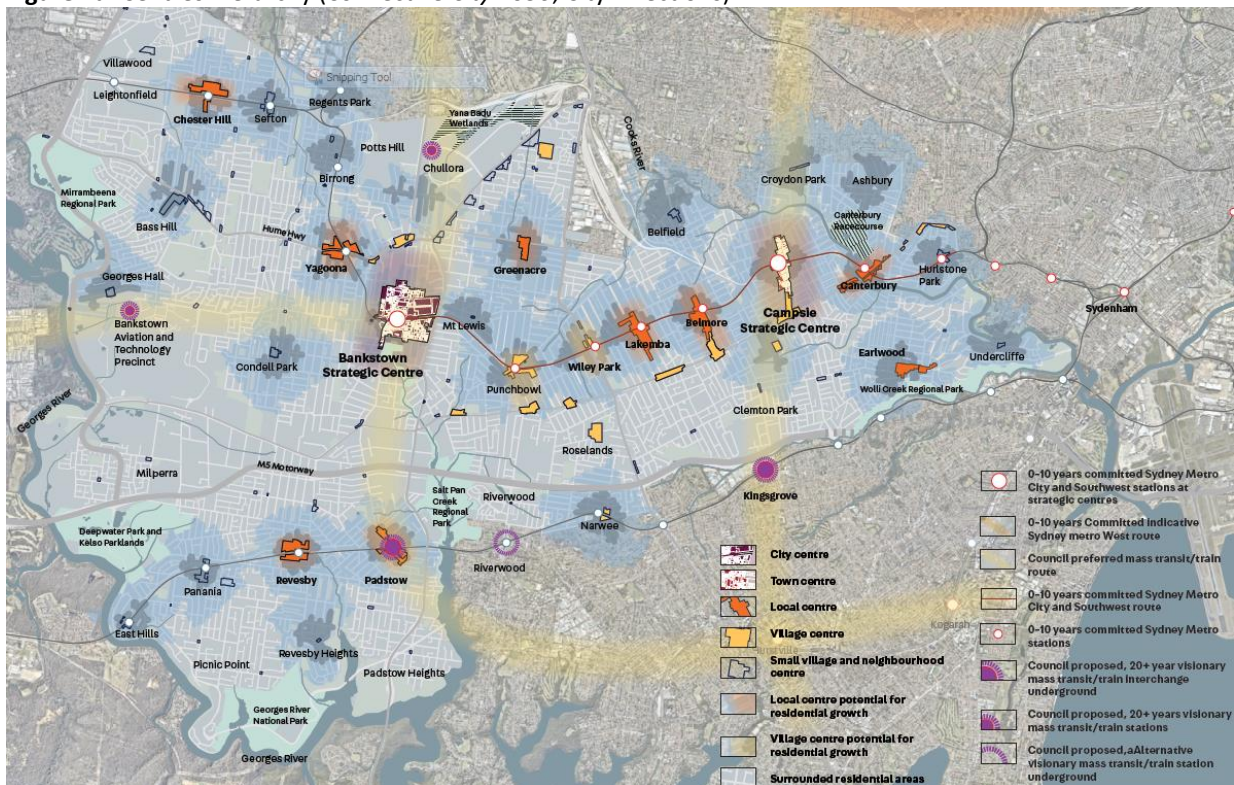
Explanation

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*)





Key actions of *Connective City 2036* include:

- To integrate the Local Area Plans into the planning framework. The Local Area Plans are land use strategies that plan for growth in Bass Hill, Birrong, Chester Hill, Condell Park, East Hills, Georges Hall, Greenacre, Padstow, Panania, Revesby, Sefton and Yagoona, consistent with strategic directions and desired character outcomes.
- To promote 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 in Bass Hill, Birrong, Chester Hill, Condell Park, East Hills, Georges Hall, Greenacre, Padstow, Panania, Revesby, Sefton and Yagoona.

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 ensure development is compatible with the centres hierarchy planning framework.
- 02** To enhance the amenity for people who live in, work in and visit the centres.
- 03** To provide a high quality and activated public domain with good solar access.
- 04** To facilitate ecologically sustainable development.



- 05** To provide an appropriate interface to adjacent uses.
- 06** To provide specific guidelines for key development sites.

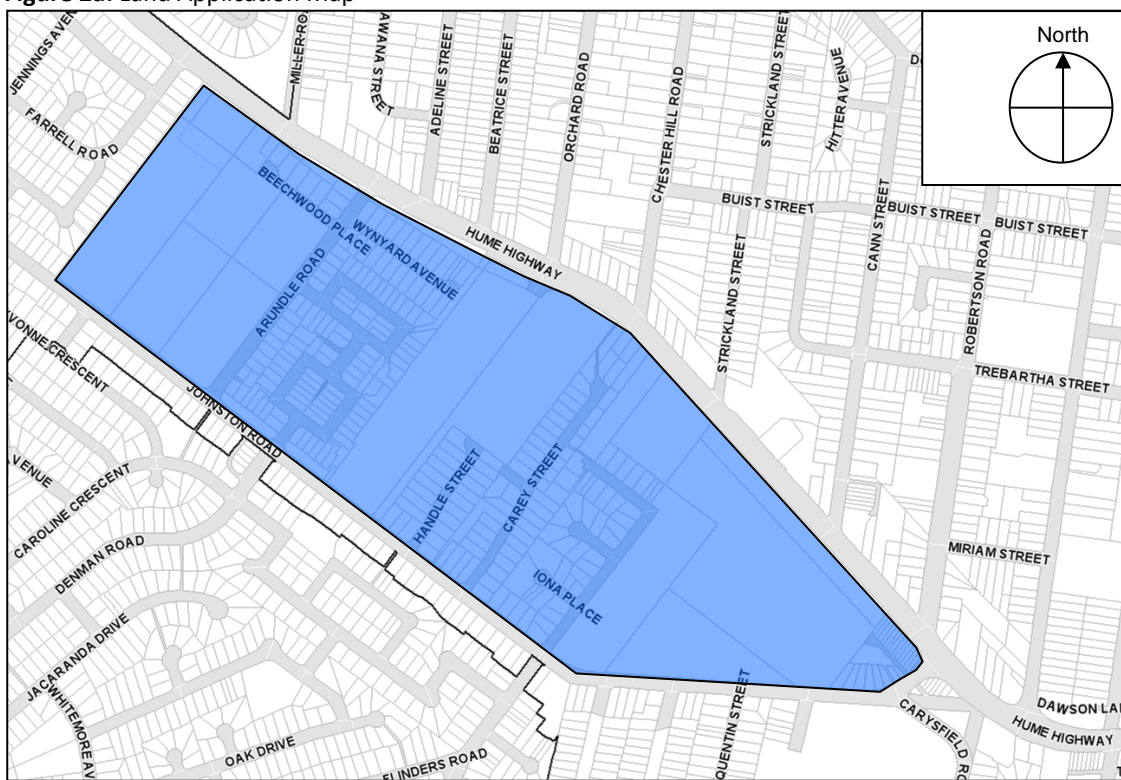


SECTION 2—BASS HILL SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Bass Hill as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 2 applies to land shown in Figure 2a.

Figure 2a: Land Application Map





Desired Character

C1 Bass Hill Small Village Centre

The Bass Hill Small Village Centre will continue to function as a major shopping precinct along the Hume Highway Enterprise Corridor and the Remembrance Driveway landscape corridor. Medium and high density housing within a generous landscape setting, together with the long term development of a main street, will support the retail function of this precinct. The continuation of the Remembrance Driveway Landscape Corridor on sites with direct frontage to the Hume Highway is also desired to improve the landscape character of the area.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.
- O4** To promote business activities and active street frontages to the Hume Highway.
- O5** To ensure the building form and design provide appropriate amenity to residents.
- O6** To minimise overshadowing particularly from upper levels.
- O7** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- O8** To improve the legibility of the centre by defining gateway sites.
- O9** To provide the Hume Highway Corridor with environments that are safe, well landscaped and achieve high amenity.
- O10** To provide a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.
- O11** To require setbacks to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.



- 012** To improve pedestrian access by providing new mid-block connections and enhancing existing links as redevelopment occurs.

Development Controls

Storey limit

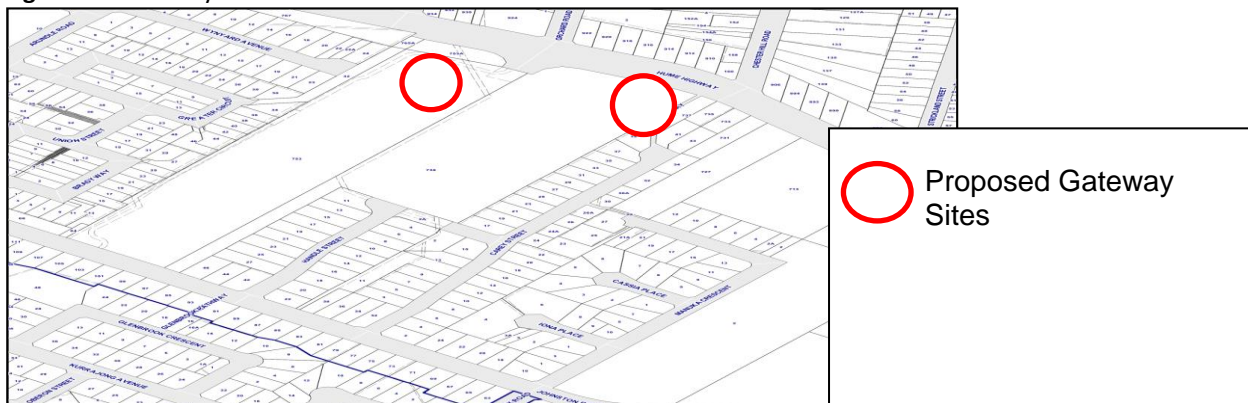
- 2.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
9 metres	2 storeys (plus attic)
13 metres	4 storeys (no attic)
14 metres	4 storeys (no attic)
16 metres	5 storeys (no attic)

Building design (gateway sites)

- 2.2** Development at gateway sites as shown in Figure 2a must:
- ensure the building facade incorporates one of the following corner elements at the street corner:
 - an architectural roof feature at the street corner that emphasises the corner element; or
 - provide a different setback for the top floor at the street corner by emphasising the corner element; or
 - provide a different architectural treatment to the building facade at the street corner to emphasise the corner element; and
 - ensure the car parking area and outdoor display area are not visible to the street, or do not present as blank walls to the street.

Figure 2a: Gateway sites





Site specific controls: 731–737 and 753 Hume Highway, Bass Hill

- 2.3** The minimum setback to the primary street frontage for the sites at 731–737 and 753 Hume Highway, Bass Hill is 5 metres. The front setback must contain a landscape buffer zone that forms part of the Remembrance Driveway landscape corridor.
- 2.4** In determining the setbacks to the secondary street frontage and the side and rear boundaries of the sites, 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 the desired character of the small village centre; and
 - (c) whether the proposed setbacks comply with the Apartment Design Guide.
- 2.5** For the site at 737 Hume Highway, Bass Hill, the minimum setback to the Carey Pathway is 2 metres with no dividing fence. The intended outcome is to create a wide pedestrian accessway with active frontages.

Site specific controls: 713–727 Hume Highway, Bass Hill

- 2.6** Council may apply the storey limit (not including basements) shown in Figure 2b to the sites at 713–727 Hume Highway, Bass Hill 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 southern and western boundaries of the site does not exceed 2 storeys (not including the building at the north–west corner of the site); and
 - (c) development in the remaining area of the site does not exceed 5 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.

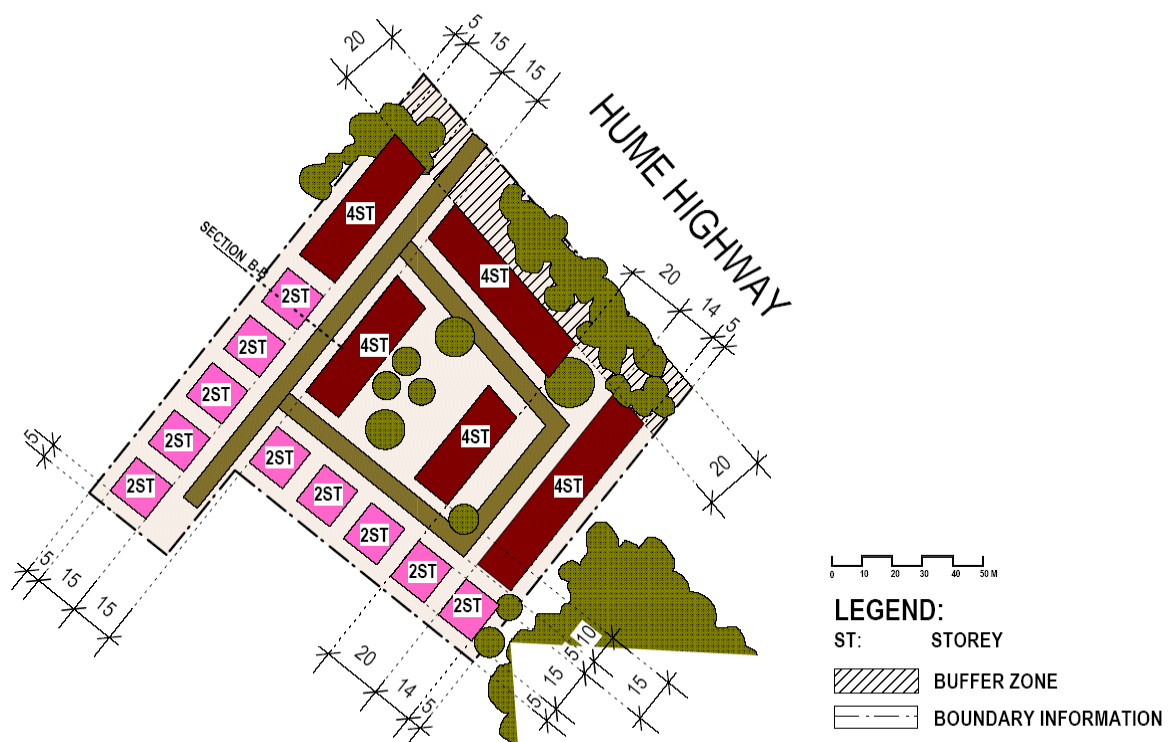
- 2.7** Development must comply with the minimum setbacks shown in Figure 2b and must ensure:
- (a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the site; and
 - (b) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the site.
- 2.8** Development must provide a minimum 20 metre wide landscape buffer zone to the Hume Highway boundary of the site to enhance the Remembrance Driveway landscape corridor.



2.9 Development must provide a minimum 5 metre wide landscape buffer zone to the eastern boundary of the site to minimise any impact on Carysfield Park. The landscape buffer zone may include private open spaces.

2.10 Vehicle access to the site may be permitted from the Hume Highway, but is not permitted from Manuka Crescent.

Figure 2b: Proposed storey limit and setback controls for development that consolidates the lots at 713–727 Hume Highway, Bass Hill into a single site



Site specific controls: 739 Hume Highway, Bass Hill within Zone B2 Local Centre

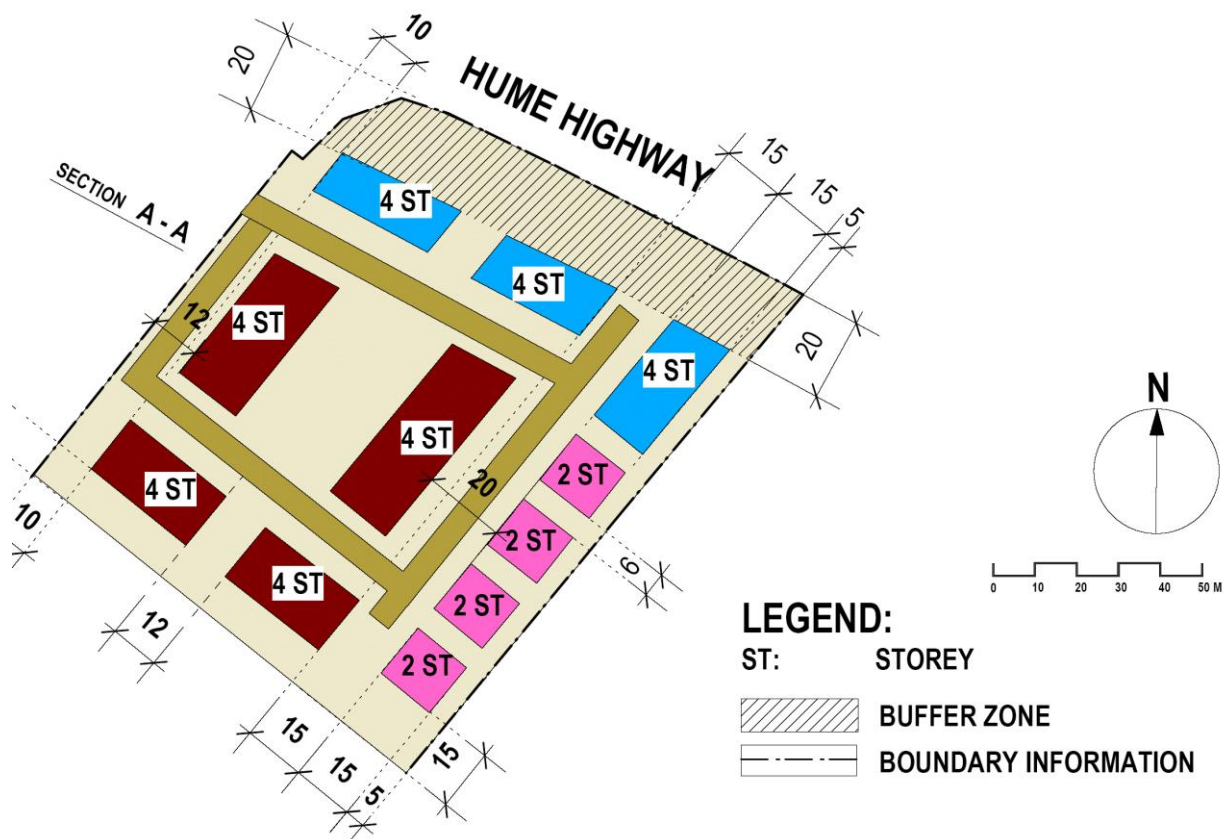
2.11 Development must comply with the storey limit (not including basements) shown in Figure 2c and must ensure:

- development within 20 metres of the eastern boundary of the site does not exceed 2 storeys; and
- development in the remaining area of the site does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.



- 2.12** Development must comply with the minimum setbacks shown in Figure 2c and must ensure:
- (a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the site; and
 - (b) development provides appropriate solar access to the existing dwellings that adjoin the eastern boundary of the site.
- 2.13** Development must provide a minimum 20 metre wide landscape buffer zone to the Hume Highway boundary of the site to enhance the Remembrance Driveway landscape corridor.
- 2.14** Vehicle access to the part of the site within Zone B2 Local Centre may be permitted from the Hume Highway, but is not permitted from:
- (a) the access handle to Johnston Road; or
 - (b) Handle Street.

Figure 2c: Proposed storey limit and setback controls for mixed use development at the part of the site at 739 Hume Highway, Bass Hill that is within Zone B2 Local Centre





Site specific controls: 739 Hume Highway, Bass Hill within Zone R4 High Density Residential

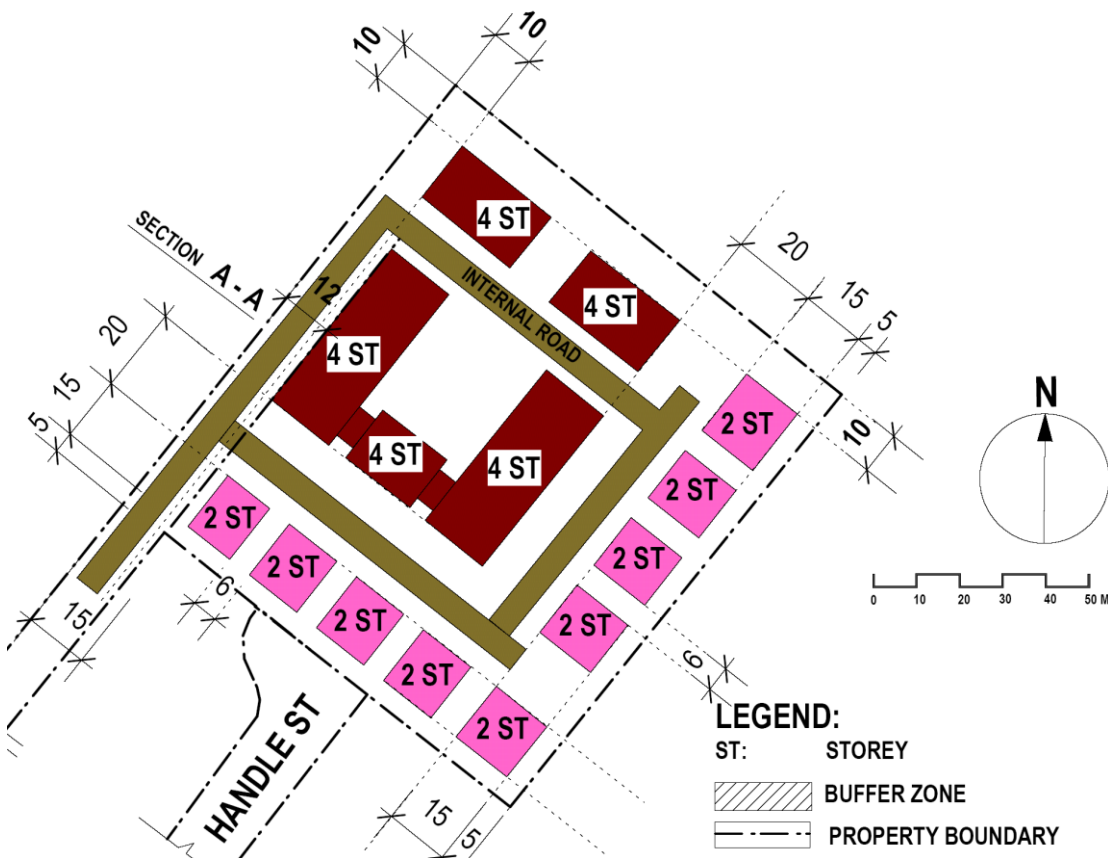
2.15 Development must comply with the storey limit (not including basements) shown in Figure 2d and must ensure:

- (a) development within 20 metres of the southern and eastern boundaries of the site does not exceed 2 storeys; and
- (b) development in the remaining area of the site does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

2.16 Development must comply with the minimum setbacks shown in Figure 2d and must ensure a development provides appropriate solar access to the existing dwellings that adjoin the southern and eastern boundaries of the site.

2.17 Vehicle access to the part of the site that is within Zone R4 High Density Residential may be permitted from the access handle to Johnston Road, but is not permitted from Handle Street.

Figure 2d: Proposed storey limit and setback controls for development on the part of the site at 739 Hume Highway, Bass Hill that is within Zone R4 High Density Residential





Site specific controls: Former Bass Hill Drive–In Theatre Site, Bass Hill

- 2.18** The distribution of the open space and residential dwelling types must be generally in accordance with that shown in Figure 2e.
- 2.19** Development on the 11 metre wide access handle fronting the Hume Highway must be designed in consultation with Council. This land is not considered suitable for separate residential development.
- 2.20** Development that requires “significant architectural treatment” as shown in Figure 2f must:
- (a) incorporate particular architectural features in the external treatment such as entry corner features, stronger roof elements, feature stone walls, prominent veranda elements, domestic character above garages and the like; and
 - (b) ensure the architectural features are appropriate to the situation such as marking the head of a vista or marking an intersection.
- 2.21** Development must comply with the setback and building envelope controls in Appendix 2.
- 2.22** Buildings may be built to the side boundaries in accordance with Appendix 2 provided:
- (a) living areas adjoining the property boundary are able to receive ample direct sunlight and ventilation; and
 - (b) adjoining sites will not be affected and management of property on common boundaries minimise neighbour conflict.
- 2.23** Development must provide private open space in accordance with the following controls:
- (a) Sites that are greater than 300m² in area must provide a minimum 80m² of private open space. This can be provided as two separate spaces provided:
 - (i) each space contains an area greater than 35m² and a minimum width of 3.5 metres throughout; and
 - (ii) the remaining contributory spaces must have a minimum width of 2 metres.
 - (b) Sites that are 300m² or less in area must provide a minimum 60m² of private open space. This can be provided as two separate spaces provided:
 - (i) each space contains an area greater than 25m² and a minimum width of 3.5 metres throughout; and
 - (ii) the remaining contributory spaces must have a minimum width of 2 metres.
 - (c) Sites 73 to 96 as shown in Figure 2e may include the space forward of the front building line as private open space provided the maximum height of the front fence is 1.2 metres.



Figure 2e: Development Master Plan



**based on indicative house types

building envelope plan
1:1000



Greater Union Drive-In Site | building envelope plan

broham | Cnr. Johnston & Arundle Roads
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checked: amb

issue for amended Development Application c 30/10/09
issue for amended Development Application b 09/07/08
issue for Development Application a 26/09/07
amendments Date

integrated DESIGN group
architects bathurst | sydney

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integrated DESIGN group p/l
abn 21 985 788 058
nominated architect tony mcburney reg. no. 5273 | simon thorne reg. no. 7093

issue c



Figure 2f: Development that requires significant architectural treatment (shown as an asterisk)





Pedestrian access

2.24 Development must retain existing mid-block connections or provide new mid-block connections as shown in Figure 2g to provide a legible pedestrian network that is easy to move around and connections important destinations.

2.25 The minimum width of the proposed mid-block connections is 5 metres.

2.26 Active street frontages must be provided to the ground floor of the main street as identified in Figure 2g.

Figure 2g: Active street frontages and mid-block connections





SECTION 3—BIRRONG SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Birrong as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 3 applies to land shown in Figure 3a.

Figure 3a: Land Application Map





Desired Character

The Birrong Small Village Centre will continue to function as a local shopping and commuting precinct servicing the day-to-day needs of residents.

The Auburn Road local shops will be the focal point for activity, a place of shopping, a place of social interaction, a place that will capitalise on the residents and commuters passing through daily. The accessible railway station will be the focal point for commuting, a great public space which connects both sides of the railway line. Low-rise buildings will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre.

The local streets will be a tranquil place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. The urban spaces and street trees will create a 'sense of place' for the small village centre.

There are two precincts of distinctive functional and physical character within the small village centre as shown in Figure 3b, which offer an effective base to implement the desired character and development controls at the local level.

C1 Gateway

The accessible railway station is the focal point for commuting, a great public space which connects both sides of the railway line. A distinct place that creates a memorable arrival to the small village centre. The gateway is also a central place of leisure, a place where people can play, relax and socialise in Avalon Reserve and surrounding urban spaces.

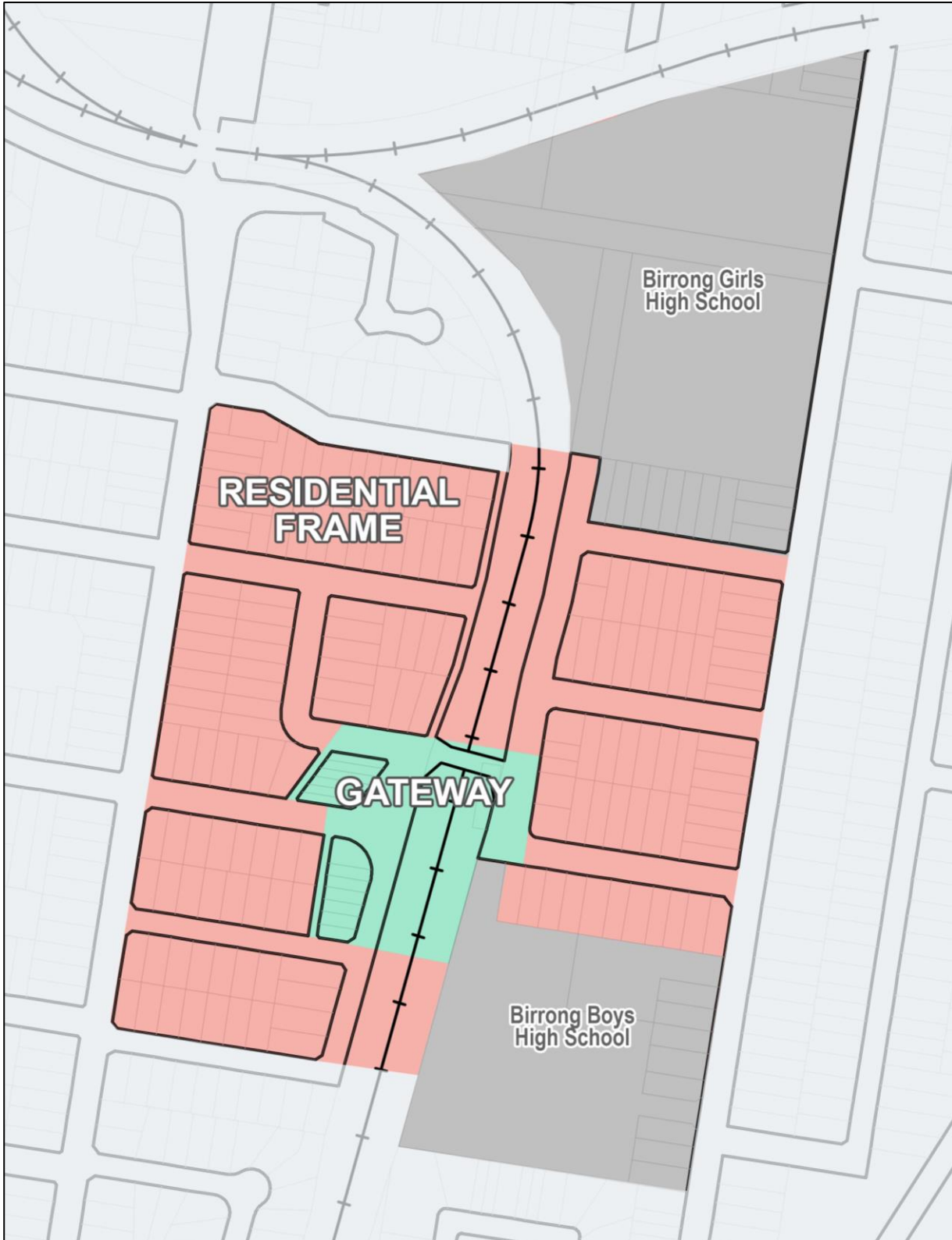
C2 Residential Frame

The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the small village centre. This compact place will accommodate a mix of living choices that respond to local needs. A place where many, from young families to seniors are making their homes within a short walking distance of the railway station. The low-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.

The Residential Frame precinct is also a place of green streets. Street trees will define the public domain and strengthen the centre's 'neighbourhood' character, which is valued by the community and one of the reasons people live and spend time in the small village centre. The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle.



Figure 3b: Precinct Plan



Source: North Central Local Area Plan



Objectives

- 01** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- 02** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- 03** To provide storey limits.
- 04** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- 05** To ensure the building form and design provide appropriate amenity to residents.
- 06** To minimise overshadowing particularly from upper levels.
- 07** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- 08** To improve the legibility of the centre by defining important corners and prominent sites.

Development Controls

Storey limits

- 3.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)

Setbacks

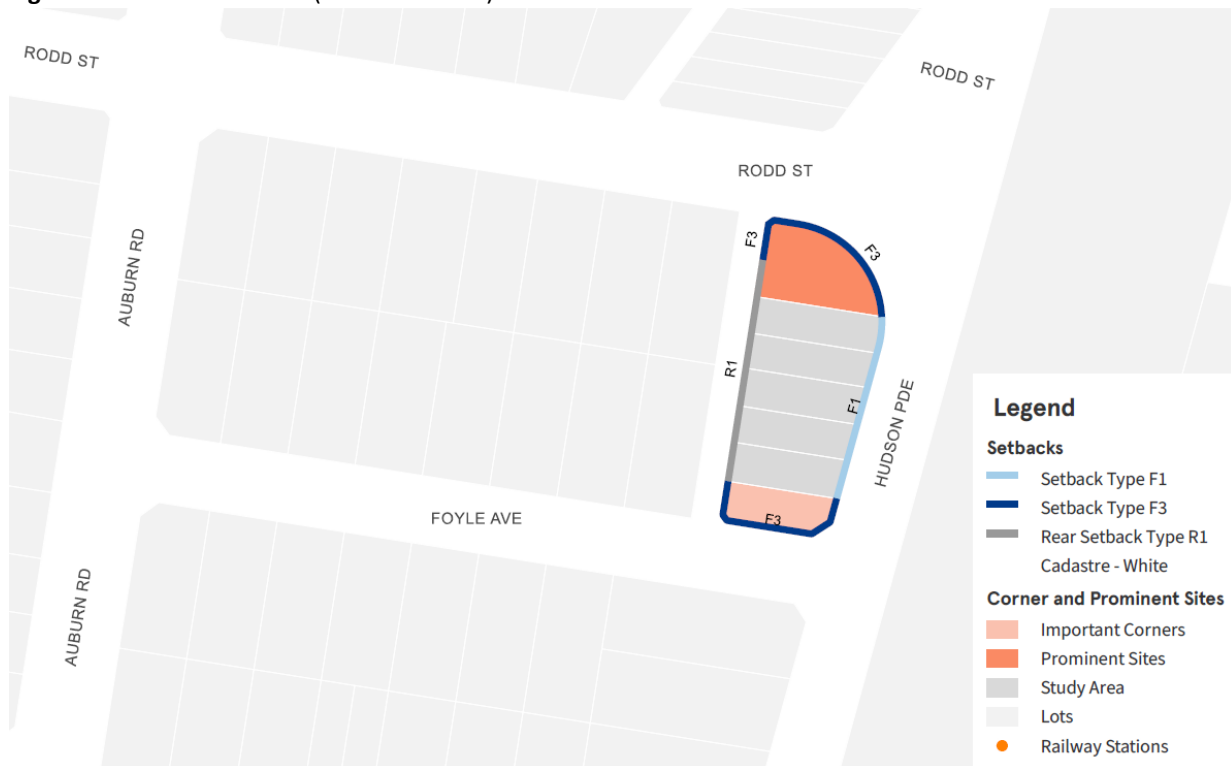
- 3.2** Development must:
- (a) comply with the minimum setbacks shown in Figures 3c and 3d and Appendix 1;
 - (b) comply with Setback Type S1 to maintain continuous street walls unless otherwise indicated in Figures 3c and 3d and Appendix 1;
 - (c) provide a two storey street wall to the primary and secondary street frontages.



Figure 3c: Setback Controls (Auburn Road)



Figure 3d: Setback Controls (Hudson Parade)



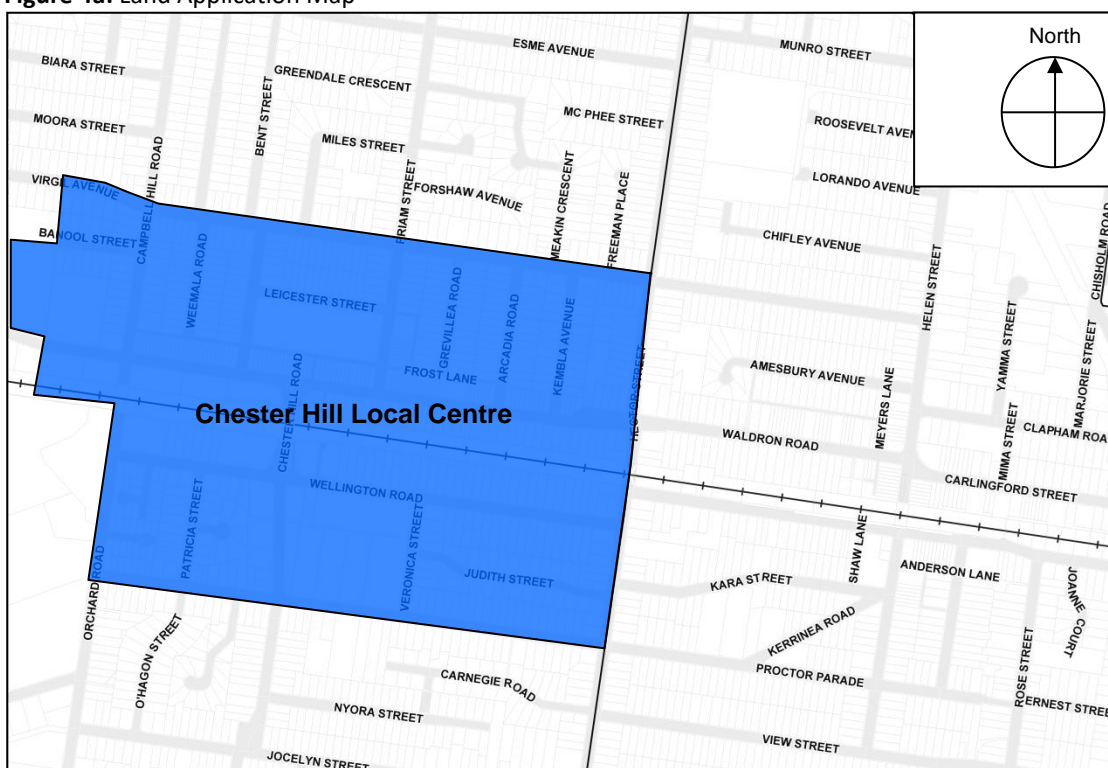


SECTION 4—CHESTER HILL LOCAL CENTRE

Explanation

Connective City 2036 recognises Chester Hill as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 4 applies to land shown in Figure 4a.

Figure 4a: Land Application Map





Desired Character

C1 Chester Hill Local Centre

The Chester Hill Local Centre will continue to function as the largest shopping precinct servicing the northern suburbs of the North West Local Area. The built form will offer a wide range of medium and high density living within easy walking distance of the railway station and civic spaces.

Waldron Road will transform into the main street for the local centre. This will generally be in the form of a mix of retail and commercial activities on the ground and first floors with high density living above. This will strengthen the retail core, activate the street level and enhance natural surveillance.

The south side of the local centre will provide a conveniently located and highly valued community hub for the residents of the northern suburbs to gather and meet, comprising the multi-purpose community centre, library and meeting spaces.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.
- O4** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- O5** To ensure the building form and design provide appropriate amenity to residents.
- O6** To minimise overshadowing particularly from upper levels.
- O7** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.



Development Controls

Storey limit

- 4.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
13 metres	4 storeys (no attic)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)
26 metres	8 storeys (no attic)

Street setbacks

- 4.2** The minimum setback to the primary and secondary street frontages of sites within Zone B2 Local Centre are:
- (a) zero setback for the basement level, the first storey (i.e. the ground floor) and second storey; and
 - (b) 5 metres for the third storey and above.

Side setbacks

- 4.3** The minimum setback to the side boundary of sites within Zone B2 Local Centre is zero setback for all storeys. Where development is adjacent to residential zoned land, Council may increase the minimum setback to the side boundary.

Rear setbacks

- 4.4** The minimum setback to the rear boundary of sites within Zone B2 Local Centre are:
- (a) zero setback for the first storey (i.e. the ground floor) and second storey where the site adjoins a rear lane; or
 - (b) 3 metres for the first storey (i.e. the ground floor) and second storey where the site does not adjoin a rear lane; and
 - (c) 3 metres for the third storey and above.



- 4.5** Despite clause 4.4, dwellings on sites identified in Figure 4b must comply with:
- (a) the minimum setbacks shown in Figure 4b; or
 - (b) incorporate appropriate measures to ensure that the following LAeq levels are not exceeded:
 - (i) in any bedroom in the building—35 dB(A) at any time between 10.00 pm and 7.00 am; and
 - (ii) anywhere else in the building (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

This clause applies to certain sites affected by the Southern Sydney Freight Line. The rear setback should form part of a landscape buffer zone.

Figure 4b: Minimum rear setback for dwellings on certain sites within the local centre





Connective City 2036 recognises Condell Park as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 5 applies to land shown in Figure 5a.



Desired Character

C1 Condell Park Small Village Centre

The Condell Park Small Village Centre will continue to function as a small shopping precinct servicing the day-to-day needs of residents, a relaxing place where residents can catch up and have a chat over coffee. The low-rise built form will maintain the suburban neighbourhood character.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.
- O4** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- O5** To ensure the building form and design provide appropriate amenity to residents.
- O6** To minimise overshadowing particularly from upper levels.
- O7** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls

Storey limits

- 5.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)



Setbacks

5.2 Development must:

- (a) comply with the minimum setbacks shown in Figure 5b and Appendix 1;
- (b) comply with Setback Type S1 to maintain continuous street walls unless otherwise indicated in Figure 5b and Appendix 1;
- (c) provide a two storey street wall to the primary and secondary street frontages.

Figure 5b: Setback Controls



SECTION 6—EAST HILLS SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises East Hills as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 6 applies to land shown in Figure 6a.

Figure 6a: Land Application Map





Desired Character

The East Hills Small Village Centre will continue to function as a local shopping and commuting precinct servicing the day-to-day needs of residents with excellent access to high quality open space and the Georges River.

Active street frontages at the Maclaurin Avenue shops will create a vibrant streetscape. The local streets will be a tranquil place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Low-rise buildings will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the small village centre. The urban spaces and street trees will create a 'sense of place' for the small village centre.

While there are two precincts of distinctive functional and physical character within the local centre as shown in Figure 6b, this section is specific to the Gateway Precinct. This precinct offers an effective base to implement the desired character and development controls at the local level.

Figure 6b: Precinct Plan



Source: South West Local Area Plan



C1 Gateway Precinct

Maclaurin Avenue and the accessible railway station are the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the small village centre. The gateway is also a central place of activity, a place where people can play, relax and socialise in Maclaurin Avenue and at parks located along the Georges River.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.
- O4** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- O5** To ensure the building form and design provide appropriate amenity to residents.
- O6** To minimise overshadowing particularly from upper levels.
- O7** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- O8** To improve the legibility of the centre by defining important corners and prominent sites.

Development Controls

Storey limit

- 6.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)



Setbacks

6.2 Development must:

- comply with the minimum setbacks shown in Figure 6c and Appendix 1;
- comply with Setback Type S1 to maintain continuous street walls unless otherwise indicated in Figure 6c and Appendix 1;
- provide a two storey street wall to the primary and secondary street frontages.

Figure 6c: Setback Controls





SECTION 7—GEORGES HALL SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Georges Hall as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 7 applies to land shown in Figure 7a.

Figure 7a: Land Application Map





Desired Character

C1 Georges Hall Small Village Centre

The Georges Hall Small Village Centre will continue to function as a small shopping precinct servicing the day-to-day needs of residents, a relaxing place where residents can catch up with neighbours and have a chat over coffee. The built form will maintain the low density neighbourhood character of the surrounding residential area.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.
- O4** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- O5** To ensure the building form and design provide appropriate amenity to residents.
- O6** To minimise overshadowing particularly from upper levels.
- O7** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls

Storey limit (not including basements)

- 7.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)



Street setbacks

- 7.2** The minimum setback to the primary and secondary street frontages of the site is zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey.

Side and rear setbacks

- 7.3** Where development is adjacent to residential zoned land, Council may increase the minimum setbacks to the side and rear boundaries.
- 7.4** For blank building walls with no window or balcony, the minimum setback to the side and rear boundaries of the site is zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey.
- 7.5** The maximum depth for cross-through dwellings (i.e. single or dual aspect dwellings where the side building walls do not contain a window or balcony) is 14 metres.
- 7.6** For building walls with a window or balcony in commercial development, shop top housing, and mixed use development that contains dwellings, the minimum setbacks to the side and rear boundaries of the site are:
- (a) 3 metres for the first storey (i.e. the ground floor). Council may allow a setback less than 3 metres provided it complies with the Building Code of Australia; and
 - (b) 3 metres for the second storey.
- 7.7** For building walls with a window or balcony in residential flat buildings, the minimum setback to the side and rear boundaries of the site is 5 metres for all storeys.

Setbacks within the site

- 7.8** The minimum setbacks between two or more habitable buildings on the site are:
- (a) 9 metres between the external enclosing walls of dwellings; and
 - (b) 6 metres between the balconies, above ground decks, and the like of dwellings.

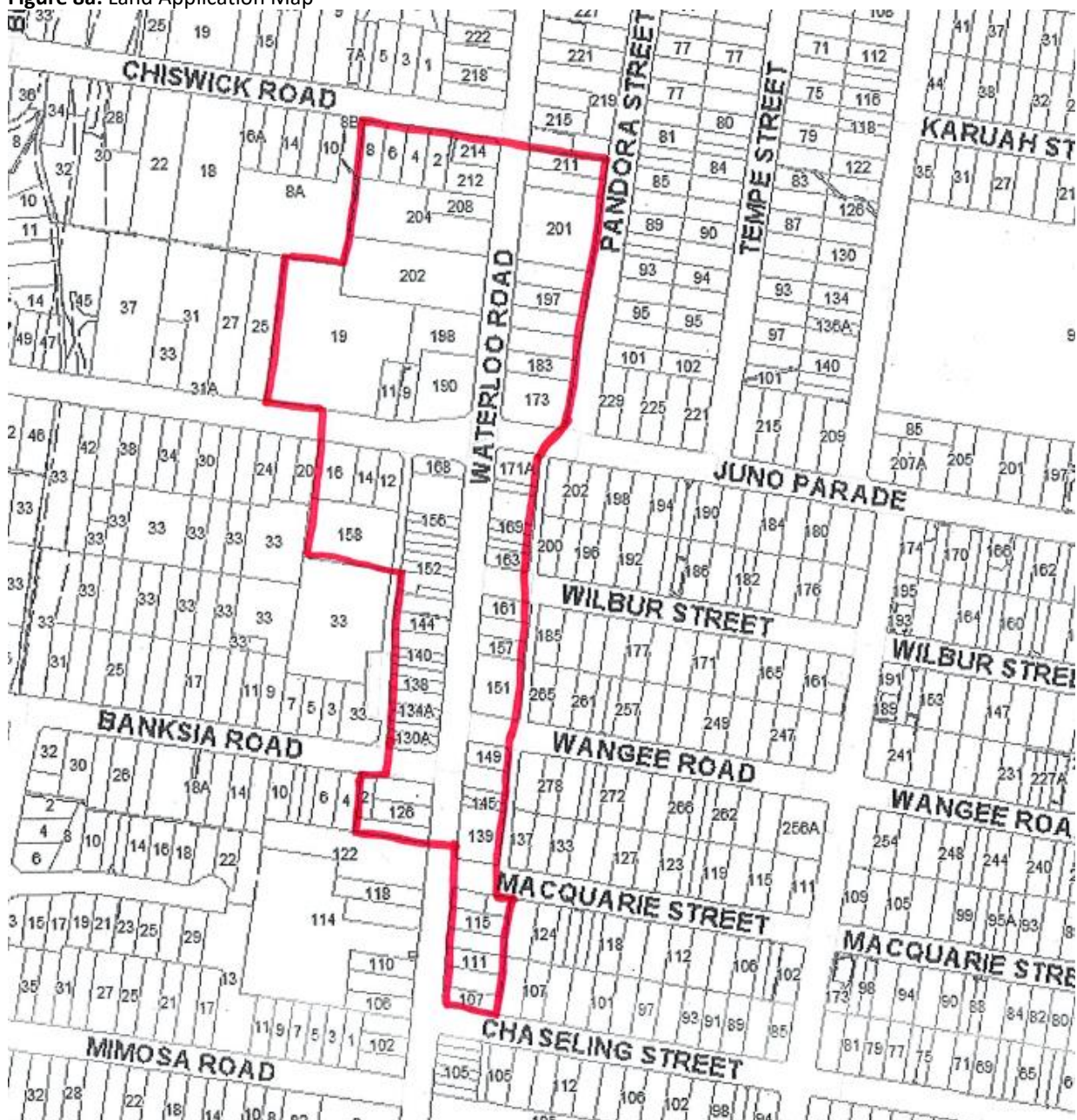


SECTION 8—GREENACRE LOCAL CENTRE

Explanation

Connective City 2036 recognises Greenacre as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 8 applies to land shown in Figure 8a.

Figure 8a: Land Application Map





Desired Character

The Greenacre Local Centre will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as the ‘heart’ of the local area.

Community Place is the central point from which the local centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. Community Place will be home to a modern multi-purpose community facility, a place for people to come together for events and social activities.

The main street (Waterloo Road) is an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking. The main street will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Active street frontages will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the local centre. Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a stunning platform from which to journey into the local centre. Roberts Park will provide a conveniently located community hub for youth and sporting activities.

While there are four precincts of distinctive functional and physical character within the local centre as shown in Figure 8b, this section is specific to the Main Street. This precinct offers an effective base to implement the desired character and development controls at the local level.

C1 Main Street

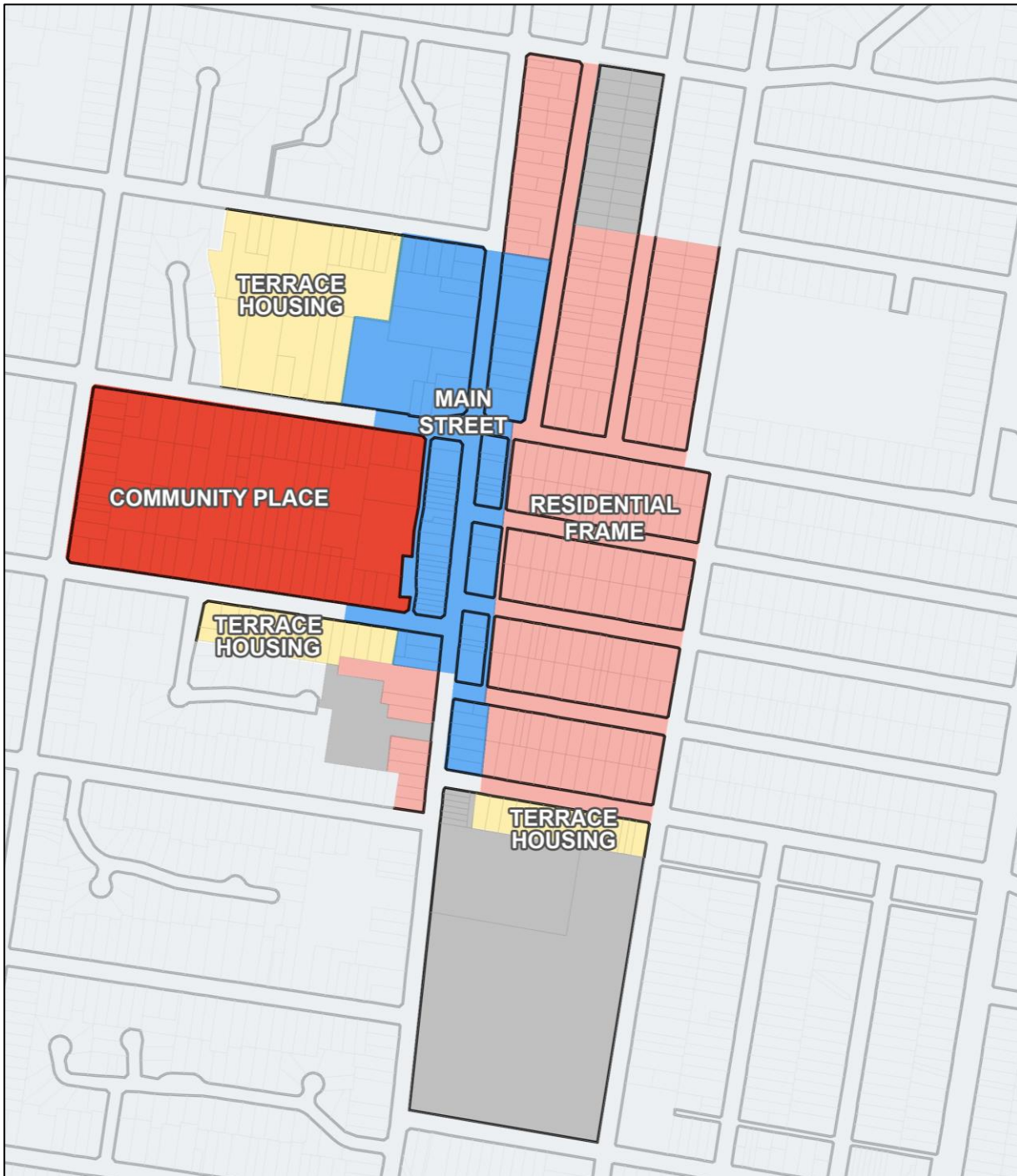
The Main Street (Waterloo Road) is a place that connects people, business, public transport and key destinations. Active street frontages along the main street will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. The main street will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk.

The main street will be a place of well-proportioned, human scale buildings that contribute to the sense of comfort and village feel. Based on the urban design analysis, the main street of a local centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than 6 storeys.



This continuous urban form helps define the streets and public spaces. It is recognised the development of the local centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.

Figure 8b: Precinct Plan



Source: North East Local Area Plan



Objectives

- 01** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- 02** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- 03** To provide storey limits.
- 04** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- 05** To ensure the building form and design provide appropriate amenity to residents.
- 06** To minimise overshadowing particularly from upper levels.
- 07** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- 08** To improve the legibility of the centre by defining important corners and prominent sites.
- 09** To improve pedestrian access by providing new mid-block connections and enhancing existing links as redevelopment occurs.

Development Controls

Storey limit

- 8.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)

Setbacks

- 8.2** Development must:
- (a) comply with the minimum setbacks shown in Figure 8c and Appendix 1;



- (b) comply with Setback Type S1 to maintain continuous street walls unless otherwise indicated in Figure 8c and Appendix 1;
- (c) provide a two storey street wall to the primary and secondary street frontages.

Figure 8c: Setback Controls





Mid-block connections

- 8.3** Development must retain existing mid-block connections or provide new mid-block connections as shown in Figure 8d to provide a legible pedestrian network that is easy to move around and connects important destinations.

Figure 8d: Mid-block connections



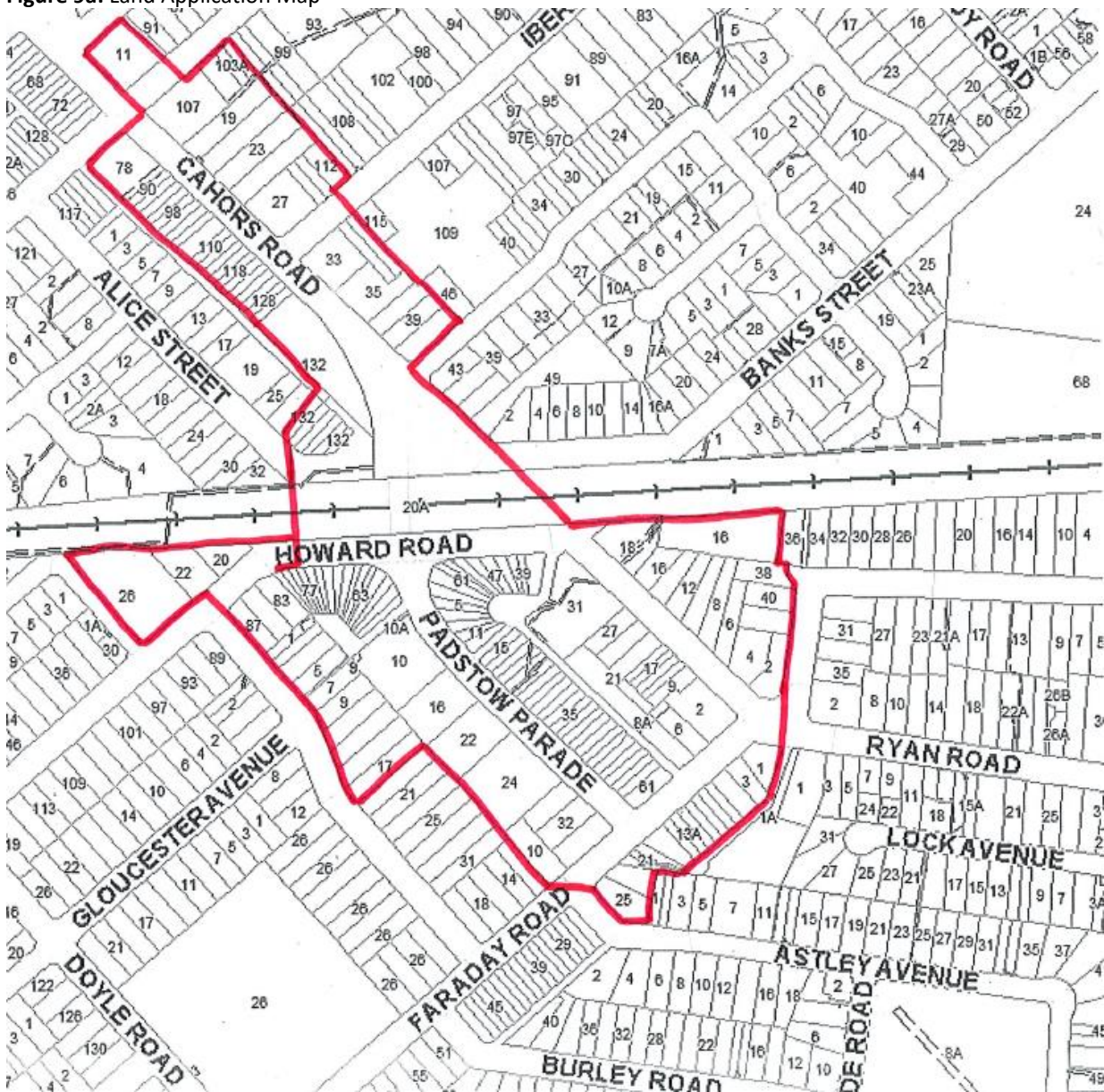


SECTION 9—PADSTOW LOCAL CENTRE

Explanation

Connective City 2036 recognises Padstow as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 9 applies to land shown in Figure 9a.

Figure 9a: Land Application Map





Desired Character

The Padstow Local Centre will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as one of the twin ‘hearts’ of the local area alongside the Revesby Local Centre.

Carl Little Reserve is the central point from which the local centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. Carl Little Reserve will be home to a modern multi-purpose community facility and civic space, a place for people to come together for events and social activities.

The Southern Commercial Core precinct is the local retail magnet with the anchor supermarket. Active street frontages along the main streets (Howard Road, Padstow Parade and Cahors Road) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. The streets will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the local centre. Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a stunning platform from which to journey into the local centre.

While there are four precincts of distinctive functional and physical character within the local centre as shown in Figure 9b, this section is specific to the Northern and Southern Commercial Cores and Residential Frame. These precincts offer an effective base to implement the desired character and development controls at the local level.

C1 Northern Commercial Core

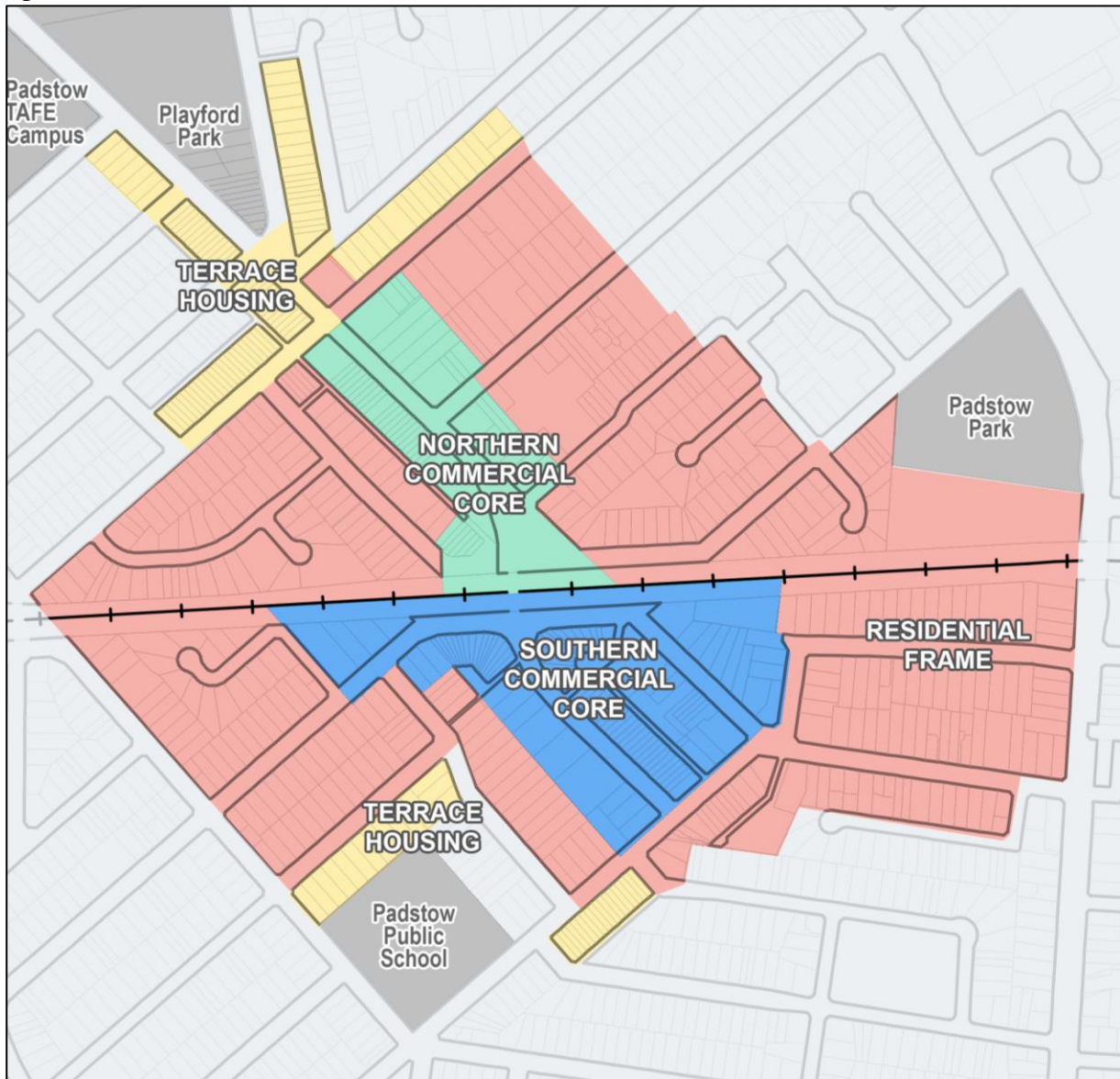
The Northern Commercial Core is the local community magnet, a place that provides a strong, distinctive and centrally located ‘heart’ for the local centre. The community hub will be a place for people to come together for events and social activities.

Active street frontages along the main street (Cahors Road) will combine with the community hub to create a vibrant streetscape bustling with people. The streets will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk.



Variety is also the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings next to the railway station. It is recognised the development of the local centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.

Figure 9b: Precinct Plan



Source: South East Local Area Plan



C2 Southern Commercial Core

The Southern Commercial Core is the local retail magnet with the anchor supermarket. Active street frontages along the main streets (Howard Road and Padstow Parade) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. The streets will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk.

Variety is also the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings next to the railway station. It is recognised the development of the local centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.

C3 Residential Frame

The Residential Frame is a liveable neighbourhood which marks the fringe of the local centre. This compact place will accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. The low and medium-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle. The leafy streets will also provide a stunning platform from which to journey into the local centre.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.
- O4** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- O5** To ensure the building form and design provide appropriate amenity to residents.
- O6** To minimise overshadowing particularly from upper levels.



- 07** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- 08** To improve the legibility of the centre by defining important corners and prominent sites.
- 09** To improve pedestrian access by providing new mid-block connections and enhancing existing links as redevelopment occurs.

Development Controls

Storey limit

- 9.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

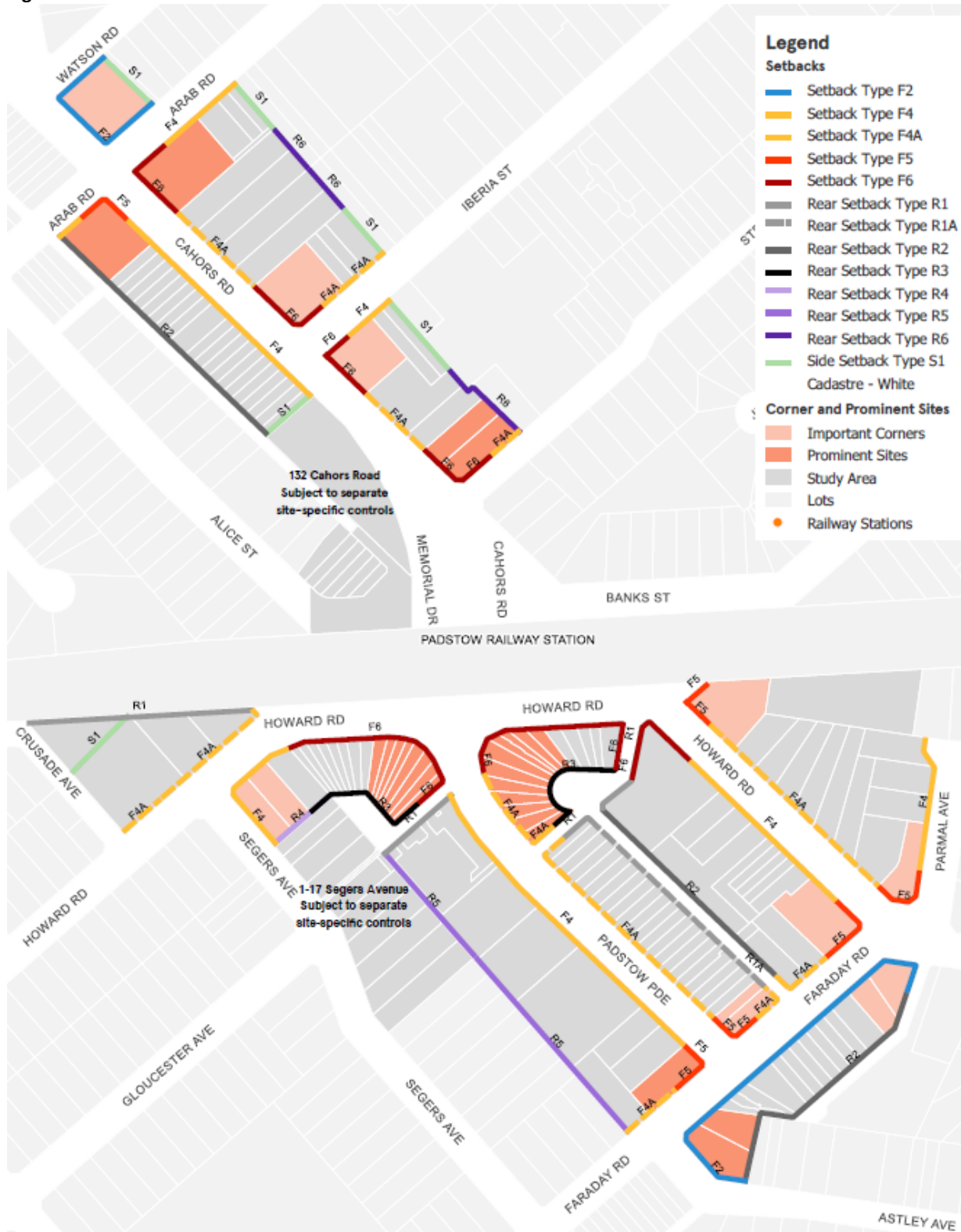
Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)
26 metres	8 storeys (no attic)

Setbacks

- 9.2** Development must:
- (a) comply with the minimum setbacks shown in Figure 9c and Appendix 1;
 - (b) comply with Setback Type S1 to maintain continuous street walls unless otherwise indicated in Figure 9c and Appendix 1;
 - (c) provide a four storey street wall to the primary and secondary street frontages.



Figure 9c: Setback Controls





Site specific controls: 1–17 Segers Avenue, Padstow

9.3 Development must comply with the minimum setbacks shown in Figures 9d–9f with the intended outcomes of:

- retaining this key development site as a single site;
- ensuring the form and separation of buildings on this key development site contribute to a high quality urban environment;
- widening the existing mid-block connection between Segers Avenue and Padstow Parade (known as the Padstow Pathway) to a minimum 6 metres at ground level. This mid-block connection is essential to creating a pedestrian network that connects the site and neighbouring residential areas to the railway station;
- limiting the ground floor to commercial uses. Active street frontages must locate along Segers Avenue and the mid-block connection;
- limiting the ground floor to servicing access only. Car parking should be limited to the basement levels to better activate the ground floor.

Figure 9d: Proposed building envelope for mixed use development on the site

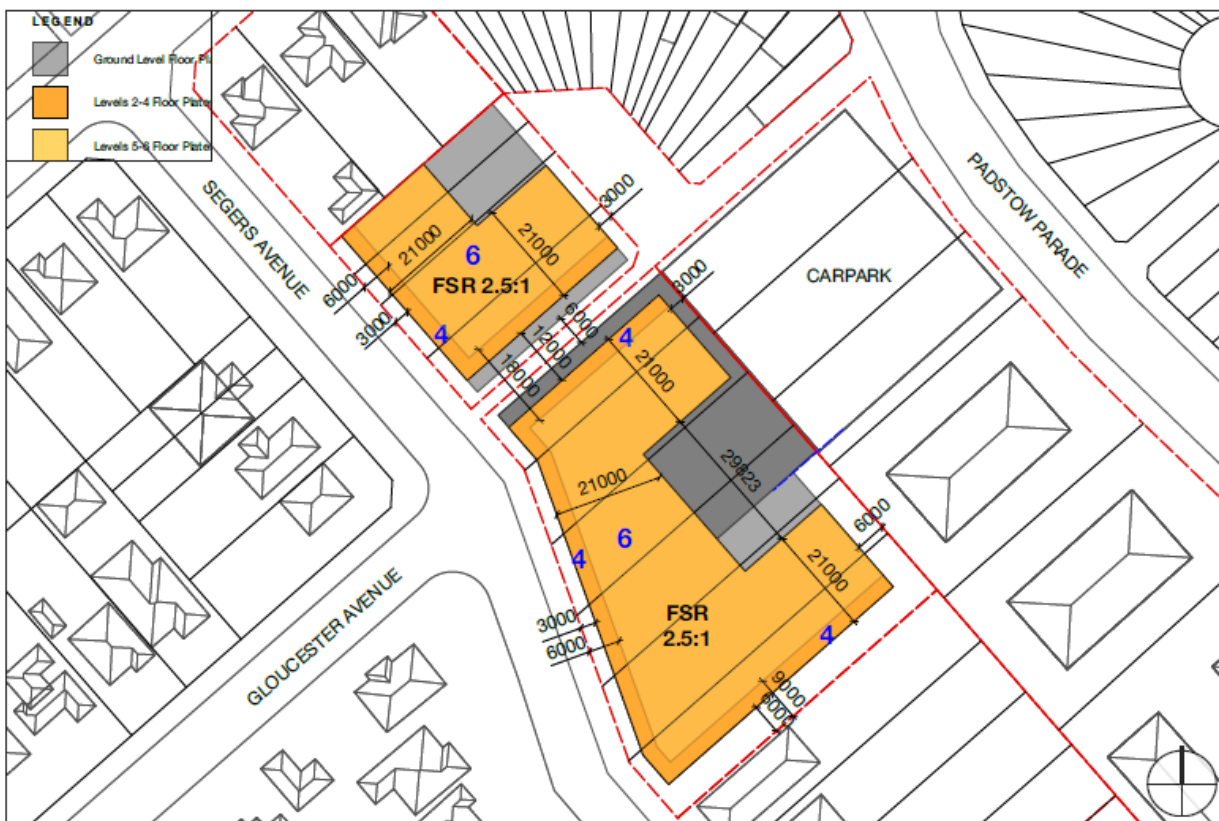




Figure 9e: Setback controls to the mid-block connection and side boundaries

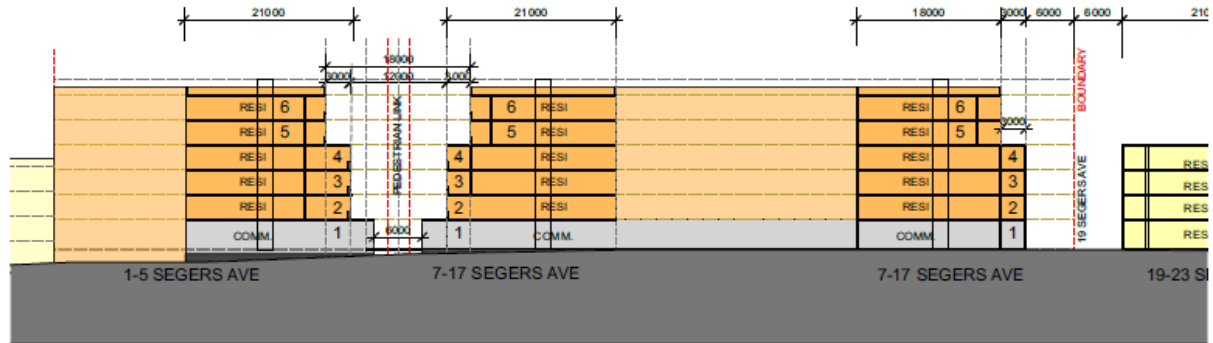
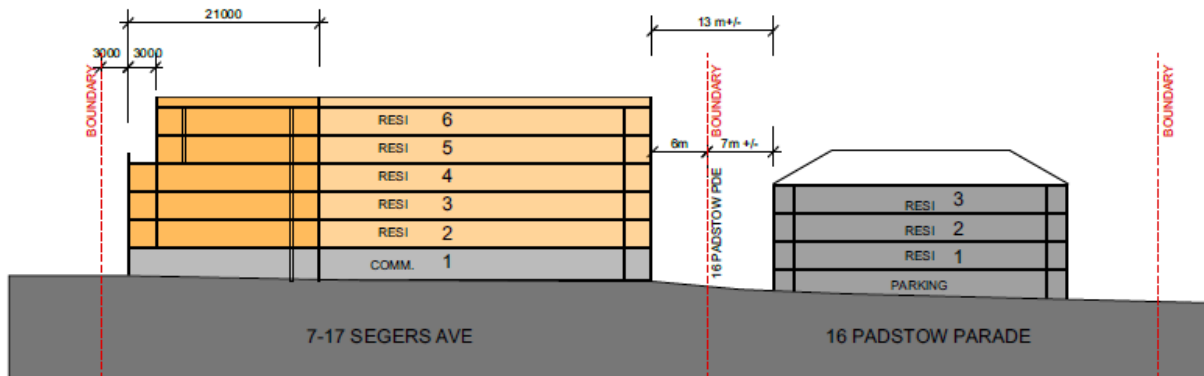


Figure 9f: Setback controls to the street and rear boundaries



9.4 Development must comply generally with the communal open space layout shown in Figure 9g, with the intended outcomes of:

- (a) creating a transition between Zone B2 Local Centre and Zone R4 High Density Residential;
- (b) protecting the amenity of Zone R4 High Density Residential; and
- (c) providing a minimum 6 metre wide deep soil zone along the southern and eastern boundaries where it interfaces with Zone R4 High Density Residential. The deep soil zone should be planted with canopy trees.



Figure 9g: Indicative communal open space layout and deep soil zone



Site specific controls: 71–87 Howard Road, Padstow

9.5 Despite clause 9.2, Council may require development at 71–87 Howard Road, Padstow to provide a new rear lane at least 6 metres wide. The new rear lane will provide vehicle access from Padstow Lane to Segers Avenue. The intended outcome is to create a new lane system that will improve streetscape and pedestrian safety, and encourage active street frontages. This land can be taken into account for the purposes of calculating setbacks.

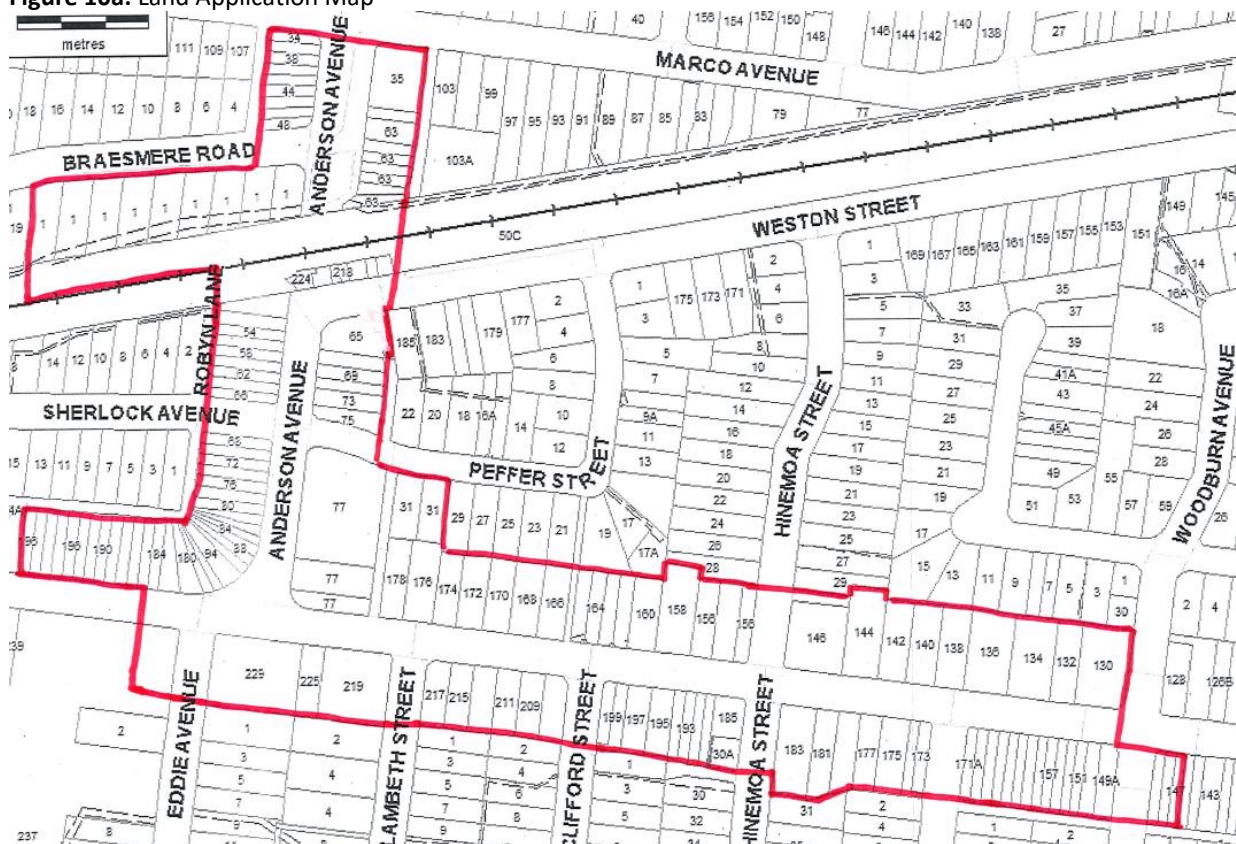


SECTION 10—PANANIA SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Panania as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 10 applies to land shown in Figure 10a.

Figure 10a: Land Application Map





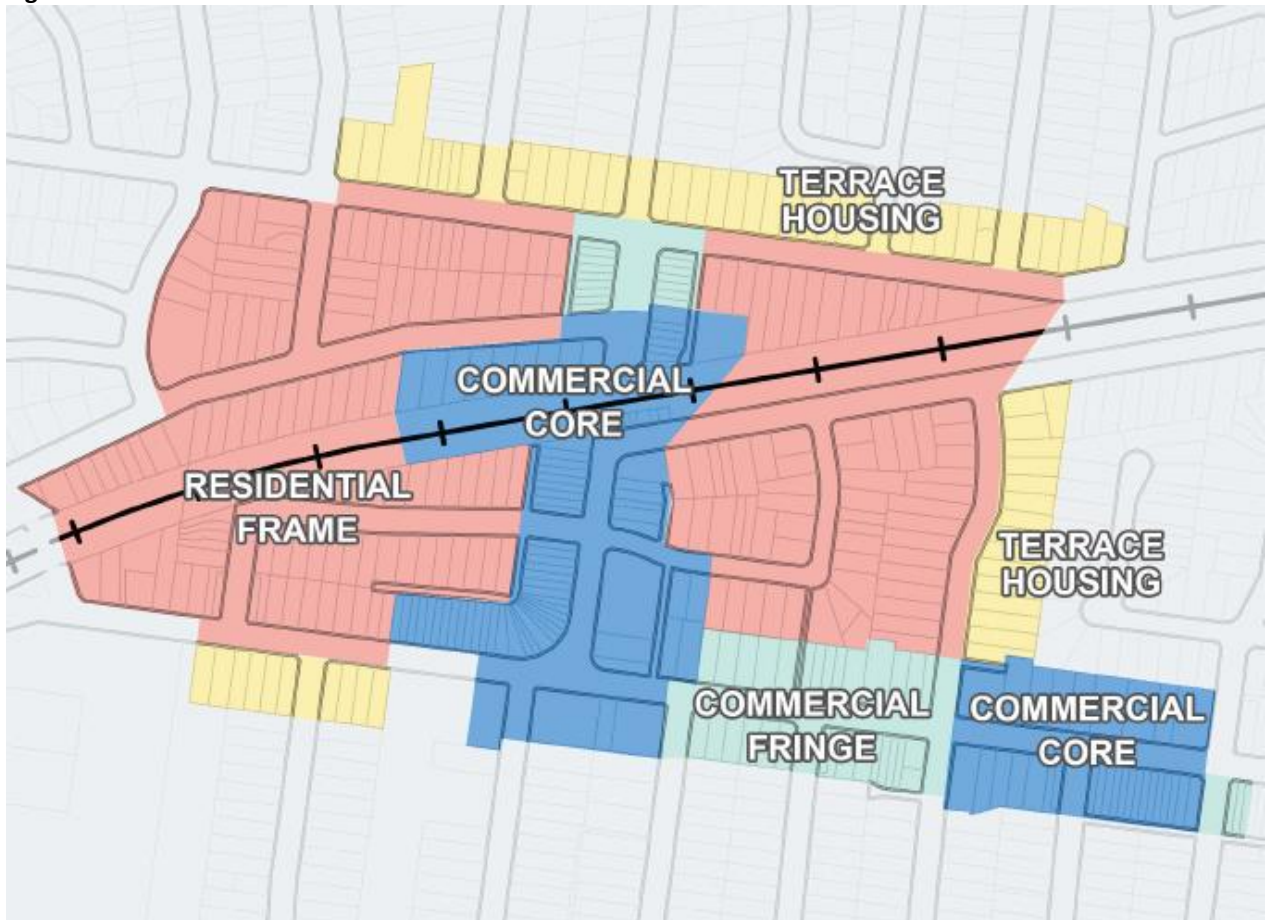
Desired Character

The Panania Small Village Centre will continue to function as a successful and bustling convenience centre built around a high quality and central community space.

The commercial core will create an active, urban experience with a combination of business and community facilities that will capitalise on the residents, visitors and commuters passing through daily. The people focussed streets will be an invitation to explore the commercial core and provide a place for community interaction.

Medium and medium–high rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the commercial core. Leafy streets will connect people to the low–rise liveable neighbourhoods and provide a platform from which to journey into the centre.

Figure 10b: Precinct Plan



Source: South West Local Area Plan



While there are four precincts of distinctive functional and physical character within the local centre as shown in Figure 10b, this section is specific to the Commercial Core and Commercial Fringe. These precincts offer an effective base to implement the desired character and development controls at the local level.

C1 Commercial Core

The Commercial Core precinct is the local magnet, a place that provides a strong, distinctive and centrally located ‘heart’ for the small village centre. This compact mixed use place is bustling with people and activity focused around a high quality community space at the corner of Tower Street and Anderson Road.

Active street frontages at the intersection of Tower Street and Anderson Avenue, north towards Panania Railway Station will create a vibrant streetscape. The streets will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk.

Variety is also the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings next to the railway station and along the core main street. It is recognised the development of the centre will occur over time, resulting in a mixture of old and new buildings with contrasting building heights and architectural styles. The precinct is enhanced by the retention of heritage significant properties which add to the character of the centre and tell the story of Panania. St Christopher’s Church is an excellent example of the adaptive re-use of the 1950s Star Picture Theatre.

C2 Commercial Fringe

The Commercial Fringe precinct connects the commercial core areas and provides an appropriate transition to surrounding residential areas. The streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk, sit and talk. Active street frontages are encouraged along the main street.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.



- 04** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- 05** To ensure the building form and design provide appropriate amenity to residents.
- 06** To minimise overshadowing particularly from upper levels.
- 07** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- 08** To improve the legibility of the centre by defining important corners and prominent sites.

Development Controls

Storey limit

- 10.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

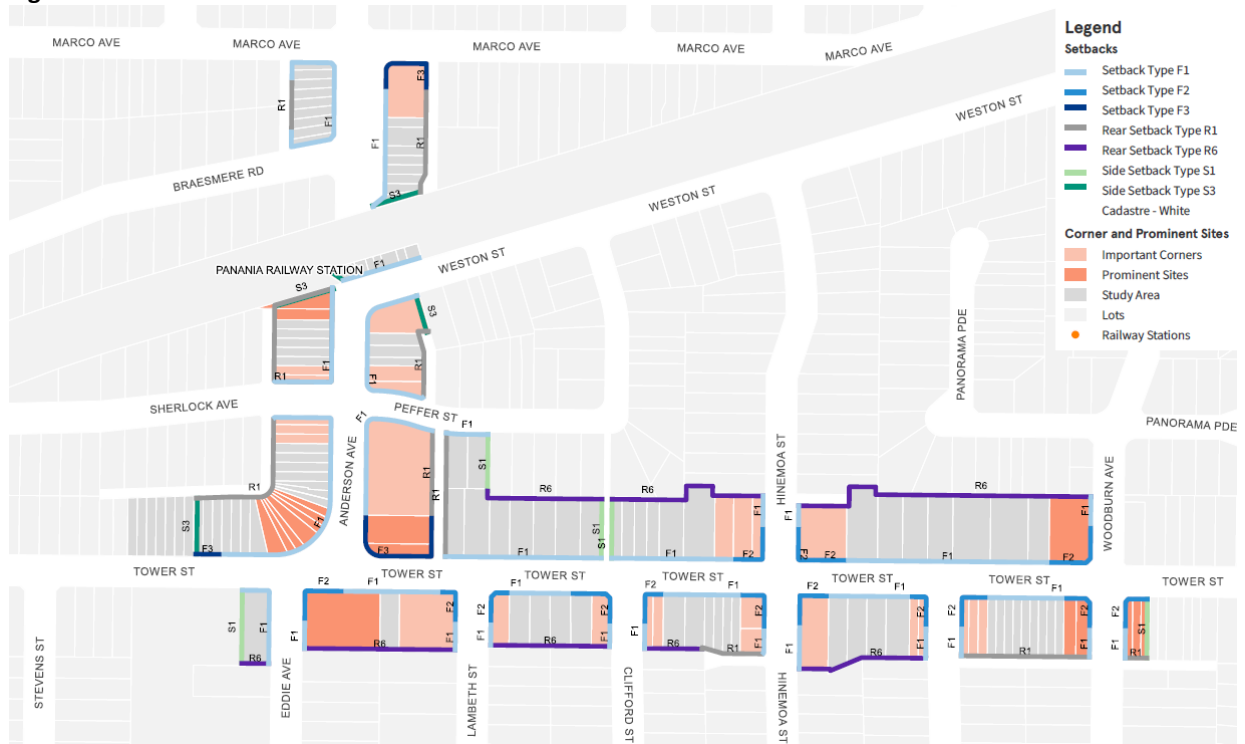
Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)

Setbacks

- 10.2** Development must:
- (a) comply with the minimum setbacks shown in Figure 10c and Appendix 1;
 - (b) comply with Setback Type S1 to maintain continuous street walls unless otherwise indicated in Figure 10c and Appendix 1;
 - (c) provide a two storey street wall to the primary and secondary street frontages.



Figure 10c: Setback Controls



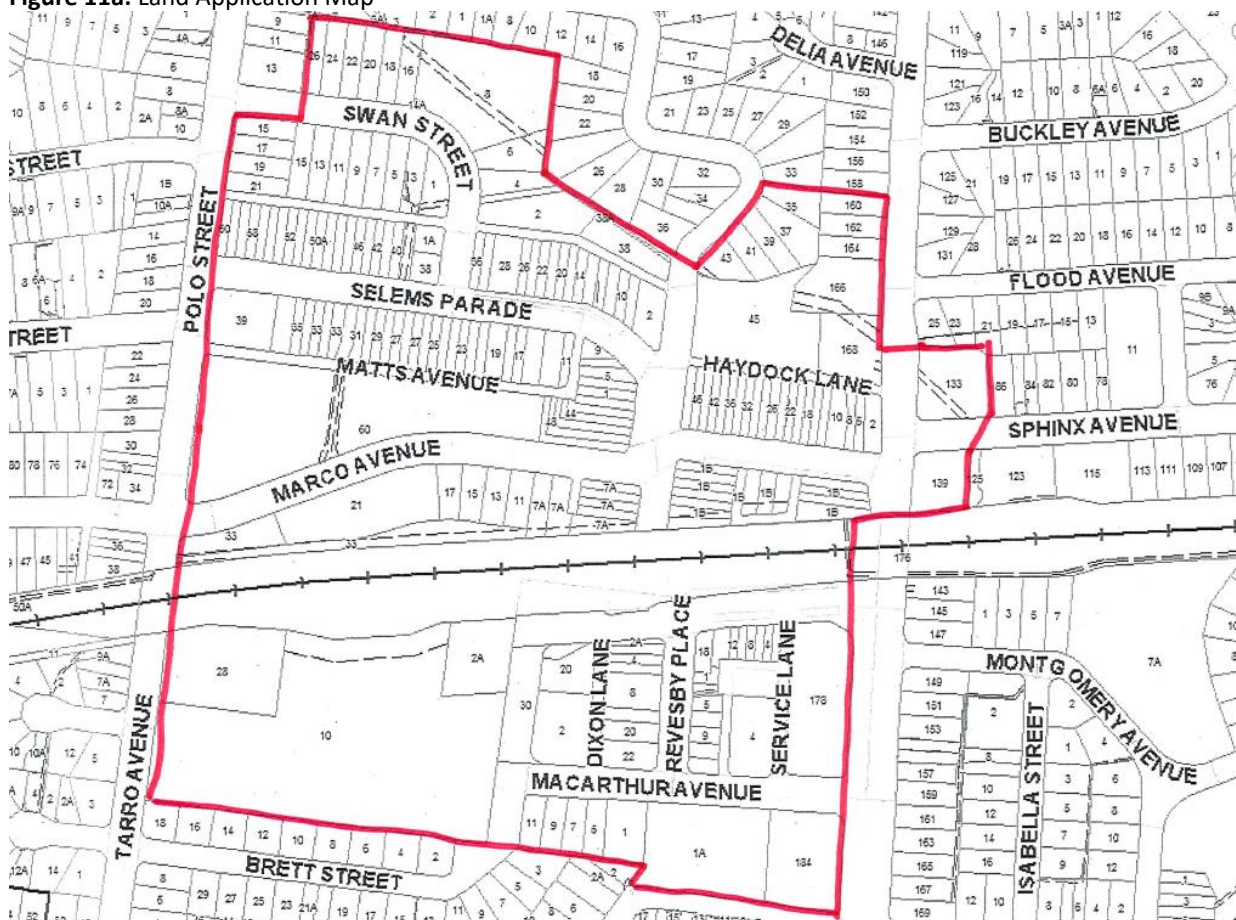


SECTION 11–REVESBY LOCAL CENTRE

Explanation

Connective City 2036 recognises Revesby as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 11 applies to land shown in Figure 11a.

Figure 11a: Land Application Map





Desired Character

The Revesby Local Centre will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as one of the twin ‘hearts’ of the local area alongside the Padstow Local Centre.

The welcoming and successful central plaza between the railway station and Abel Reserve is the central point from which the local centre radiates. An inviting place where people choose to walk, relax, sit and talk. A flexible place where people can participate in civic life. A distinct place that creates a memorable arrival to the local centre.

The main streets (Marco Avenue, Selems Parade and Revesby Place) are an attractive and bustling place. A place of local jobs, a place of shopping, a place of dining and social interaction, a place of walking. The main streets will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Active street frontages will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.

Ray McCormack Reserve will be home to a modern multi– purpose community facility, a place for people to come together for events and social activities. Amour Park will provide a conveniently located community hub for youth, sporting and leisure activities.

Low and medium–rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the local centre. Leafy streets will connect people to the low–rise liveable neighbourhoods and provide a stunning platform from which to journey into the local centre.

There are three precincts of distinctive functional and physical character within the local centre as shown in Figure 11b, which offer an effective base to implement the desired character and development controls at the local level.

C1 Northern Commercial Core

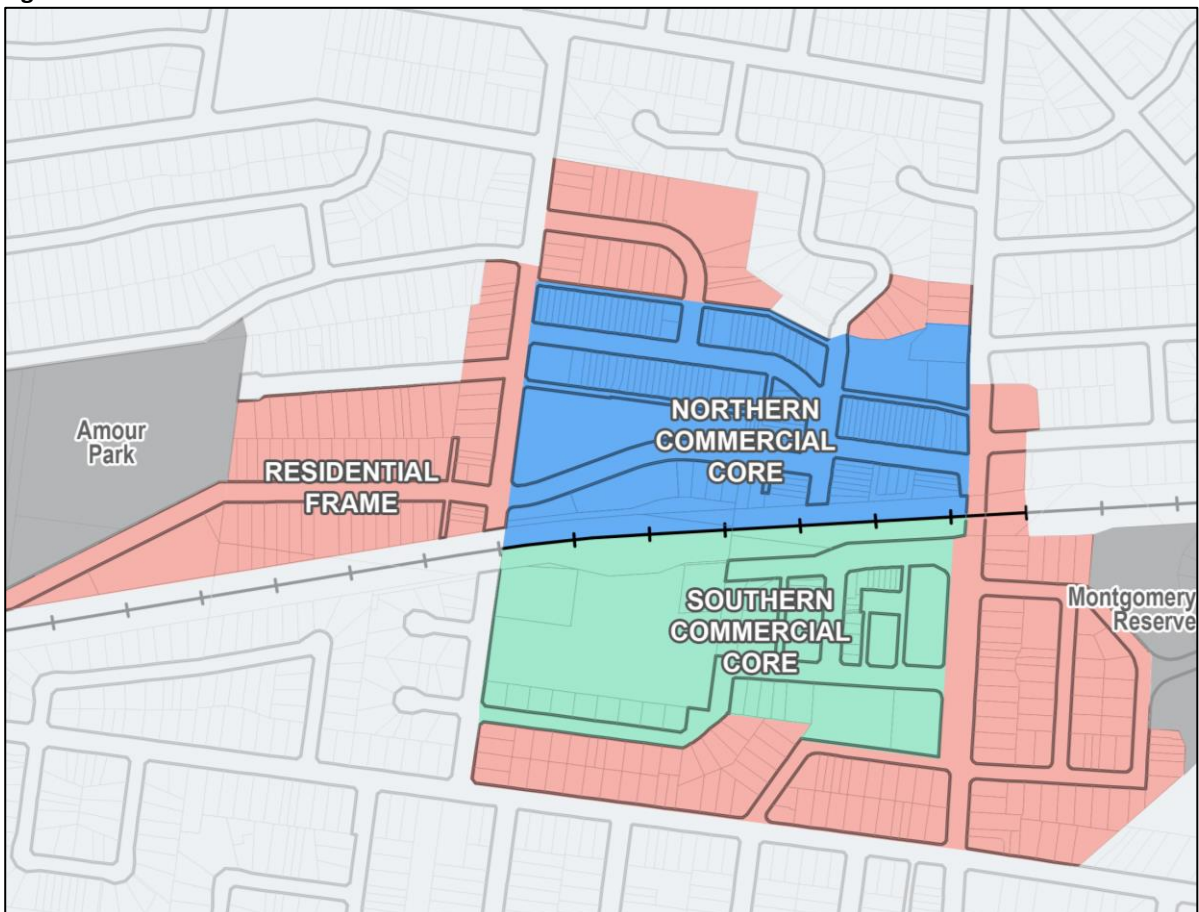
The Northern Commercial Core is the local magnet, a place that provides a strong, distinctive and centrally located ‘heart’ for the local centre. This compact mixed use place is bustling with people and activity between the key destinations, namely the central plaza, railway station, anchor supermarket and Abel Reserve. The central plaza will be a place for people to come together for events and social activities.



Active street frontages along the main streets (Marco Avenue and Selems Parade) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. The streets will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk.

Variety is also the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings next to the railway station. It is recognised the development of the local centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.

Figure 11b: Precinct Plan



Source: South East Local Area Plan



C2 Southern Commercial Core

The Southern Commercial Core is a compact mixed use place with two anchor destinations: the community hub (Ray McCormack Reserve) and the Revesby Workers Club. The community hub will be a welcoming and successful public and cultural destination where people choose to come together for events and social activities.

The streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk, sit and talk. Active street frontages along the main street (Revesby Place) will combine with the community hub to create a vibrant streetscape.

Variety is also the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings next to the railway station. It is recognised the development of the local centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.

C3 Residential Frame

The Residential Frame is a liveable neighbourhood which marks the fringe of the local centre. This compact place will accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. The low and medium-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood. The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle.

Objectives

- 01** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- 02** To maintain a pedestrian scale to the street.
- 03** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- 04** To provide storey limits.
- 05** To ensure the building form and design provide appropriate amenity to residents.
- 06** To minimise overshadowing particularly from upper levels.



- 07** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- 08** To improve the legibility of the centre by defining important corners and prominent sites.
- 09** To reduce the risk to human life and damage to property caused by flooding by:
 - (a) controlling development on land affected by potential floods;
 - (b) ensuring overland flow paths are continuous and clear of obstructions.

Development Controls

Storey limit

- 11.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)
26 metres	8 storeys (no attic)

Setbacks

- 11.2** Development must:
- (a) comply with the minimum setbacks shown in Figure 11c and Appendix 1;
 - (b) comply with Setback Type S1 to maintain continuous street walls unless otherwise indicated in Figure 11c and Appendix 1;
 - (c) provide a four storey street wall to the primary and secondary street frontages.



Figure 11c: Setback Controls



Setbacks to the overland flow path

11.3 Despite clause 11.2, development identified as ‘Critical Buildings’ in Figure 11d must ensure proposed building footprints are kept clear of the overland flow path between Polo Street and The River Road. The intended outcome is to ensure the flow path is continuous and clear of obstructions, and gradually increases in capacity from Polo Street to The River Road.

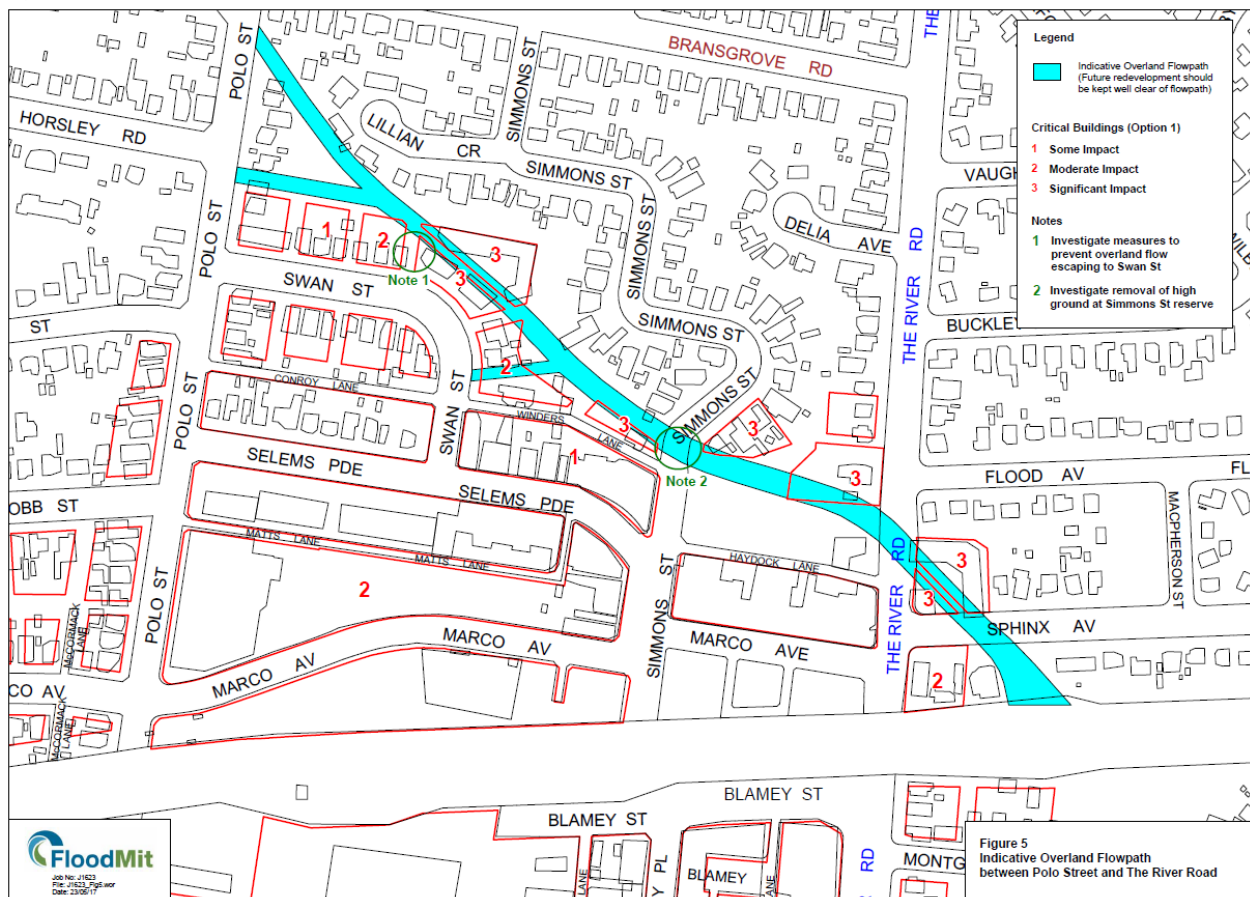
Figure 11d identifies new building footprints that provide the greatest impact on the existing overland flow path. These buildings are divided into three categories depending on the building location in relation to the existing overland flow path, and the potential impact on flood levels. The ‘Critical Buildings’ categories are:

1 (Some Impact)	Buildings are considered to have some impact on flood behaviour. Development should consider minor modifications to the building footprint to keep clear of the overland flow path between Polo Street and The River Road.
2 (Moderate Impact)	Buildings are considered to have a moderate impact on flood behaviour. Development should consider further modifications to the building footprint to keep clear of the overland flow path between Polo Street and The River Road.



3 (Significant Impact)	Buildings are considered to have a significant impact on flood behaviour. Development will require significant building footprint adjustments to keep clear of the overland flow path between Polo Street and The River Road.
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Figure 11d: Overland flow path between Polo Street and The River Road



Site specific controls: 7A–17 Marco Avenue, Revesby

11.4 Development at 7A–17 Marco Avenue, Revesby must prepare a master plan to determine the building form based on the following matters:

Urban Design Principles

- Require design excellence for all aspects – urban design, architecture and landscape.
- Align the building footprint with the railway station entrance to reflect the pedestrian desire lines approaching from Marco Avenue.
- Require active street frontages to Marco Avenue and the new central plaza with awning protection.



- (d) Provide the Marco Avenue frontage with a street wall height that closely aligns with The Abbey development to the west.
- (e) Express and articulate the building form as a series of distinct volumes, including a podium and tower element(s) to minimise visual bulk.
- (f) Require a quality architectural response for important corners, particularly as seen on approach to the site from the east.
- (g) Incorporate green roofs and landscaped podium levels.

Podium base

- (h) The podium height is to closely align with the development at 21 Marco Avenue, Revesby (known as The Abbey).
- (i) The podium base may have a zero setback to the Marco Avenue boundary.
Reason: This setback reinforces the street wall established by The Abbey.
- (j) The podium base must introduce 'fine grain' vertical articulation to reflect the ground floor grain of The Abbey and the Revesby Local Centre in general.
- (k) The podium base may further articulate the street wall with recesses for entries to avoid excessively long facades.

Tower Building (Middle and Top)

- (l) The maximum length of a tower building is 65 metres or alternative design provided it minimises visual bulk to Council's satisfaction. Tower buildings of this length must be wholly separated from other towers in accordance with the SEPP 65 building separation controls.
- (m) Tower Building (Middle)–The minimum setback to the Marco Avenue boundary is 4 metres. Reason: This setback reinforces the street wall and minimises visual bulk as seen from the street.
- (n) Tower Building (Top)–The minimum setback of the uppermost level to the Marco Avenue boundary is 7 metres. Reason: This setback ensures there is a base/ middle/ top expression to minimise visual bulk as seen from the street.
- (o) Structures above the maximum building height must comply with Canterbury Bankstown Local Environmental Plan 2021 (clause 5.6) in relation to architectural roof features.

Pipeline Corridor

- (p) Consider the Infrastructure SEPP (Division 12A) in relation to development adjacent to a pipeline corridor.

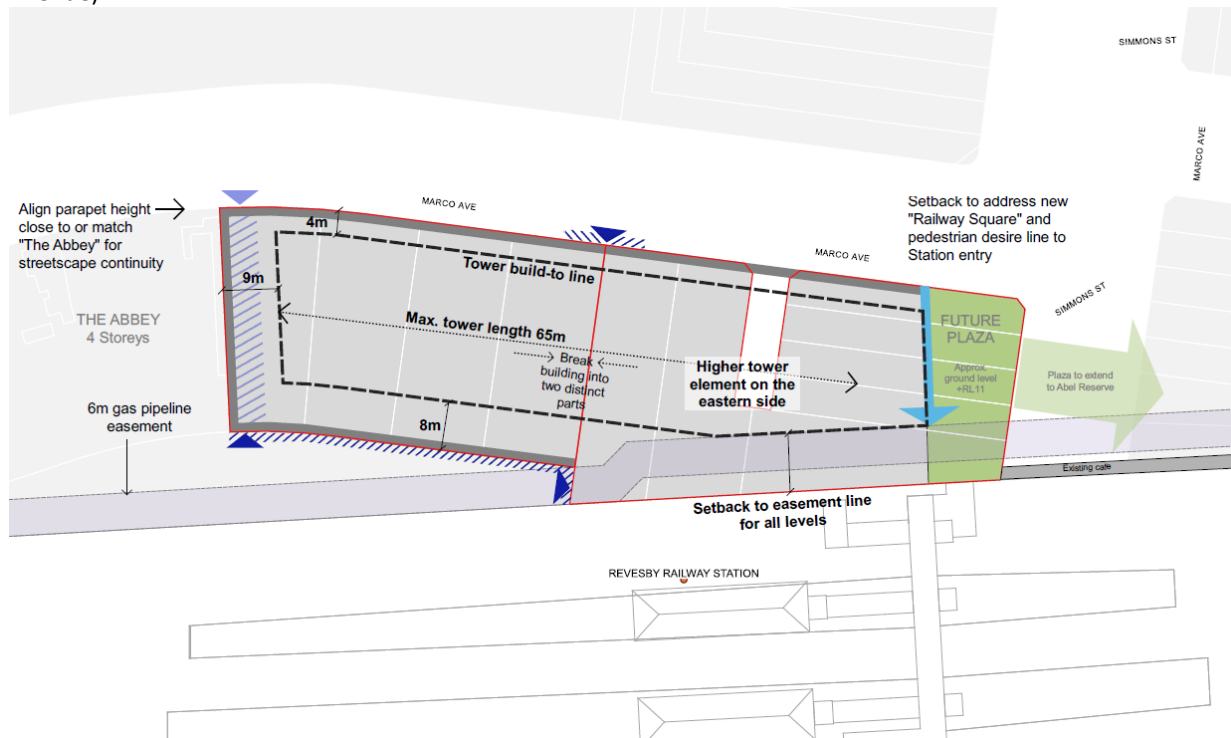


Site specific controls: 7A–17 Marco Avenue, Revesby incorporating the cul-de-sac road (Marco Avenue)

11.5 In addition to clause 11.4, if the site at 7A–17 Marco Avenue incorporates the cul-de-sac road (Marco Avenue), the master plan must comply with the following matters:

- (a) The building form must break into two distinct towers to comply with the maximum 65 metre building length rule.
- (b) The eastern tower is to be expressed as the dominant built form, creating an important architectural landmark that addresses the new central plaza and approaches to the local centre from the east.

Figure 11e: Site specific controls if the site at 7A–17 Marco Avenue incorporates the cul-de-sac road (Marco Avenue)



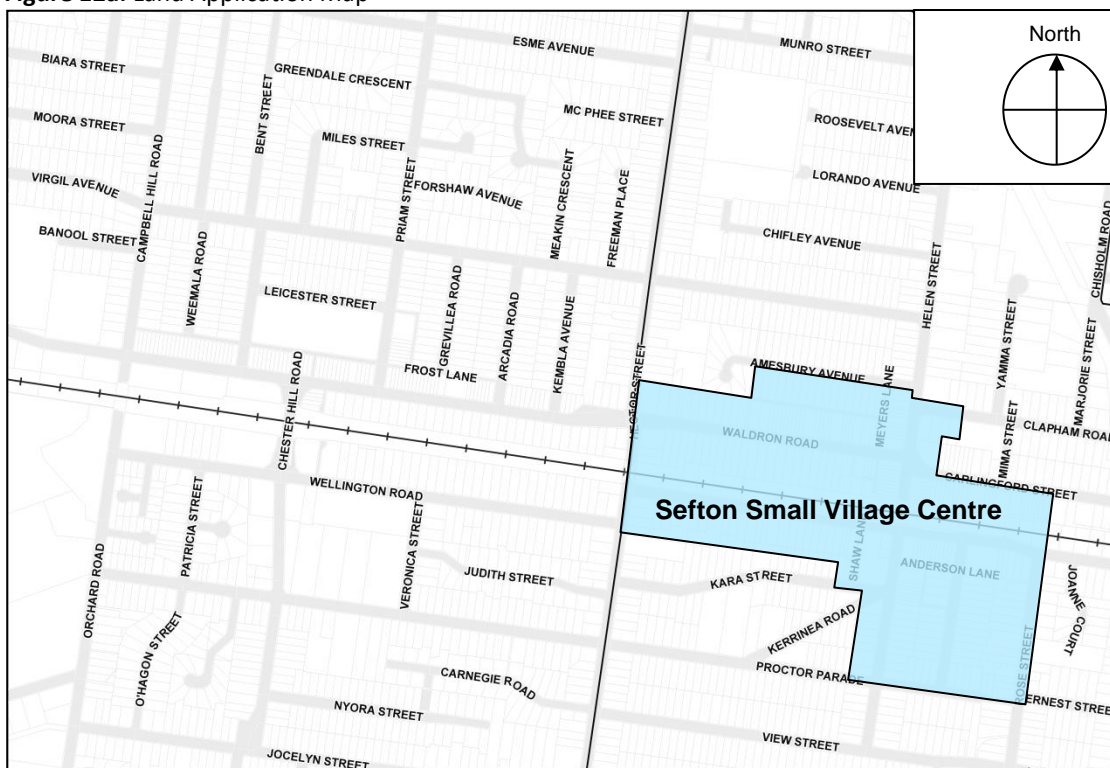


SECTION 12–SEFTON SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Sefton as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 12 applies to land shown in Figure 12a.

Figure 12a: Land Application Map





Desired Character

C1 Sefton Small Village Centre

The Sefton Small Village Centre will support the residential growth of the Chester Hill Local Centre particularly along Waldron Road, a major public transport corridor. The built form will offer a range of medium and high density living set within a safe and high quality environment, whilst maintaining the low density historic character of Kara Street and Kerrinea Road. The local shops and Birrong Leisure Centre will service the day-to-day needs of residents and workers.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.
- O4** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- O5** To ensure the building form and design provide appropriate amenity to residents.
- O6** To minimise overshadowing particularly from upper levels.
- O7** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls

Storey limit

- 12.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)



Street setbacks

12.2 The minimum setback to the primary and secondary street frontages of sites within Zone B2 Local Centre are:

- (a) zero setback for the basement level, the first storey (i.e. the ground floor) and second storey; and
- (b) 5 metres for the third storey and above.

Side setbacks

12.3 The minimum setback to the side boundary of sites within Zone B2 Local Centre is zero setback for all storeys. Where development is adjacent to residential zoned land, Council may increase the minimum setback to the secondary street frontage and side boundary.

Rear setbacks

12.4 The minimum setback to the rear boundary of sites within Zone B2 Local Centre are:

- (a) zero setback for the first storey (i.e. the ground floor) and second storey where the site adjoins a rear lane; or
- (b) 3 metres for the first storey (i.e. the ground floor) and second storey where the site does not adjoin a rear lane; and
- (c) 3 metres for the third storey and above.



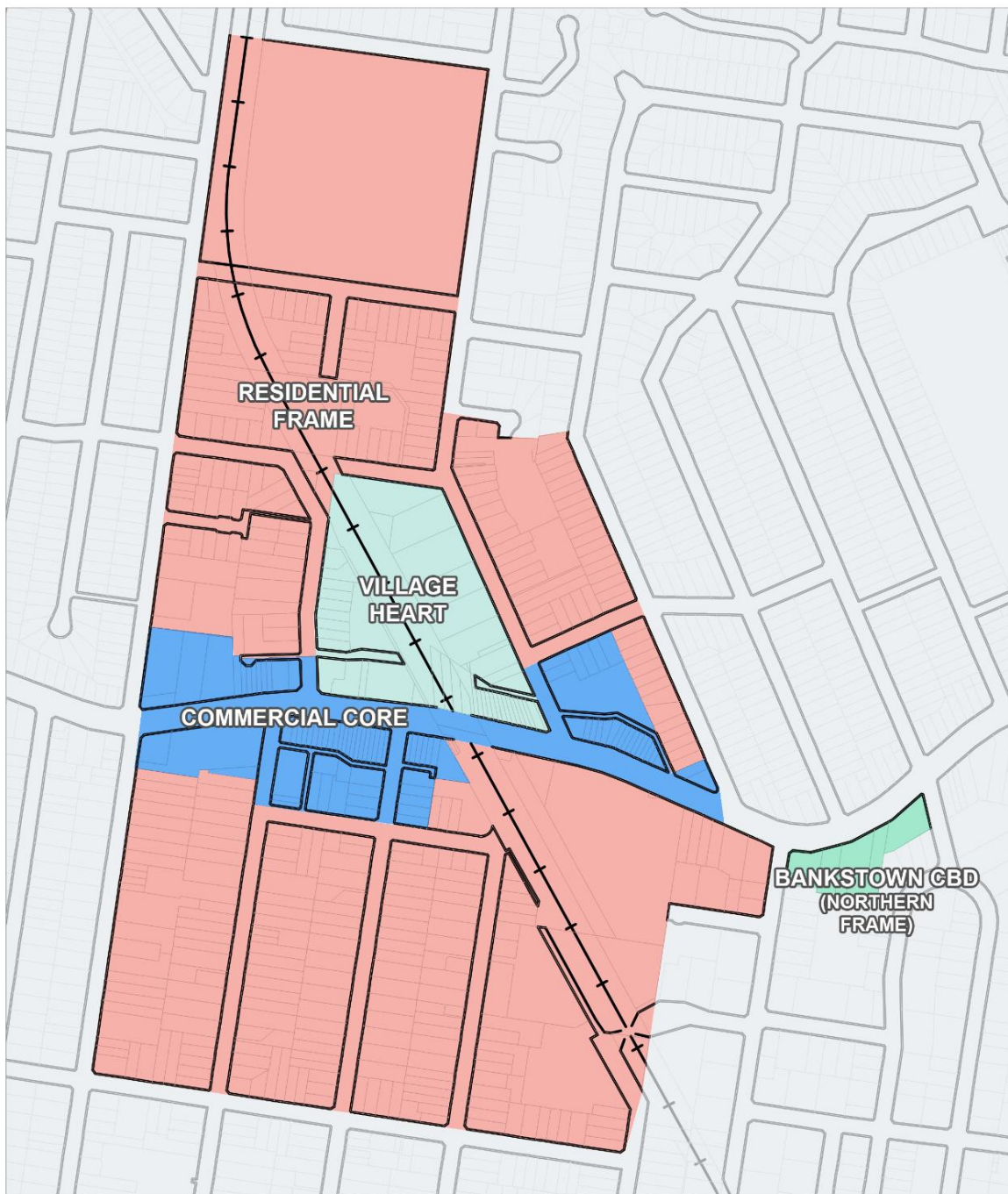
Connective City 2036 recognises Yagoona as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 13 applies to land shown in Figure 13a.



Desired Character

The Yagoona Local Centre will continue to function as a successful and bustling centre that is commercially viable, well designed, reflecting the unique characteristics of the place, and recognised by the community as the ‘heart’ of the local area.

Figure 13b: Precinct Plan



Source: North Central Local Area Plan



The north side of the highway will provide a central place from which the local centre radiates, an enlivened mixed use destination that meets the needs of the growing community and is a catalyst for investment. A central place that connects people, business, public transport and Gazzard Park. A central place where people can feel comfortable to walk, shop and socialise in a series of pleasant spaces away from the noisy highway.

Gazzard Park will be home to a modern multi-purpose community facility, a place that will bring civic pride to the local centre, a place for people to come together for events and social activities, a place where people will enjoy spending time in the village green.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the local centre. The built form will provide residents with good amenity (noise and air quality). Leafy streets will connect people to the low-rise liveable neighbourhoods and provide a stunning platform from which to journey into the local centre.

While there are four precincts of distinctive functional and physical character within the local centre as shown in Figure 13b, this section is specific to the Village Heart, Commercial Core and Bankstown CBD (Northern Frame). These precincts offer an effective base to implement the desired character and development controls at the local level.

C1 Village Heart

The Village Heart is the local magnet, a place that provides a strong, distinctive and centrally located 'heart' for the local centre. This compact mixed use place is bustling with people and activity between the key destinations, namely the anchor supermarket, the accessible railway station and the modern multi-purpose community facility. A distinct place that creates a memorable arrival to the local centre.

Active street frontages along the main street will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. An inviting place where people choose to walk, relax, sit and talk away from the noisy highway.

The community facility will be a place for people to come together for events and social activities. A place that brings civic pride to the local centre, a quality public and cultural destination that meets the needs of the growing community. The village heart is a place that pairs economic opportunity with a fantastic lifestyle to sustain the prosperity of the local centre. Variety is the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings adjacent to the railway station.



C2 Commercial Core

The Commercial Core is a place that connects people, business, public transport and key destinations. Active street frontages at appropriate locations will create a vibrant streetscape. The commercial core will be a place of well-proportioned, human scale buildings that contribute to the sense of comfort and village feel.

Based on the urban design analysis, the commercial core of a local centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than 6 storeys. This continuous urban form helps define the streets and public spaces. Appropriate setbacks will provide residents with good amenity (noise and air quality). It is recognised the development of the local centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.

C3 Bankstown CBD (Northern Frame)

The site at 399–403 Hume Highway and 81 Brancourt Avenue, Yagoona is located within the Bankstown CBD (Northern Frame). This site shares a historical commercial association with the highway and is located at the fringe of the local centre.

The Bankstown CBD (Northern Frame) is a place with high amenity housing that supports the Bankstown CBD. The precinct is a place where the built form is compatible with the low-rise and medium-rise apartments that characterise the Northern Frame precinct.

The built form also responds to the exposure to the busy highway (noise and air quality), and dwellings are generally setback from the highway to provide residents with the best amenity possible. Highway related uses may continue along the frontage in keeping with the historic garage and showroom at 401 Hume Highway.

Objectives

- O1** To ensure development is compatible with the desired character of the centre and maintains a pedestrian scale to the street.
- O2** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O3** To provide storey limits.
- O4** To require a continuous built edge to the street at locations where it is essential to have active street frontages.



- 05** To ensure the building form and design provide appropriate amenity to residents.
- 06** To minimise overshadowing particularly from upper levels.
- 07** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.
- 08** To improve the legibility of the centre by defining important corners and prominent sites.

Development Controls

Storey limits

- 13.1** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)
20 metres	6 storeys (no attic)
26 metres	8 storeys (no attic)

Setbacks

- 13.2** Development must:
- (a) comply with the minimum setbacks shown in Figure 13c and Appendix 1;
 - (b) comply with Setback Type S1 to maintain continuous street walls unless otherwise indicated in Figure 13c and Appendix 1;
 - (c) provide a four storey street wall to the primary and secondary street frontages.

Site specific controls: 399–403 Hume Highway and 81 Brancourt Avenue, Yagoona

- 13.3** Development must comply with the minimum setbacks shown in Figure 13d and must ensure dwellings are setback a minimum 10 metres from the Hume Highway boundary of the site.
- 13.4** Development must incorporate the significance of the heritage item at 401 Hume Highway.
- 13.5** Vehicle access to the site may be permitted from Brancourt Avenue, but is not permitted from the Hume Highway.



Figure 13c: Setback Controls

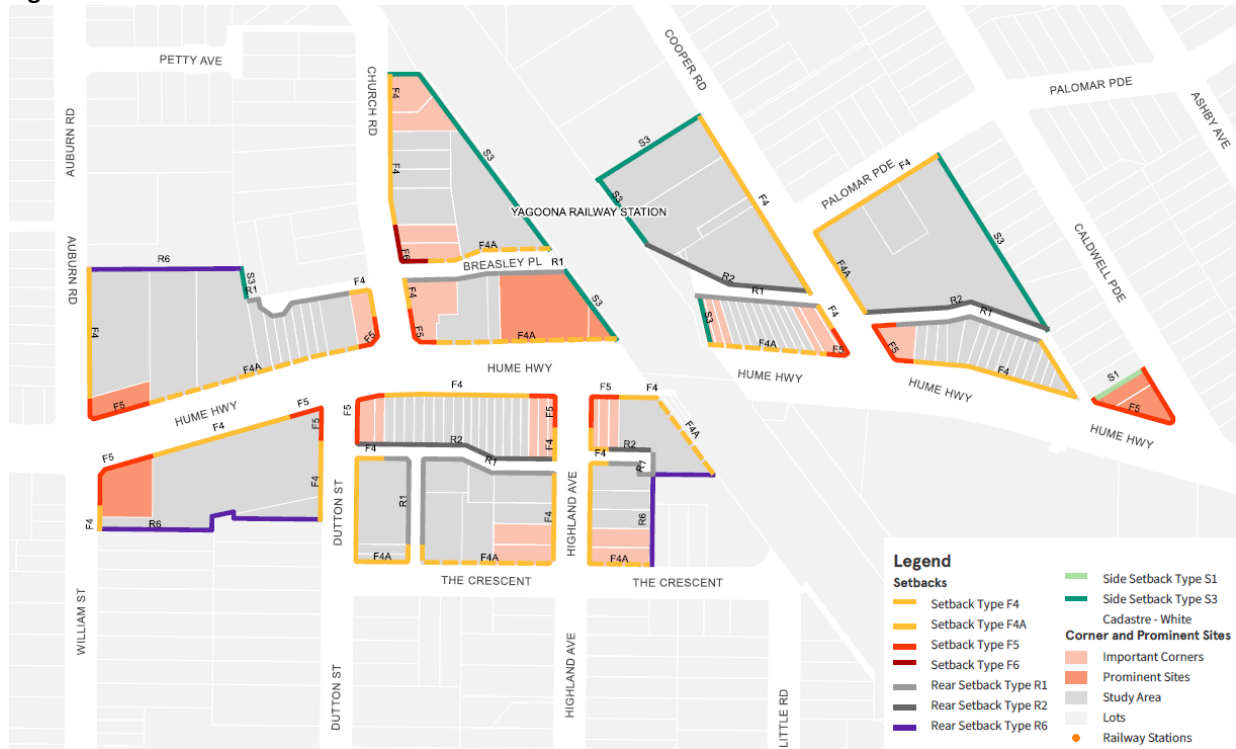
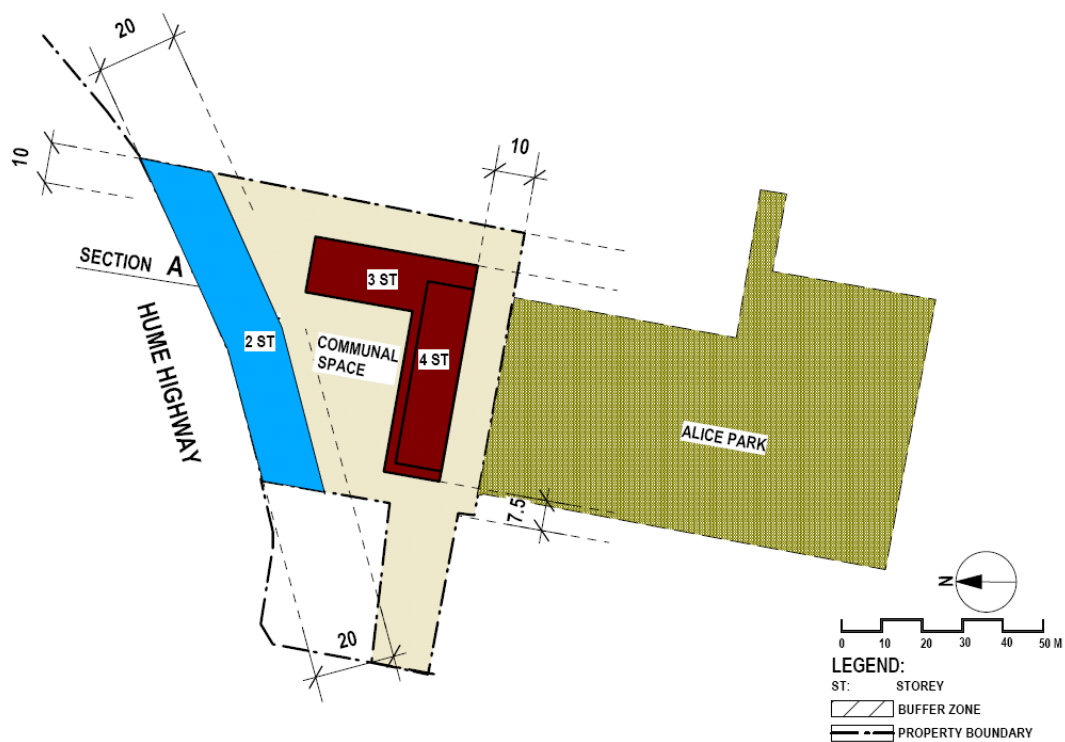


Figure 13d: Setback controls for 399–403 Hume Highway and 81 Brancourt Avenue, Yagoona





APPENDICES

APPENDIX 1–SETBACKS

1.1 Explanation

Setback controls are required to:

- Minimise visual bulk when viewed from the street and neighbouring residential land.
- Achieve a level of amenity that is appropriate for centres.

Setbacks determine the alignment of building facades along streets and in relation to neighbouring properties. Front setbacks define the street width and contribute to the character of the public domain. Upper level setbacks, i.e. setbacks above the street level, influence the desired scale of building to the street as well as overshadowing of the street and public domain.

Appendix 1 sets out the five setback typologies applicable to the centres:

- Fronts setbacks for two storey street walls
- Front setbacks for four storey street walls
- Rear setbacks to lanes
- Rear setbacks to sites
- Side setbacks

The typologies are underpinned by a common set of design principles:

- To retain the village character of centres, adopt a low-scale podium to the street edge, with a separate upper level building or ‘tower’ setback from the podium edge.
- The podium height should be no less than one third of the building height (in storeys), so that tower elements do not dominate the bulk of the building.
- Upper level setbacks are to be consolidated to avoid a ‘tiered wedding cake’ outcome.
- Upper level setbacks should have sufficient depth to allow for podium use as private or communal open space.
- On corner and prominent sites, adopt zero setbacks to corners to define the urban block.
- Where sites are not on a main retail street and adjacent to residential zones, ground floor setbacks may be increased to align with the prevailing residential ground floor setback.



1.2 Front Setbacks for Development with Two Storey Street Walls

Explanation

Centres such as Birrong, East Hills, Greenacre and Panania have a suburban village feel, and a prevailing one to two storey street wall edge with parapets varying in height along the frontage. This section provides the minimum street wall and upper level setbacks to maintain the suburban, village feel while accommodating building heights up to four to six storeys.

Street Wall

To reinforce the existing suburban village scale of these centres, development must provide a two storey street wall with a zero ground floor setback. A two storey street wall maintains good height proportions with four storey development (i.e. half the height) and six storey development (i.e. one third of the height).

Upper Level Setbacks

The nominated upper level setback above two storeys is a minimum 4 metres, which:

- Provides a reasonable depth to articulate upper levels from the two storey podium, taking into consideration the articulation zone.
- Provides a reasonable depth for private terraces on the podium.
- At four to six storeys, minimises overshadowing to neighbouring (opposite) upper level residences.

Articulation Zone

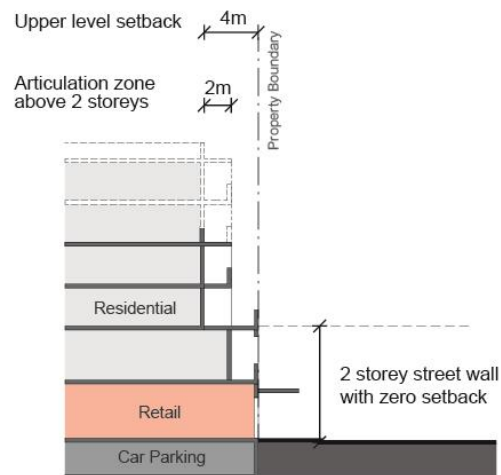
A minimum 2 metre articulation zone is required in accordance with the minimum balcony depth for a one to two bedroom apartment as set out in Objective 4E.1 of the Apartment Design Guide. For buildings with a two storey street wall, the articulation zone can be accommodated within the minimum 4 metre upper level setback.



Setback Types

Figure 1: Setback Type F1

Applies to mid-block sites with two storey street walls and building heights up to six storeys.

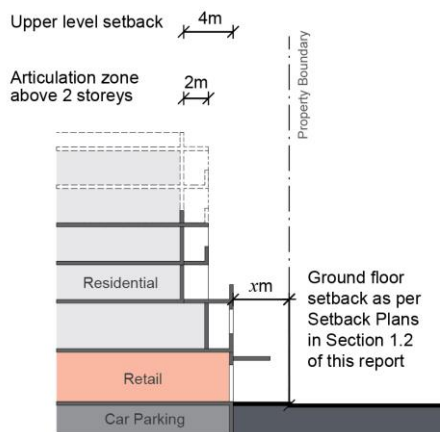


SETBACK TYPE F1
4-6 storeys: mid-block

Figure 2: Setback Type F1A

Applies to mid-block sites at the interface of a B1/ B2 zone with a R3/ R4 zone.

The purpose of this setback type is to allow the ground floor setbacks to align with the prevailing residential ground floor setbacks on that street.



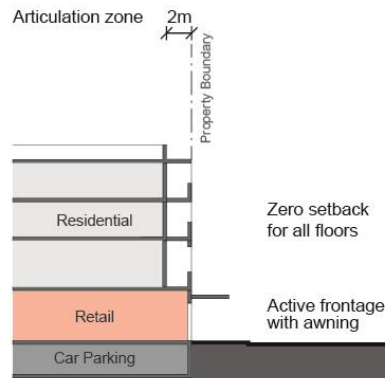
SETBACK TYPE F1A
4-6 storeys: mid-block, where
adjoining a residential zone



Figure 3: Setback Type F2

Applies to corner sites with building heights up to four storeys.

The purpose is to define the corners of urban blocks by allowing a zero front setback at the upper levels. Setback Type F2 applies to a minimum 20 metres or 50% of the primary and secondary street frontages of a corner site, whichever is greater, unless otherwise indicated in the relevant Setback Plan.

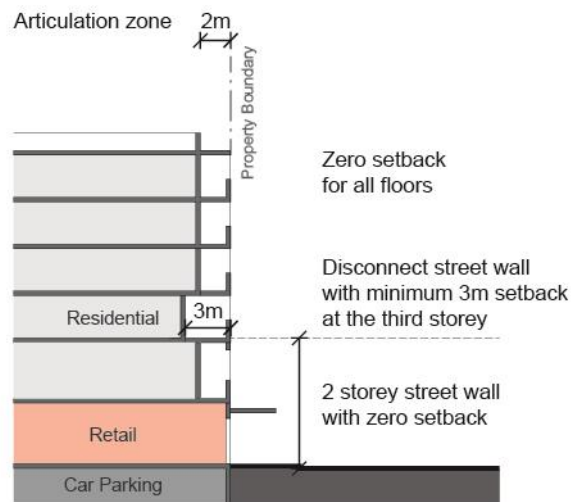


SETBACK TYPE F2
4 storeys: corner lots

Figure 4: Setback Type F3

This setback type is similar to F2 in its application to the primary and secondary street frontages of a corner site.

The key difference is the requirement to disconnect the street wall at the third storey with a deeper setback of 3 metres, in order maintain the definition of the two storey street wall.



SETBACK TYPE F3
6 storeys: corner lots



1.3 Front Setbacks for Development with Four Storey Street Walls

Explanation

Centres such as Padstow, Revesby and Yagoona generally have a one to two storey street wall edge with parapets varying in height along the frontage. This section provides the minimum street wall and upper level setbacks to accommodate a more urban built form with building heights up to eight storeys.

Street Wall

Development must provide a four storey street wall with a zero ground floor setback. A four storey street wall maintains good height proportions with six storey development (i.e. two thirds of the height) and eight storey development (i.e. half the height). For Yagoona in particular, a four storey street wall would better define the Hume Highway given the scale relationship between buildings and the road corridor.

Upper Level Setbacks

Urban blocks with a generally north–south street and/or lot orientation will generally have good solar access. The minimum upper level setback dimension for north–south oriented sites with a four storey street wall is 4 metres, which:

- Provides a reasonable depth to articulate upper levels from the two-storey podium, taking into consideration the articulation zone.
- Provides a reasonable depth for private terraces on the podium.
- At six to eight storeys, avoids overshadowing to neighbouring (opposite) upper level dwellings.

Urban blocks with a generally east–west or diagonal lot orientation, particularly those that are south–facing, are prone to creating overshadowing impacts. Accordingly, deeper upper level front are required for south–facing sites to assist in minimising adverse overshadowing impacts to the public domain and surrounding properties.

The minimum upper level setback dimension for south–facing sites with a four storey street wall is 6 metres, which:

- At six storeys, avoids overshadowing to upper level residences to the south. Overshadowing may occur at street level.
- At eight storeys, may overshadow the second storey and lower half of the third storey of buildings to the south.



Articulation Zone

A minimum 2 metre articulation zone is required in accordance with the minimum balcony depth for a one to two bedroom apartment as set out in Objective 4E.1 of the Apartment Design Guide. For buildings with a four storey street wall, the articulation zone is to locate behind the setback line to reinforce the street wall and reduce scale.

Setback Types

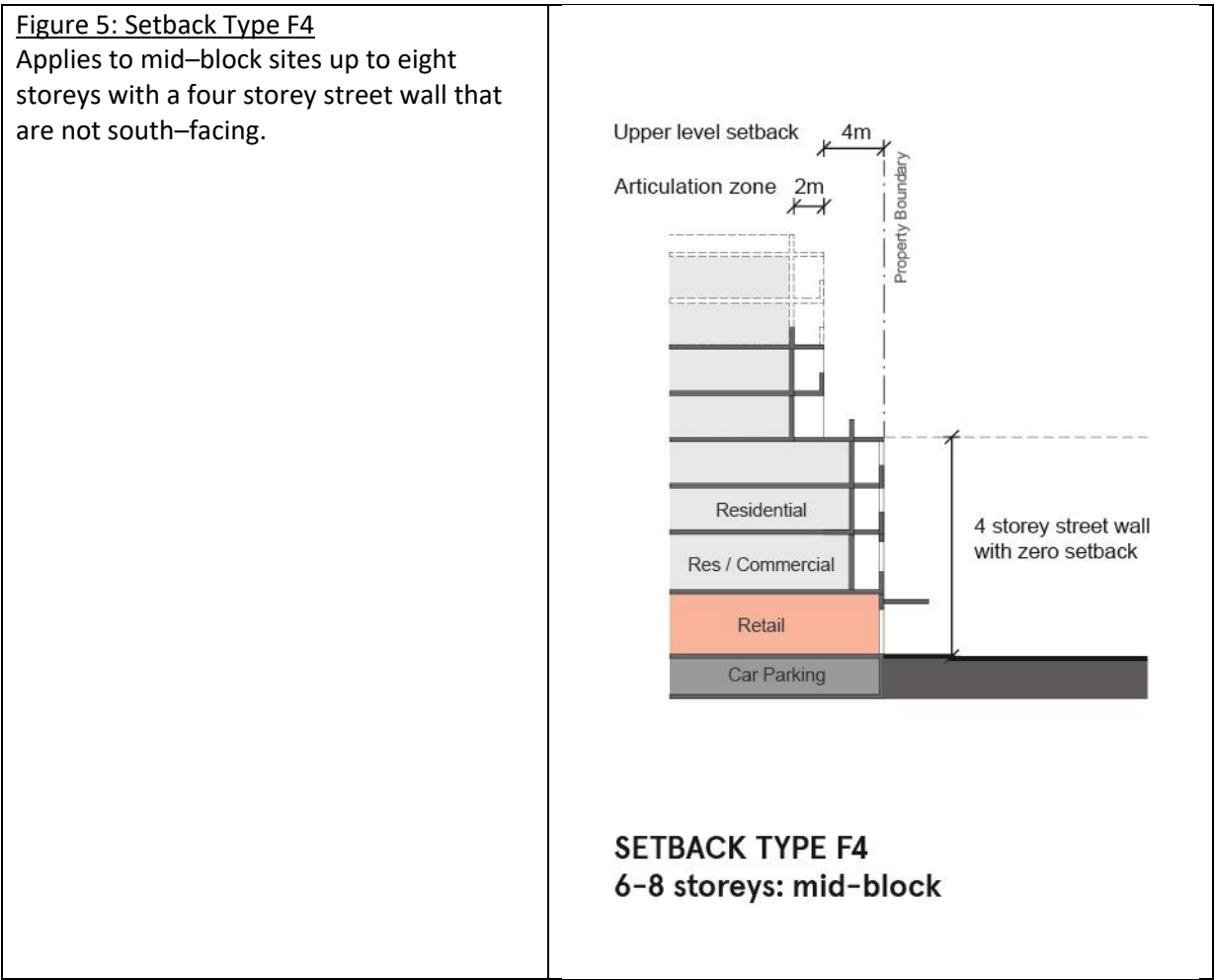
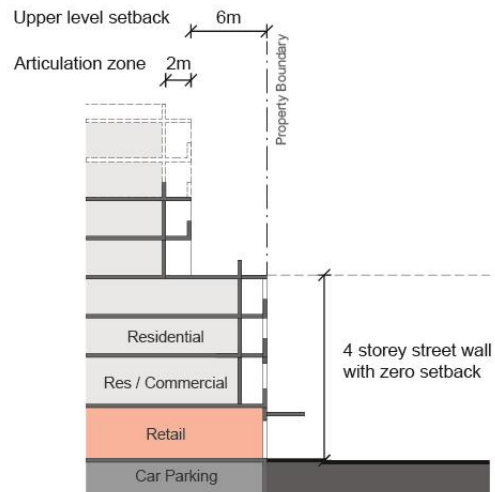




Figure 6: Setback Type F4A

Applies to mid-block sites up to eight storeys with a four storey street wall that are south-facing.

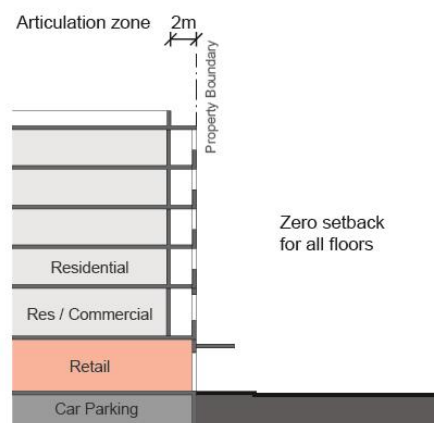


SETBACK TYPE F4A
6-8 storeys: mid-block, south facing

Figure 7: Setback Type F5

Applies to corner sites with building heights up to six storeys.

The purpose is to define the corners of urban blocks by allowing zero front setback at the upper levels. Setback Type F5 applies to a minimum 20 metres or 50% of the primary and secondary street frontages of a corner site, whichever is greater, unless otherwise indicated in the relevant Setback Plan.



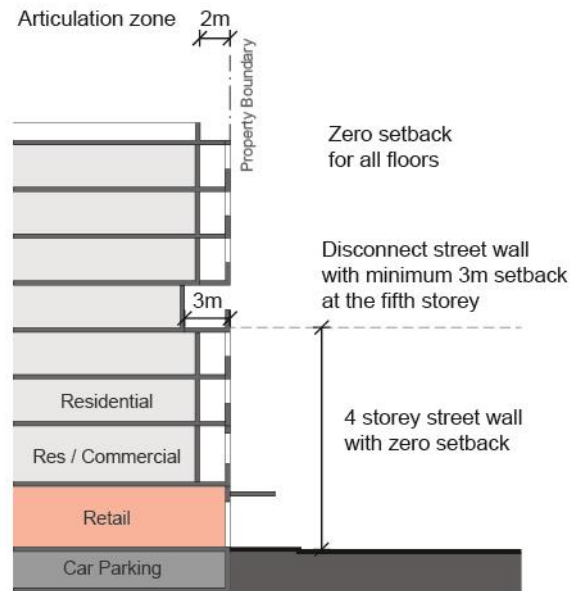
SETBACK TYPE F5
6 storeys: corner lots



Figure 8: Setback Type F6

This setback type is similar to F5 in its application to the primary and secondary street frontages of a corner site.

The key difference is the requirement to disconnect the street wall at the fifth storey with a deeper setback of 3 metres, in order maintain definition of the four storey street wall.



SETBACK TYPE F6
8 storeys: corner lots



1.4 Rear Setbacks to Lanes

Explanation

It is recognised that rear lanes should be used to service sites and to access car parking and utilities (e.g. substations). However, an analysis of existing rear lane conditions observed that lanes are not well defined by built form, and present untidy back-of-house to the public domain (e.g. bins, unkempt driveways, double parked vehicles, poor quality fencing). A number of lanes did not provide footpaths, creating conflicts with vehicles and pedestrians.

This section provides the minimum setbacks applicable to sites where the rear boundary adjoins an existing lane.

Articulation Zone

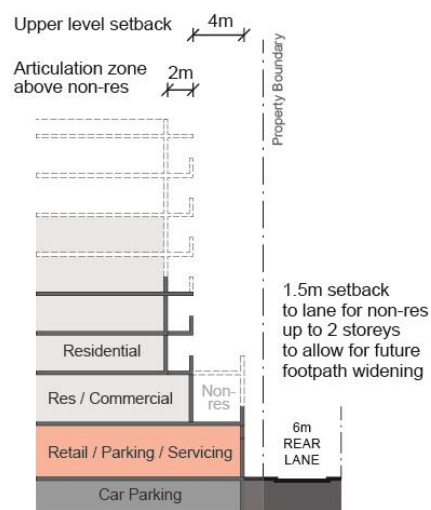
A minimum 2 metre articulation zone is required in accordance with the minimum balcony depth for a one to two bedroom apartment as set out in Objective 4E.1 of the Apartment Design Guide. The articulation zone is to locate behind the upper level setback line to reduce the appearance of bulk and scale as seen from the lane.

Setback Types

Figure 9: Setback Type R1A

Similar to Setback Type R1, however applies where the rear boundary adjoins a lane that does not have an adequate footpath provision.

A minimum 1.5 metre ground floor setback will allow for a new footpath/ footpath widening to improve safety and access in rear lanes.



SETBACK TYPE R1A
4-8 storeys: rear to lane



Figure 10: Setback Type R1

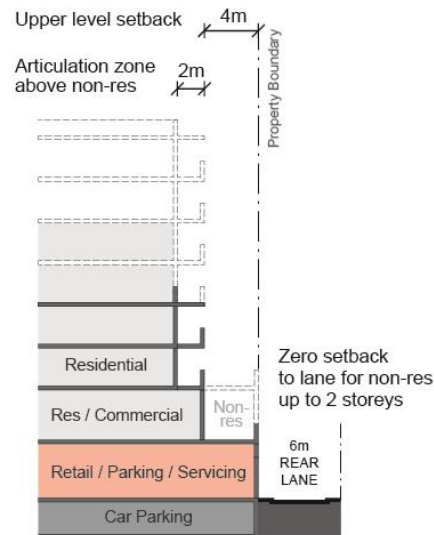
Applies to sites where the rear boundary:

- adjoins an existing lane with adequate footpath provision; and
- is not south-facing, and therefore potential overshadowing impacts are unlikely to be adverse.

A zero setback to the lane will apply to non-residential uses up to two storeys. This is to:

- More clearly define the lane. Active frontages are encouraged where appropriate and where possible.
- Avoid untidy back-of-house presentation to the lane by concealing waste, servicing, loading and the like within the building footprint.

For residential uses above ground floor, the minimum upper level setback is 4 metres, consistent with the upper level front setback dimensions for non-south facing sites.



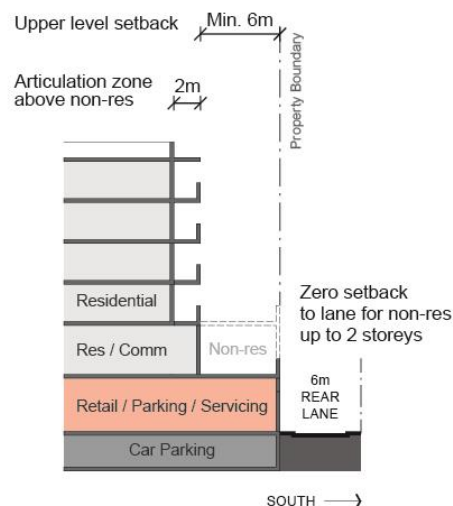
SETBACK TYPE R1
4-8 storeys: rear to lane

Figure 11: Setback Type R2

Applies to south-facing sites up to six storeys where the rear boundary adjoins an existing lane with adequate footpath provision.

A zero setback will apply to non-residential uses up to two storeys.

For residential uses above ground floor, a minimum 6 metre upper level setback will apply. This is consistent with the upper level front setback for south-facing sites.



SETBACK TYPE R2
6 storeys: rear to lane (south-facing)



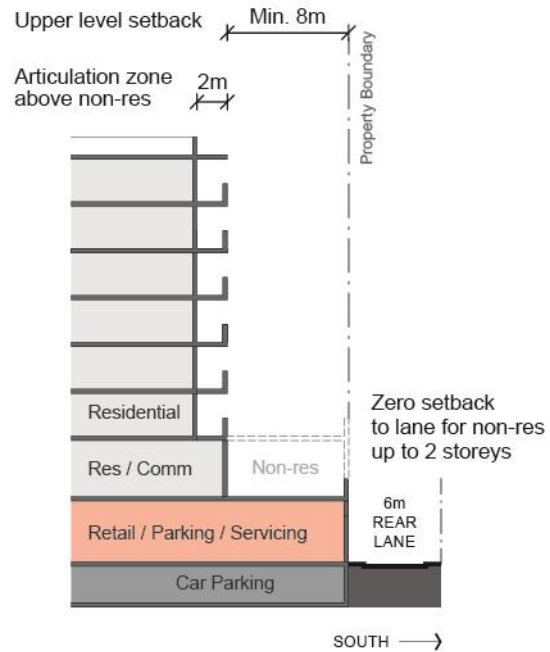
Figure 12: Setback Type R3

Applies to south-facing sites up to eight storeys where the rear boundary adjoins an existing lane with adequate footpath provision.

A zero setback will apply to non-residential uses up to two storeys.

For residential uses above ground floor, a minimum 8 metre upper level setback will apply to mitigate overshadowing and reduce bulk impacts to the lane.

The average depth of B2 zoned sites up to eight storeys with rear south-facing boundaries is 37.5 metres. On this basis, there is generally sufficient depth for a building envelope (minimum 18 metres as per the Apartment Design Guide), front setback (4 metres) and the south-facing rear setback (8 metres).



SETBACK TYPE R3
8 storeys: rear to lane (south-facing)



1.5 Rear Setbacks to Adjoining Sites

Explanation

There are a variety of interface conditions for rear boundaries to adjoining sites. The following interfaces have been observed, for which a specific setback approach should be applied:

- rear boundaries to shop top housing and other non-residential uses;
- rear boundaries to shop top housing and other non-residential uses where a potential future service lane could be implemented; and
- rear boundaries to residential uses.

This section provides the minimum setbacks applicable to sites where the rear boundary adjoins an existing site.

Articulation Zone

A minimum 2 metre articulation zone is required in accordance with the minimum balcony depth for a one to two bedroom apartment as set out in Objective 4E.1 of the Apartment Design Guide. The articulation zone is to locate behind the upper level setback line to provide for visual privacy and to reduce the appearance of bulk and scale as seen from adjoining sites.



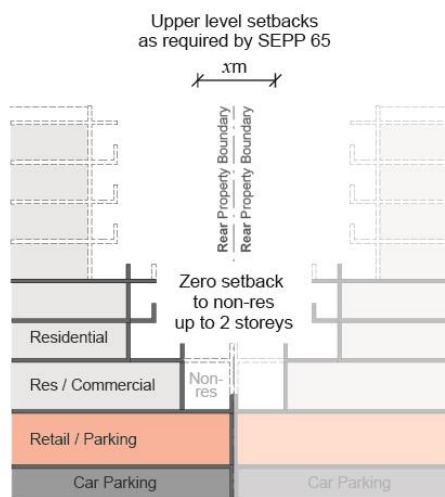
Setback Types

Figure 13: Setback Type R4

Applies to rear boundaries that adjoin shop top housing or non-residential uses.

A minimum zero setback to the rear boundary will apply to shop top housing or non-residential uses up to two storeys, where there are no windows, balconies or openings to existing adjacent properties at those levels.

Upper level setbacks for residential uses are to be determined by the building separation requirements in the Apartment Design Guide. Where a rear boundary adjoins a non-residential site, separation distances to non-habitable rooms should apply.

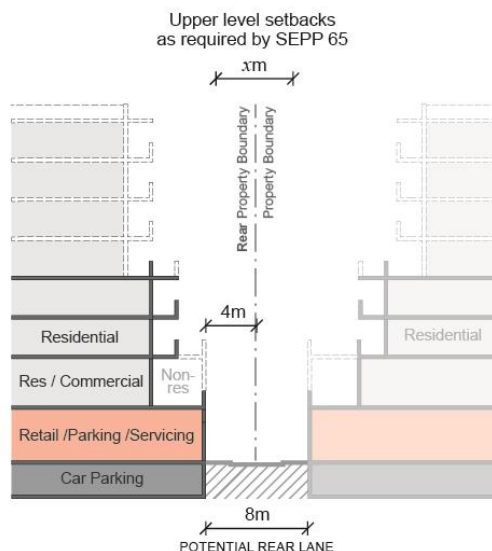


SETBACK TYPE R4
4-8 storeys: rear to rear mixed-use or non-residential

Figure 14: Setback Type R5

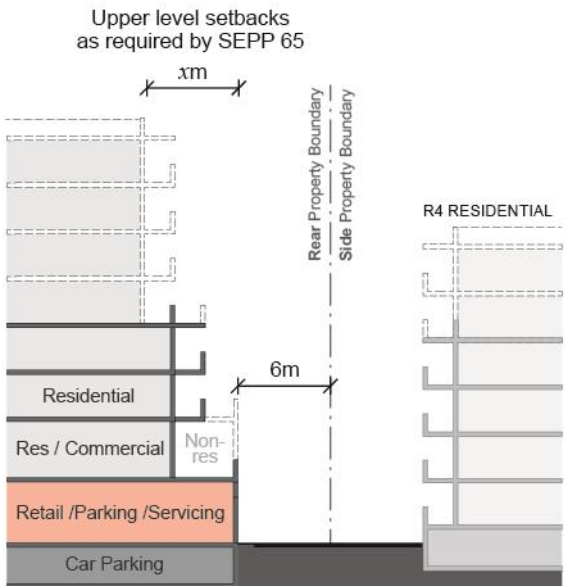
Applies to rear boundaries that adjoin shop top housing or non-residential uses and where a potential future service lane could be implemented. The setback will enable improved streetscape outcomes by routing parking, service and loading activities to the rear of sites. Accordingly, this Setback Type has been applied to sites where such opportunities exist.

A minimum 4 metre setback to the rear property boundary will apply. The intent is to reflect the adjoining site, thereby creating an 8 metre corridor that would be sufficient for a two-way lane and footpaths on both sides. Ultimately, this would result in a zero setback to up to two storeys for non-residential uses to define the new lane.



SETBACK TYPE R5
4-8 storeys: to allow for future rear lane



<p>Upper level setbacks for residential uses are to be determined by the building separation requirements in the Apartment Design Guide. Where a rear boundary adjoins a non-residential site, separation distances to non-habitable rooms should apply.</p>	
<p>Figure 15: Setback Type R6 Applies to rear boundaries that adjoin residential zoned land.</p> <p>A minimum 6 metre rear setback will apply. This enables:</p> <ul style="list-style-type: none"> • Adequate separation from ground floor residential uses, consistent with ADG building separation requirements. • For corner sites, driveway access from a secondary street (this is to avoid driveway access from primary streets). <p>Upper level setbacks for residential uses are to be determined by the building separation requirements in the Apartment Design Guide. Where a rear boundary adjoins a non-residential site, separation distances to non-habitable rooms should apply.</p>	 <p>SETBACK TYPE R6 4-8 storeys: B1/B2 rear to residential</p>



1.6 Side Setbacks

Explanation

The centres generally have continuous street walls with zero side setbacks up to two storeys. This is an important element that defines the local character and should prevail for new development.

However, in some centres such as Greenacre and Padstow, there are existing arcades, lanes and links between buildings that, if formalised and improved, would contribute to a more permeable, safe and active centre. Where properties are adjacent to residential zones or railway corridors, it is desirable to provide space for a pedestrian link.

This section provides the minimum side setbacks applicable to sites within the business zoned land.

Setback Types

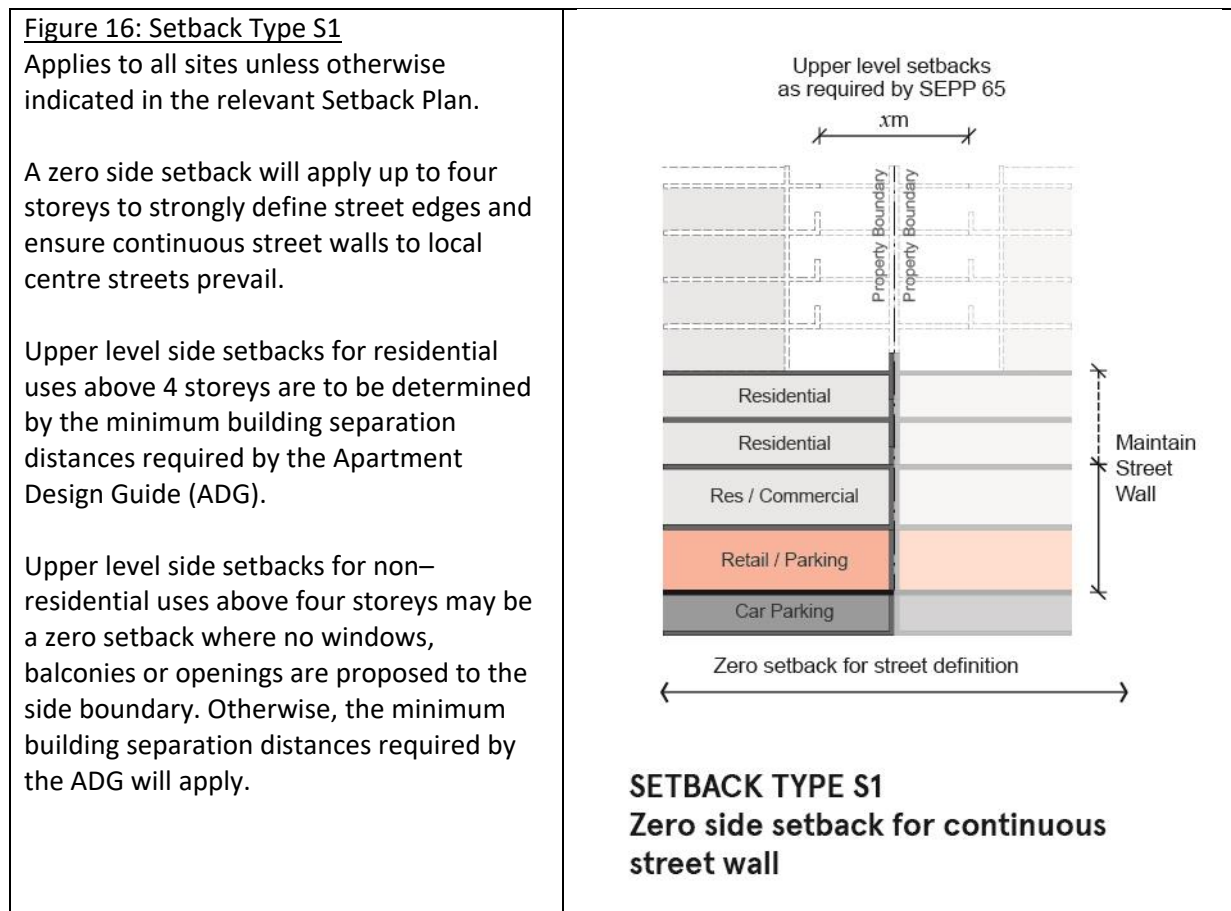
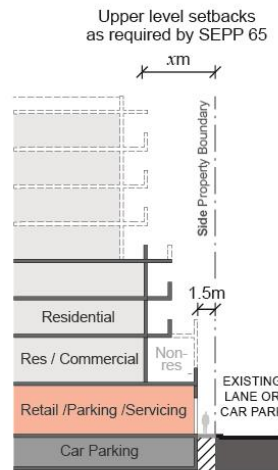




Figure 17: Setback Type S2

Applies to sites where the side boundary adjoins an existing lane or car park that does not have adequate footpath provision.

A minimum 1.5 metre ground floor setback will allow for a new footpath/ footpath widening to improve safety and access in rear lanes.



SETBACK TYPE S2
1.5m to allow for future footpath

Figure 18: Setback Type S3

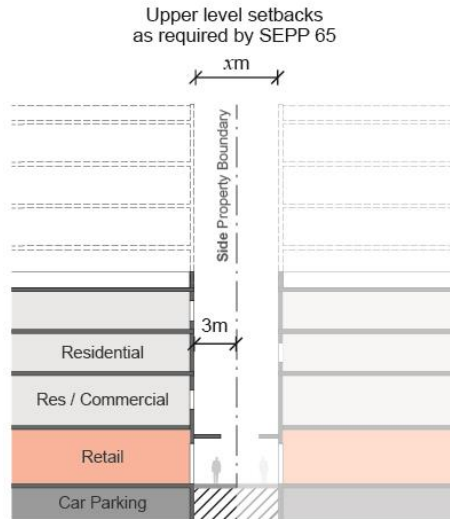
Applies to certain sites as indicated in the relevant Setback Plan.

A minimum 3 metre setback to the side boundary will apply where it is desirable to provide pedestrian site access:

- through long blocks (i.e. greater than a 100 metre frontage);
- along railway corridors; and
- adjacent to residential zones.

For sites within long blocks, it is intended for this setback to be reflected in the adjoining site, thereby creating a 6 metre wide pedestrian link capable of accommodating active frontages, awnings and soft edges/ outdoor dining.

If the setback is to a railway corridor or residential zone, 3 metres is sufficient for a shared pedestrian and cycle access link. Active frontages and openings would be encouraged to provide for safety and surveillance.



SETBACK TYPE S3
3m to allow for future pedestrian link



APPENDIX 2: Building envelope controls for each dwelling on each lot

1. Council must not grant consent to the erection of a dwelling house unless the proposed lot is at least 7 metres wide at the front building line.
2. Council may require one car parking space per dwelling to locate forward of the front building line (in the form of a hardstand) to avoid garages and driveways dominating the front of a dwelling and landscaped area when viewed from the street.
3. The schedule and diagrams of indicative houses (Types A to J) are for guidance purposes only.
4. The building envelope controls for each dwelling on each lot are shown in the following table:

Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
2	410	225	1	2	Nil setback	6	B2	No vehicle access to Arundle Road. Dwelling must have minimum 2 metre setback measured from the landscape easement to the south.
3	419	293	1	1	Nil setback	6	B	No vehicle access to Arundle Road. Garage may have nil setback to the south boundary.
4	391	270	1	1	Nil setback	6	B	
5	375	313	7.5	4.5	Nil setback	1	D	Tree preservation if possible. Garage must have minimum 5.5 metre setback to the south boundary.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
6	375	317	7.5	4.5	Nil setback	1	D	Garage must have minimum 5.5 metre setback to the south boundary.
7	375	317	7.5	4.5	Nil setback	1	D2	Tree preservation if possible. Garage must have minimum 5.5 metre setback to the south boundary.
8	315	251	7.5	4.5	Nil setback	1	E	Garage must have minimum 5.5 metre setback to the south boundary.
9	375	317	7.5	4.5	Nil setback	1	D	
10	315	266	7.5	4.5	Nil setback	1	E	
11	376	317	7.5	4.5	Nil setback	1	D	
12	316	251	7.5	4.5	Nil setback	1	E	
13	376	317	7.5	4.5	Nil setback	1	D	
14	451	313	7.5	4.5	1	1	A0	Tree preservation if possible. Garage must have minimum 5.5 metre setback to south boundary.
15	445	313	7.5	4.5	1	1	A0	Tree preservation if possible. Setback to south is measured from street boundary.
16	467	313	7.5	3.5	1	1	S	–
17	558	290	1	1	4	4	S	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
18	403	281	1	1	4	4.5	F3	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary, and may have nil setback to north boundary.
19	339	236	1	1	4	4.5	F	Garage must have minimum 5.5 metre setback to west boundary, and may have nil setback to north boundary.
20	403	322	Nil setback	1	9	4.5	D	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary.
21	393	295	1	1	9	4.5	D2	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary, and may have nil setback to north boundary.
22	492	325	1	1	4	4.5	S	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary.
23	602	360	4.5	3	2	1	S	Garage must have minimum 5.5 metre setback to north boundary.
24	361	228	3.5	4	1	1	F	



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
25	379	249	3.5	1	1	3.5	C2	Garage must have minimum 5.5 metre setback to north boundary, and may have nil setback to south boundary.
26	390	272	1	1	2	3.5	G	Garage must have minimum 5.5 metre setback to west boundary, and may have nil setback to south boundary.
27	390	272	1	1	2	3.5	G	
28	390	272	1	1	2	3.5	G	
29	407	286	1	2.5	Nil setback	3.5	C2	Garage must have minimum 4 metre setback to south boundary.
30	379	258	2	3.5	1	1	F2	Garage must have minimum 5.5 metre setback to south boundary.
31	494	330	7	3.5	2	1	A2	Tree preservation if possible. Garage must have minimum 5.5 metre setback to south boundary.
32	651	336	1	1	4	1	S	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary.
33	380	222	1	1	4	4.5	F3	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary, and may have nil setback to north boundary.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
34	380	265	1	1	4	4.5	F2	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary, and may have nil setback to south boundary.
35	380	265	1	1	4	4.5	F2	
36	380	265	1	1	4	4.5	F2	
37	380	265	1	1	4	4.5	F2	Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary, and may have nil setback to south boundary.
38	450	293	1	1	4	4.5	F2	Garage must have minimum 5.5 metre setback to west boundary, and may have nil setback to south boundary.
39	586	288	1	15	2	1	S1	Tree preservation if possible.
40	488	252	Nil setback	3.5	1.5	1	C	Dwelling front door to face the biodiversity corridor. Garage may have nil setback to west boundary and shared driveway.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
41	400	240	Nil setback	3.5	1	1	C	Dwelling front door to face the biodiversity corridor. Garage must have minimum 5 metre setback to west boundary, and may have nil setback to east boundary and shared driveway.
42	345	275	Nil setback	3.5	1	1	C	Dwelling front door to face the biodiversity corridor. Garage must have minimum 5 metre setback to west boundary, and may have nil setback to east boundary.
43	345	275	Nil setback	3.5	1	1	C	Dwelling front door to face the biodiversity corridor. Garage must have minimum 5 metre setback to west boundary, and may have nil setback to east boundary.
44	345	275	Nil setback	3.5	1	1	C	Dwelling front door to face the biodiversity corridor. Garage must have minimum 5 metre setback to west boundary, and may have nil setback to east boundary.
45	403	282	Nil setback	1.5	1	3.5	C2	Garage may have nil setback to east boundary.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
46	439	284	1	1	3.5	1	G2	Dwelling front door to face the biodiversity corridor. Garage must have minimum 5.5 metre setback to east boundary.
47	429	299	2	1	3.5	1	B	Garage must have minimum 5.5 metre setback to north boundary.
48	330	263	Nil setback	3.5	1	1	C	Dwelling front door to face the biodiversity corridor. Garage must have minimum 4.5 metre setback to west boundary, and may have nil setback to east boundary.
49	330	263	Nil setback	3.5	1	1	C	
50	425	263	Nil setback	3.5	1	1	C	Dwelling front door to face the biodiversity corridor. Garage must have minimum 4.5 metre setback to east boundary, and may have nil setback to west boundary.
51	535	263	Nil setback	3.5	1	1	C	
52	450	239	1	Nil setback	4.5	1.5	C2	Dwelling and garage may have nil setback to shared driveway and landscape easement.
53	420	251	1	1	4.5	2	H	Garage must have minimum 5.5 metre setback to east boundary.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
54	300	239	Nil setback	1	4.5	2	F	Garage must have min. 5.5 metre setback to east boundary.
55	420	251	1	1	4.5	2	H	
56	300	239	Nil setback	1	4.5	2	F	
57	420	245	1	1	4.5	2	H	
58	384	250	Nil setback	1	2.5	2	F3	Garage must have minimum 3.5 metre setback to east boundary.
59	640	355	4	1	1	4	S	Dwelling front door to locate on south elevation. Garage may have nil setback to east boundary and shared driveway.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
60	454	252	3.5	3	1	1	B	Garage may have nil setback to shared driveway.
61	392	275	Nil setback	2.5	3.5	1	B2	Garage may have nil setback to west boundary.
62	456	293	1	1	3.5	1	B	Garage may have nil setback to west boundary and shared driveway.
63	476	321	1	1	3.5	1	B	Garage may have nil setback west boundary and shared driveway.
64	439	307	3.5	Nil setback	3.5	1	B2	Garage must have minimum 4.5 metre setback to north boundary and minimum 1 metre setback to south boundary.
65	393	266	3.5	Nil setback	1	1	CS	No vehicle access to north boundary. Garage may have nil setback to east boundary and shared driveway.
66	419	266	3.5	Nil setback	1	1	CS	No vehicle access to north boundary. Garage may have nil setback to east boundary and shared driveway.
67	485	295	3.5	8	1	1	CS	No vehicle access to north boundary. Garage may have nil setback to east boundary.
68	506	357	3.5	6	1	1	A0	Garage must have minimum 5.5 metre setback to north boundary, and may have nil setback to east boundary.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
69	396	326	3.5	6	1	1	A0	Garage must have minimum 5.5 metre setback to north boundary, and may have nil setback to east boundary.
70	431	272	3.5	1	Nil setback	2.5	B2	Garage must have minimum 3.5 metre setback to west boundary.
71–72	–	–	–	–	–	–	–	These allotments do not exist in Figures 17 or 18.
73	371	295	1	Nil setback	1 to shared driveway	5.5	C2	Garage must have minimum 1 metre setback to south boundary.
74	275	196	Nil setback	Nil setback	1 to shared driveway	5.5	J	–
75	298	217	Nil setback	Nil setback	Nil setback to shared driveway	5.5	J2	May allow studio over garage to provide natural surveillance to lane.
76	296	217	Nil setback	Nil setback	Nil setback to shared driveway	5.5	J	
77	281	196	Nil setback	Nil setback	1 to shared driveway	5.5	J	–



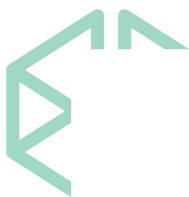
Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
78	266	196	Nil setback	Nil setback	1 to shared driveway	5.5	J	–
79	371	295	Nil setback	1	1 to shared driveway	5.5	C2	Garage must have minimum 1 metre setback to north boundary.
80	371	295	Nil setback	1	5.5	1 to shared driveway	C2	Garage must have minimum 1 metre setback to north boundary.
81	275	196	Nil setback	Nil setback	5.5	1 to shared driveway	J	Garage must have minimum 1 metre setback to north boundary.
82	298	196	Nil setback	Nil setback	5.5	1 to shared driveway	J	–
83	296	217	Nil setback	Nil setback	5.5	Nil setback to shared driveway	J2	May allow studio over garage to provide natural surveillance to lane.
84	281	217	Nil setback	Nil setback	5.5	Nil setback to shared driveway	J2	
85	266	196	Nil setback	Nil setback	5.5	1 to shared driveway	J	–



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
86	371	295	1	Nil setback	5.5	1 to shared driveway	C2	Garage must have minimum 1 metre setback to south boundary.
87	268	224	Nil setback	Nil setback	Nil setback	4.5	J	Garage must have minimum 0.5 metre setback to south boundary.
88	324	280	Nil setback	Nil setback	Nil setback	4.5	J	–
89	324	224	Nil setback	Nil setback	Nil setback	4.5	J	–
90	272	224	Nil setback	Nil setback	Nil setback	4.5	J	Garage must have minimum 0.5 metre setback to north boundary.
91	263	224	Nil setback	Nil setback	4.5	Nil setback	J	–
92	296	280	Nil setback	Nil setback	4.5	Nil setback	J	–
93	296	269	Nil setback	Nil setback	4.5	Nil setback	J	–
94	258	239	Nil setback	Nil setback	4.5	Nil setback	J	Garage must have minimum 0.5 metre setback to south boundary.
95	382	294	3.5	2	1	1	S	Garage must have minimum 1 metre setback to north boundary.
96	385	294	3.5	2	1	1	S	Garage must have minimum 1 metre setback to north boundary.
201	385	273	1	3.5	Nil setback	4	B	Consider corner treatment of house as it faces two streets.
202	423	269	Nil setback	3.5	1	2	B	Dwelling front door to face the biodiversity corridor.



Lot	Minimum Lot Size (m ²)	Maximum Gross Floor Area (m ²)	Minimum setback to north boundary (metres)	Minimum setback to south boundary (metres)	Minimum setback to east boundary (metres)	Minimum setback to west boundary (metres)	Indicative house	Special Requirements
203	383	234	Nil setback	1	1	2	S1	Dwelling front door to face east boundary.
204	320	224	1	1	1	4	S	Garage may have nil setback to east boundary.
205	449	313	1	1	6	5.5	A	–
206	449	313	1	1	6	5.5	A2	–
207	449	334	1	1	6	5.5	A	–
208	449	334	1	1	6	5.5	A	–
209	449	313	1	1	6	5.5	A	–
210	449	313	1	1	6	5.5	A	–
211	447	312	1	1.5	6	5.5	A	–
212	419	313	1	1	6	6	A	–
213	420	313	1	1	6	6	A	–



Bass Hill Drive-In Theatre Site

3.1. Typical House Types

TYPICAL HOUSE A

"Traditional" Lot 450m2
Frontage and garage to street

ORIENTATION

North to front, side and rear

PROPOSED

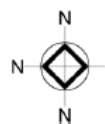
Lots 205,207-213
TYPE A2: 31,206
TYPE A0: 14,15,68-69

REF. EDEN BRAE "ESPERENCE"

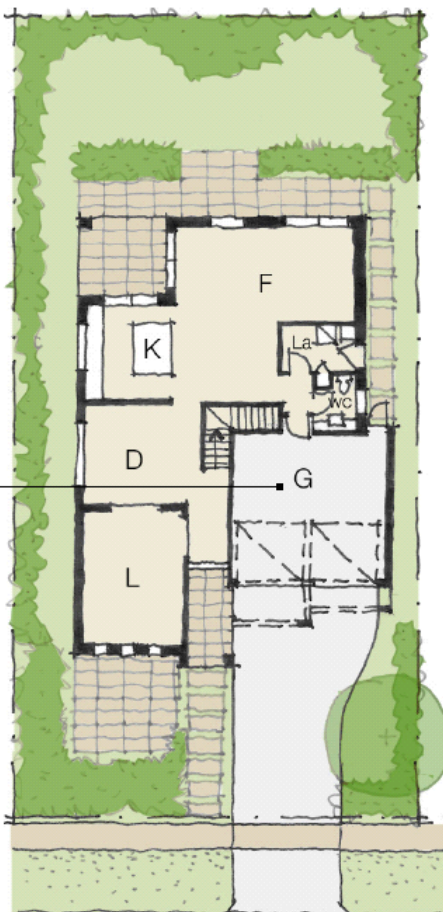
NOTE:
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY



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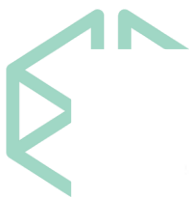
garage
location
variable
according
to site



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Bass Hill Drive-In Theatre Site

Typical House Types: (continued)

TYPICAL HOUSE B

Dual courtyard home
Frontage to street
Entry to front or side
Garage to rear

ORIENTATION

North to front, rear and side

PROPOSED

Lots 3,4,47,60,62-63,201-202
TYPE B2: 2,61,64,70

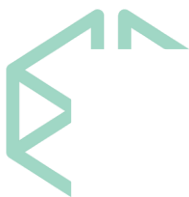
NOTE:

MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY



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Bass Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE C

Frontage to street
Garage to rear
Entry to front or side

ORIENTATION
North to front, rear and side

PROPOSED
Lots 40-44, 48-51
TYPE C2: 25,29,45,52,73,79-80,86
TYPE C5: 65-67

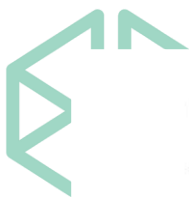
NOTE:
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SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY



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Bass Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE D

D2- garage is mirrored

12.5m width
Frontage and garage to street
"Traditional" backyard

ORIENTATION
North to rear and side

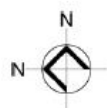
PROPOSED
Lots 5-6,9,11,13,20
TYPE D2: 7,21

REF. RAWSON HOMES "ILLOURA"

NOTE:
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY



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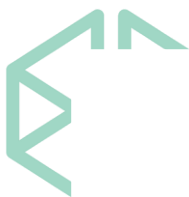


garage location variable
according to site

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Bass Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE D2

D2- garage is mirrored

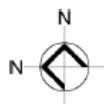
12.5m width
Frontage and garage to street
"Traditional" backyard

ORIENTATION
North to rear and side

PROPOSED
TYPE D2: 7,21

REF. RAWSON HOMES "ILLOURA"

NOTE:
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY



garage location variable
according to site



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Bass Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE F

Frontage and garage to street
Central courtyard

ORIENTATION

North mainly to side

PROPOSED

Lots 19,24,54,56

TYPE F2: 30,34-38

TYPE F3: 18,33,58

NOTE:

MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY

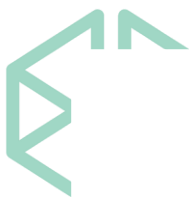


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Bass Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE F (OPTION)

PROVIDES SINGLE LEVEL LIVING
WITH MASTER SUITE AT GROUND

Frontage and garage to street
Central courtyard

ORIENTATION

North mainly to side

PROPOSED

Lots 19,24,54,56

TYPE F2: 30,34-38

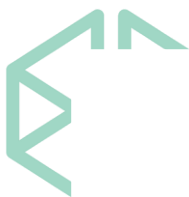
TYPE F3: 18,33,58

NOTE:

MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY

garage location variable
according to site





Bass Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE G

Frontage and garage to street
Central courtyard
13m width

ORIENTATION
North to side

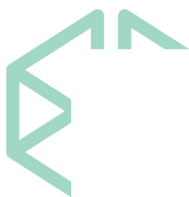
PROPOSED
Lots 26-28
TYPE G2: 46

NOTE:
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY



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Bass Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE H

Frontage and garage to street
Central courtyard
Single storey

ORIENTATION
North to side

PROPOSED
Lots 53,55,57

NOTE:
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY



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Bass Hill Drive-In Theatre Site

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TYPICAL HOUSE J

Frontage to street and park
Garage to rear
7.5m "Townhouse"

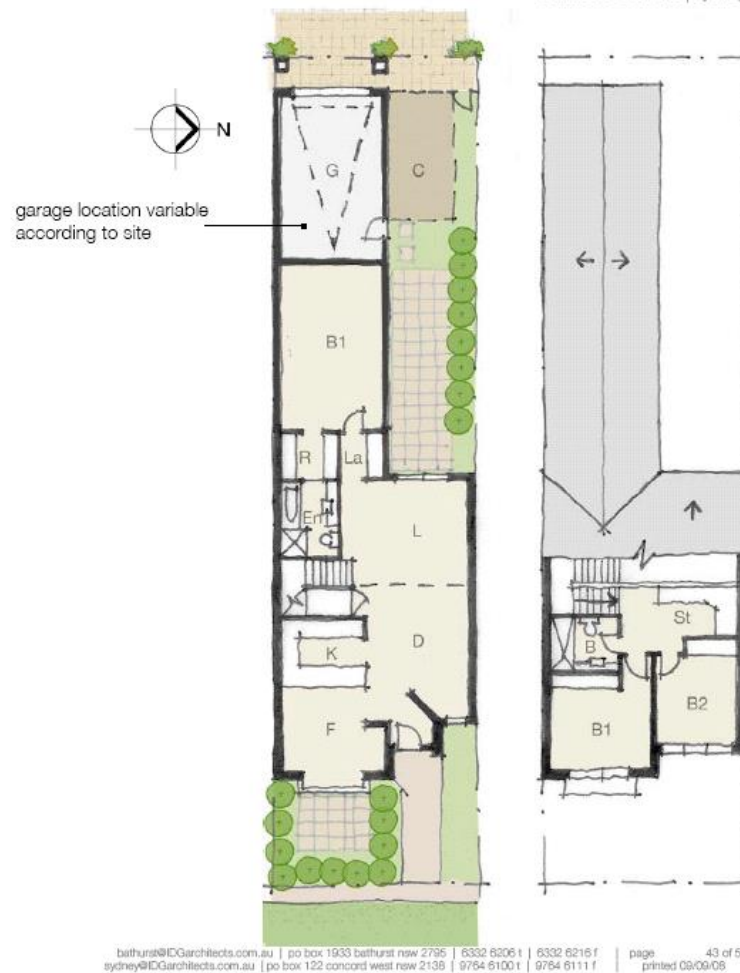
ORIENTATION
North to side

PROPOSED
Lots 74,77-78,81-82,85,87-94
TYPE J2: 75-76,83-84

NOTE:
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY



integratedDESIGNgroup p/l | abn 21 965 789 058
nominated architects tony mcburney reg#5273 | simon thorne reg#7093



bathurst@IDGarchitects.com.au | po box 1933 bathurst nsw 2795 | 6332 6206 t | 6332 6216 f | page 43 of 59
sydney@IDGarchitects.com.au | po box 122 concord west nsw 2138 | 9764 6100 t | 9764 6111 f | printed 09/09/08



Canterbury Bankstown Development Control Plan 2021

Chapter 7 Commercial Centres

7.3

City East

- Belfield
- Belmore
- Canterbury
- Croydon Park
- Earlwood
- Hurlstone Park
- Lakemba
- Narwee
- Punchbowl
- Roselands
- Wiley Park

DRAFT December 2020





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SECTION 1–INTRODUCTION

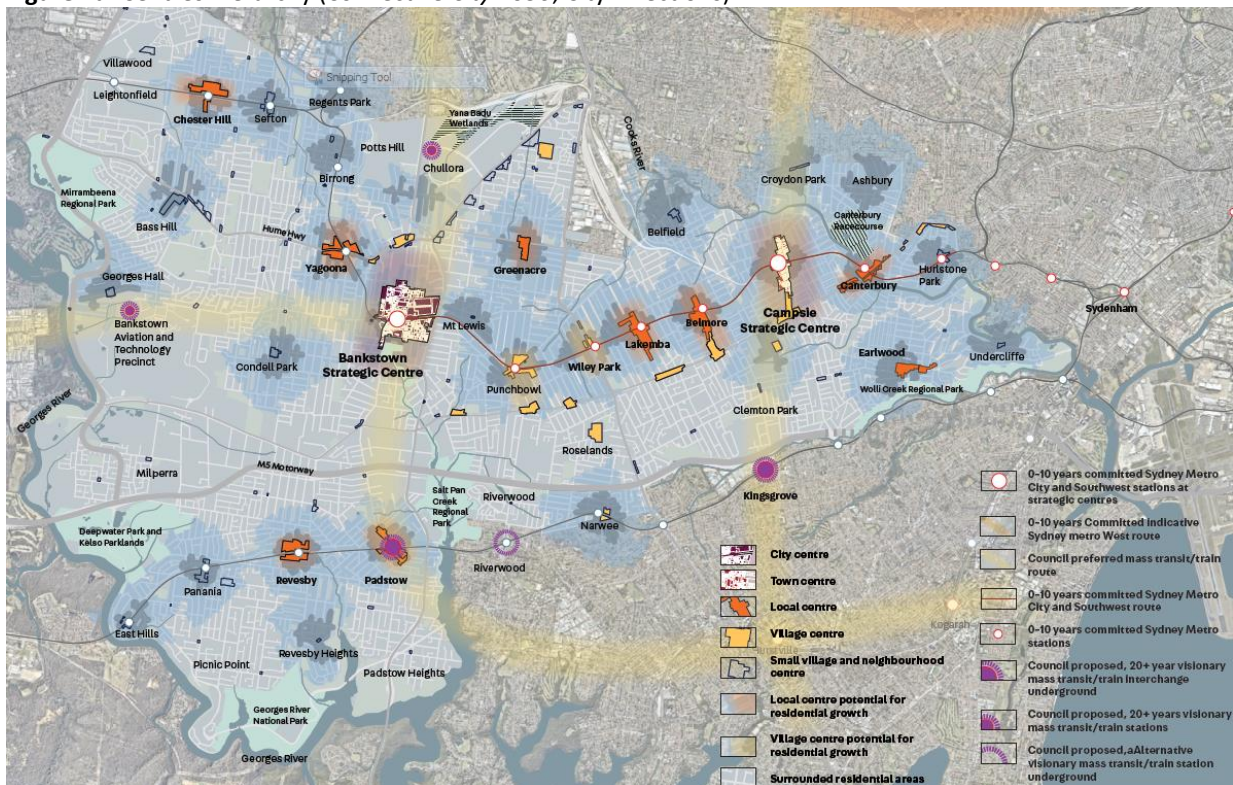
Explanation

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*)





Key actions of *Connective City 2036* include:

- To promote 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 in Belfield, Belmore, Canterbury, Croydon Park, Earlwood, Hurlstone Park, Lakemba, Narwee, Punchbowl, Roselands and Wiley Park.

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 ensure development is compatible with the centres hierarchy planning framework.
- 02** To enhance the amenity for people who live in, work in and visit the centres.
- 03** To provide a high quality and activated public domain with good solar access.
- 04** To facilitate ecologically sustainable development.
- 05** To provide an appropriate interface to adjacent uses.
- 06** To provide specific guidelines for key development sites.



SECTION 2–BELFIELD SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Belfield as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 2 applies to land shown in Figure 2a.

Figure 2a: Structure Plan



Objectives

- O1** To improve the structure and function of the centre.
- O2** To establish the desired spatial proportions of the street and define the street edge.
- O3** To minimise building size and bulk by setting back upper storeys.
- O4** To minimise amenity impacts on adjoining sites.



- 05** To allow for flexible design and building articulation by permitting minor encroachments.

Development Controls

Structure plan

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

General

- 2.2** 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

- 2.3** 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

- 2.4** 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.

On boundary with residential zone – side setback

- 2.5** Establish a 45° height plane projected at 1.5m from the residential boundary.
- 2.6** Provide minimum 1.5m setback to the residential zone boundary.
- 2.7** A two storey limit on the boundary with residential zone applies (refer to Figure 2b).



On boundary with residential zone – rear setback

- 2.8** Establish a 45° height plane projected at 6 m from the residential zone boundary.
- 2.9** Provide minimum 6m setback to the residential zone boundary.
- 2.10** A two storey limit on the boundary with residential zone applies (refer to Figure 2c).
- 2.11** A setback to a rear lane is not required.

Figure 2b: Building height plane side

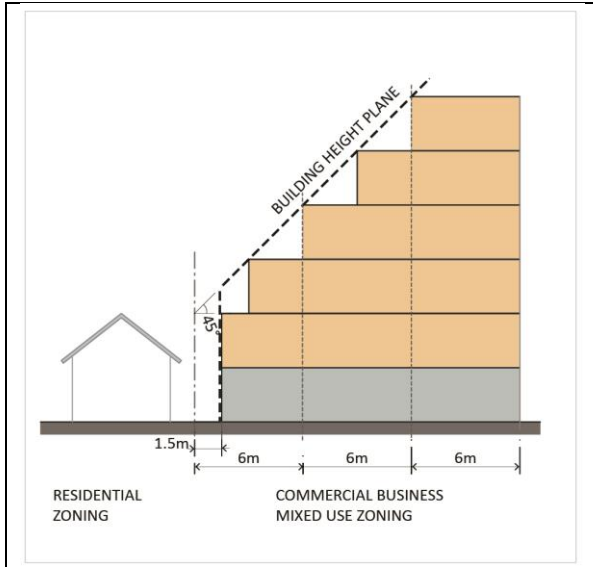
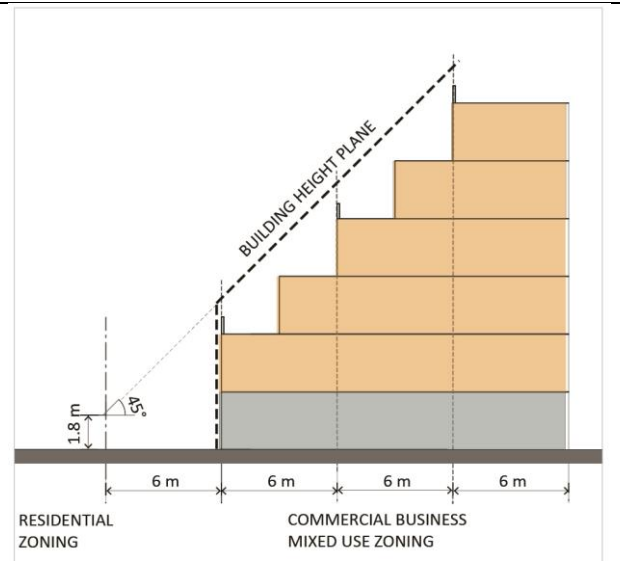


Figure 2c: Building height plane rear



Exceptions

- 2.12** 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.

Minimum Frontage

Objectives

- 01** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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

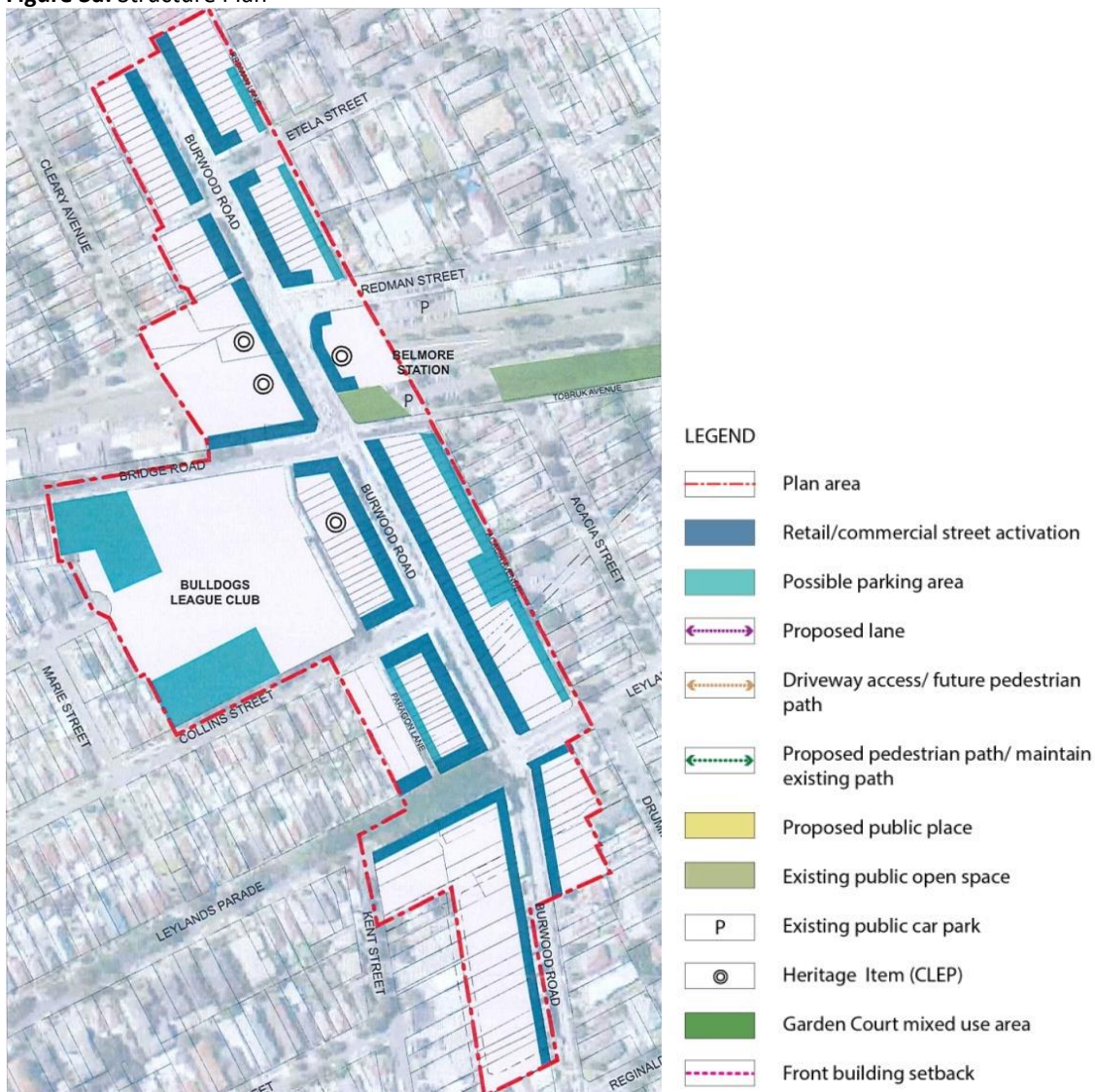


SECTION 3—BELMORE LOCAL CENTRE

Explanation

Connective City 2036 recognises Belmore as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 3 applies to land shown in Figure 3a.

Figure 3a: Structure Plan





Objectives

- O1** To improve the structure and function of the centre.
- O2** To establish the desired spatial proportions of the street and define the street edge.
- O3** To minimise building size and bulk by setting back upper storeys.
- O4** To minimise amenity impacts on adjoining sites.
- O5** To allow for flexible design and building articulation by permitting minor encroachments.

Development Controls

Structure plan

- 3.1** Development is to be in accordance to the structure plan shown in Figure 3a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.

General

- 3.2** 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

- 3.3** 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



- 3.4** 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.

On boundary with residential zone – side setback

- 3.5** Establish a 45° height plane projected at 1.5m from the residential boundary.
- 3.6** Provide minimum 1.5m setback to the residential zone boundary.
- 3.7** A two storey limit on the boundary with residential zone applies (refer to Figure 3b).

On boundary with residential zone – rear setback

- 3.8** Establish a 45° height plane projected at 6 m from the residential zone boundary.
- 3.9** Provide minimum 6m setback to the residential zone boundary.
- 3.10** A two storey limit on the boundary with residential zone applies (refer to Figure 3c).
- 3.11** A setback to a rear lane is not required.

Figure 3b: Building height plane side

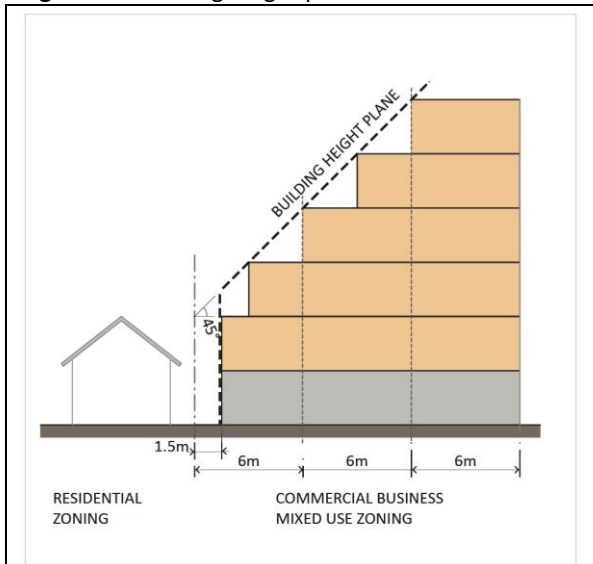
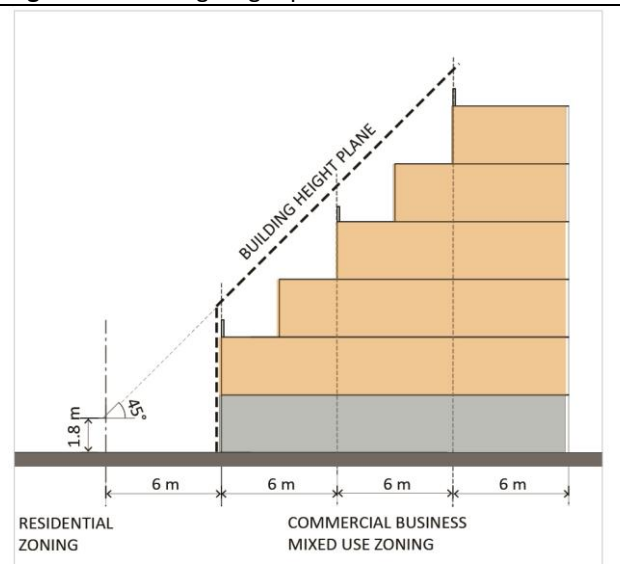


Figure 3c: Building height plane rear





Exceptions

3.12 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.

Minimum Frontage

Objectives

- 01** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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

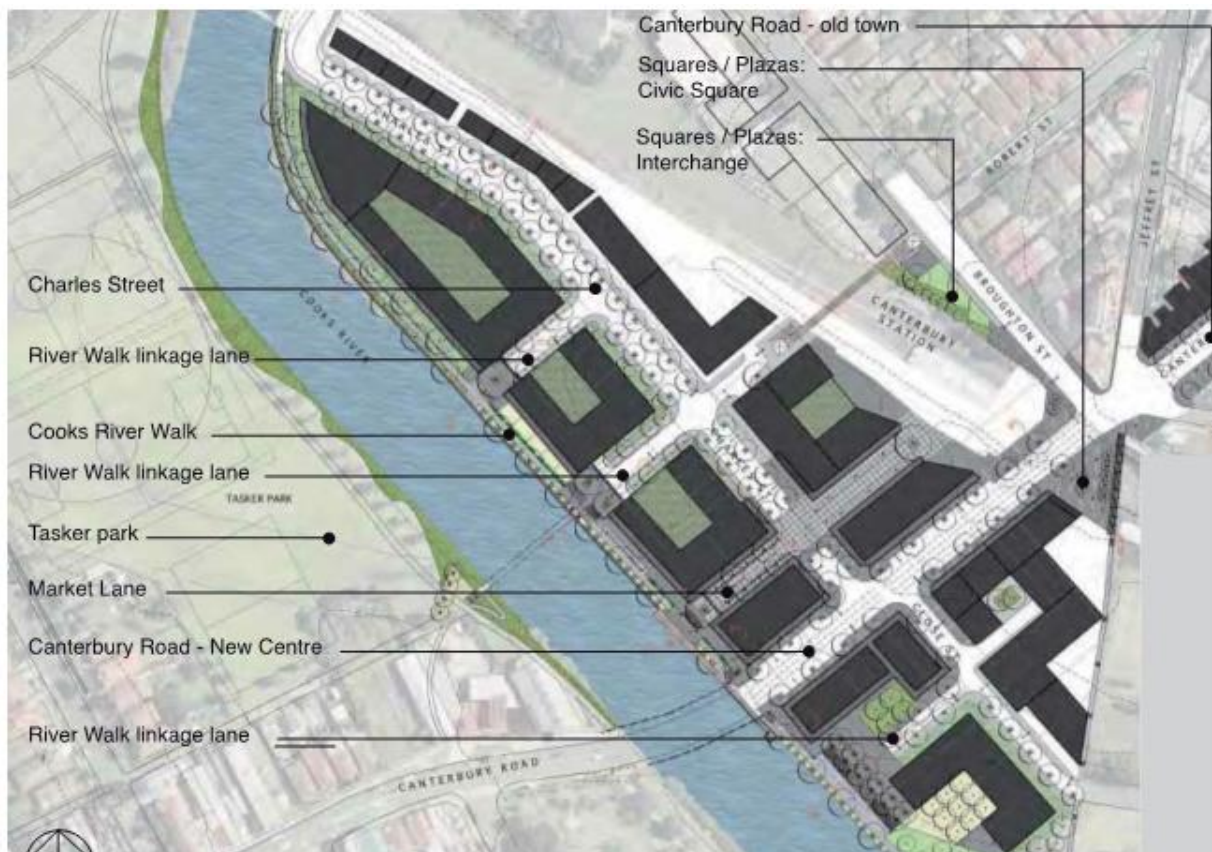


SECTION 4—CANTERBURY LOCAL CENTRE

Explanation

Connective City 2036 recognises Canterbury as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 4 applies to land shown in Figure 4a.

Figure 4a: Structure Plan



Desired Character

C1 Canterbury Local Centre

The Canterbury Local Centre is the area of highest density along Canterbury Road, and comprises buildings ranging from 3 to 9 storeys. Buildings over 6 storeys are restricted to specific sites, where they will have minimal impact on streetscape character and other residential areas.



The transformation of the local centre includes two zones; the traditional Town Centre, which lies to the northern side of the railway station, and the riverfront precinct. The latter, a collection of currently obsolete industrial/commercial sites, is located between the Cooks River and the Railway.

The lower scaled buildings are likely to be infill sites, additions to existing or heritage buildings, or buildings in sensitive locations (such as close to the Cooks River or residential land).

Active retail exists along the major thoroughfares and pedestrian paths, with commercial and residential above creating a genuinely mixed-use environment. Residential is expected to be located on the upper floors.

Buildings accommodating retail are built to the footpath, whilst the residential buildings have setbacks appropriate to the context (road traffic and air quality). Showrooms are not

permitted. Open space takes the form of regularly shaped streets, paths, promenades and plazas/ piazzas.

Objectives

- 01** To achieve the full development potential of land and best use of services in the centre.
- 02** To encourage the redevelopment of the riverfront district into an attractive vital and vibrant mixed-use environment via a network of publicly accessible spaces and places.
- 03** To create an attractive waterfront along the Cooks River through the provision of pedestrian and cycle ways, landscaped open spaces and opportunities for outdoor activities.
- 04** To reinstate the role of the centre on Canterbury Road.
- 05** To improve the structure and function of the centre.
- 06** To establish the desired spatial proportions of the street and define the street edge.
- 07** To minimise building size and bulk by setting back upper storeys.
- 08** To minimise amenity impacts on adjoining sites.
- 09** To allow for flexible design and building articulation by permitting minor encroachments.



Development Controls

- 4.1** Redevelopment in the Canterbury Local Centre requires a minimum lot size of 1,500m².
- 4.2** Development is to be consistent with the public domain requirements identified in Figures 4a to 4d.
- 4.3** Key elements of the public domain that are to be provided for includes:
- (a) The foreshore promenade along the Cooks River; and
 - (b) The creation of the Market Lane that provides a retail link from the railway station through to the foreshore promenade.

Figure 4b: Specific heights in storeys

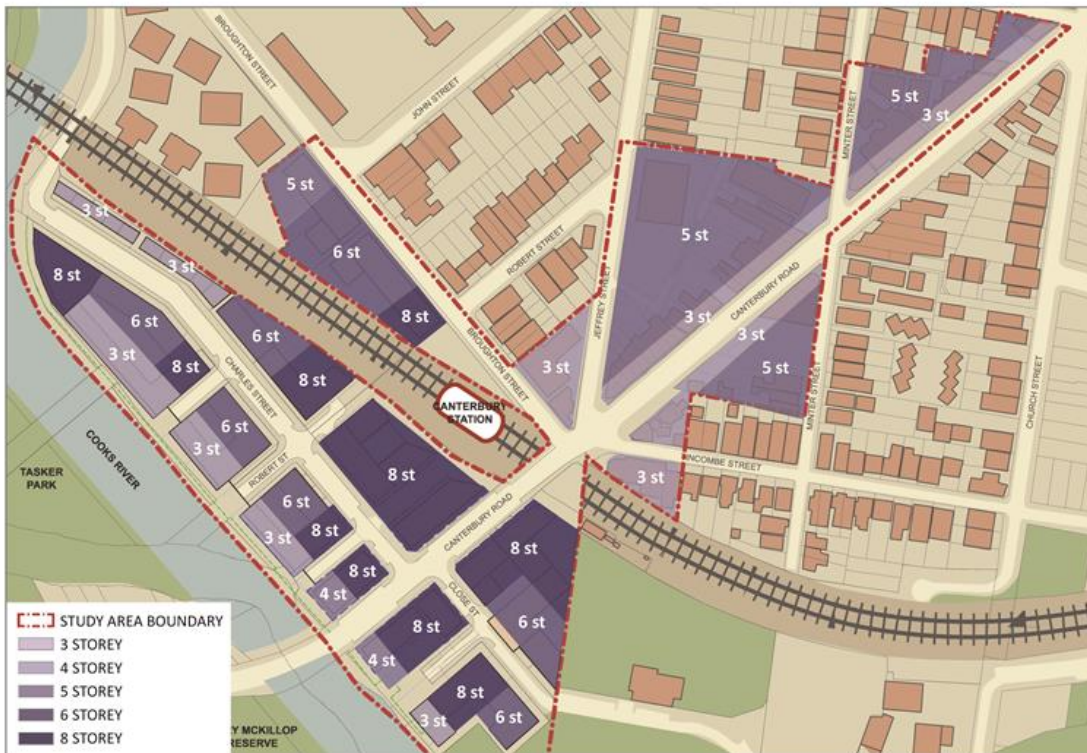




Figure 4c: Public Domain Structure Plan

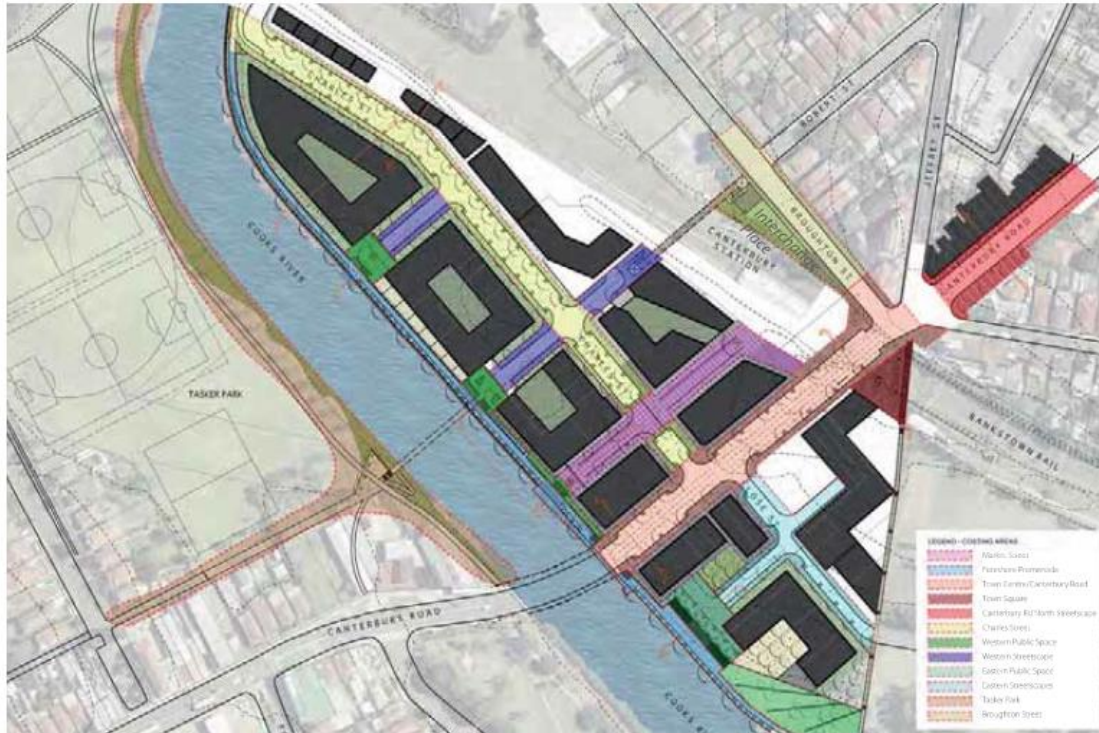
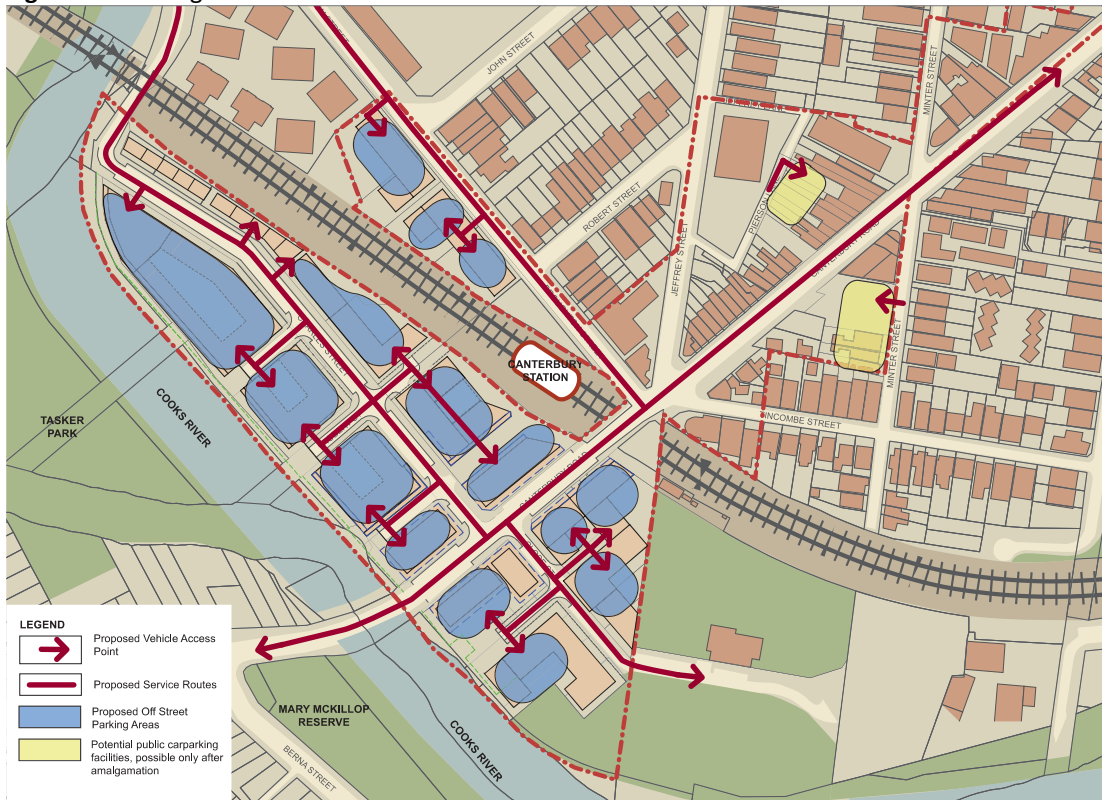


Figure 4d: Parking and vehicle access





General

- 4.4** 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

- 4.5** 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 along Canterbury Road	1–4 storeys minimum setback of 9 metres from street boundary Basements to be 3 metres from street boundary	Above 4 storeys an additional 5 metres

Side setbacks

- 4.6** 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.

On boundary with residential zone – side setback

- 4.7** Establish a 45° height plane projected at 1.5m from the residential boundary.
- 4.8** Provide minimum 1.5m setback to the residential zone boundary.
- 4.9** A two storey limit on the boundary with residential zone applies (refer to Figure 4e).

On boundary with residential zone – rear setback

- 4.10** Establish a 45° height plane projected at 6 m from the residential zone boundary.
- 4.11** Provide minimum 6m setback to the residential zone boundary.
- 4.12** A two storey limit on the boundary with residential zone applies (refer to Figure 4f).
- 4.13** A setback to a rear lane is not required.



Figure 4e: Building height plane side

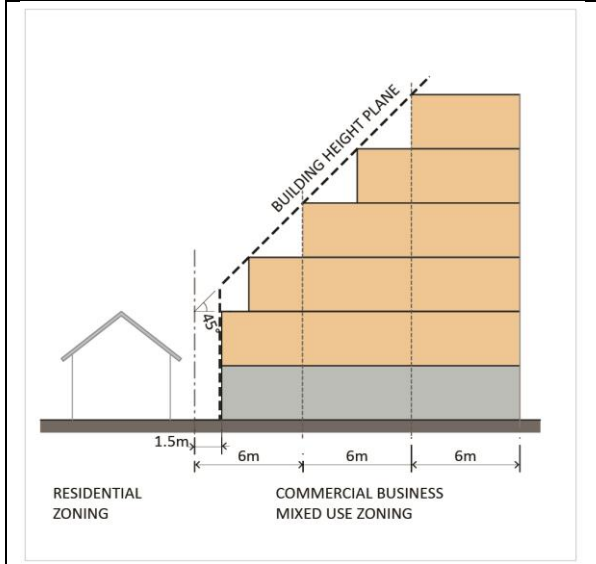
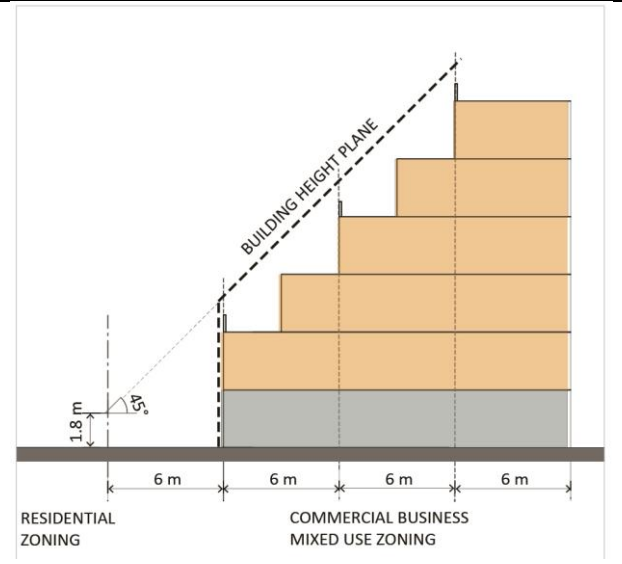


Figure 4f: Building height plane rear



Exceptions

4.14 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.

Minimum Frontage

Objectives

- 01** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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



SECTION 5—CROYDON PARK SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Croydon Park as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 5 applies to land shown in Figure 5a.

Figure 5a: Structure Plan



Objectives

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



Development Controls

Structure plan

- 5.1** Development is to be in accordance to the structure plan shown in Figure 5a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.

General

- 5.2** 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

- 5.3** 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

- 5.4** 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.

On boundary with residential zone – side setback

- 5.5** Establish a 45° height plane projected at 1.5m from the residential boundary.
- 5.6** Provide minimum 1.5m setback to the residential zone boundary.
- 5.7** A two storey limit on the boundary with residential zone applies (refer to Figure 5b).



On boundary with residential zone – rear setback

- 5.8 Establish a 45° height plane projected at 6 m from the residential zone boundary.
- 5.9 Provide minimum 6m setback to the residential zone boundary.
- 5.10 A two storey limit on the boundary with residential zone applies (refer to Figure 5c).
- 5.11 A setback to a rear lane is not required.

Figure 5b: Building height plane side

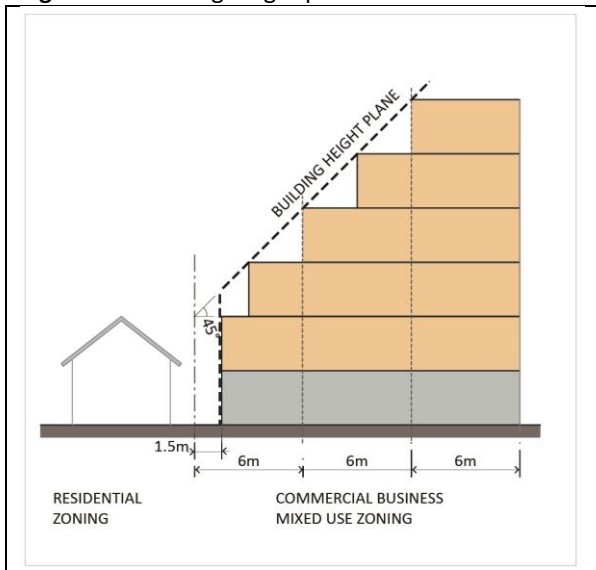
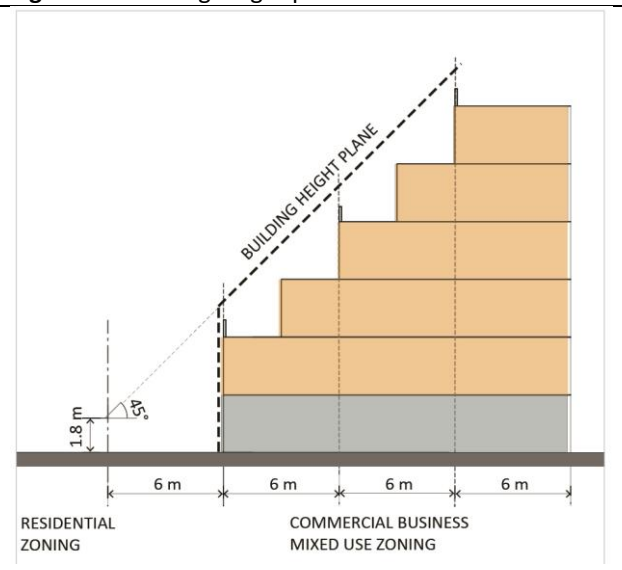


Figure 5c: Building height plane rear



Exceptions

- 5.12 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.

Minimum Frontage

Objectives

- 01 To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02 To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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

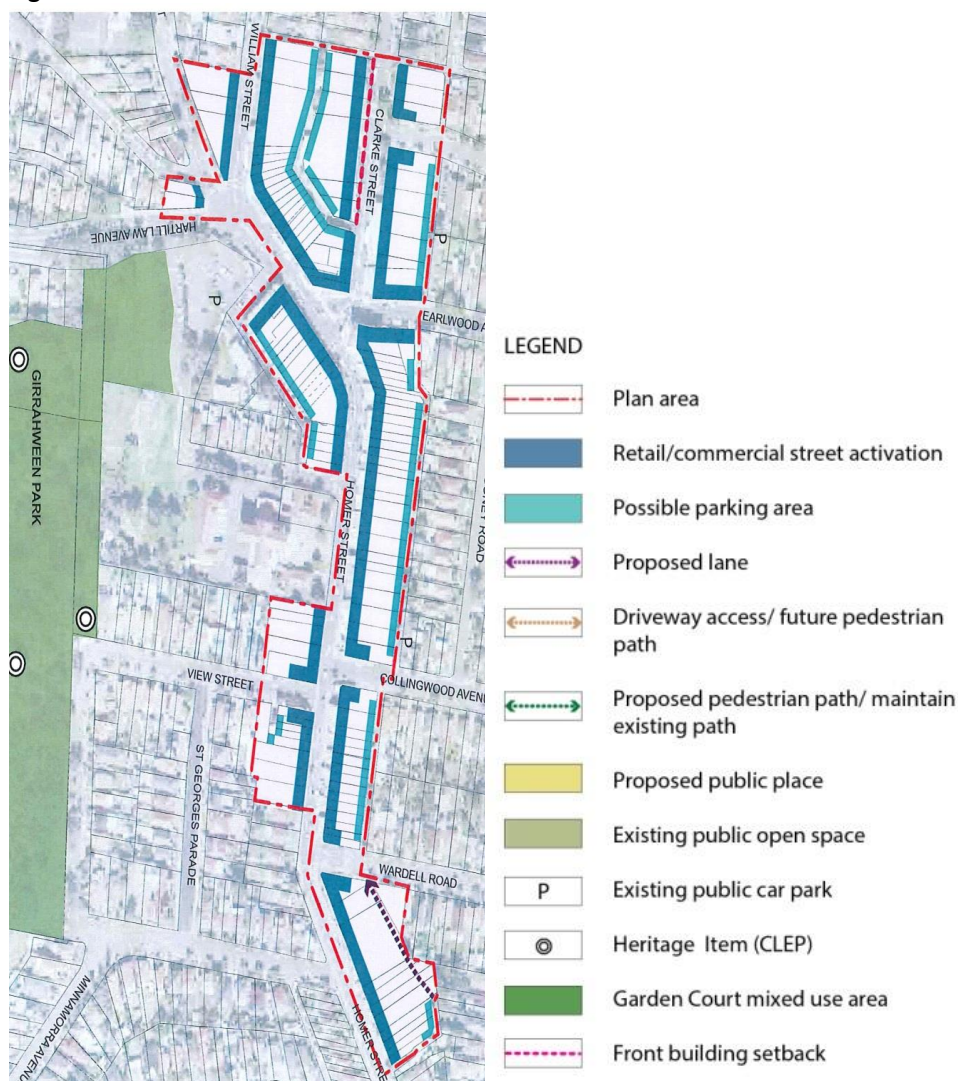


SECTION 6—EARLWOOD LOCAL CENTRE

Explanation

Connective City 2036 recognises Earlwood as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 6 applies to land shown in Figure 6a.

Figure 6a: Structure Plan





Objectives

- O1** To improve the structure and function of the centre.
- O2** To establish the desired spatial proportions of the street and define the street edge.
- O3** To minimise building size and bulk by setting back upper storeys.
- O4** To minimise amenity impacts on adjoining sites.
- O5** To allow for flexible design and building articulation by permitting minor encroachments.

Development Controls

Structure plan

- 6.1** Development is to be in accordance to the structure plan shown in Figure 6a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.

General

- 6.2** 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

- 6.3** 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

6.4 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.

On boundary with residential zone – side setback

6.5 Establish a 45° height plane projected at 1.5m from the residential boundary.

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

6.7 A two storey limit on the boundary with residential zone applies (refer to Figure 6b).

On boundary with residential zone – rear setback

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

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

6.10 A two storey limit on the boundary with residential zone applies (refer to Figure 6c).

6.11 A setback to a rear lane is not required.

Figure 6b: Building height plane side

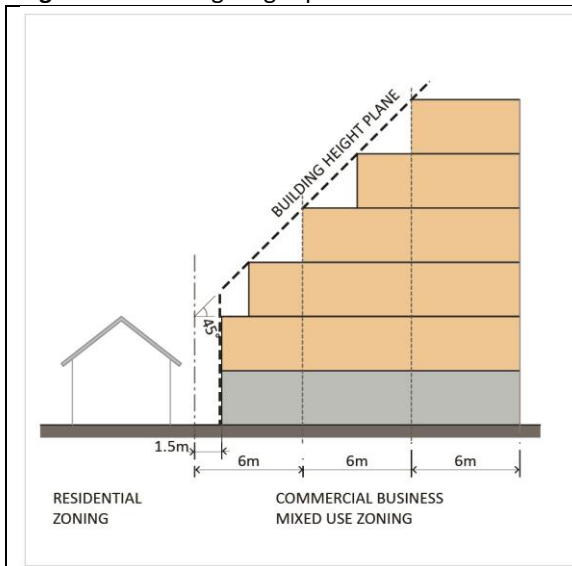
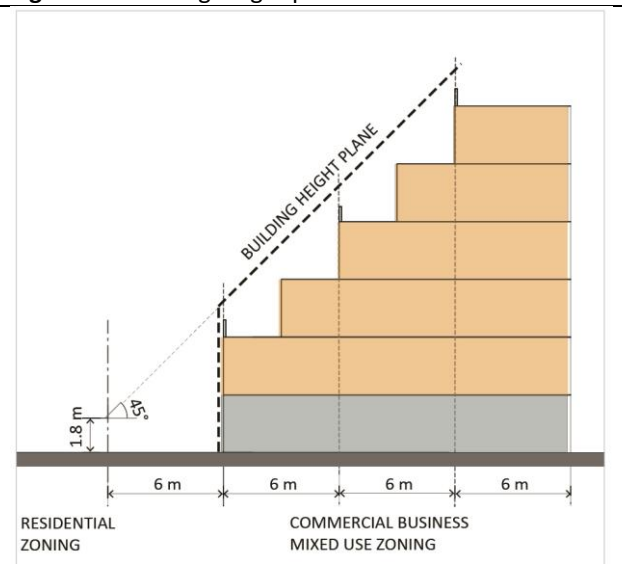


Figure 6c: Building height plane rear





Exceptions

6.12 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.

Minimum Frontage

Objectives

- 01** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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

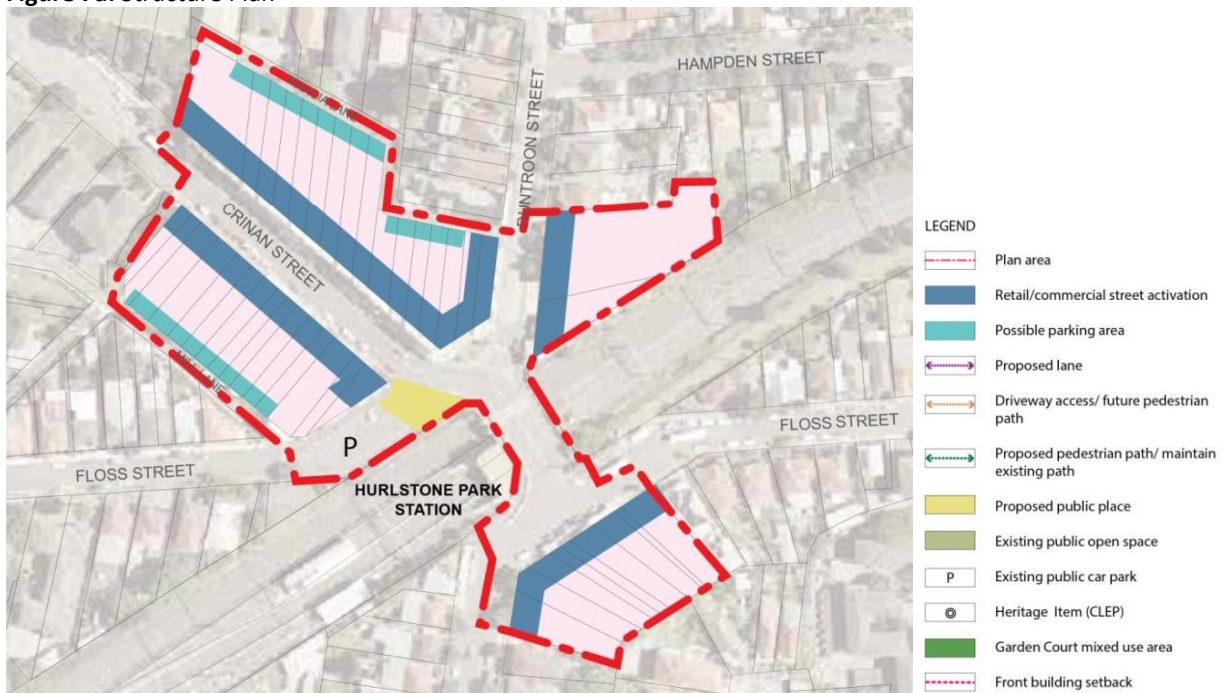


SECTION 7–HURLSTONE PARK SMALL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Croydon Park as a small village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 7 applies to land shown in Figure 7a. Note: If applicable to a development application, the development controls of Chapter 4 of this DCP will prevail if there is an inconsistency with Section 7.

Figure 7a: Structure Plan



Objectives

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



- 06** To ensure that development is in keeping with the heritage character of the centre.

Development Controls

Structure plan

- 7.1** Development is to be in accordance to the structure plan shown in Figure 7a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.
- 7.2** Development within a heritage conservation area or affecting a heritage item must comply with the requirements of Chapter 4 of this DCP
- 7.3** Development within the vicinity of a heritage item or heritage conservation area must comply with the requirements of Chapter 4 of this DCP.

General

- 7.4** 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

- 7.5** 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

- 7.6** 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.



On boundary with residential zone – side setback

- 7.7 Establish a 45° height plane projected at 1.5m from the residential boundary.
- 7.8 Provide minimum 1.5m setback to the residential zone boundary.
- 7.9 A two storey limit on the boundary with residential zone applies (refer to Figure 7b).

On boundary with residential zone – rear setback

- 7.10 Establish a 45° height plane projected at 6 m from the residential zone boundary.
- 7.11 Provide minimum 6m setback to the residential zone boundary.
- 7.12 A two storey limit on the boundary with residential zone applies (refer to Figure 7c).
- 7.13 A setback to a rear lane is not required.

Figure 7b: Building height plane side

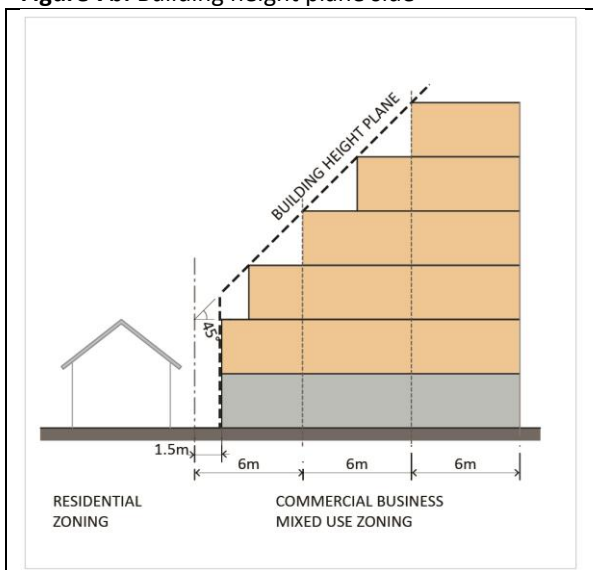
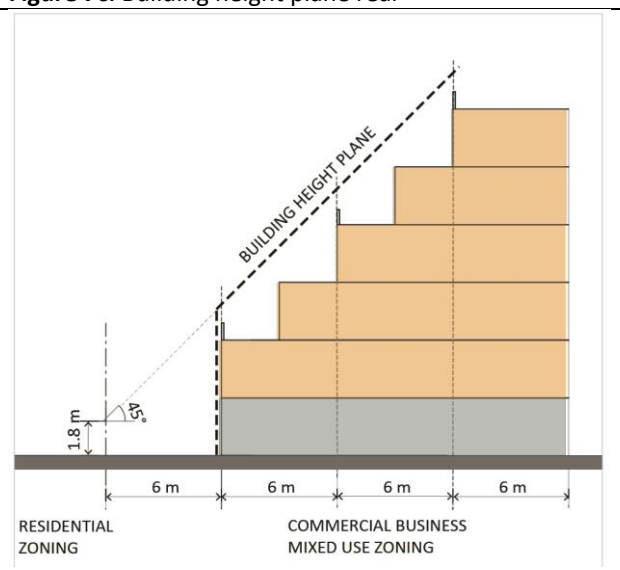


Figure 7c: Building height plane rear



Exceptions

- 7.14 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.



Minimum Frontage

Objectives

- 01** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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

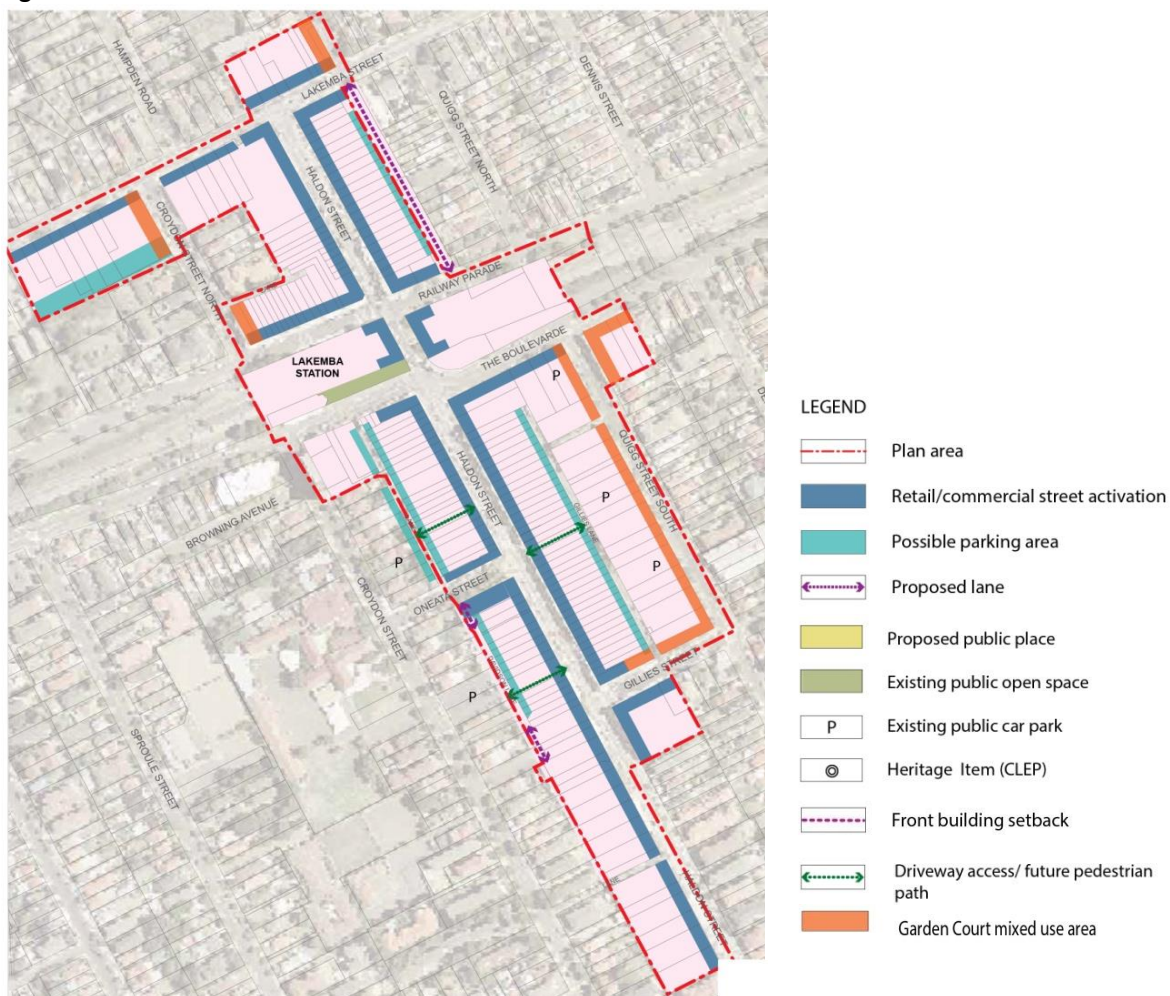


SECTION 8–LAKEMBA LOCAL CENTRE

Explanation

Connective City 2036 recognises Lakemba as a local centre within the centres hierarchy. It provides urban and community services to a large suburban population, and connects to good public transport. Section 6 applies to land shown in Figure 8a.

Figure 8a: Structure Plan



Objectives

- 01** To improve the structure and function of the centre.
- 02** To establish the desired spatial proportions of the street and define the street edge.
- 03** To minimise building size and bulk by setting back upper storeys.



- 04** To minimise amenity impacts on adjoining sites.
- 05** To allow for flexible design and building articulation by permitting minor encroachments.

Development Controls

Structure plan

- 8.1** Development is to be in accordance to the structure plan shown in Figure 8a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.

General

- 8.2** 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

- 8.3** 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

- 8.4** 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.

On boundary with residential zone – side setback

- 8.5** Establish a 45° height plane projected at 1.5m from the residential boundary.
- 8.6** Provide minimum 1.5m setback to the residential zone boundary.



8.7 A two storey limit on the boundary with residential zone applies (refer to Figure 8b).

On boundary with residential zone – rear setback

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

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

8.10 A two storey limit on the boundary with residential zone applies (refer to Figure 8c).

8.11 A setback to a rear lane is not required.

Figure 8b: Building height plane side

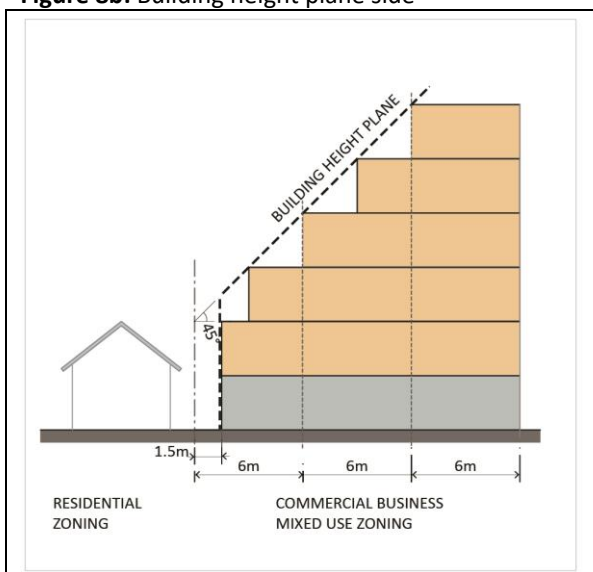
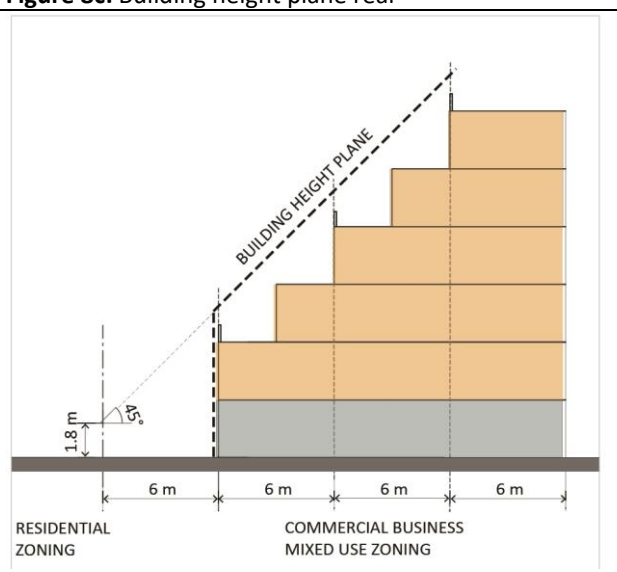


Figure 8c: Building height plane rear



Exceptions

8.12 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.

Minimum Frontage

Objectives

- 01** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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

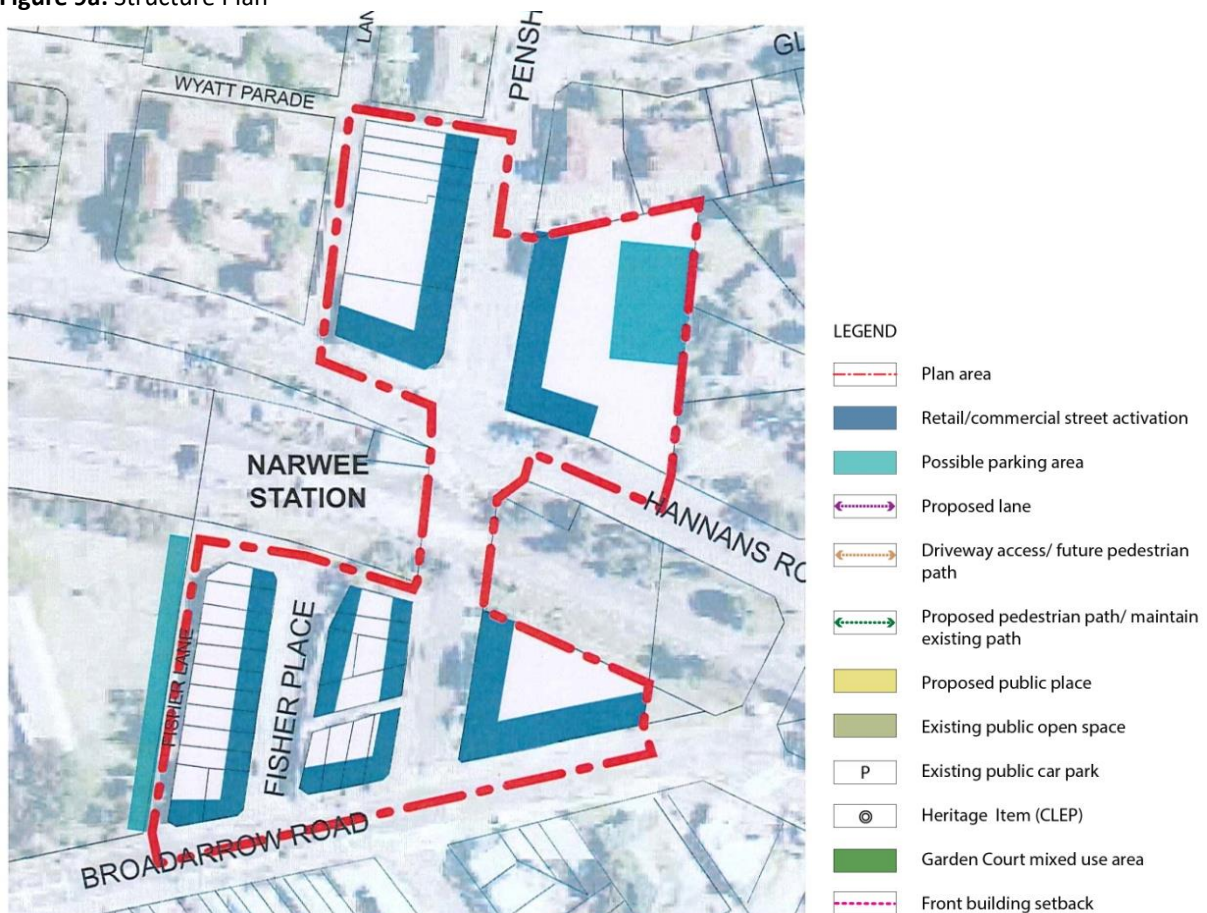


SECTION 9–NARWEE VILLAGE CENTRE

Explanation

Connective City 2036 recognises Narwee as a village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 9 applies to land shown in Figure 9a.

Figure 9a: Structure Plan





Objectives

- O1** To improve the structure and function of the centre.
- O2** To establish the desired spatial proportions of the street and define the street edge.
- O3** To minimise building size and bulk by setting back upper storeys.
- O4** To minimise amenity impacts on adjoining sites.
- O5** To allow for flexible design and building articulation by permitting minor encroachments.

Development Controls

Structure plan

- 9.1** Development is to be in accordance to the structure plan shown in Figure 9a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.

General

- 9.2** 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

- 9.3** 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

9.4 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.

On boundary with residential zone – side setback

9.5 Establish a 45° height plane projected at 1.5m from the residential boundary.

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

9.7 A two storey limit on the boundary with residential zone applies (refer to Figure 9b).

On boundary with residential zone – rear setback

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

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

9.10 A two storey limit on the boundary with residential zone applies (refer to Figure 9c).

9.11 A setback to a rear lane is not required.

Figure 9b: Building height plane side

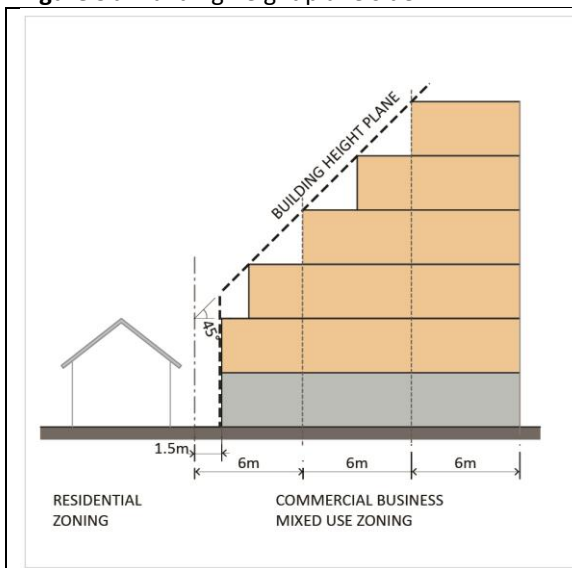
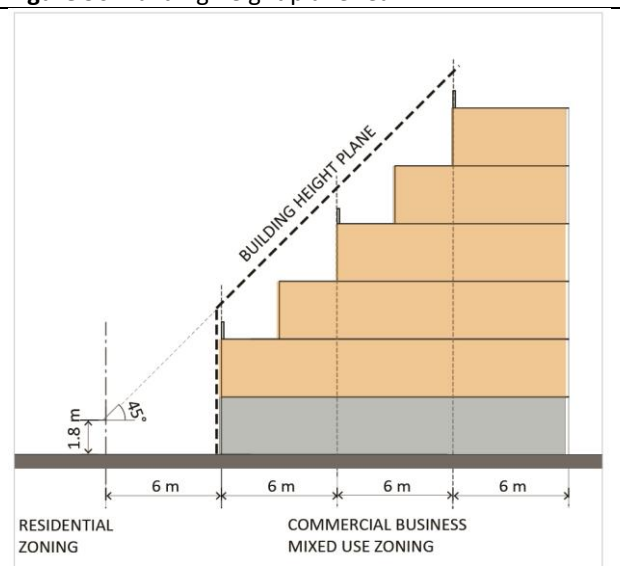


Figure 9c: Building height plane rear





Exceptions

9.12 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.

Minimum Frontage

Objectives

- 01** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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



SECTION 10—PUNCHBOWL VILLAGE CENTRE

Explanation

Connective City 2036 recognises Punchbowl as a village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 10 applies to land shown in Figure 10a.

Desired Character

C1 Punchbowl Village Centre

The Punchbowl Village Centre will be a transit-oriented centre along the Sydenham to Bankstown Urban Renewal Corridor, a place that is well-used by commuters to catch the Sydney Metro. The accessible railway station is the focal point for local retail activity along the main streets (The Boulevarde and Punchbowl Road), a great civic space which connects both sides of the railway line.

The main street (Punchbowl Road) is a place that connects people, business and public transport. The traditional terrace shops and historic shopfronts will continue to reflect the unique characteristics of the place.

Low and medium-rise buildings at appropriate locations will create a sense of enclosure, human scale, order, comfort and enjoyment for people walking in the village centre. Quality open spaces and a regional cycle link along the rail corridor will offer a wide range of recreation and leisure opportunities for residents and visitors to walk, cycle and exercise.

Objectives

- O1** To improve the structure and function of the centre.
- O2** To establish the desired spatial proportions of the street and define the street edge.
- O3** To minimise building size and bulk by setting back upper storeys.
- O4** To minimise amenity impacts on adjoining sites.
- O5** To allow for flexible design and building articulation by permitting minor encroachments.
- O6** To provide storey limits.



- O7** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- O8** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- O9** To ensure the building form and design provide appropriate amenity to residents in terms of access to sunlight and privacy.
- O10** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Development Controls applicable to the Former Canterbury Local Government Area

Structure plan

- 10.1** Development is to be in accordance to the structure plan shown in Figure 10a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.

General

- 10.2** 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).

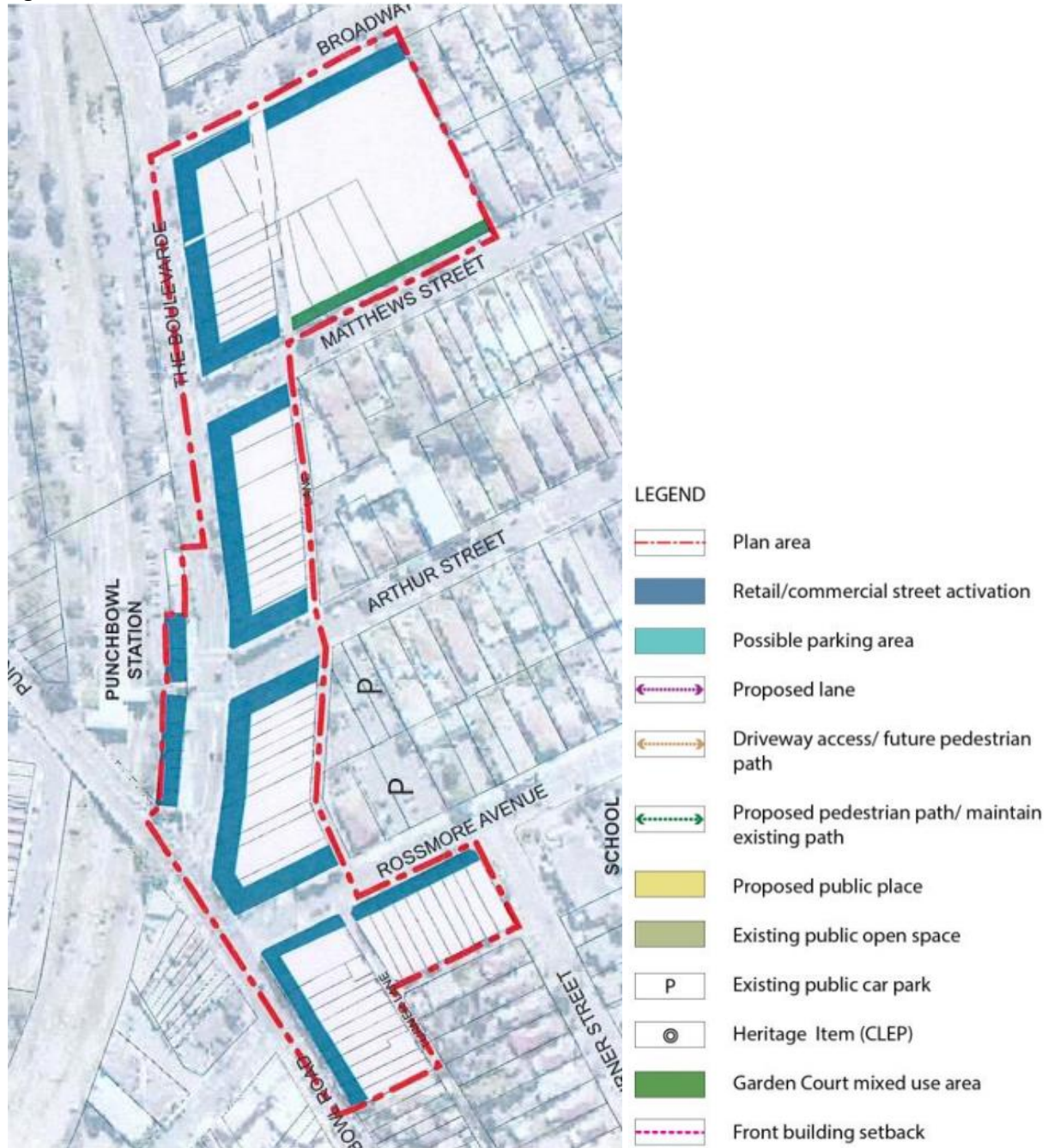
Front setbacks

- 10.3** 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)



Figure 10a: Structure Plan



Side setbacks

10.4 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.



On boundary with residential zone – side setback

10.5 Establish a 45° height plane projected at 1.5m from the residential boundary.

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

10.7 A two storey limit on the boundary with residential zone applies (refer to Figure 10b).

On boundary with residential zone – rear setback

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

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

10.10 A two storey limit on the boundary with residential zone applies (refer to Figure 10c).

10.11 A setback to a rear lane is not required.

Figure 10b: Building height plane side

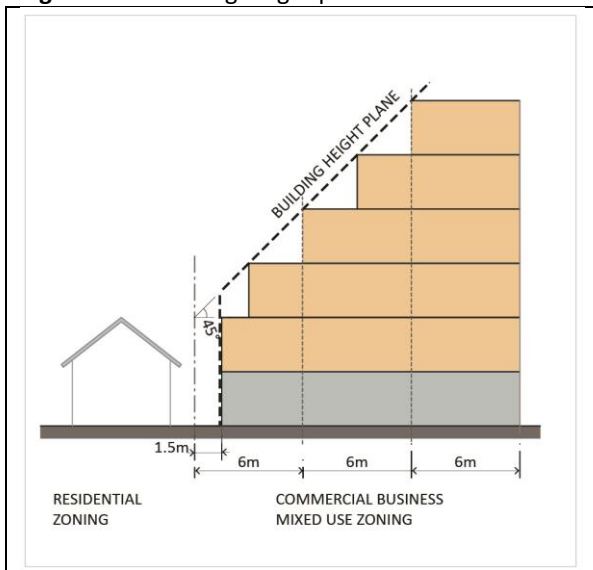
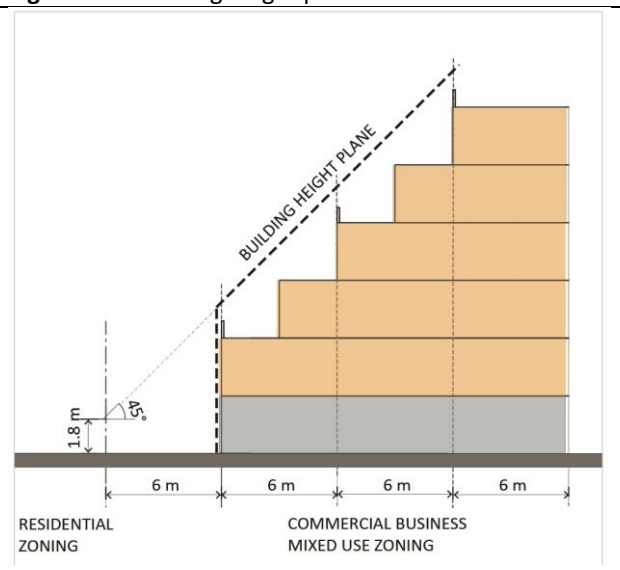


Figure 10c: Building height plane rear



Exceptions

10.12 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.



Minimum Frontage

Objectives

- 01 To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02 To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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

Development Controls applicable to the Former Bankstown Local Government Area

Storey limit (not including basements)

- 10.13** Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
14 metres	4 storeys (no attic)

Street setbacks

- 10.14** The minimum setbacks to the primary and secondary street frontages of the site are:
- (a) zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey; and
 - (b) 3 metres for the third storey (a balcony may occupy this setback provided the roof or parapet of the second storey screens the balcony when viewed from the street); and
 - (c) 5 metres for the fourth and fifth storeys.

Side and rear setbacks

- 10.15** Where development is adjacent to residential zoned land, Council may increase the minimum setbacks to the side and rear boundaries.



- 10.16** For blank building walls with no window or balcony, the minimum setback to the side and rear boundaries of the site is:
- (a) zero setback for all storeys provided the setback is to a boundary that adjoins non-residential zoned land and is not a secondary frontage; or
 - (b) where the setback is to a boundary that adjoins residential zoned land:
 - (i) zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey; and
 - (ii) 5 metres for the third and fourth storeys; and
 - (iii) 9 metres for the fifth storey.
- 10.17** The maximum depth for cross-through dwellings (i.e. single or dual aspect dwellings where the side building walls do not contain a window or balcony) is 14 metres.
- 10.18** For building walls with a window or balcony in commercial development, shop top housing and mixed use development, the minimum setbacks to the side and rear boundaries of the site are:
- (a) 3 metres for the first storey (i.e. the ground floor). Council may allow a setback less than 3 metres provided it complies with the Building Code of Australia; and
 - (b) 3 metres for the second storey; and
 - (c) 5 metres for the third and fourth storeys; and
 - (d) 5 metres for the fifth storey provided the setback is to a boundary that adjoins non-residential zoned land; or
 - (e) 9 metres for the fifth storey where the setback is to a boundary that adjoins residential zoned land.
- 10.19** For building walls with a window or balcony in residential flat buildings, the minimum setbacks to the side and rear boundaries of the site are:
- (a) 5 metres for all storeys; and
 - (b) 9 metres for the fifth storey where the setback is to a boundary that adjoins residential zoned land.

Setbacks within the site

- 10.20** The minimum setbacks between two or more habitable buildings on the site are:
- (a) 9 metres between the external enclosing walls of dwellings; and
 - (b) 6 metres between the balconies, above ground decks, and the like of dwellings.



Figure 10d: Minimum setback to the primary and secondary street frontages.

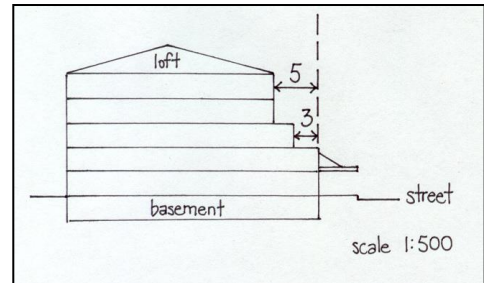


Figure 10f: Minimum setback to the side and rear boundaries for a building wall with a window or balcony.

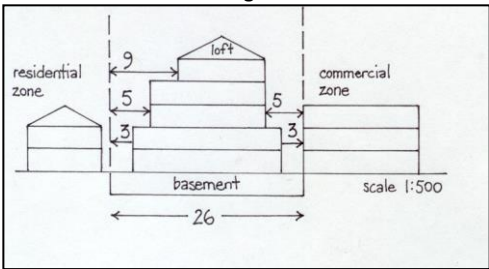


Figure 10e: Minimum setback to the side and rear boundaries for a building wall with no window or balcony.

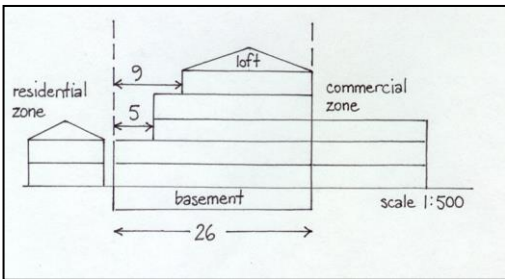
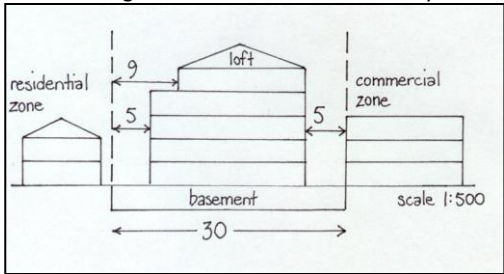


Figure 10g: Minimum setback to the side and rear boundaries for a building wall with a window or balcony.



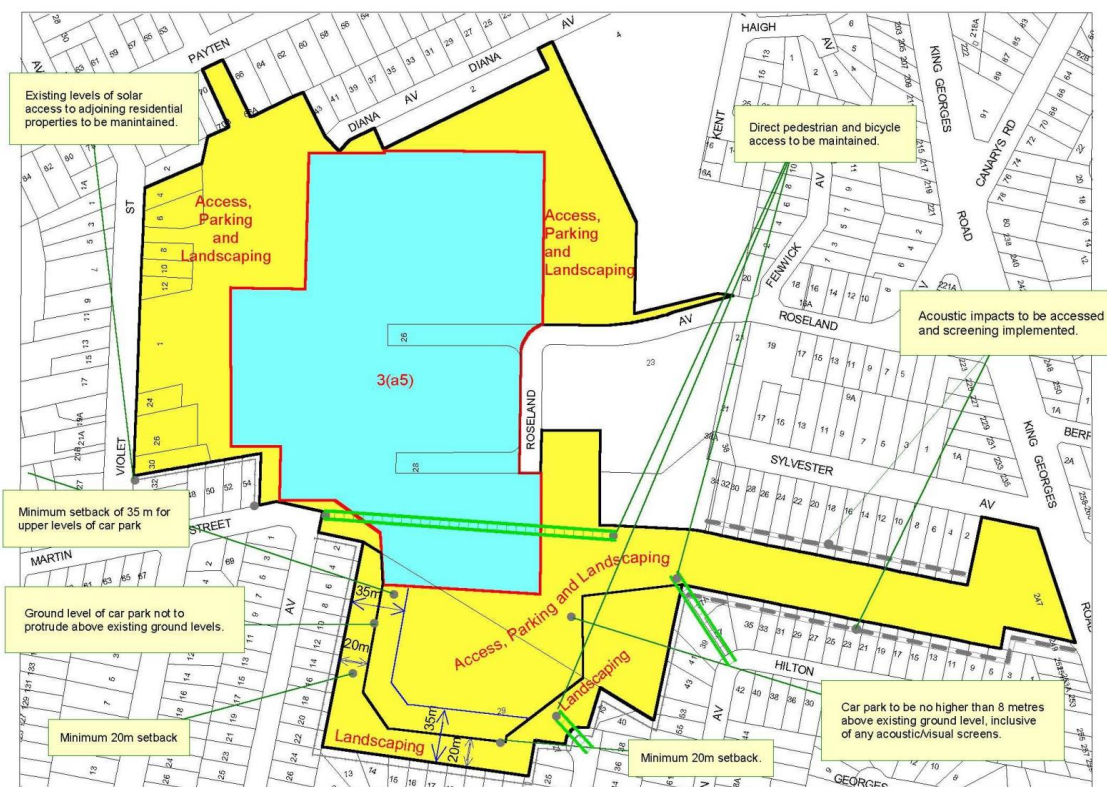


SECTION 11—ROSELANDS VILLAGE CENTRE

Explanation

Connective City 2036 recognises Roselands as a village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 11 applies to land shown in Figure 11a.

Figure 11a: Structure Plan



Objectives

- O1** To improve the structure and function of the centre.
- O2** To establish the desired spatial proportions of the street and define the street edge.
- O3** To minimise building size and bulk by setting back upper storeys.
- O4** To minimise amenity impacts on adjoining sites.



- 05** To allow for flexible design and building articulation by permitting minor encroachments.
- 06** To ensure that direct, safe and convenient pedestrian and bicycle access is provided, through and around the village centre.
- 07** To provide an open setting to the site through open spaces and landscaped areas.
- 08** To ensure that traffic generated by the village centre does not impact on residential neighbourhoods or impede regional traffic flow.

Development Controls

Structure plan

- 11.1** Development is to be in accordance to the structure plan shown in Figure 11a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.

Pedestrian, bicycle and vehicle access

- 11.2** Maintain pedestrian access from Martin Street, Hilton Avenue, Roseland Drive and King Georges Road.
- 11.3** Maintain access along Martin Street/ Roselands Drive without the need for users to enter the centre complex.
- 11.4** Maintain existing vehicular connections between Roselands Avenue and Martin Street/ Roselands Drive.

Car parking structure

- 11.5** The ground floor level of the car park (or any structure) is no higher than the ground level (existing).
- 11.6** Minimum 35 metre setback for car park on western side, adjacent to Roseview Avenue.
- 11.7** Maximum height of 8 metres for any car park (or other structure) in the southern part of the site (height limit includes any visual and/or acoustic screens), measured above existing ground levels at any point.



Vehicle access

- 11.8** Separate access and manoeuvring for service and delivery vehicles from public parking and access ways.
- 11.9** Design the Martin Street/ Roselands Drive access route so that the option to close off Martin Street to through traffic (and traffic leaving the centre to be directed towards King Georges Road) is available and can be readily implemented (based on an assessment of traffic conditions following completion of building works).

Solar access

- 11.10** Maintain existing levels of solar access to adjoining properties.

Urban design

- 11.11** Buildings should follow the topography and step down in height with the site.
- 11.12** Minimise the height and bulk of podiums to reduce the perceived bulk of buildings.

General

- 11.13** 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).

Side setbacks

- 11.14** 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.

On boundary with residential zone – side setback

- 11.15** Establish a 45° height plane projected at 1.5m from the residential boundary.
- 11.16** Provide minimum 1.5m setback to the residential zone boundary.
- 11.17** A two storey limit on the boundary with residential zone applies (refer to Figure 11b).



On boundary with residential zone – rear setback

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

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

11.20 A two storey limit on the boundary with residential zone applies (refer to Figure 11c).

11.21 A setback to a rear lane is not required.

Figure 11b: Building height plane side

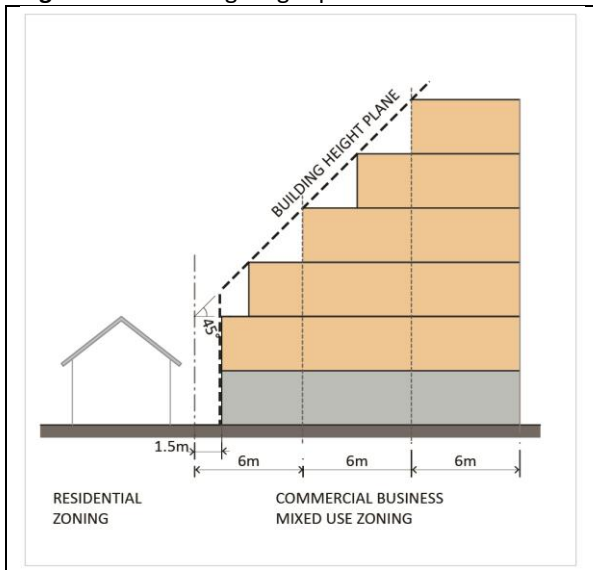
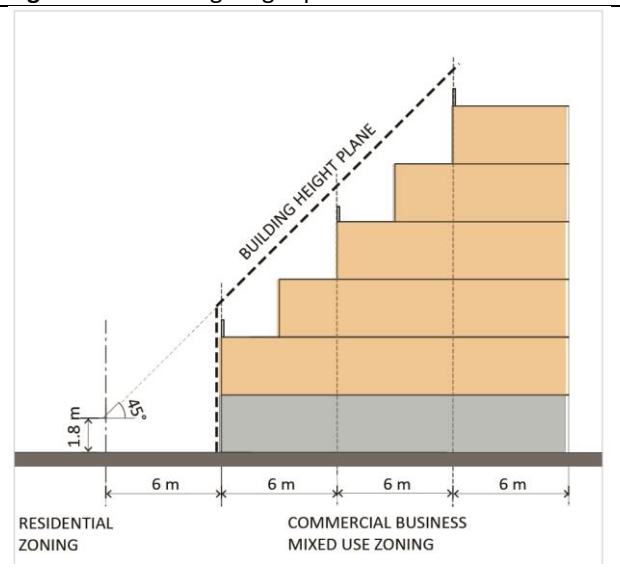


Figure 11c: Building height plane rear



Exceptions

11.22 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.

Minimum Frontage

Objectives

- 03** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 04** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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



SECTION 12–WILEY PARK VILLAGE CENTRE

Explanation

Connective City 2036 recognises Wiley Park as a village centre within the centres hierarchy. It provides urban services to meet the daily and weekly shopping needs of residents in surrounding suburbs. Section 12 applies to land shown in Figure 12a.

Figure 12a: Structure Plan



Objectives

- 01** To improve the structure and function of the centre.
- 02** To establish the desired spatial proportions of the street and define the street edge.
- 03** To minimise building size and bulk by setting back upper storeys.
- 04** To minimise amenity impacts on adjoining sites.



- 05** To allow for flexible design and building articulation by permitting minor encroachments.

Development Controls

Structure plan

- 12.1** Development is to be in accordance to the structure plan shown in Figure 12a. The structure plan contains development controls in relation to parking, laneways, pedestrian pathways, retail/ commercial activation locations and other matters. 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.

General

- 12.2** 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

- 12.3** 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

- 12.4** 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.

On boundary with residential zone – side setback

- 12.5** Establish a 45° height plane projected at 1.5m from the residential boundary.
- 12.6** Provide minimum 1.5m setback to the residential zone boundary.
- 12.7** A two storey limit on the boundary with residential zone applies (refer to Figure 12b).



On boundary with residential zone – rear setback

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

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

12.10 A two storey limit on the boundary with residential zone applies (refer to Figure 12c).

12.11 A setback to a rear lane is not required.

Figure 12b: Building height plane side

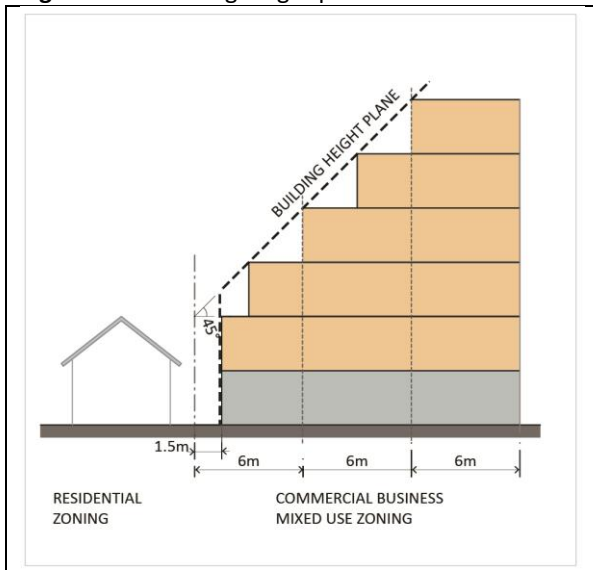
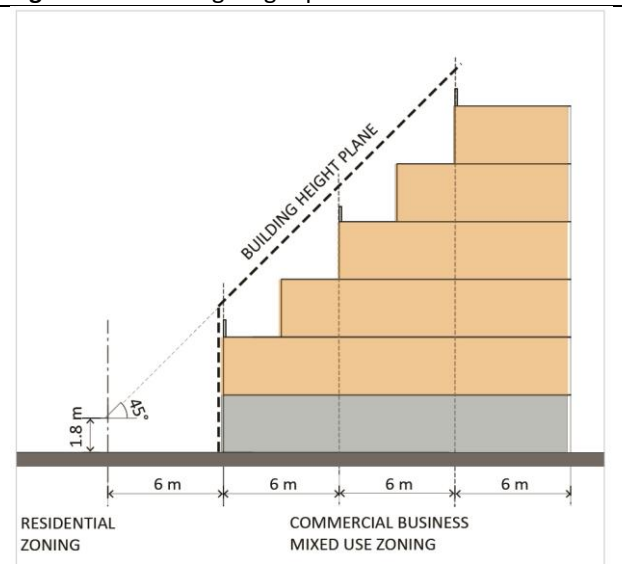


Figure 12c: Building height plane rear



Exceptions

12.12 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.

Minimum Frontage

Objectives

- 01** To ensure efficient vehicular access to parking and servicing and reduce driveway crossings.
- 02** To facilitate efficient building envelopes that achieve optimum density.

Development Controls

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



SECTION 13–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

- 13.1** 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.
- 13.2** Sites must amalgamate to create the lane to get full development potential.
- 13.3** 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.
- 13.4** 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.
- 13.5** The land forming the lane must be subdivided and dedicated to Council prior to release of any Occupation Certificate (including an interim certificate).
- 13.6** 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 13a: Land prior to lane formation

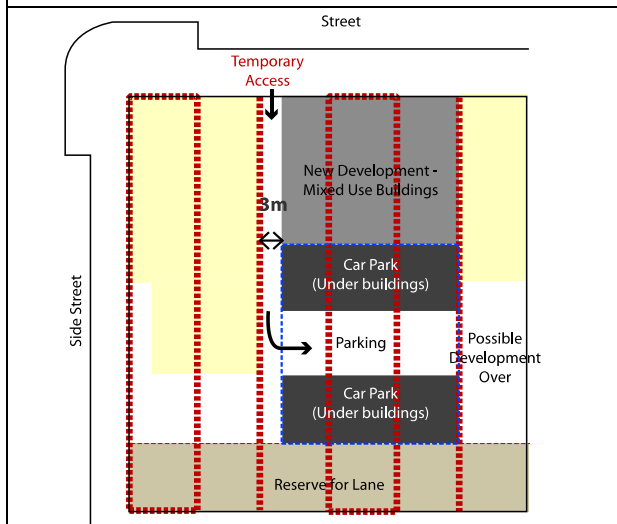


Figure 13b: Creation of temporary access street

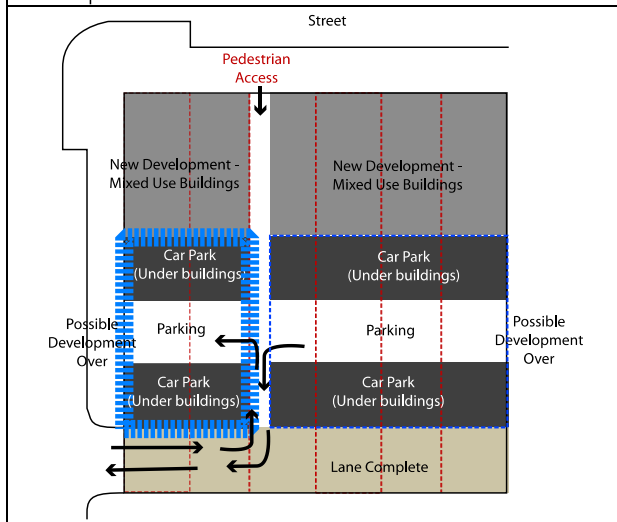


Figure 13c: Finalisation of new lane



Canterbury Bankstown Development Control Plan 2021

Chapter 7 Commercial Centres

7.4 Neighbourhood Centres

DRAFT December 2020





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SECTION 1–INTRODUCTION

Explanation

Connective City 2036 recognises neighbourhood centres as small groups of shops that meet the daily shopping needs of residents in the surrounding areas. Key actions of *Connective City 2036* include:

- To promote neighbourhood 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 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 neighbourhood centres.

Objectives

- O1** To ensure development is compatible with the centres hierarchy and the desired character of the neighbourhood centres.
- O2** To enhance the amenity for people who live in, work in and visit the neighbourhood centres.
- O3** To provide a high quality and activated public domain with good solar access.
- O4** To facilitate ecologically sustainable development.



SECTION 2–NEIGHBOURHOOD CENTRES

Desired Character

C1 Neighbourhood Centres

Neighbourhood centres will provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood. The built form is generally compatible with the prevailing suburban character and amenity of the surrounding residential areas.



SECTION 3—BUILDING FORM

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 provide storey limits.
- 02** To achieve good design in terms of building form, bulk, architectural treatment, visual amenity and landscape.
- 03** To require a continuous built edge to the street at locations where it is essential to have active street frontages.
- 04** To ensure the building form and design provide appropriate amenity to residents in terms of access to sunlight and privacy.
- 05** To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.



Development Controls

Storey limit (not including basements)

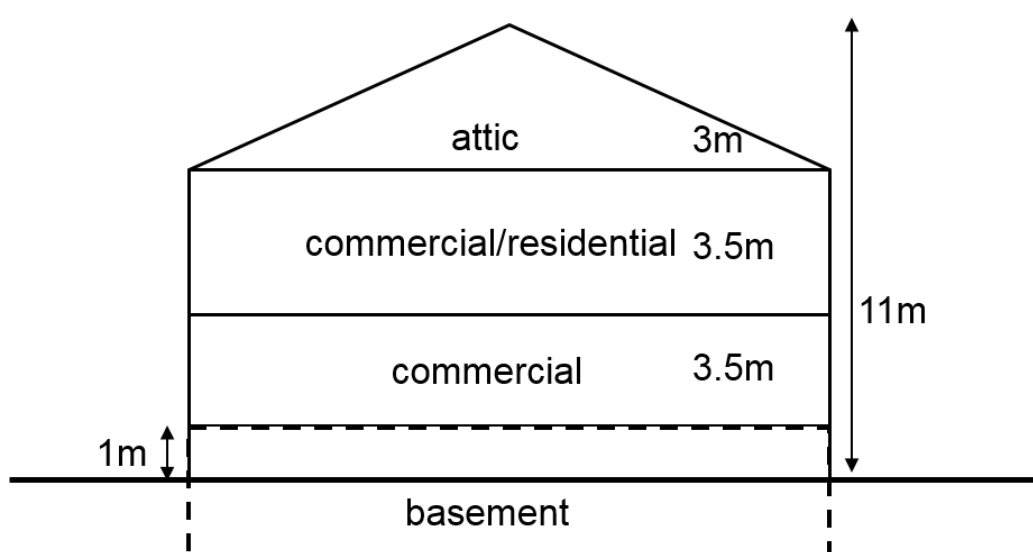
3.1 Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
11 metres for the following neighbourhood centres: <ul style="list-style-type: none"> • 255A–257 Hector Street, Bass Hill • 259 Hector Street, Bass Hill • 360–366 Hector Street, Bass Hill • 826 Hume Highway, Bass Hill • 884–906 Hume Highway, Bass Hill • 207–231 Miller Road, Bass Hill • 35–55 Arlewis Street, Chester Hill • 172 Hector Street, Chester Hill • 178 Hector Street, Chester Hill • 63–79 Middleton Road, Chester Hill • 81–91 Miller Road, Chester Hill • 68–70B Miller Road, Chester Hill • 27 Woodville Road, Chester Hill • 35 Woodville Road, Chester Hill • 47 Woodville Road, Chester Hill • 101–109 Denman Road, Georges Hall • 53–71 Hume Highway, Greenacre • 118–120 Rawson Road, Greenacre • 331–341 and 342–344 Waterloo Road, Greenacre • 120–126 Ashford Avenue, Milperra • 48 Amiens Avenue, Milperra • 6 Bullecourt Avenue, Milperra • 136–164 Alma Road, Padstow • 45–51 Dilke Road, Padstow Heights • 119–129 Kennedy Street, Picnic Point • 38 and 64 Beaconsfield Street, Revesby • 134–150 Centaur Street, Revesby Heights • 21A–25A Hector Street, Sefton • 251 and 253 Hector Street, Sefton • 91–97 Avoca Street, Yagoona • 674–686 Hume Highway, Yagoona 	3 storeys (no attic)



Maximum building height as shown on the Height of Buildings Map (Canterbury Bankstown LEP 2021)	Storey limit (not including basements)
11 metres for all other neighbourhood centres	2 storeys (plus attic)
14 metres	4 storeys (no attic)

Figure 3a: Example of development with a 2 storey limit plus attic.



Street setbacks

- 3.2** The minimum setback to the primary and secondary street frontages of the site is zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey.

Side and rear setbacks

- 3.3** Where development is adjacent to residential zoned land, Council may increase the minimum setbacks to the side and rear boundaries.
- 3.4** For blank building walls with no window or balcony, the minimum setback to the side and rear boundaries of the site is zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey.
- 3.5** The maximum depth for cross-through dwellings (i.e. single or dual aspect dwellings where the side building walls do not contain a window or balcony) is 14 metres.



3.6 For building walls with a window or balcony in commercial development, shop top housing, and mixed use development that contains dwellings, the minimum setbacks to the side and rear boundaries of the site are:

- (a) 3 metres for the first storey (i.e. the ground floor). Council may allow a setback less than 3 metres provided it complies with the Building Code of Australia; and
- (b) 3 metres for the second storey.

3.7 For building walls with a window or balcony in residential flat buildings, the minimum setback to the side and rear boundaries of the site is 5 metres for all storeys.

Setbacks within the site

3.8 The minimum setbacks between two or more habitable buildings on the site are:

- (a) 9 metres between the external enclosing walls of dwellings; and
- (b) 6 metres between the balconies, above ground decks, and the like of dwellings.