

Explanation

The Bankstown Local Environmental Plan 2015 provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights. The Bankstown Development Control Plan 2015 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the site at 167-183 Hume Highway, Greenacre.

Note: The Bankstown Development Control Plan 2015 applies to land within the former Bankstown Local Government Area. If applicable to a development application, the development controls of Chapter ##### of this DCP will prevail if there is an inconsistency with any other development controls in this DCP.

Desired character for 167-183 Hume Highway, Greenacre

The desired character for 167-183 Hume Highway, Greenacre, is to create a vibrant mixed-use destination with minimum commercial floor space requirements to ensure that employment generating uses remain on the site, while enabling a high quality living environment, suitable to the location, with access to nearby green and public open spaces, including Peter Reserve, which also provides a 'sense of community' for future residents and the surrounding neighbourhoods.

Well-designed mixed use buildings with a focus on pedestrian amenity will enhance the vitality and attractiveness of the site in this highway location. New development will exhibit design excellence, provide appropriate articulation and architectural styles to add visual interest and avoid large blank walls along the public domain. The site will have a tree canopy that complements the built form, mitigate urban heat, significantly cool the site and improve air quality. The future built form will also be designed to protect the enlarged Peter Reserve from unreasonable impacts. Retaining and enhancing existing commercial floor space is important in terms of land use and employment generation within the zone.

1.0 LAND TO WHICH CHAPTER APPLIES

Chapter 11.#### of this DCP applies to the land at 167-183 Hume Highway, Greenacre as shown in Figure 1.

2.0 KEY DESIGN PRINCIPLES AND INDICATIVE STRUCTURE PLAN

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

- a) **Create a vibrant development which protects and enhances existing commercial floor space:** Ensure that future development protects and enhances the commercial floor space and local employment opportunities. Retail and commercial use will continue to remain as the predominant use at the ground floor plane on the land that fronts Hume Highway.
- b) **Improve permeability and access:** Introduce a legible and permeable pattern of pedestrian and vehicular routes through the site and which respond to the highway location, as well as with the adjacent neighbourhood.

- Figure 1: Indicative structure plan

3.0 DEVELOPMENT CONTROLS

The objectives and controls for the development of 167-183 Hume Highway, Greenacre are set out in this Section. These controls also refer to the indicative structure plan outlined in Figure 2.

3.1 Access and movement

Objectives

- O1 To provide a clear and legible movement network through the site that is as safe as possible for all users at all hours.
- O2 To ensure pedestrians and cyclists receive priority movement within and around the site.
- O3 To ensure that all car parking, loading and servicing occurs in the basement of the building so as not to adversely impact the streetscape appearance of the development.

Controls

- C1 All vehicles are to enter the site via the central driveway from Hume Highway.
- C2 All vehicles are to exit the site at the north-eastern corner onto the Hume Highway.
- C3 All vehicles are to enter and leave the site in a forward direction
- C4 All parking, loading and servicing is to take place within the basement of the building so as the opportunity to activate the street frontage is not compromised.
- C5 On-site parking provision must comply with Part B5 Parking of the Bankstown DCP 2015.

3.2 Land Use and Site Layout

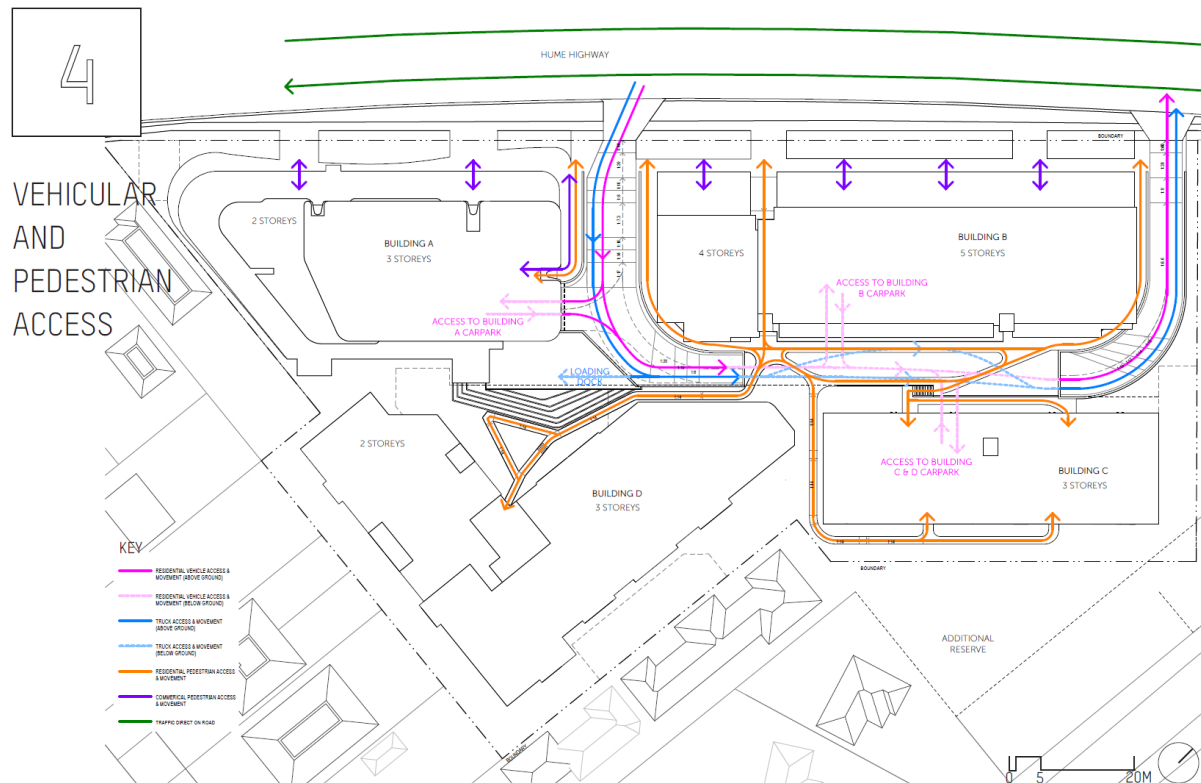
Objectives

- O1 The site must be designed and used to ensure a range of uses, including retail, commercial and residential uses to support both residents on site and those within close proximity to the site.
- O2 To promote mixed use development that is consistent with the zoning of the land, while providing an attractive and vibrant outcome that provides for the needs of the local community.
- O3 To ensure that the retail and commercial uses fit within the centre's hierarchy of the Canterbury-Bankstown LGA.
- O4 To minimise overshadowing and visual impacts to adjoining properties and streets.
- O5 To maximise opportunities to the surrounding pedestrian network and Peter Reserve for passive surveillance.
- O6 To minimise potential conflict between existing and proposed vehicle access routes and pedestrian access points.

Controls

- C1 Land use shall be designed and located generally in accordance with the indicative structure plan and key design principles at Figure 1.
- C2 The pedestrian and vehicular movement networks on the site are to be designed in accordance with Figure 2, below.

Figure 2: Pedestrian and vehicular movement networks across the site



- C3 Active ground floor uses are to be provided to the ground floor of all buildings fronting Hume Highway.
- C4 Building C is to be designed to overlook Peters Reserve providing passive surveillance to the reserve, while ensuring that adequate privacy is provided to individual apartments.
- C4 Building D which interfaces with low density properties to the south must be designed to minimise overlooking into the private open space of adjoining residential properties.

3.3 Built Form

Objectives

- O1 To provide a high quality architectural outcome through a series of considered and articulated building forms.
- O2 To minimise overshadowing impacts to the surrounding residents.
- O3 To minimise overshadowing impacts to Peters Reserve.
- O4 To allow for an appropriate transition to adjoining uses including low density residential development.
- O5 To allow for medium density living that is of high amenity and achieves design excellence.

- O2 To achieve architectural diversity and interest in the architectural character, building components that are adjacent to one another are not the same or similar in design, but show diversification in form, express and materiality.
- O3 Ensure that vertical articulation is used to complement the existing horizontal forms along Hume Highway to enhance diversity in architectural expression

Controls

- C1 The buildings are to be designed to avoid long expanses of façade without vertical articulation.
- C2 If unavoidable, and the building length exceeds 45m, it should be broken into two or more components so that no length of the building is longer than 45m before which a minimum of 3m x 3m inset is provided to all levels up to 4 storeys.
- C3 For any building above four storeys, building separation is to be a minimum of 9m.
- C4 Vertical articulation should take the form of balconies, screens and façade detailing.
- C5 Built form above four storeys is to be recessed from the principal building form to minimise the visual appearance of this.

3.5 Façade design, streetscape activation and passive surveillance

Objectives

- O1 To provide high quality façade treatments that contribute positively to the streetscape character and the view from neighbouring properties.
- O2 To activate and meaningfully address Hume Highway, while having regard for the site's location on a busy main road.
- O3 To support, where possible, pedestrian comfort and enjoyment with design elements that provide climate control and enable activity to occur in most weather conditions.
- O4 To promote passive surveillance along Hume Highway and over Peter Reserve.
- O5 To ensure that the building design contributes to design excellence to the public domain for the duration of the building life.

Controls

- 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 Façade treatments are to provide a high-quality visual outlook from adjacent residential neighbours and the public domain, including Peter Reserve.
- C3 Active ground floor uses, consistent with the zoning of the land, are to be provided and focused along Hume Highway.
- C4 The design of the street frontage must ensure that:
 - a. the active frontages respond to their relationship with the street, as well as the level change that occurs from east to west across the site, by being at the same general level as the footpath wherever possible

- b. large expanses of blank walls are avoided
 - c. any residential entries or lobbies are of clear glazing which positively contribute to the street amenity and maximise opportunities for passive surveillance.
- C5 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.
- C7 Private residential entries are to be designed to positively contribute to the adjacent streetscape character and where possible, to provide activation and passive surveillance to the adjacent public domain.
- C8 All development is to be designed to maximise passive surveillance of streets and public places (including Peter Reserve) by orienting buildings to promote overlooking of these spaces from windows, glazed doors and balconies.
- C9 A signage strategy is to be prepared and submitted with the Development Application that incorporates future signage zones, including building and business identification signage. The location, size and number of signs is to be specified.

3.6 Landscaping and public domain

Objectives

- O1 To promote attractive settings for development and provide pleasant spaces for people to use.
- O2 To provide landscaping that positively contributes to the streetscape and amenity.
- O3 To provide, where possible, continual landscaping connections across the site.
- O4 To provide a landscape buffer within the setback zone to Hume Highway to enhance the amenity of non-residential uses at the ground floor level.
- O5 To minimise and mitigate potential visual and privacy impacts of higher scale built form on existing, adjacent low scale residential uses.

Controls

- C1 Deep soil zones are to occupy 7% of the site area and have a minimum width of 6m.
- C2 Tree vertical planting is to be provided to Hume Highway to establish a coherent character and soften the visual appearance of the site, while providing privacy for residential dwellings.
- C3 Water sensitive urban design principles must be included as part of the landscape design.
- C3 A landscape plan is to accompany a development application for the site.
- C4 The planting species selected should be fit for purpose, easy to maintain and enhance the visual aesthetic of the site.

3.7 Pedestrian Permeability

Objectives

- O1 To ensure that building design is complementary to public access through the site.

- O2 To ensure that pedestrian experiences through the site provide opportunities for recreational activity and casual interaction.

Controls

- C1 Adequate building separation is to be provided to ensure that public access through the site is clear and easily discernible.
- C2 Ensure that there is a rich and diversified pedestrian network that is achieved with varied layout and materiality.
- C3 Ensure that there is a clear delineation between ground floor private spaces and public spaces to avoid visual intrusion, while enhancing pedestrian permeability.
- C4 Ensure that apartment design maximises opportunities to overlook internal pedestrian networks.
- C5 Ensure that sufficient lighting is provided through the development to enhance night time visibility.

3.8 Acoustic Privacy

Objectives

- O1 To ensure that the proposed land uses on the site can co-exist without adverse impact.
- O2 To ensure that adequate acoustic treatment is incorporated into the development, taking account of its location on Hume Highway and proximate to other noise-generating activities within the vicinity of the site.

Controls

- C1 Any future development application should be accompanied by an Acoustic Impact Assessment that details how the materials and finishes used in the development will ensure that adequate internal amenity can be achieved for residents within the development.
- C2 For any future use of the site that proposes to trade beyond 6:00pm, a Plan of Management is to accompany the development application setting out appropriate security, management and mitigation measures to protect the amenity of residents within the site and those within the immediate locality.

3.9 Cross Ventilation and Solar Access

Objectives

- O1 To ensure that apartments within the development are provided with adequate amenity.

Controls

- C1 60% of apartments within the development are to achieve cross ventilation.
- C2 Apartment layouts are to be designed to maximise ventilation and air flow.
- C3 Living rooms and private open space areas of at least 70% of apartments within the development are to achieve a minimum of 2 hours of solar access at mid-winter, between 9am and 3pm.

- C4 A maximum of 15% of apartments within the development may receive no sunlight between 9am and 3pm at mid-winter.