Appendix W - Canterbury-Bankstown Development Control Plan 2023 Compliance Table

DCP Section	Control	Comments	Compliance
Chapter 2 – Site analysis			
1.1-1.2 Site analysis plans	Development for the following purposes must submit a site analysis plan: (a) attached dwellings (b) boarding houses (c) manor houses (d) multi dwelling housing (e) multi dwelling housing (terraces) (f) residential flat buildings (g) serviced apartments (h) shop top housing	The proposal includes a site analysis plan as part of the Architectural Drawings at **Appendix A** to the SEE.	✓
	The results of the site analysis must illustrate the following principles in the form of a site analysis plan: context; scale; built form; density; resource, energy, and water efficiency; landscape; amenity; safety and security; social dimensions; aesthetics.	The site analysis included as part of the Architectural Drawings (**Appendix A** to the SEE) and Design Report (**Appendix C** to the SEE addresses each of these principles.	✓
Chapter 2.2 – Flood risk management			
3.1 – 3.8 Flooding development controls	The proposed development should not result in any significant increase in risk to human life, or in a significant increase in economic or social costs as a result of flooding.	The proposal will have acceptable flood impacts and complies with these relevant controls, as detailed in the Flood Impact Assessment prepared by Xavier Knight included at **Appendix D** to the SEE. The Flood Impact Assessment also details the proposed development's flood evacuation strategy.	✓
	The proposal should only be permitted where effective warning time and reliable access is available to an area free of risk from flooding, consistent with any relevant flood plan or flood evacuation strategy.		
	Development should not significantly increase the potential for damage or risk other properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain.		

	Motor vehicles are able to be relocated, undamaged, to an area with substantially less risk from flooding, within effective warning time.		
	Procedures would be in place, if necessary, (such as warning systems, signage or evacuation drills) so that people are aware of the need to evacuate and relocate motor vehicles during a flood and are capable of identifying the appropriate evacuation route.		
	To minimise the damage to property, including motor vehicles arising from flooding.		
	Development should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. by unsympathetic house-raising) or by being incompatible with the streetscape or character of the locality.		
Chapter 3.1 – Development Engineering Standards			
2.1 Vehicular footway crossing design and construction	Development requiring vehicular access across the Council footpath area must provide a vehicular footway crossing (VFC) with maximum and minimum widths in accordance with those specified in the DCP which require a minimum width of 3.5m for each driveway.	The vehicular access points have been designed in accordance with the relevant Australian Standards, as confirmed in the Traffic Impact Assessment included at **Appendix G** to the SEE.	
2.3 Internal driveway requirements	The on-site driveway layout must be designed so that a car may be able to access and exit all required car spaces in one motion. In addition, a required car parking space must be located so as to be outside and clear of any vehicular manoeuvring area or right of carriage way. Austroads standard turning path templates are to be used to determine acceptability.	The on-site driveway layout and car parking spaces have been designed to allow for cars to access and exit the car parking spaces with clear manoeuvrability.	✓
2.4 Sight distance requirements	Adequate sight distance must be provided for vehicles exiting driveways. Clear sight lines are to be provided at the street boundary to ensure adequate visibility between vehicles on the driveway and pedestrians on the footway and vehicles on the roadway. Refer to the Australian Standard AS 2890.1 for minimum sight distance requirements. If adequate sight distance for the access to any development cannot be achieved and considered a concern, the applicant may be required to install regulatory signs, at the boundary of the development, as agreed with Council.	The proposal complies with the relevant sight distance requirements.	
4.2 On-site detention systems	Multi-dwelling development and non-residential development will require OSD regardless of the impervious area before and after the development, and regardless of whether the site falls toward or to the street.	On-site detention systems are included as part of the proposal.	✓

Chapter 3.2 – Parking			
Section 2 Off-street parking rates	Development must use the Off-Street Parking Schedule to calculate the amount of car, bicycle and service vehicle parking spaces that are required on the site. **Car parking rates** Residential flat buildings (RMS Guide) • 0.4 spaces per 1 bedroom unit • 0.7 spaces per 2 bedroom unit • 1.20 spaces per 3 bedroom unit • 1 space per 7 units (visitor parking) Retail • 1 space per 40m^2 gross floor area Hotel • 1 space per 4 rooms Gym • 3 spaces per 100m^2 gross floor area Medical centre • 1 space per 25m^2 gross floor area Childcare • 1 space per 4 children • 2 additional spaces for the exclusive use of any associated dwelling Medical centre • 1 space per 25m^2 gross floor area Recreation facility (indoor) • Parking study with a survey of similar facilities is required Function/conference centre • There is no rate for this use. The DCP sets out that 'development not included in the off-street parking schedule must submit a parking study for	The proposal includes a total of 495 car spaces, broken down as follows: • 240 residential car spaces (including 34 accessible car spaces); • 124 retail and gym car spaces (including 3 accessible car spaces); • 78 hotel and function centre car spaces (including 2 accessible car spaces); • 28 medical centre car spaces (including (1 accessible car space); • 25 childcare car spaces (including 1 accessible car spaces). The Canterbury-Bankstown DCP 2023 provides minimum parking provision controls, and Council in its pre-DA feedback confirmed that with respect to the residential parking, the residential parking rates from the RTA Guide to Traffic Generating Developments (RTA Guide) are to be used. PTC has also identified that the hotel parking rate set out in the Canterbury-Bankstown DCP 2023 of 1 space per room is considered excessive for developments in high density areas such as a strategic city centre, where convenient alternative transport options are available. Providing a high number of hotel parking is also contradictory to the trend of promoting sustainable travel options and pedestrianisation in the Bankstown City Centre. Accordingly, reference has been made to the RTA Guide which stipulates a hotel parking rate of 1 space per 4 rooms that more adequately suits the characteristics of the Bankstown City Centre. Based on the floor space and uses proposed in the development, a minimum of 458 car spaces are required. The proposal includes 494 car spaces and therefore complies with these minimum parking requirements, with all proposed parking directly aligned with the parking rates, and an exceedance of the RTA Guide hotel parking rate as deemed	✓

	Council's consideration. A qualified traffic consultant must prepare the parking study'. **Accessible parking rates** Retail • 1 accessible parking space per 50 parking spaces for staff • 1 accessible parking space for visitors per 50 parking spaces where a car park has less than 500 spaces • 1 additional accessible parking space per 100 parking spaces above 500 spaces for visitors Hotel • 1 accessible parking space per 50 parking spaces Childcare/medical centre 1 accessible space for every 25 spaces	appropriate to service the hotel use. Moreover, the Canterbury-Bankstown DCP 2023 applies different accessible parking rates for different uses based on the BCA class of the use, and the proposed parking is consistent with these rates. A summary of the proposal's compliance with all the relevant minimum parking rates is provided in **Section 4.3.4** of the SEE and in **Appendix G**.	
Bicycle parking	**Bicycle parking rates** Residential flat buildings 1 visitor space per 10 dwellings Retail Staff: 1 space per 300m^2 GFA Visitors: 1 space per 500m^2 GFA over 1,000m^2 Hotel 1 space per 20 rooms Childcare 1 space per 4 staff	The proposed development includes 184 bicycle spaces including: • 15 retail staff spaces (15 spaces recommended by DCP). • 10 retail visitor spaces (9 spaces recommended by DCP). • 1 gym staff space (1 space recommended by DCP). • 3 gym visitor spaces (3 spaces recommended by DCP). • 6 childcare staff spaces (6 spaces recommended by DCP). • 10 hotel spaces (8 spaces recommended by DCP). • 102 resident spaces (no spaces recommended by DCP). • 39 residential visitor spaces (34 spaces recommended by DCP) Accordingly, the proposed provision of bicycle spaces complies with the applicable rates recommended by the DCP.	✓
	In calculating the total number of car parking spaces required for development, these must be:	The calculation of car parking spaces has been made in relation with this control.	✓

	(a) rounded down if the fraction of the total calculation is less than half (0.5) a space; or (b) rounded up if the fraction of the total calculation is equal or more than half (0.5) a space; and (c) must include a room that is capable of being converted to a bedroom.		
	Development comprising more than one land use must provide the combined parking requirement based on the individual rates of parking for each land use identified in the Off-Street Parking Schedule.	Noted. Car parking has been calculated for each of the proposed land uses to establish the combined parking requirement.	✓
	Car parking (and associated space such as access aisles) in excess of the Off-Street Parking Schedule will be counted as gross floor area.	No car parking has been provided in excess of the off-street parking schedule.	
2.8 – 2.10 Monetary contribution in lieu of providing off-street parking spaces	Council may consider accepting additional developer contributions (i.e. to be paid on top of the normal amount of Section 7.11 and 7.12 contributions that is payable) in lieu of providing off-street parking spaces for non-residential development on land within Zone B4 Mixed Use in the Bankstown City Centre and Zone B2 Local Centre in the former Bankstown Local Government Area. These funds will be used by Council to build car parking spaces at sites identified by Council strategies. The amount of parking that can be offset is up to 100% of a development's non-residential parking requirement under the DCP. This clause does not apply to dwellings.	As detailed above, the proposal includes 494 car spaces, which will appropriately cater for the proposed uses. It is also noted that Council has endorsed and intends to implement Bankstown Complete Streets which promotes sustainable travel options, pedestrianisation and the adoption of maximum parking rates. Therefore, the application of any contribution for providing fewer car spaces than the minimum car parking rates is inconsistent with	

	Council will only consider accepting these additional monetary contributions in lieu of the provision of off-street parking at its discretion, and only in the following circumstances: (a) Where Council is satisfied that there will not be a significant impact associated with the parking not being provided on the site. (b) That the parking spaces to be provided off-site will be available for use at all times by the general public and that there is no expectation that they will be used solely by clients of the development that is providing the parking spaces. (c) That the timing of building the parking spaces shall be at the sole discretion of Council and there shall be no expectation by the applicant that the building of the car parking spaces shall be built to coincide with the development for which the additional monetary contributions have been paid. (d) That the amount of monetary contributions per car parking space is indexed quarterly to the CPI. The current contributions amount per car parking space is updated and published on Council's website. This amount represents the cost of building a parking space and is not negotiable. The process for the payment of the monetary contributions in lieu of providing offstreet parking will be through a planning agreement, made in accordance with the Canterbury-Bankstown Planning Agreements Policy.	the strategic vision and intent for Bankstown City Centre.	
3.1 – 3.3 Parking location	Development must not locate entries to car parking or delivery areas: (a) close to intersections and signalised junctions; (b) on crests or curves; (c) where adequate sight distance is not available; (d) opposite parking entries of other buildings that generate a large amount of traffic (unless separated by a raised median island); (e) where right turning traffic entering may obstruct through traffic; (f) where vehicles entering might interfere with operations of bus stops, taxi ranks, loading zones or pedestrian crossings; or (g) where there are obstructions which may prevent drivers from having a clear view of pedestrians and vehicles.	The proposed car parking entry is not located in any of these locations and has been appropriately located to allow for efficient and safe entry.	✓
	Parking areas for people with disabilities should be close to an entrance to development. Access from the parking area to the development should be by ramps or lifts where there are separate levels.	Accessible car parking spaces are located close to entrances and ramps and lifts are provided where there are separate levels.	✓
	Where above ground parking is the only solution possible, locate to the rear of buildings.	Two levels of basement car parking are proposed. In addition, the proposal includes three podium levels of car parking, on levels 1, 2 and 3. The design of the	Alternative proposed. Appropriate in the circumstances.

		podium level car parking areas have been concealed from the public domain through façade activation and podium uses, thereby achieving a balance between the parking requirement, visual aesthetics and pedestrian safety, in line with the relevant objectives of the Canterbury-Bankstown DCP 2023.	
3.8 – 3.9 Access driveway width and design	The location of driveways to properties should allow the shortest, most direct access over the nature strip from the road.	The driveway has been designed to allow the shortest, most direct access to the site.	✓
	The appropriate driveway width is dependent on the type of parking facility, whether entry and exit points are combined or separate, the frontage road type and the number of parking spaces served by the access facility.	The Traffic Impact Assessment prepared by PTC (**Appendix G** of the SEE) confirms that the driveway widths are in accordance with the relevant standards.	✓
3.13 Loading and unloading facilities	Mixed use development must provide appropriate loading/unloading or furniture pickup spaces. If no provision is made for the facilities, development applications must provide justification why they are not necessary.	The proposal includes appropriate loading spaces, as detailed in the Traffic Impact Assessment prepared by PTC (**Appendix G** of the SEE).	✓
	Where rear lane access is not available and the commercial/retail gross floor area of a building is greater than 500m^2, Council requires: (a) at least one off-street parking space for delivery/service vehicles; and (b) additional off-street parking spaces or a loading dock depending on the size, number, and frequency of delivery/service vehicles likely to visit the premises.	As noted above, the proposal includes appropriate loading spaces, as detailed in the Traffic Impact Assessment prepared by PTC (**Appendix G** of the SEE).	✓
	The design of loading docks must: (a) be separate from parking circulation or exit lanes to ensure safe pedestrian movement and uninterrupted flow of other vehicles in the circulation roadways; (b) allow vehicles to enter and leave the site in a safe manner; and (c) have minimum dimensions of 4m by 7m per space.	The loading dock has been designed to accord with these requirements, as demonstrated in the Traffic Impact Assessment included at **Appendix G** of the SEE.	✓
	Access to and from the service area is to be convenient with a lift or ramp provided.	The service area is provided with a lift which allows for convenient access to and from the service area.	✓
	Service vehicles are to enter and leave the site in a forward direction.	Service vehicles will enter and leave the site in a forward direction, as demonstrated basement level 1 plan included in the Architectural Drawings at **Appendix A** of the SEE, which includes swept path diagrams.	✓
3.18 Safety and security	Sloping ramps from car parks, garages and other communal areas are to have at least one full car length of level driveway before they intersect pavements and carriageways.	The proposed car park has been designed in accordance with the relevant Australian Standards as confirmed by PTC in **Appendix G** of the SEE.	✓

3.19 Sight distance requirement	For all development, adequate sight distance must be provided for vehicles exiting driveways. Clear sight lines are to be provided at the street boundary to ensure adequate visibility between vehicles on the driveway and pedestrians on the footway and vehicles on the roadway.	The driveway design will ensure clear sight lines are provided at the street boundary to ensure adequate visibility between vehicles on the driveway, pedestrians on the footway and vehicles on the roadway.	✓
3.20 – 3.22 Pedestrian access	Parking areas should be designed so that through-traffic is excluded, and pedestrian entrances and exits are separate from vehicular entrances and exits.	The parking areas have been designed so that pedestrian entrances and exits are separate from vehicular entrances and exits.	✓
	Lifts and stair lobbies should be prominently marked to help users find them and to increase personal security.	Lift and stair lobbies will be clearly marked to help users find them and to increase personal security.	✓
	In split-level/multi-level car parks, a stairway should be located at the split-level, to provide pedestrian access between these levels and eliminate pedestrians having to use vehicular ramps.	Stairways are provided on the car parking levels to prevent pedestrians from having to use vehicular ramps to access other levels in the car park.	✓
3.25 – 3.29 Bicycle parking	For non-residential development that requires over ten staff bicycle parking spaces, provide one shower and change room per ten staff bicycle parking spaces.	The proposal provides one shower and change room given that over ten bicycle spaces are required for the retail use.	✓
	Provide a mix of bicycle storage facilities to cater for short and long stay parking.	Bicycle spaces are provided for staff, residents and visitors. Further detail is provided in the Traffic Impact Assessment at **Appendix #** to the SEE and in **Section 4.3.4** of the SEE.	✓
	Bicycle racks or stands placed in open public areas that provide only means to lock one wheel of a bicycle to a fixture is not an acceptable secure arrangement. Devices requiring a wheel to be removed are also not acceptable.	The bicycle racks or stands are contained in private areas including the residential parking area and the end of trip areas. The parking spaces will secure the bicycles without requiring one wheel to be locked or the removal of a wheel.	✓
	Development must incorporate the following elements into the design and location of bicycle parking: (a) all facilities are clearly visible and as close as possible to the main entrances/exits to the street and within the building; (b) short-stay and visitor parking is at-grade and floor and wall-mounted rails are acceptable; (c) long-stay and resident parking is on the uppermost level of a basement car park; (d) a safe path of travel between bicycle parking and the main entrances/exits is clearly marked;	The bicycle spaces have been appropriately located in accordance with these provisions, to allow the utmost convenience for residents, workers and visitors. Standardised information signs will be used to give directions to bicycle parking areas.	

	(e) bicycle facilities are not to hinder vehicle and pedestrian movements, or contribute to the likelihood of injury to passing pedestrians; (f) access paths to bicycle parking are a minimum of 1.5m wide for one way access path to allow the passage of a pedestrian pushing a bicycle; and (g) standardised information signs are to be used to give directions to bicycle parking areas.		
	Bicycle parking facilities are to be well lit to minimise theft, vandalism, reduce pedestrian hazard and to improve safety of the cyclists.	Bicycle parking facilities will be well lit to minimise theft, vandalism, reduce pedestrian hazard and to improve safety of the cyclists.	✓
3.30 Visitor parking	Visitor spaces must not be located behind security grills and must be easily accessible.	Visitor spaces are easily accessible and are located in the basement. They are not situated behind security grills.	✓
	Clearly mark and signpost visitor parking, and locate on the ground floor where possible, so that it is easy to find and access.	The visitor car parking spaces are identified on the plans and will be clearly marked and signposted. They are also located in the basement levels so that they are easy to find and access.	✓
	Visitor parking should be located near the main pedestrian entrance to the building and can be located in front of the building alignment, but not encroach upon the front setback areas.	Visitor parking is appropriately located to allow for ease of access.	✓
3.33 Basement parking	Provide ventilation to basement parking. Location and details of mechanical ventilation design must be outlined in applications to Council.	Basement parking is appropriately ventilated.	✓
	Design and integrate basement parking so as not to accentuate the scale or bulk of a building, or detract from the streetscape or front setback character.	The basement parking is designed and integrated into the development in a way that does not accentuate the scale or bulk of a building, or detract from the streetscape.	✓
	Vehicular access should be via secondary streets, rear lanes or internal driveways where possible.	Vehicular access is provided from Fetherstone Street, which is the least prominent street from which vehicular access can be provided, and which is most suitable for vehicular access with all things considered. It is noted that Fetherstone Street is also used by the adjoining residential building for the purposes of its vehicular access. Further detail regarding vehicular access is provided in the Traffic Impact Assessment prepared by PTC (**Appendix G** to the SEE).	✓

	Provide secure bicycle parking at basement level which is easily accessible from ground level, from apartments and other uses within the development.	Secure bicycle parking is provided on levels 2 and 3, which is easily accessible from ground level, from apartments and other uses within the development, as the bicycle parking areas are all proximately located to lifts.	Alternative proposed. Appropriate in the circumstances.
	Keep all loading docks, parking areas and driveways clear of goods and do not use for storage, including garbage storage, so that free movement is available at all times.	The loading, parking and driveway areas are all clear of goods and are not used for storage, including garbage storage to ensure that free movement is available at all times.	✓
	Locate and design so that impacts such as noise, exhaust fumes and headlight glare, are minimised on adjoining residential uses or residential zoned land.	The car parking areas are located either within the basement or screened with materiality so as to prevent issues relating to headlight glare and exhaust fumes. As noted within the Acoustic Report (**Appendix L** to the SEE), the noise impacts associated with the development will be acceptable.	✓
	Optimise opportunities for deep soil, active street frontages, and good streetscape design, and minimise loss of street parking.	The proposal has optimised opportunities for deep soil, providing 130.8m^2 (1.6%) of deep soil, notwithstanding that the site is within the Bankstown City Centre city centre and there are non-residential uses at the ground level which along with the extent of excavation required to accommodate the basement parking levels, restricts the ability to provide deep soil. Further, the proposal provides considerable planting on structure to ensure a well landscaped environment is still accessible to all residents and a high level of residential amenity is achieved. Active street frontages have also been optimised through the inclusion of active retail uses along the ground plane, with the uses carefully designed to ensure good streetscape design is achieved. The proposal does not have any major impact on street parking as there is currently limited street parking around the site.	✓
	In shop top housing development, separate long-term (resident and employee) and short-term (shopper and visitor) car parking, separate parking for residential and non-residential users, and provide secure access to long-term parking.	Employee, resident and visitor parking are all separated with secure access by way of the inclusion of boom gates.	✓

Chapter 3.3 – Waste management			
Chapter 3.3 Waste management	The Canterbury-Bankstown DCP 2023 sets out numerous requirements for waste management associated with different uses that are to be complied with, in addition to the applicable Waste Design for New Developments Guide and the Demolition and Construction Guide.	The Waste Management Plan (**Appendix #** to the SEE) has been prepared in accordance with the relevant requirements set out in these documents.	✓
Chapter 3.4 – Sustainable development			
Chapter 3.4 Sustainable development	The Canterbury-Bankstown DCP 2023 sets out numerous requirements for developments with relation to sustainable development.	The Ecologically Sustainable Development Report prepared by E-LAB Consulting addresses the relevant sustainable development requirements (refer to **Appendix Q** of the SEE for further detail).	✓
Chapter 3.7 – Landscape			
2.1 – 2.2 Existing vegetation and natural features	New landscaping is to complement the existing street landscaping and improve the quality of the streetscape.	The proposed landscaping complements the existing street landscaping and the landscaping envisaged as part of the Paul Keating Park Master Plan through the provision of deep soil planting and landscaping on structure in the north, which provide a seamless transition from the expansive green open space in the form of Paul Keating Park in the north. Similarly, deep soil planting and landscaping on structure is provided at the south of the site which provides connections to the green open space in the form of Swane Reserve to the south. Additionally, the proposal includes deep soil planting at its key eastern frontage, as well as significant landscaping on structure throughout the development. Further detail is provided in the Landscape Plans and Landscape Design Report prepared by Site Image, included at **Appendix H** and **Appendix I** to the SEE.	✓
	Development, including alterations and additions, is to minimise earthworks (cut and fill) in order to conserve site soil. Where excavation is necessary, the reuse of excavated soil on site is encouraged.	The proposal will reuse excavated soil, as detailed in the Waste Management Plan included at **Appendix E** to the SEE.	✓
2.3 – 2.5 Design and location of landscape	The landscape design is to contribute to and take advantage of the site characteristics.	The landscape design significantly contributes to the site characteristics, providing substantial landscaping that will enhance the site's Bankstown City Centre location. Further detail is provided in the Landscape Plans and Landscape Design Report prepared by Site	✓

		Image, included at **Appendix H** and **Appendix I** to the SEE.	
	The landscape design is to improve the quality of the streetscape and communal open spaces by: (a) providing appropriate shade from trees or structures; (b) defining accessible and attractive routes through the communal open space and between buildings; (c) providing screens and buffers that contribute to privacy, casual surveillance, urban design and environmental protection, where relevant; (d) improving the microclimate of communal open spaces and hard paved areas; (e) locating plants appropriately in relation to their size including mature size; (f) softening the visual and physical impact of hard paved areas and building mass with landscaping that is appropriate in scale; (g) including suitably sized trees, shrubs and groundcovers to aid climate control by providing shade in summer and sunlight in winter.		
	The landscape of setbacks and deep soil zones must: (a) provide sufficient depth of soil to enable the growth of mature trees; (b) use a combination of groundcovers, shrubs and trees; (c) use shrubs that do not obstruct sightlines between the site and the public domain; and (d) where buffer or screen planting is required, use continuous evergreen planting consisting of shrubs and trees to screen the structure, maintain privacy and function as an environmental buffer.	The proposed landscaping has been designed with regard to these matters. Further detail is provided in the Landscape Plans and Landscape Design Report prepared by Site Image, included at **Appendix H** and **Appendix I** to the SEE.	✓
2.6 – 2.8 Trees	Development must consider the retention of existing trees in the building design.	The proposal is accompanied by an Arborist Report at **Appendix DD** to the SEE which considers the retention and removal of trees on the site in detail.	✓
	Development must plant at least one canopy tree for every 12m of front and rear boundary width and: (a) Canopy trees are to be of a minimum 75 litre pot size. (b) Use deciduous trees in small open spaces, such as courtyards, to improve solar access and control of microclimate. (c) Place evergreen trees well away from the building to allow the winter sun access. (d) Select trees that do not inhibit airflow.	In light of the site's Bankstown City Centre location, the proposal maximises the provision of landscaped elements, including deep soil zones to the north, east and south of the site. It also includes significant landscaping on structure. Accordingly, the proposed landscaping is consistent with the relevant objectives of the Canterbury-Bankstown DCP 2023 as it:	

	(e) Provide shade to large hard paved areas using tree species that are tolerant of compacted/deoxygenated soils.	• integrates the landscape design with the overall development, producing a visually pleasing design outcome • provides deep soil zones to the north, south and east to allow for and support healthy plant and tree growth despite the site's CBD location • includes landscaped elements that positively contribute to the quality and amenity of communal open space, podiums and courtyards included within the design of the development. Further detail is provided in the Landscape Plans and Landscape Design Report prepared by Site Image, included at **Appendix H** and **Appendix I** to the SEE.	
	Development must provide street trees that will contribute to the canopy where possible.	The proposal includes significant landscaping throughout the proposed development, as detailed in the Landscape Plans and Landscape Design Report prepared by Site Image, included at **Appendix H** and **Appendix I** to the SEE.	✓
Chapter 4 – Heritage			
Chapter 4.4 - Development in the vicinity of heritage items	The design of development must: (a) respond to the setting, setbacks, form, scale and style of nearby places of heritage significance; (b) maintain significant views to and from the place of heritage significance; (c) ensure adequate setbacks from the site of the place of heritage significance to retain its visual setting; (d) retain original or significant landscape features that are associated with the place of heritage significance or that contribute to its setting; (e) use materials, finishes and colours selected to avoid strong contrast with the place of heritage significance in order to retain its visual importance or significance.	The site is in the vicinity of three heritage items, including: • Shop (former accommodation house) – 109 Bankstown City Plaza (local heritage item I10); • Bankstown Parcels Office (former) – 143 Bankstown City Plaza (local heritage item I11); and • Bankstown Railway Station building and platform – 143 Bankstown City Plaza (local heritage item I12). The proposal has been designed to sympathetically respond to these nearby heritage items. Further discussion is provided in the Heritage Impact Statement included at **Appendix S** of the SEE and at **Section 4.4** of the SEE.	✓
Chapter 6 – Strategic Centres			
Chapter 6.1 – General requirements			

2.1 – 2.6 Building design (active street frontages)	The ground floor design must incorporate active street frontages particularly where addressing main streets, public open space and pedestrian links.	Active street frontages have been incorporated at the ground floor, as demonstrated in the Architectural Drawings included at **Appendix A** of the SEE.	✓
	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 10m–15m; (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.	The active street frontages are designed in accordance with these provisions, including: • a minimum 80% glazing; • well-detailed shopfronts with pedestrian entries or pedestrian connections provided at least every 10m-15m; • zero setback to the front building line; • high quality external materials; • openable façades encouraging natural ventilation where possible; and • outdoor dining where possible.	✓
	The design of active street frontages must not incorporate security roller doors and window bars.	The active street frontages do not incorporate security roller doors or window bars.	✓
	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.	The ground floor entries have the same finished floor level as the adjacent footpath and are directly accessible from the street.	✓
	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.	The Access Report included at **Appendix K** to the SEE confirms that the proposal incorporates universal access between the street and ground floor uses.	✓
2.7, 2.9 Building design (car parking)	Vehicle access to off-street parking and loading bays is to be from a secondary street or rear lane.	Vehicular access is provided from Fetherstone Street, which is the least prominent street from which vehicular access can be provided, and which is most suitable for vehicular access with all things considered. It is noted that Fetherstone Street is also used by the adjoining residential building for the purposes of its vehicular access. Further detail regarding vehicular access is provided in the Traffic Impact Assessment prepared by PTC (**Appendix G** to the SEE).	✓

	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.	Off-street parking is provided across two basement levels and three podium levels. The podium level parking is sleeved with a combination of façade activation and inclusion of active uses. Loading bays are all located in the basement parking levels. The car park entries, driveways and loading docks are all appropriately located on Fetherstone Street, away from any corners of street intersections and they are no more than a single driveway from the primary street.	Alternative proposed. Appropriate in the circumstances.
2.10 – 2.11 Building design (pedestrian entrances)	Entrances must locate on the primary street.	Pedestrian entrances to the building are located on the primary streets, including The Appian Way for the residential buildings and North Terrace for the hotel building.	✓
	Residential entrances must be secure and separate from non-residential entrances.	Residential entrances are secure and separate from non-residential entrances.	✓
2.12 – 2.13 Building design (utilities and building services)	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.	Utilities and building services are shown on the Architectural Drawings included at **Appendix A** of the SEE.	✓
	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.	Utilities and services are generally located in the basement to be concealed from public view.	✓
2.14 - 2.16 Building design (substations)	Development must show the location and design of substations on the plans.	The substation is shown on the Architectural Drawings included at **Appendix A** of the SEE.	✓
	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.	The substation is located at the ground level along Fetherstone Street. The substation is integrated with the building design, utilising materials that harmoniously relate with the remaining architectural elements, while also allowing for the substation to be concealed from public view.	✓
	Substations must not locate forward of the front building line.	The substation is not located forward of the front building line, and is integrated with the form of the development, in line with the front building line.	✓
	The vertical articulation dimensions are:	The proposed façade design has been presented to Council's Design Review Panel on two occasions,	✓

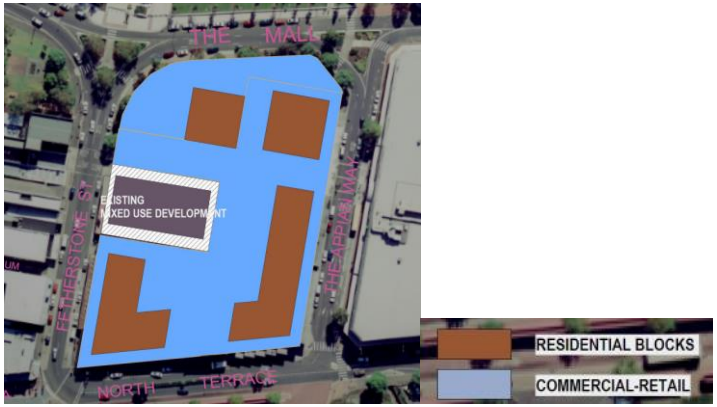
Section 3 – Façade design	(a) the facade design of the podium is to reflect the fine grain that is in accordance with, or similar to, that of the local streetscape; or (b) where there is no prevailing fine grain streetscape, the minimum vertical articulation dimension is 8m for the podium. The minimum vertical articulation dimension for tower buildings above the podium is 10m, which reflects the average width of an apartment.	with the feedback following the latest DRP meeting being generally supportive of the scheme, and raising no issues with the façade articulation. Further detail is provided in the Design Review Report which is included in the Design Report (**Appendix C** of the SEE).	
	Facade designs may include but are not limited to: (a) Articulating building entries. (b) Distinguishing between the base, middle and top sections of the façade. (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.	Refer to the response directly above.	✓
	Building designs and window openings should be vertically proportioned in height, form and articulation.	Building designs and window openings are vertically proportioned in height, form and articulation.	✓
	Facade designs must comprise high quality materials and finishes.	High quality materials have been used for the façade design, as demonstrated in the Architectural drawings included at **Appendix A** of the SEE.	✓
	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.	The proposal includes a diversity of high quality materials that deliver a development outcome that exhibits design excellence. Moreover, it is noted that the project has undergone two DRP meetings, and has taken onboard the feedback of the DRP to produce an optimal design outcome. Importantly, it is noted that the feedback from the latest DRP meeting was generally positive, as detailed further in **Section 1.3.5** of the SEE.	✓
	Building services such as downpipes and balcony drainage must integrate with the facade design.	Downpipes and balcony drainage are integrated with the façade design.	✓

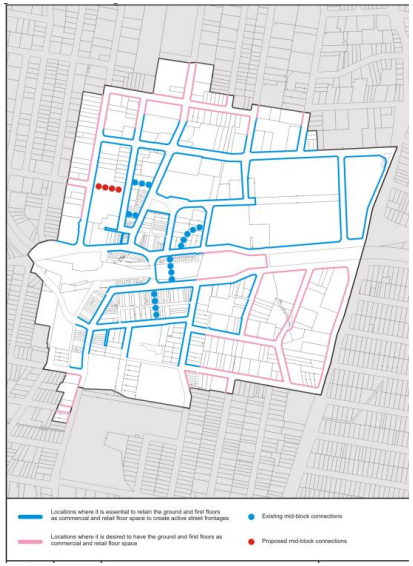
	The design of balcony balustrades on the lower levels may be predominantly solid and/or opaque to provide privacy to residents and to screen drying areas.	Noted. The design includes solid balustrades to provide privacy to residents.	✓
Section 4 – Corner buildings	Development on corner sites must ensure 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.	The proposal includes high quality materials and façade articulation for the corner buildings which allows for a development outcome that exhibits design excellence.	✓
Section 5 – Roof designs	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.	The roof design achieves a unique and contemporary architectural appearance which combines high quality materials and finishes, and seamlessly integrates with the remaining components of the architectural form.	✓
	Plant and service equipment must be concealed or satisfactorily screened from public view.	Plant and service equipment is concealed from the public view.	✓
	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 1.5m 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.	Noted. Given the Bankstown City Centre location of the proposal, the communal open space is distributed throughout different rooftop areas, including the level 2 communal rooftop in the north-west corner of the site, the level 5 communal rooftop between the two proposed residential buildings, and the residential tower rooftops. Notwithstanding this, consistent with the relevant objective, the roof designs harmoniously relates with the remainder of the development, which integrates a rich mixture of landscaped elements throughout the design.	✓
Section 6 – Materials and finishes	Development must incorporate quality, textured and low maintenance materials such as brickwork in the building elevations.	The proposal includes quality, textured and low maintenance materials such as brickwork in the building elevations, along with a mixture of other materials to create an interesting design.	✓
	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	The proposal includes a diversity of materials to allow for an interesting presentation and prevent any large	✓

	be in combination with at least two other finishes and should not be the predominant finish in the facade.	expanses of white render or other finishes which would increase the visual bulk of any of the buildings.	
	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).	The proposal includes varied materials and contrasting colours which highlight feature elements, and appropriately articulate the built form to allow for a development outcome that achieves design excellence. Further information in this regard is provided in the SEE.	✓
	Glazing in combination with quality external materials is appropriate for ground floor retail. Reflective glass to shopfronts is not permitted.	Glazing in combination with quality materials is proposed at the ground floor, as demonstrated in the Architectural Drawings at **Appendix A** of the SEE.	✓
	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.	Noted.	✓
Section 7 – Awning design	Awnings are required in streets with high pedestrian activity and active street frontages.	Awnings are generally proposed along the areas that will be subject to high pedestrian activity and where active street frontages are provided.	✓
	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.		✓
	The awning height must be compatible with the street gradient.	The proposed awnings have been designed to have heights that are compatible with the street gradient.	✓
	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 3.2m and 4m 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.	The proposal incorporates a contemporary awning that integrates with the design of the development and the adjoining development.	✓
	Canvas blinds along the outer edge of awnings are desirable for sun shading to east and west facing frontages.	No canvas blinds are proposed.	✓
	Glass awnings, ineffective awnings or awnings with cut-outs for trees or light poles are not permitted.	None of these types of awnings are proposed.	✓
	Lighting must be provided to the underside of an awning using vandal resistant, high mounted light fixtures.	The awnings will be capable of including vandal resistant, high mounted light fixtures.	✓

<table>
<tr><td>8.1 Building design</td><td>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.</td><td>Noted. The provisions of the ADG are addressed within the SEE.</td><td>✓</td></tr>
<tr><td rowspan="2">8.5 – 8.6 Livable Housing</td><td>Development must comply with the Livable Housing Design Guidelines (Livable Housing Australia) as follows:<table><tr><th>Development types</th><th>Development controls</th></tr><tr><td>Residential flat buildings and shop top housing</td><td>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.</td></tr></table></td><td rowspan="2">The proposal complies with the Livable Housing Design Guidelines. Further detail is provided in the Access Report included at Appendix K to the SEE.</td><td rowspan="2">✓</td></tr>
<tr><td>Despite clause 8.5, Council may vary the Livable Housing Design Guidelines (Design Element 1–Dwelling Access) if it is demonstrated to Council's satisfaction that it is not possible to achieve step-free pathways on difficult and steeply sloping sites.</td></tr>
<tr><td rowspan="2">8.9 – 8.10 Landscape</td><td>Commercial development, shop top housing and residential flat buildings must provide at least one street tree per 5m 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.</td><td>The proposal is located in a CBD location which comprises site constraints limiting the inclusion of at least one street tree per 5m of the length of the primary street. Notwithstanding this, the proposal includes significant landscaping on structure and throughout the entirety of the development, which is detailed further in the Landscape Design Report prepared by Site Image at Appendix I to the SEE.</td><td>✓</td></tr>
<tr><td>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.</td><td>The proposal includes significant sheltered through-site links which will provide important north-south and east-west connections, that also receive natural light. This internal area will be filled with a variety of retail uses that will activate the area and provide key links from the railway station and future metro station in the south to Paul Keating Park in the north,</td><td>✓</td></tr>
</table>

		as well as to and from Bankstown Central Shopping Centre in the east.	
8.14 – 8.18 Safety and security	The main entrance or entrances to development must face the street.	The main entrances to the development face the street.	✓
	Above ground car parking must be setback a minimum 6m 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.	The above ground parking areas are sleeved with a mixture of active uses and façade activation. The active uses include gym, residential communal, and hotel uses and achieve the intent of the provision. The façade activation utilised to sleeve the remainder of the above ground parking is consistent with the general objectives of Chapter 6.1 of the Canterbury Bankstown DCP 2023, as it will promote a good design outcome through the use of a variety of high-quality materials that are appropriately articulated to screen the above ground car parking, and therefore contributes to the achievement of design excellence.	Alternative proposed. Appropriate in the circumstances.
	A public arcade or underpass in buildings must be wide and direct to avoid potential hiding places.	The internal through-site links and public arcade area include numerous retail tenancies which provide passive surveillance. Further, this area has been designed to prevent opportunities for concealment and blind corners.	✓
8.21 Food premises	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) Australian Standard AS 4674–2004, Design, construction and fitout of food premises.	The design, construction and operation of food premises will comply with the relevant standards.	✓
Chapter 6.2 – Bankstown City Centre			
Section 3 – Building form (northern and southern CBD cores) – Setbacks	Development must comply with the minimum street setbacks as shown in Figure 3a. 	The proposal includes nil setbacks to each of its three street frontages, as required by this provision. Further detail is provided in the SEE.	✓

	Nil setback 3 metre setback 5 metre setback		
	In determining the side and rear setbacks, Council must take into consideration the following matters: (a) whether the proposed setbacks respond to site conditions; and (b) whether the proposed setbacks are compatible with the surrounding context and desired character of the precinct; and (c) whether the proposed setbacks comply with the Apartment Design Guide.	The proposed side and rear setbacks have been developed to align with the site conditions, including providing appropriate responses to the surrounding developments. The proposal also complies with the ADG building separation requirements. Further detail is provided in **Section 4.3.1** of the SEE.	✓
Site-specific provisions: 83-99 North Terrace, Bankstown	Development must comply generally with the site layout shown in figure 3b below, with the intended outcome of: (a) retaining this key strategic site as a single allotment; (b) ensuring the form and separation of buildings on this key strategic site contribute to a high quality urban environment; and (c) retaining the mid–block connection from the railway station to The Mall and The Appian Way. Proposed site layout for mixed use development is shown in the site plan below, with the appropriate number of storeys shown in the cross-sections below. 	The proposed development has been designed generally in accordance with the layout shown in figure 3b, comprising retail in the podium and residential in the tower elements apart from the south western tower which comprises commercial office uses. It also achieves the intended outcomes of this provision, as it: • retains this key strategic site at 83-99 North Terrace as a single allotment; • includes built form that responds to the surrounding context and provides considerable building separation that complies with the ADG separation requirement (as detailed further in the SEE); and • includes a mid-block connection from the railway station to The Mall and The Appian Way, as well as a connection to Fetherstone Street in the west. Further detail is provided in **Section 4.3.1** of the SEE.	✓
Section 5 – Pedestrian amenity and active street frontages	Development must retain existing mid-block connections or provide new mid-block connections as shown in Figure 5a to provide a legible pedestrian network that is easy to move around and connects important destinations.	The proposal retains the mid-block connections shown in figure 5a and also includes additional mid-block connections to The Mall and Fetherstone Street. Further information is provided in the Design Report included at **Appendix C** to the SEE and in **Section 4.3.1** of the SEE.	✓

			
	The design of street frontages must ensure: (a) the ground floor is at the same general level as the footpath and accessible directly from the street; and (b) the ground floor provides a positive street address in the form of entries, lobbies and clear glazing that contribute to street activity and promote passive surveillance. The ground floor façade must minimise large expanses of blank walls. This clause applies to locations where it is essential or desirable to retain the ground and first floors as commercial and retail floor space as shown in Figure 5a.	The proposed development is designed to ensure that: • the ground floor is at the same general level as the footpath and accessible directly from the street; and • the ground floor provides a positive street address in the form of entries, lobbies and clear glazing that contribute to street activity and promote passive surveillance.	✓
5.3 Vehicle footpath crossings	Development must optimise the opportunities for active street frontages and streetscape design by: (a) making vehicle access points as narrow as possible; (b) limiting the number of vehicle accessways to a minimum; and (c) avoiding the location of car park entries, driveways and loading docks at the corners of street intersections. For sites with two or more frontages, car park entries, driveways and loading docks must locate on lanes and minor streets rather than primary street frontages or streets with high pedestrian activity.	The proposal optimises the opportunities for active street frontages and streetscape design as it: • minimises the extent and number of vehicle access points and accessways; and • the car park entries, driveways and loading docks are all appropriately located on Fetherstone Street, which is the least prominent street from which vehicular access can be provided.	✓