



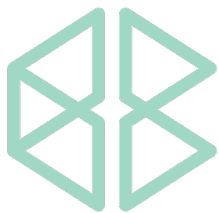
Bankstown Development Control Plan 2015

Key Development Sites

**30-46 Auburn Road,
Regents Park**

DRAFT September 2021





30-46 AUBURN ROAD, REGENTS PARK

1.1 Land to which this DCP applies

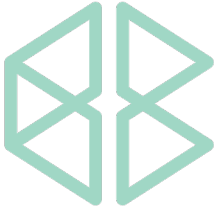
This section of the DCP applies to the following properties (in part or whole) as shown in Figure 1 below.

Address	Real Property ID	Site Area (approximately)
30 Auburn Road, Regents Park	Lot 1 DP 656032	18,410m ²
46 Auburn Road, Regents Park	Lot 2 DP 433938	2,770m ²
Total Site Area		21,180m²

The site is located at 30-46 Auburn Road in Regents Park. The site is around 21,180m² in area and contains some metal clad industrial buildings. The site is bound by Auburn Road with low density residential beyond to the east, industrial development to the north, and the freight (Southern Sydney Freight Line) and commuter (T3 Bankstown Line Services) railway corridor to the west and south. The site is in close proximity to the boundary with Cumberland Council.

Figure 1: Site Aerial (Source: Nearmap, 2021)



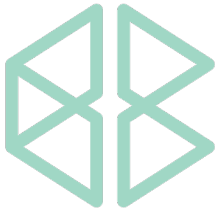


1.2 Application

This DCP applies to development for the purposes of R4 High Density Residential uses with development 4 storeys or higher. Part A3 – Section 4 of the Bankstown DCP 2015 will still apply for residential development up to 3 storeys high. For other development types, the other parts of the DCP apply and take precedence. If there are any inconsistencies between the objectives and controls in this chapter and any other objectives and controls in this DCP, the objectives and controls in this chapter will prevail, but only to the extent of that inconsistency.

This section should be read in conjunction with Part B – General Controls, where this chapter has not specifically addressed an issue.

In accordance with State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development (SEPP 65), SEPP 65 and the Apartment Design Guide (ADG) apply to any Residential Development Application on 30-46 Auburn Road, Regents Park. Where there is any discrepancy between the ADG and this chapter of this DCP, this chapter will prevail (other than those matters noted within SEPP 65).



1.3 AUBURN ROAD NEIGHBOURHOOD AREA STRUCTURE PLAN AND NORTH CENTRAL LOCAL AREA PLAN

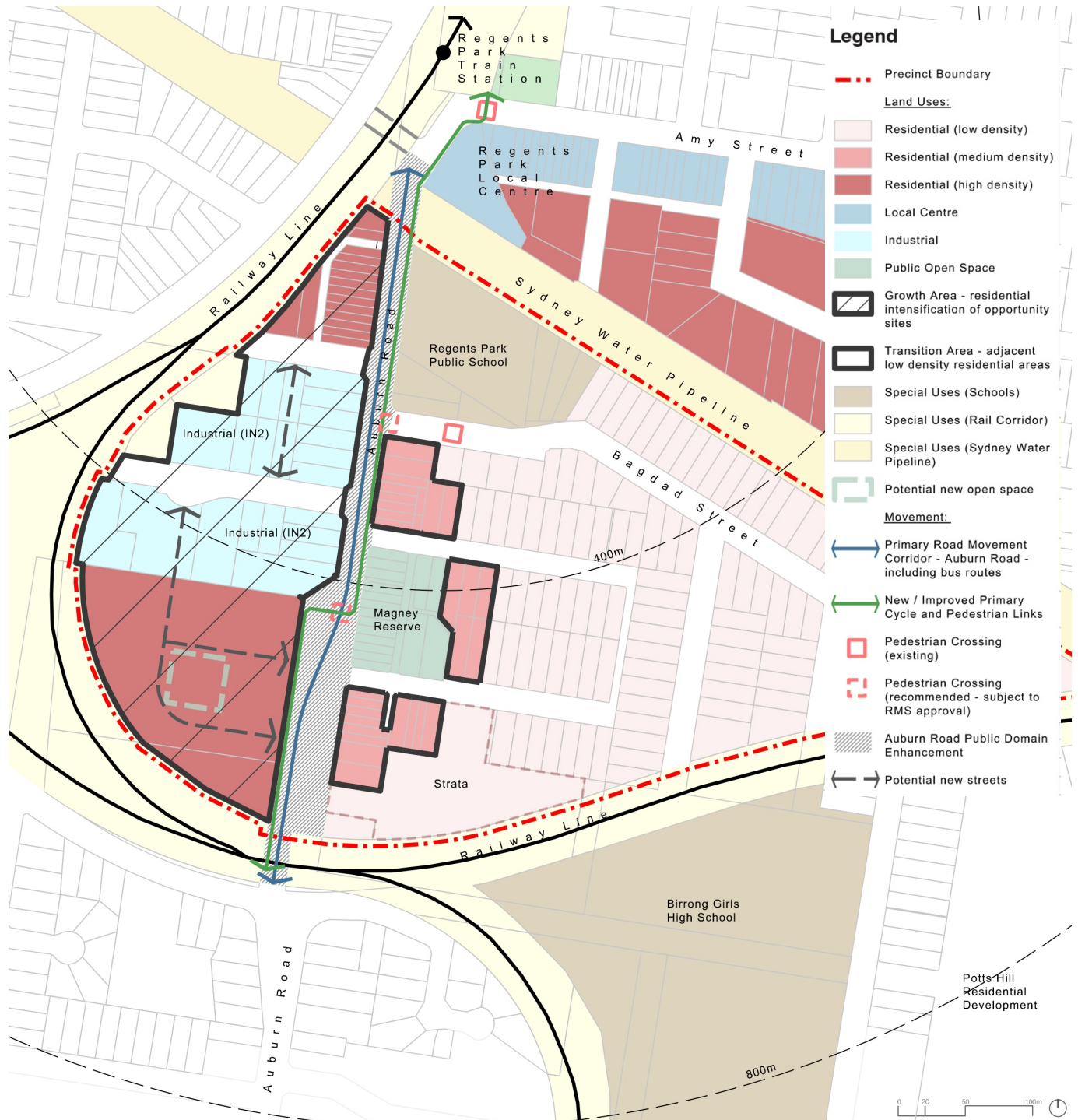
In 2014, Council engaged Architectus to review the Auburn Road neighbourhood area (precinct boundary defined in Figure 2 below). The structure plan prepared by Architectus informed the subsequent controls for Regents Park as identified in the North Central Local Area Plan (NCLAP).

The Auburn Road Neighbourhood Precinct Structure Plan prepared by Architectus (dated 8. September 2014) identified the vision for this area as follows and is demonstrated in Figure 3 below:

- **Provide diversity in housing choice** – The Precinct currently lacks a diverse range of housing choice. Redevelopment of opportunity sites provides apartment development in the Precinct where currently none exist.
- **Promote public transport use** – Locate density in close proximity to the Regents Park Train Station
- **Encourage walking and cycling** – Provide a pleasant and safe walking and riding experience along Auburn Road and local streets. Auburn Road is a key movement spine for pedestrians and cyclists connecting to Regents Park Station and also to regional open space amenity (e.g. Birrong Leisure Centre). Encouraging walking to local schools in the area is important to reduce traffic congestion for short local trips.
- **Improve Amenity to the local area** – Enhance existing public domain along Auburn Road and within Magney Park. This improves the overall presentation of the Precinct as well as providing additional amenity to existing and future residents.
- **Community Focus** – Reinforce Magney Park as a central focal point in the Precinct. Activate the park with built form addressing the park.
- **Provide suitable transition down to the surrounding context**– Provide increase in density to the western portion of the Precinct and transition down to lower densities towards the east.
- **Future capacity and areas for future consideration** – Existing industrial land not suitable for redevelopment at this time. These lots provide future capacity for increase in density once traffic capacity constraints in the area are improved.



Figure 2: Neighbourhood Plan (Architectus, 2014)





1.4 Desired Character of 30-46 Auburn Road, Regents Park

The site will accommodate the development of high density residential in close proximity of the Regents Park station to support projected housing demands for the Canterbury Bankstown LGA. The development will contribute to the economic and social life of the Regents Park Centre (classified as a Small Village Centre in the Local Strategic Planning Statement (LSPS)). Most importantly the site will provide:

- A high degree of amenity of future residents and visitors,
- Setbacks that appropriately respond to the surrounding context,
- An internal street network that may be expanded in the future,
- Built form that connects to the public domain at a human scale, and
- A central open space that will provide community functions for future residents.

The development will complement the surrounding area by focusing residential development where there are minimal overshadowing impacts to existing residents and improving walkability along Auburn Road up to the Regents Park train station. Well-designed residential flat buildings, shop top housing and mixed-use buildings with new pedestrian-priority streets and a central open space will enhance the vitality and attractiveness of the site. New development will exhibit a high-quality of design, provide appropriate articulation and architectural styles to add visual interest and avoid large blank walls along public domain.

The development will be activated along the street edges (existing and new internal) with front doors and gardens that are accessibility to the street from ground level apartments. The new internal street and footpath networks must be permeable, legible and provide a safe access to pedestrians and cyclists at all hours. The site will include appropriate drop off and pick up zones for retail loading, taxis and rideshare services close to all building entrances. All residential parking will be delivered through basement carparks except for on-street parking which will be reserved for retail uses and some visitor parking.

The site will have a tree canopy that complements the proposed development while:

- Buffering its interface with industrial uses, freight, and commuter railway services,
- Mitigating urban heat effects to significantly cool the streets, and
- Improving air quality and visual amenity for future residents.

The central open space will provide recreational and community functions for the future residents including the provision of deep soil planting areas for large canopy trees, barbeque facilities, public art including artistic treatments and shaded areas. The development is to have a limited retail offering (e.g. café, convenience store, etc.) which provides frontages onto both Auburn Road and the central open to connect safe pedestrian movements through the site.

The delivery of this desired character will support the vision of the broader Auburn Road Neighbourhood Precinct Structure Plan prepared by Architectus (dated 8. September 2014) as outlined in the Structure Plan section of this chapter.



1.5 Key Design Principles

This section sets out the key design principles and priorities to guide any future development application (DA) for the site.

- a) **Site consolidation:** Ensure that Lot 1 DP 656032 and Lot 2 DP 433938 have been consolidated into a single lot either prior to or as part of Council approving a development application for any future redevelopment of the site. (**Note:** The site consolidation requirement needs to sit in the LEP for its effectiveness)
- b) **Minimise site affectations arising from the surrounding land uses:** Ensure provisions of appropriate building materials, techniques and noise walls are being used to alleviate noise and vibrational impact arising from the regionally significant road, industrial precinct and railway corridor which services both freight and commuter rail lines. This includes the provision of sufficient setbacks and landscape buffers where appropriate to address interface issues with the surrounding land uses.
- c) **Foster a vibrant neighbourhood along Auburn Road:** Ensure new development has permeable and active street frontages along Auburn Road. The active street frontages may spill over to the central open space in the form of dining and recreational activities to maintain passive surveillance and vitality of the central open space. The use of blank walls is to be minimised along Auburn Road and internal streets of the new development to facilitate passive surveillance.
- d) **Deliver a high quality central open space:** Develop a new central open space as a focal point for the site that acts as the community hub. The central open space must have a high degree of solar access and provide appropriate community facilities for the residents. The central open space should have active uses along at least one of its edges and be linked to Auburn Road and the development with a network of pedestrian friendly internal streets.
- e) **Improve access and permeability:** Introduce a legible and permeable pattern of new privately owned streets which are publicly accessible (to allow resident pick up/drop offs, visitors and servicing) and respond to the existing street network. The new internal street network is to be designed to allow a future connection through to Gunya Street. Ensure the retail and service vehicles can access and service the site from the internal streets Council must be satisfied that all internal streets are appropriately designed to meet the future vehicular, pedestrian and cyclist needs of the residents, including waste servicing. Street sections have been provided for guidance in Figures 6 to 11.
- f) **Residential vehicle access:** Ensure residential vehicle access for developments are legible and closely located with the building entrances. Residential developments fronting the central open space will access the development from the internal streets. Proposed access point/(s) are to be highly legible, minimise traffic congestion and vehicle/pedestrian conflict.
- g) **Public Domain and tree canopy cover:** Provide significant areas of deep soil planting that has direct access to bedrock. Primarily around the edges with a quality portion provided within the central open space.



DEVELOPMENT CONTROLS

The following section set out the objectives and controls for this DCP. These controls also refer to the structure plan outlined in Figure 3.

1.6 General Objectives

- O1** To provide a site layout and built form that supports delivery of the Auburn Road Neighbourhood Plan (refer Figure 2).
- O2** To achieve a high-quality development outcome that is responsive to the surrounding context and provides a high-standard of residential amenity both within and adjacent to the site.
- O3** To enhance the existing Auburn Road streetscape and provide new internal streets, communal open spaces and pedestrian pathways that enhance the landscape character of the area.
- O4** To minimise the visibility of taller development within the precinct from surrounding streets and achieve a transition in scale of development from Auburn Road.
- O5** To minimise the bulk and scale of the development by appropriately responding to the topography of the site.
- O6** To encourage consolidated development of the site which will facilitate quality landscaping, efficient building layouts with appropriate separation, resident amenity and avoid site isolation.

1.7 Site Layout

Objectives

- O1** To ensure that the proposed development appropriately aligns with the Small Village Centre hierarchy of Regents Park within the Canterbury-Bankstown LGA.
- O2** To minimise overshadowing and visual impacts to the existing and proposed residential developments.
- O3** To allow for the potential expansion of the local street network through to Gunya Street in the future.
- O4** To activate and provide passive surveillance to the Central Open Space.
- O5** To minimise potential conflict between the site and its interface with Industrial use, railway infrastructure and regionally significant roadway.



Figure 3: Structure Plan



Legend

- | | |
|---|--|
| - - - - - Site Boundary | Potential alternative development parcel |
| Central open space. Minimum 3,000m ² | Auburn Road 4 storey street wall, 3m set back above 4 storeys |
| 10m setback from northern site boundary | Parkside frontage, 6 storey street wall, 3m setback above 6 storeys |
| 6m setback from eastern, southern and western site boundaries | Active ground floor frontage |
| ↔ Key Links | High level or translucent windows only |
| Developable areas (6 storeys) | |
| Developable areas (8 storeys) | |
| Developable areas (12 storeys) | |

Note: Building separation is guided by, and consistent with the Apartment Design Guide. All developable areas include built form as well as private/communal open space.



Controls

- C1** Building footprints shall be appropriately designed and located as per the Structure Plan (refer Figure 3).
- C2** Any variation from the building footprints and heights shown in Figure 3 must demonstrate that it achieves a higher quality outcome in terms of the Key Design Principles, including:
- a. Site Consolidation
 - b. Minimise site affectations arising from the surrounding land uses
 - c. Foster a vibrant neighbourhood along Auburn Road
 - d. Deliver a high quality central open space
 - e. Improve access and permeability
 - f. Residential vehicle access
 - g. Public domain and tree canopy cover
- C3** Ground level non-residential uses are to be located in the areas identified in the Structure Plan (refer Figure 3) for active ground floor frontages.
- C4** Community uses such as childcare centres and community facilities must be located on the ground floor and are encouraged to be located in areas where they will assist in activating the public domain.
- C5** The buildings at the rear of the property shall be designed to address the internal streets and public domain with active edges to all roads, pathways and communal open space.
- C6** All buildings, other than those fronting Auburn Road, must have an entry and identifiable address to a street or pathway within the development, with clear and legible pathways for residents, visitors and deliveries.
- C7** In the event that lots within 30-46 Auburn Road are developed separately from each other, 9m setbacks to the common site boundary must be provided to not unfairly encumber the neighbouring lots with building separation requirements.

1.8 Setbacks

Objectives

- O1** To minimise bulk and scale impacts on neighbouring development.
- O2** To create opportunities for high quality landscaping, an enhanced public domain and connections to the site.
- O3** To provide adequate tree canopy to provide a high amenity environment for the development and mitigate air quality, noise and visual impact from the railway corridor, industrial area, and Auburn Road.
- O4** To guide appropriate treatments in these transitional areas to provide amenity for future residents and stitch the development into the surrounding context.



- O5** To allow for visual privacy and deep soil landscaping in side and rear setbacks including substantial trees while ensuring that amenity is maintained for future residents, including noise and vibration, air quality and CPTED.
- O6** To create an articulated built form with buildings stepped in both plan and elevation.

Controls

- C1** Development must achieve the minimum setbacks identified in table 1 and demonstrated in Figure 3.

Table 1: Setbacks from boundary and preferred treatments

Site Boundary	Minimum Setbacks	Preferred Treatment
Front setback – Auburn Road (eastern boundary)	6 metres	Refer to Section 1.11 and Figures 6 and 8 for more details.
Rear and side setback – Railway Corridor (southern and western boundary)	6 metres	Refer to Section 1.11 and Figure 11 for more details.
Side setback – Industrial Precinct (northern boundary)	10 metres (non habitable walls or blank walls, high level or translucent windows only) or 12 metres (habitable walls)	Refer to Section 1.11 and Figure 10 for more details.

- C2** Deliver treatments to each boundary of the site as identified in the table above.
- C3** Encroachments by the basement area, building or any vertical architectural features within the deep soil areas of the setbacks is not permitted.
- C4** Private open space in ground floor terraces can articulate 1m into the boundary setbacks identified.
- C5** The rear setback area (along the railway corridor) is not to be used for car driveways or vehicular entry ramps to basement levels
- C6** Street Wall heights are identified in Figure 3 with setbacks required to the Street Wall as follows and extending to all levels above:

Table 2: Street Wall Setbacks

Building Locations	From Street Walls
Along Auburn Road	3m at the fifth storey
Rest of the site	3m at the seventh storey



1.9 Access and Movement

Objectives

- O1** To provide a clear and legible street and movement network with through-site connectivity that is as safe as possible for all users at all hours.
- O2** To deliver an internal street network that will facilitate movements, servicing, parking and appropriate addressing of the buildings.
- O3** To ensure the opportunity to expand the internal road network to Gunya Street in the future is not designed out with this development.
- O4** To ensure pedestrians and cyclists receive priority movement within and around the site.
- O5** To deliver ease of access and movements to all users across the precinct, including universal building, signage devices and wayfinding elements.

Controls

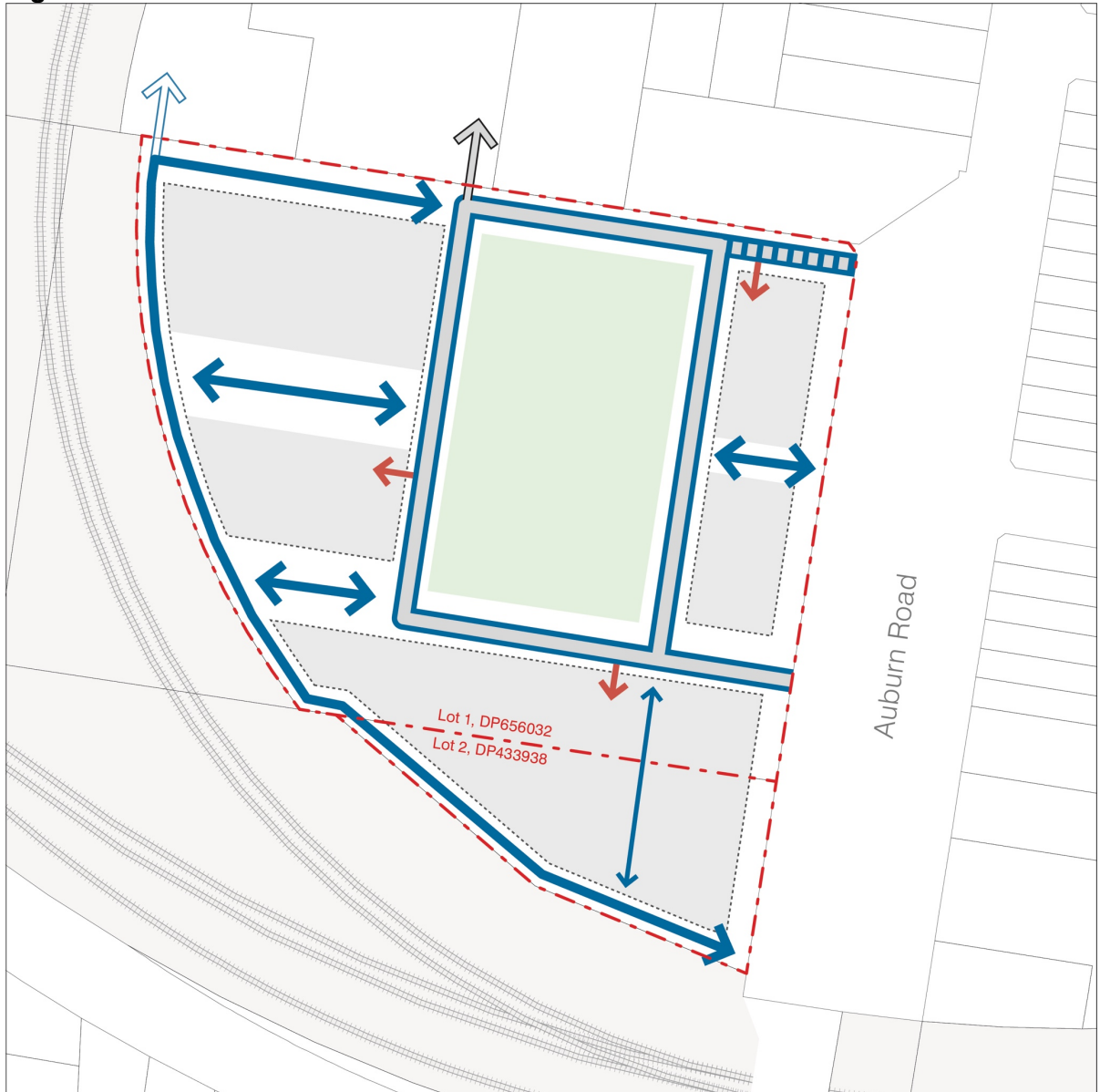
- C1** The first DA for the development of the precinct must be accompanied by an appropriate urban design; and traffic and transport studies to demonstrate the following for the whole precinct:
 - a) new streets and connections including any easements/right of way, where required,
 - b) proposed site access for retail/commercial, service vehicles, residential including drop off areas to fully assess the impact of the development on the receiving road network and functionality of the site, and
 - c) locations of all public open spaces on the ground floor including the central open space and internal street layouts.All subsequent DA must comply with these reports or demonstrate an improved environmental outcome.
- C2** Each basement entry is to service no more than 2 apartment towers.
- C3** Building communal entries are to be easily visible from the Auburn Road or the internal streets, with reasonably direct access that includes appropriate wayfinding elements.
- C4** All buildings and key public domain nodes shall incorporate a universal wayfinding system that includes visually impaired elements. This system shall, at each building entry point and node, include directions to all other individual buildings and communal entries in the precinct.
- C5** Pathways throughout the development must be at least 1.5m wide to allow wheelchairs or prams and people to easily pass one-another.
- C6** New streets and connections should generally be in accordance with the key design principles and indicative Site Access plan (refer Figure 4) and the typical street sections outlined in Figures 6 to 11. The new internal streets should create a loop within the site and allow for the future extension of the street network through to Gunya Street. To allow this potential future connection the internal streets must be designed to connect at RL31.0 along the northern boundary of the site.



- C7** All internal streets must consider the pedestrian movements as a priority. Traffic calming techniques should be adopted for all roads within the public domain with appropriate design considerations.
- C8** Development must optimise the opportunities for active street frontages and streetscape design by locating basement car park entries and driveways from the internal streets as demonstrated in Figure 4.
- C9** The design of internal road widths and manoeuvring paths must accommodate large vehicles including emergency, waste collection, delivery and removalist vehicles. Minimum widths to achieve these requirements must comply with Figure 9. One-way traffic movements will not be supported on this site unless Council is satisfied that the site can be suitably serviced and the key design principles have been achieved.
- C10** All internal road reserves must also accommodate footpaths, cycleways, street tree planting and services as demonstrated in Figure 9.
- Internal streets near the central open space will have a provision of limited on-street retail parking and dedicated areas for loading, taxis and ride share vehicles in addition to residential and visitor parking. Residential parking is to be accommodated within basement facilities.
- C11** All internal road reserves are to remain in private ownership with an easement to permit access by Council and the public.
- C12** All loading or serving lanes must be at least 3.0m wide.
- C13** Ground level carparking must be interspersed with street trees at no more than every 5 car spaces.
- C14** On-site parking provision must comply with the Chapter for Traffic and Parking of the relevant DCP.
- C15** Provide right of way easements on the internal streets for the purposes of waste collection and visitor entries.



Figure 4: Indicative Site Access



Legend

--- Site Boundary

Central open space

Developable areas

Basement maximum extents

Preferred basement entry locations

Indicative internal road layout, including pedestrian/cycle links

Pedestrian/cycle link and potential alternative vehicular entry/exit

Future potential vehicular access point

Pedestrian/cycle path

Future potential pedestrian/cycle path



1.10 Built Form – Fine Grain, Architectural Diversity and Articulation

Objectives

- O1** To promote the subdivision of large sites.
- O2** To ensure the scale, modulation and articulation of development responds to its context.
- O3** To clarify the intended building height in storeys as it relates to Height of Buildings controls in the relevant Local Environmental Plan that provides the transition of building height from the surrounding context.
- O4** To introduce fine grain built form and varied architectural character in large developments.
- O5** To ensure that the scale, modulation and façade articulation of development responds to its context by providing a variety of facades, articulation, massing and architectural character so that the street block presents as a group of buildings rather than a single building.
- O6** To create a high-quality built form which balances the needs of high density residential development with the human-scale. This includes the delivery of street walls and upper level setbacks that are at a generally consistent height across of the site.
- O7** To minimise potential environmental impacts such as noise, vibration and air quality to the future residents arising from the interface of the site with railway and industrial lands.
- O8** To improve safety and social interaction by avoiding long, high blank walls or fences that detract from the appearance of the public domain.
- O9** To provide access from the street and communal open spaces to ground floor apartments through their private open space.
- O10** To design ground floor apartments with a similar appearance as two storey terrace houses.

Architectural Character includes massing, articulation, composition of building elements including fenestration, material use and details including building entrances, balconies, balustrades, awnings, planters, pergolas, boundary walls, fences, etc.

Controls

- C1** The maximum building height in storeys is to comply with those shown in Figure 3 and Table 3 below.

Table 3: Building height and storey limits

LEP Planning Control: Height of Buildings Map	Storey limit (not including basements)
23 metres	6 storeys (no attic)
29 metres	8 storeys (no attic)



LEP Planning Control: Height of Buildings Map	Storey limit (not including basements)
41 metres	12 storeys (no attic)

- C2** The ground floor of all buildings which front Auburn Road must have a minimum floor to ceiling allowance of 4.5m to provide increased amenity to these ground floor apartments. This will also allow for future transitional uses and BCA compliance for food and beverage facilities with grease traps. Additional height may be required for servicing, removalist and waste truck clearance levels.
- C3** All substations and fire stairs are to be incorporated into the building form and must not be located within any setbacks.

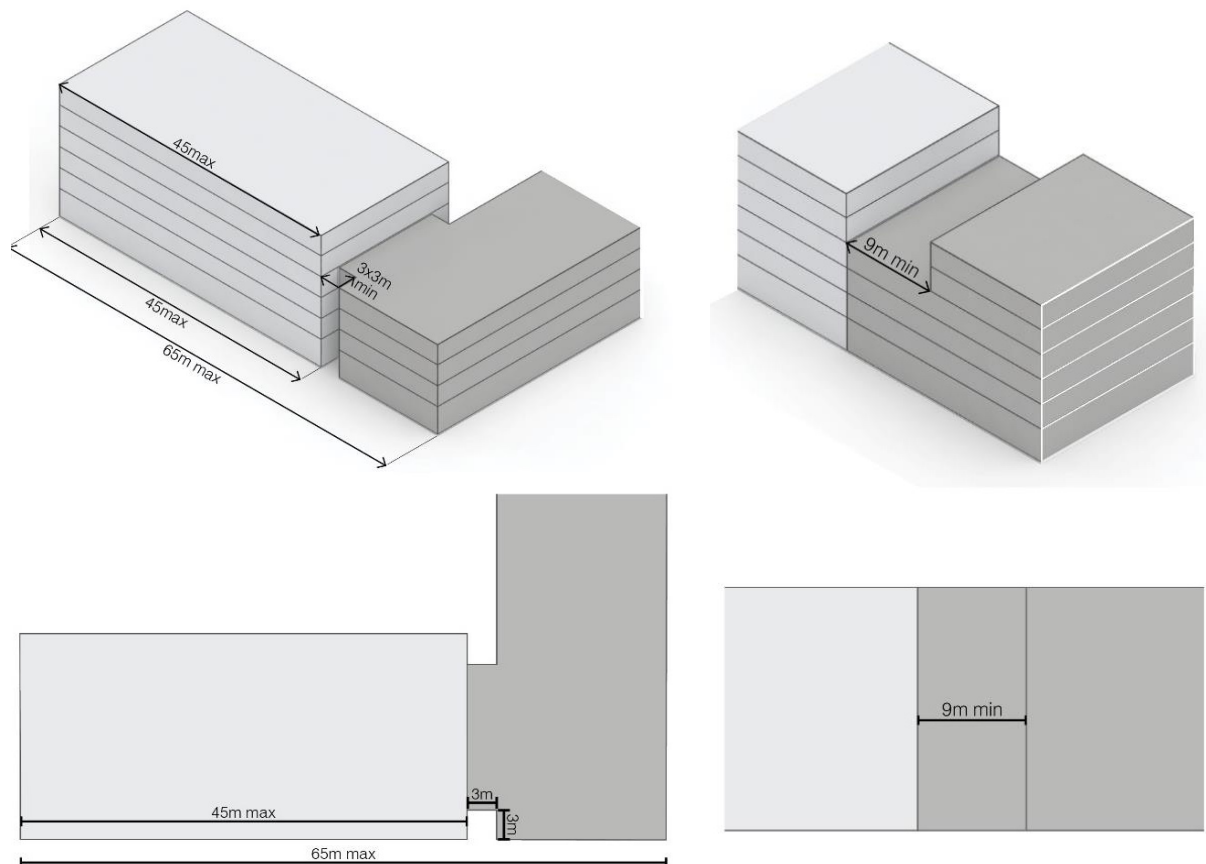
Fine Grain, Architectural Diversity and Articulation

- C4** The maximum permissible length of a building should be 65m, after which minimum habitable room separations should be required between buildings (as per ADG).
- C5** If the building length exceeds 45m, it shall be broken into two or more components, so no length is longer than 45m (as illustrated in Figure 5), before which a:
- Minimum 3x3m inset is to be provided at all levels up to the street wall height.
 - Minimum 9m separation is to be provided to all levels above the street wall height.
- C6** Each component of a building is to have a different architectural character to the street or public domain and be articulated into smaller components at a scale or grain that reflects:
- the use of the building and the various components of the building
 - the location of the building, or that part of the building relative to pedestrian recreational activity, and
 - the details and building elements including building entries, lower level zone, top floor and roof.
- C7** Where the street frontage of the building exceeds the maximum length identified in C5 of section 1.10, it is to be broken into two or more buildings each with different architectural characters to the street or public domain.
- C8** Ground level apartments are to be designed in a manner similar to a two storey terrace house or maisonette. This is not required where floor to floor heights provided are greater than 4.5m.”
- C9** At least 5% of the total dwellings on a 5,000sqm or larger site are to be terrace or maisonette apartments
- C10** All communal entries must be legible and incorporate awnings, canopies or porticos directly adjacent to the entry that provides a dry waiting space for visitors.
- C11** Drop off and pick up zones for visitors, taxis and ride share services must be provided within 20m of each communal entry. A distance of up to 40m may be appropriate only



where it can be demonstrated that there is no appropriate design solution to bring the drop off point closer to the front door.

Figure 5: Building Massing Requirements



1.11 Facade Design, Streetscapes, Interface Treatments and Lower Level Zone.

Objectives

- O1** To provide high quality façade treatments that contribute positively to streetscape character and the view from neighbouring properties.
- O2** To activate and meaningfully address streets and public places with ‘fine-grained’ and articulated building frontages.
- O3** To support pedestrian comfort and enjoyment with design elements that provide climate control and enable activity to occur in most weather conditions.
- O4** To require a continuous built edge to the street at locations where it is essential to have active street frontages.



- O5** To promote passive surveillance of the central open space and along Auburn Road.
- O6** Ensure that the building design contributes design excellence to the public domain for the duration of the building life.

Controls

Façade Design

- C1** Buildings are to be designed with a high level of architectural detail and articulation consisting of a variety of materials for an architectural response that creates a sense of depth and visual diversity.
- C2** Indentations or slots in facades are to be as wide as they are deep.
- C3** Designs are to avoid having excessive areas of flat wall with one material or finish.
- C4** Provide a combination of solid, opaque and transparent materials that balances the need for privacy with surveillance of the public domain on balconies and terraces which are visible from the street frontage.
- C5** Full height solid masonry balustrades are not acceptable on the balconies. Except on ground floor apartments where solid masonry balustrades up to a maximum of 1.2 metres in height may be acceptable depending on its relationship to the footpath or communal open space. Solid blank wall provisions are not to be exceeded without an appropriate treatment being applied to minimise the visual bulk.
- C6** Where buildings are providing non-habitable or blank wall, high-level or translucent windows shall be used on residential frontages to provide visual interest to the public domain while maintaining visual privacy for residents.
- C7** Communal building entries are to be accentuated in the building façades through a range of elements such as taller proportions, large windows and doors, structural projections (i.e. canopies, awnings, blade walls, etc.), landscaping, distinctive materials and colour.
- C8** Functional elements such as lift overruns, air conditioning units, plant equipment, vent stacks and communication devices are to be visually discreet and concealed within the roof form as far possible to avoid visibility, particularly from the public domain.

Streetscapes

- C9** The design of all building edges must ensure that the ground floor:
 - a) Is at the same general level as the footpath (maximum 1m level variation) and accessible directly from the street,
 - b) Provides a positive street address in the form of entries, lobbies and clear glazing, which positively contribute to street activity and promote passive surveillance, and
 - c) Is designed to minimise large expanses of blank walls (maximum height of a solid blank wall is 1.5m). Where the topography of the site varies, ground floor heights may need to be vary between buildings or building components to achieve this.



Figure 6: Indicative Auburn Road Elevation

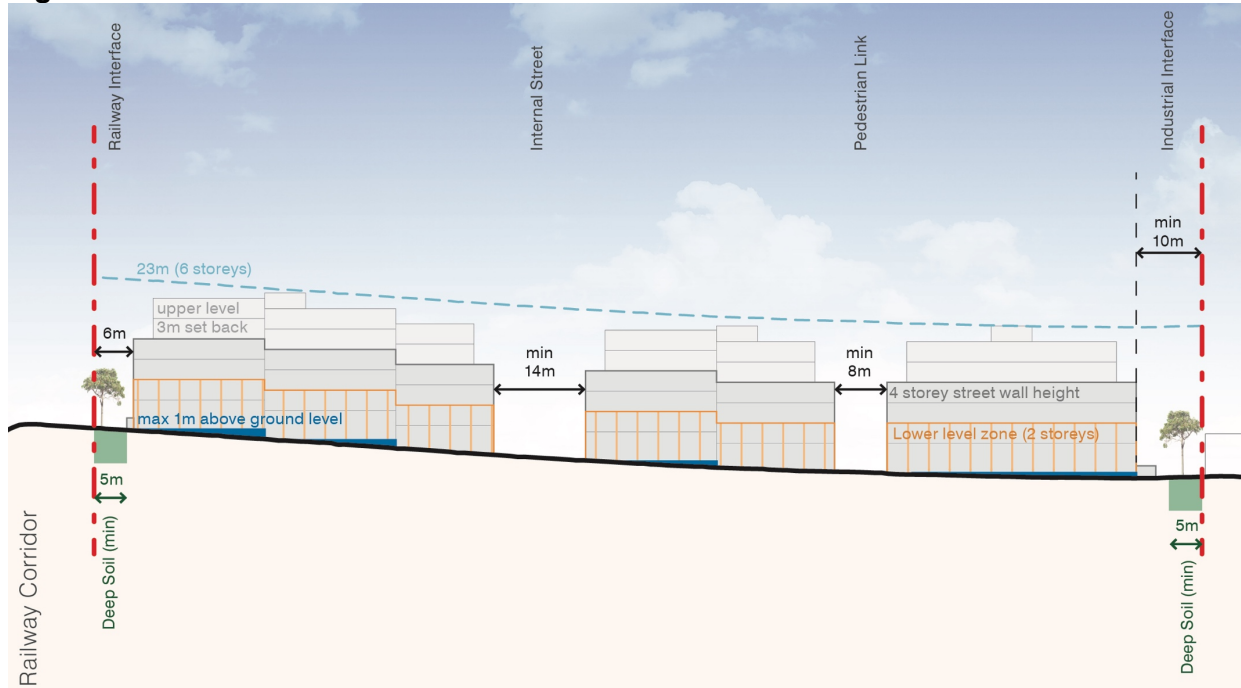
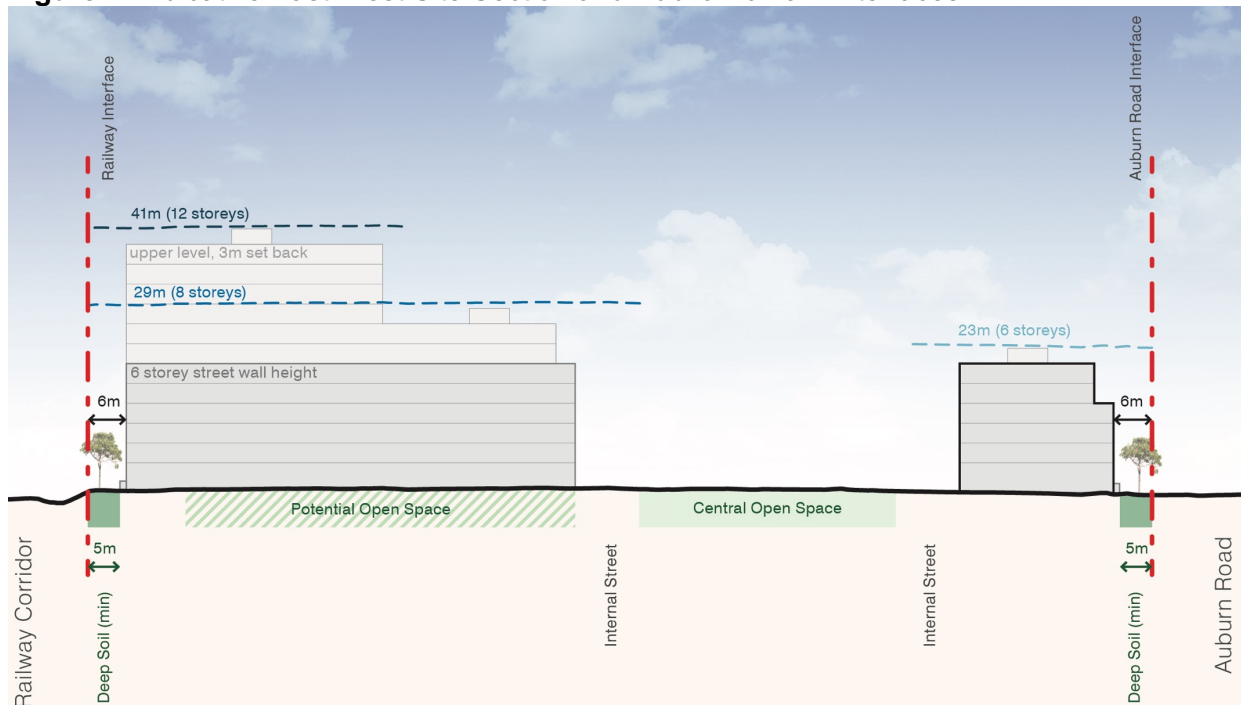


Figure 7: Indicative East West Site Section and Public Domain Interfaces



C10 Large expanses of blank walls are not permitted where visible from the public domain (i.e. public street or public open space). In circumstances where walls are provided with minimal or no openings (i.e., windows, glazed doors and balconies), such walls are to



be treated with an appropriate level of design detail and visual articulation to create visual interest, including public art.

- C11** Living rooms and private open spaces at the ground floor are not to be excessively excavated into the ground, to allow sufficient outlook from the apartment.
- C12** Low level walls less than 1m high may be appropriate to step down the contours along Auburn Road.
- C13** Private residential entries are to be designed to positively contribute to the adjacent residential streetscape character and where possible, to provide activation and passive surveillance to the adjacent public domain.
- C14** Fully masonry fences are not allowed along Auburn Road as they are not consistent with its the streetscape character.
- C15** All development is to be designed to maximise passive surveillance of streets and public places by orienting buildings to the central open space, where appropriate.
- C16** Fencing is to respond to building entries and allow for mailboxes, street furniture and the like at the building entry

Interface Treatments

- C17** Building frontages are to be designed with fine grained detailing, and provide for commercial, retail or residential uses at the ground level.
- C18** Fencing to ground level private open spaces which front onto internal courtyards and streets, or along Auburn Road, are to provide privacy through a combination of level transition up to the terrace, landscaping and fencing design.
- C19** Buildings along **Auburn Road** be designed as demonstrated in Figures 6 and 8 to:
 - a) Be directly accessible from the street with a path and gate provided.
 - b) Maximise street activity through front entries and gardens that include a mix of paving, soft landscaping, and building façade.
 - c) Where there is private open space on the ground floor, include fencing to a maximum height of 1.8m, with the top 0.3m being semi transparent for passive surveillance to the communal spaces.
- C20** Buildings which interface with the **Central Open Space/Internal Streets** be designed as seen in Figure 9 to:
 - a) Be directly accessible from the new internal street with a path and gate provided.
 - b) Maximise street activity through front entries and gardens that include a mix of paving, soft landscaping, and building façade.
 - c) Where there is private open space on the ground floor, include fencing to a maximum height of 1.8m, with the top 0.3m being semi transparent for passive surveillance to the communal spaces.



Figure 8: Auburn Road Interface Treatment

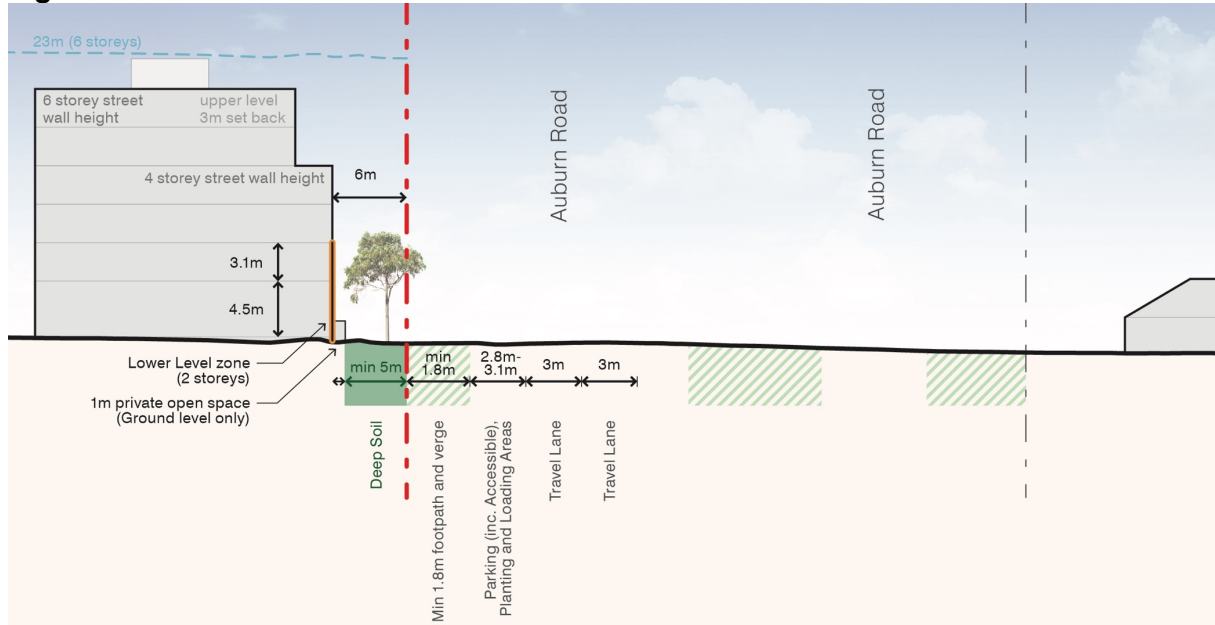
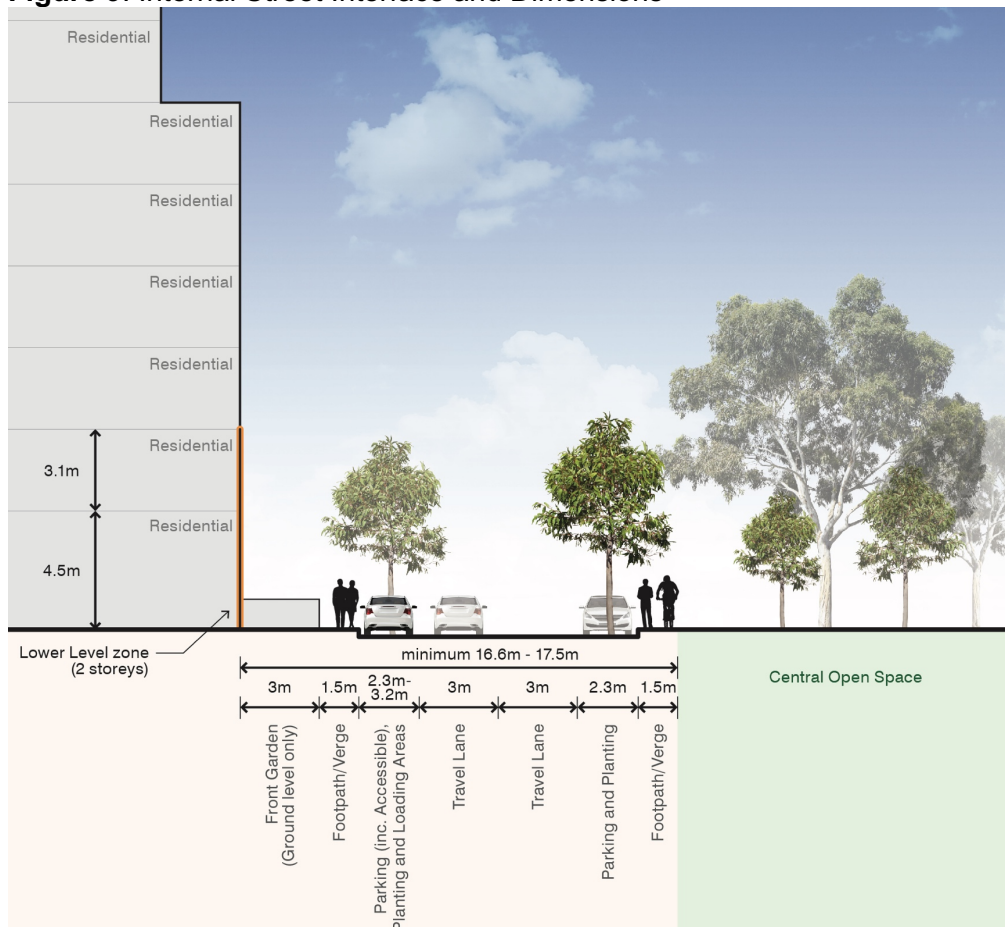


Figure 9: Internal Street Interface and Dimensions





C21 Buildings which interface with the **Industrial Zone** be designed as shown in Figure 10 to:

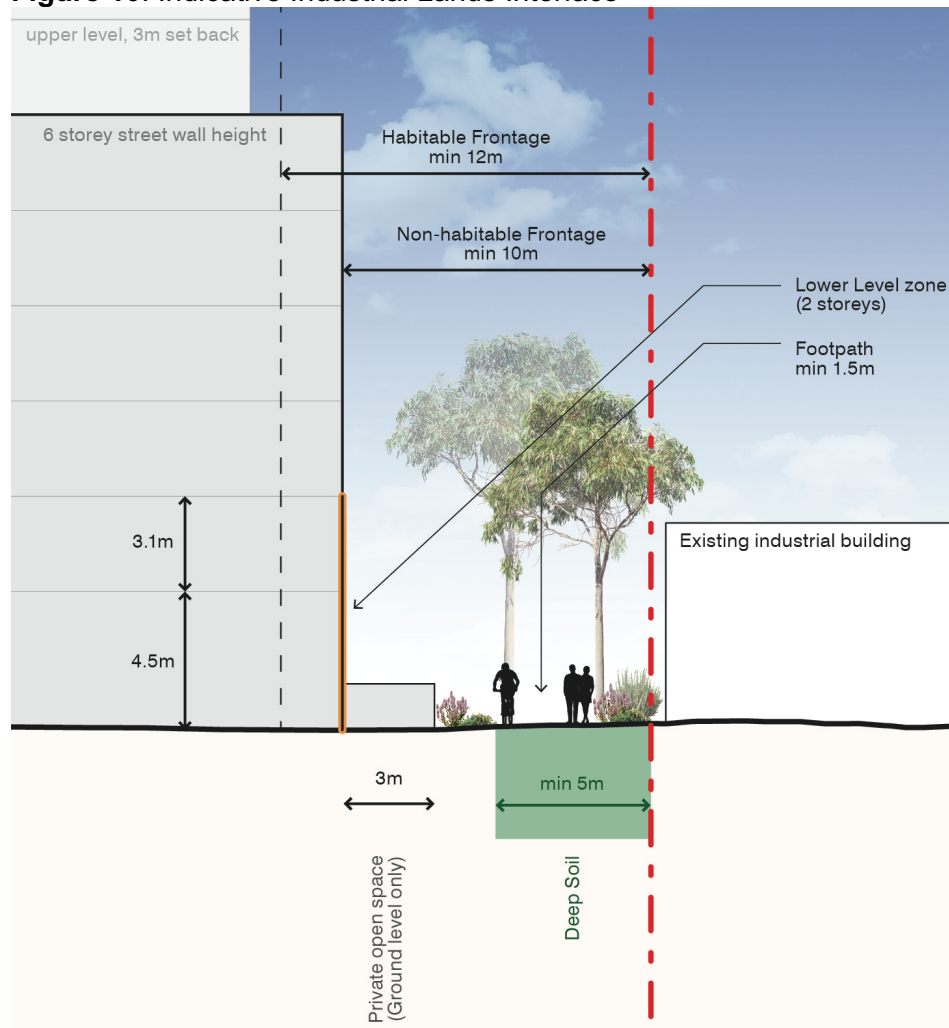
Habitable Setback

- a) Be directly accessible from the any new internal street with a path and gate provided.
- b) Maximise street activity through front entries and gardens that include a mix of paving, soft landscaping, and building façade.
- c) Where there is private open space on the ground floor, include fencing to a maximum height of 1.8m, with the top 0.3m being semi transparent for passive surveillance to the communal spaces.

Non-Habitable Setback

- d) Provide a mix of building façade and landscaping treatments to soften the building edge.
- e) Where there is private open space on the ground floor, include fencing to a maximum height of 1.8m, with the top 0.3m being semi transparent for passive surveillance to the communal spaces.

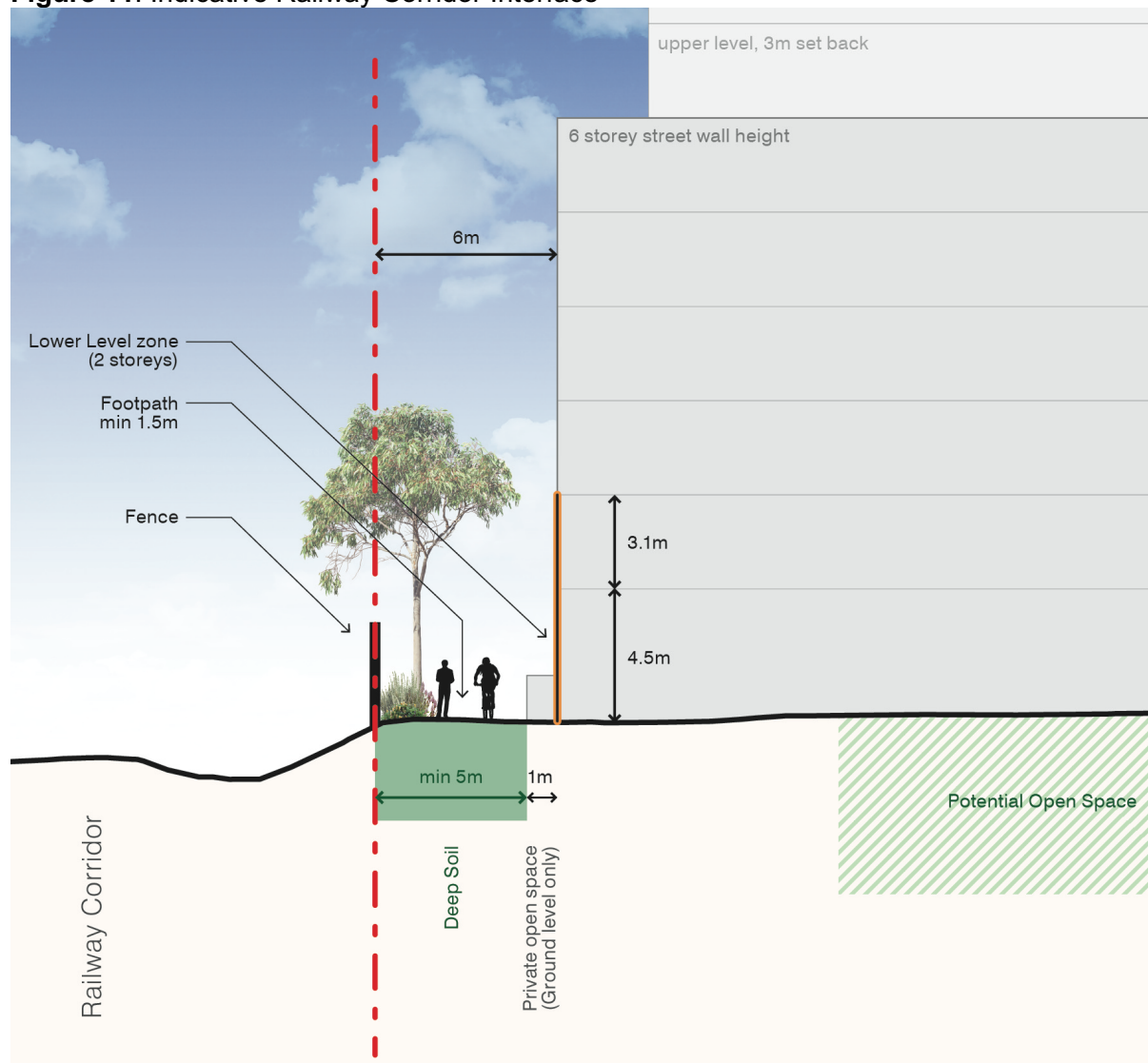
Figure 10: Indicative Industrial Lands Interface





- C22** Buildings along **Railway Corridor** be designed as identified in Figure 11 to:
- Maximise resident amenity and provide quality spaces that ameliorate the impacts of noise, vibration and air quality along the corridor,
 - Provide passive surveillance to the communal spaces through the provision of fencing to a maximum height of 1.8m, with the top 0.3m being semi transparent, where private open space is provided on the ground floor

Figure 11: Indicative Railway Corridor Interface



Low Level Zone

- C23** The Lower Level Zone, which includes the ground and first floor of development shall be designed with a high degree of articulation and detailing. Large expanses of flat colour materials should be avoided. Natural, fine grain materials which provide visual interest such as timber, brick and stone are encouraged.



- C24** The Lower Level Zone of the building as identified in Figures 6 to 10, is to be expressed through a change in materiality, colour, treatment and projections.
- C25** Building frontages are to be designed with fine grained detailing, and provide for commercial, retail or residential uses at the ground level.
- C26** Continuous awnings are to be provided to all areas identified as active street frontage in Figure 3 and any other areas identified for retail, commercial or non-residential uses. The minimum width of an awning is to be 2m. Fabric or retractable awnings are not allowed.

1.12 Public Domain, Deep Soil, Landscaping and Central Open Space

Objectives

- O1** To minimise and mitigate potential visual and privacy impacts of proposed built form on the existing low density residential uses.
- O2** To promote attractive settings for development and provide pleasant spaces for people to use, this is to include green corridors and streetscapes of a high visual quality that provide continual landscaping connections to open space.
- O3** To establish a landscaped buffer between the site and its interfaces with industrial, railway and roadway uses that integrates deep soil zones that can sustain large canopy trees.
- O4** To facilitate delivery of a tree canopy that will minimise urban heat island impacts once mature.
- O5** To provide consolidated deep soil zones of adequate area for substantial tree planting and water infiltration of the soil and to reduce stormwater run-off.
- O6** To provide landscaping that uses local native provenance plant species to positively contribute to improving local biodiversity, the streetscape and amenity.
- O7** To create public domain that is visually cohesive, safe and functional and attractive destination. The public domain provided is to be consistent with the needs of the local community.
- O8** To ensure that the Auburn Road streetscape includes large canopy and street trees to enhance its current character.
- O9** Provide a Central Open Space that is vibrant and a focus of activity.
- O10** To create a Central Open Space of sufficient size, configuration and design that provide for a wide variety of community activities and events.
- O11** To ensure basement parking allows for adequate deep soil area.



Controls

- C1** An indicative Landscape Plan will be required to demonstrate proposed planting, outdoor structures, furniture, materials and lighting to enhance the design and character of the development.
- C2** Communal open space throughout is to be designed as public domain with active street edges, street furniture, lighting and planting.
- C3** Any new electrical substation constructed to service this development must be integrated into the built form to not impact the public domain.

Public Domain

- C4** Communal open spaces are to be provided in the central open space, setbacks and building separation zones.
- C5** All spaces within the public domain shall be accessible by people with disabilities (including those in wheelchairs) and elderly people.
- C6** Public Art and Signage shall be integrated into the Public Domain.

Acoustic Privacy

- C7** The consent authority must be satisfied that mitigation measures to control road and rail noise and vibration have been suitably incorporated into the development. This may include noise cancelling fencing along the railway corridor.

Deep Soil Planting

- C8** Provide deep soil planting zones within side and rear setbacks, 5m in each direction to allow for substantial tree planting, paths and the like.
- C9** Provide deep soil planting zones with a minimum dimension of 5m within communal open space areas (outside of setbacks from boundary) to allow for planting of large canopy trees.
- C10** Large Canopy and Street Trees are to be installed in the planting zones at a minimum size of 45 litres for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed.
- C11** Landscaping provided in deep soil areas must include a mix of large canopy trees, shrubs and groundcovers

Landscaping

- C12** Provide a minimum mature tree canopy coverage of 25% across the site. The indicative concept plan at the lodgement of the first DA would need to demonstrate, through a landscape plan prepared by a landscape architect, progressively increasing mature tree canopy cover across the site as the redevelopment takes place.
- C13** Proposed landscaping within the public domain and the mixed used development must consider Water Sensitive Urban Design (WSUD) principles - State what Water Sensitive



Urban Design (WSUD) principles and features can be incorporated in the proposed landscaping. Permeable pavements should be considered.

- C14** The planted vegetation should be regularly maintained and watered for 12 months following planting. Should any plant loss occur during the maintenance period the plants should be replaced by the same plant species.
- C15** Careful consideration should be given to the species of vegetation and planting locations to ensure that the vegetation does not adversely impact on safety by reducing sight lines. Species with invasive roots should also be avoided to circumvent impacts to utilities and lifting footpath pavement which can lead to trips and obstructions to people who use a wheelchair or people with prams.

Central Open Space

- C16** The Central Open Space must be visible from Auburn Road and be predominately landscaped.
- C17** The Central Open Space must be activated with retail uses on at least one edge and residential entries fronting onto the internal streets.
- C18** The Central Open Space is to be provided with the minimum requirements:
- a) 3,000m² site area,
 - b) 40m dimensions in both length and width,
 - c) Basement parking allows for adequate deep soil areas that shall provide at least 25% mature Tree Canopy coverage within the Central Open Space for the total area of the Central Open Space.
 - d) Canopy trees and landscaping located for suitable solar access, as per selected species requirements.
 - e) Any Deep Soil zone must utilise a mix of groundcovers, shrubs and large canopy trees,
 - f) A minimum 1,500m² of the central open space shall receive 3 hours of solar access between the hours of 9am and 3pm in midwinter (21 July).
 - g) Include street furniture for public seating and lighting,
 - h) Include appropriate colour, lighting, signage and other forms of public art and materials to improve way-finding and provide a high-quality public domain for pedestrians and cyclists,
 - i) Provide the purpose of community functional 'social hub' space to facilitate a vibrant outdoor location in addition to other communal open spaces across the development, and
 - j) Include Water Sensitive Urban Design (WSUD) principles and features as an integral part of the designing of the public domain.

1.13 Water Sensitive Urban Design and Energy Efficiency

Objectives

- O1** To encourage development that is sustainable and minimises the carbon footprint of residential purposes.



- O2** To minimise the carbon footprint of the development by encouraging energy and water efficient design, further supported by renewable energy sources.
- O3** To avoid adverse implications of light spill and glare to the surrounding areas.

Controls

- C1** The development must integrate high quality water sensitive urban design into the landscaping design to minimise stormwater runoff and urban heat island effects.
- C2** The development will include the installation of a solar photovoltaic (PV) system to supply energy to the common areas of buildings, communal open space including outdoor lighting and any other parts of the development. Adequate areas for residents to install and benefit from solar panels is to be allocated on the roof, including connections to battery storage within individual apartments.
- C3** The development application must provide a roof plan showing the area(s) allocated to PVs, necessary access requirements for cleaning and maintenance, other plant and equipment that may include solar water heater storage tanks, ventilators, wind generators, air conditioning units and satellite dishes and antennae. Details including connections to battery storage within individual apartments are to be provided within DA plans.
- C4** The use, location and placement of photovoltaic solar panels is to consider surrounding built forms and the likely permissible built form on adjacent properties. The solar panels must not adversely affect the architectural presentation of the building or views from the streetscape.
- C5** The development is to minimise light spill into the adjacent special purpose and residential areas.

1.14 Supporting Studies and Plans

Objectives

- O1** To ensure all development approvals for the site appropriately assess the impact of the development, where applicable.

Controls

- C1** The first DA for the development in the precinct must be accompanied by the studies identified in C2-C7 of this section. All subsequent DA must adhere to these reports or demonstrate an improved environmental outcome.
- C2** A Public Art and Signage Strategy and Implementation Plan is to be prepared and submitted as part of an indicative concept plan with the first development application to indicate potential locations and general information on the public art and signage associated with way finding to be proposed within the site. The public art and signage strategy needs to be consistent with Council's Creative City Strategic Plan 2019-2029.



- C3** Provide a Water Sensitive Urban Design (WSUD) Stormwater Management Report that demonstrates how the development will minimise run-off and will not increase the load on Council's stormwater network.
- C4** Provide a Waste Management Plan (WMP) that appropriately responds to Council's Waste Management and Minimisation requirements outlined in the DCP. Council must be satisfied that the site can be appropriately serviced.
- C5** Provide an Emergency Management Plan (EMP) and how the site may be safely evacuated considering risks from the surrounding context, including but not limited to, fire and flood events.
- C6** Remediation Action Plan (RAP) to be reviewed as part of any DA assessment with appropriate conditions of consent applied to ensure implementation of the RAP approved by Council.
- C7** Applicant to provide a Section A or B Site Audit Statement with the DA, as appropriate.
NB: Conditions of consent for any DA for the site may include – Provide a Section A Site Audit Statement and any accompanying Site Audit Report or Environmental Management Plan as prepared by an NSW EPA accredited Site Auditor to Council prior to achieving the Occupation Certificate.