PART A2

CORRIDORS
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SECTION 1–INTRODUCTION

Bankstown Local Environmental Plan 2015 is Council's principal planning document to regulate effective and orderly development in the City of Bankstown. The LEP provides objectives, zones and development standards such as lot sizes and floor space ratios.

Part A2 of Bankstown Development Control Plan 2015 supplements the LEP by providing additional objectives and development controls to enhance the function and liveability of certain corridors in the City of Bankstown. The development controls include storey limits, setbacks and building design.

Applicants must note:

(a) Development must comply with the other development controls of this DCP. However if applicable to a development application, the development controls of Part A2 will prevail if there is an inconsistency with any other development controls in this DCP.

(b) Council applies the design quality principles of State Environmental 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.

(c) A building envelope is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

The objectives of Part A2 of this DCP are:

(a) To have development that is compatible with the desired character and role of the particular corridor.

(b) To have development that achieves good urban design in terms of building form, bulk, architectural treatment and visual amenity.

(c) To have development that provides adequate amenity to people who live in, work in and visit the local area.

(d) To have transitional areas that are compatible with the prevailing suburban character and amenity of neighbouring residential environments.

(e) To have specific guidelines for key development sites within the corridors.
SECTION 2–HUME HIGHWAY CORRIDOR

Introduction

This section applies to the seven precincts that make up the corridor as it passes through the City of Bankstown as shown in Figure 1.
About the Hume Highway Corridor

The Hume Highway Corridor is a national and historical landmark.

Commissioned by Governor Macquarie in 1813, the Hume Highway today functions as:

- a national highway linking Sydney with Canberra and Melbourne;
- a front door to the City of Bankstown, with over 62,000 motorists travelling through the municipality (via the Hume Highway) every day; and
- a major investment and employment zone for the City of Bankstown, with major employers including News Limited, Australia Post, Western Foods and Rydges.

In addition, there are many national, state and regional significant features located along the Hume Highway Corridor as it passes through the City of Bankstown. These include the Remembrance Driveway landscape corridor, the Dunc Grey Velodrome and Olympic cycling venue, the Meccano Set intersection and the historic Water Tower at the Stacey Street intersection.

The Metropolitan Plan nominates the Hume Highway as an enterprise corridor where the aim is to strengthen local employment and services that benefit from high levels of exposure. Retail activity needs to be limited to ensure that corridors do not detract from the centres hierarchy. Opportunities for urban consolidation along busy roads may be pursued and some residential accommodation uses may be included, including land within Zone B6 Enterprise Corridor if considered appropriate.

This section is based on the Hume Highway Corridor Strategy (2004) and the Yagoona Town Centre Renewal Strategy (2006), which Council adopted to guide development in the Hume Highway Corridor. The strategies set the desired character and provisions to achieve the design outcomes consistent with Council’s vision.
1.0 Desired character for the Hume Highway Corridor precincts

There are seven precincts of distinctive functional and physical character that make up the Hume Highway Corridor as shown in Figure 1. These precincts offer an effective base to outline the desired character objectives to implement the development controls at a local level as follows:

(i) Precinct 1 (Meccano Set Gateway)

The desired character specific to Precinct 1 (Meccano Set Gateway) is to have a low-density residential precinct that forms a major gateway to the City of Bankstown, and promotes the image of a suburban area with high amenity. This includes reintroducing people to the Corridor through the creation of shared pathways and connectivity between the Villawood and Bass Hill residential areas.

(ii) Precinct 2 (Bass Hill Small Village Centre)

The Bass Hill Small Village Centre (as shown in Figure 2) is generally bound by the Hume Highway to the north, Johnston Road to the south, Carysfield Park to the east and Arundle Road to the west. The small village centre is segregated into long north–south segments between the Hume Highway and Johnston Road, and is located along a regional bus route.

The Bass Hill Small Village Centre is dominated by the Bass Hill Plaza, which includes supermarkets, a department store and specialty stores, and the Hume Highway. Adjacent to the Bass Hill Plaza are large land holdings, such as the Twin Willows Hotel and a caravan park site and the Remembrance Driveway landscape corridor. New housing stock is located at the former Bass Hill Drive–In theatre site, situated to the west of the Bass Hill Plaza.
The Bass Hill Small Village Centre currently lacks an identity from the Hume Highway with the Bass Hill Plaza being the key recognisable marker. The Plaza has no relation to its surroundings and presents as a car park to the public domain. The small village centre comprises north–south pedestrian and vehicular links from the Hume Highway to Johnston Road through the Plaza. The east–west linkages from the Plaza to the large land holdings are limited.

The desired character is for the Bass Hill Small Village Centre to continue to function as a major shopping precinct along the Hume Highway Enterprise Corridor and the Remembrance Driveway landscape corridor. Medium and high density housing within a generous landscape setting, together with the long term development of a main street, will support the retail function of this precinct. Figure 3 outlines the structure plan with a retail core, residential transitional area and a new east–west linkage from the Plaza to the large land holdings.

The continuation of the Remembrance Driveway Landscape Corridor on allotments with direct frontage to the Hume Highway is also desired to improve the landscape character of the area.
Figure 3: Bass Hill Small Village Centre Structure Plan
(iii) Precinct 3 (Residential)

The desired character specific to Precinct 3 (Residential) is to have a high amenity suburban area. New development must deliver quality architectural and landscape outcomes. The potential also exist to provide extraordinary character through this zone with the planting of trees and groundcover along the median strips to announce the arrival to the Yagoona village centre.

(iv) Precinct 4 (Yagoona Village Centre)

The desired character specific to Precinct 4 (Yagoona Village Centre) is to have a village centre that:

- Creates a new central place as the focus for retail activities, with the potential for the development or expansion of a large scale supermarket anchor.

- Consolidates community facilities presently spread across the village centre into a community hub, potentially on the site of the present senior citizen centre and community buildings. This site allows for future mixed-use development in addition to the community hub.

- Creates better connections across the highway

- On the northern side of the Hume Highway, creates a new east–west pedestrian street that connects the retail and community anchor hubs to the railway station (with lift access).

- Restricts the opportunities for the dispersal of retail activities outside of the consolidated retail core area. In addition, allow the reuse of large sites in the retail core area to attract new retail development anchors.

- Allows opportunities for residential development within the village centre and the immediate surrounding area that achieve high quality architectural and landscaping outcomes.

- Improves the physical environment for retail along the Hume Highway frontages with street tree and median planting, improvement of pedestrian crossings, slowing traffic to a design speed of 60km/h and encourage highway parking outside peak hours.

- Improves car parking provision by upgrading the car park to the east of the railway line. At the same time focus on improved pedestrian access into the village centre.

- Reinforces access to the retail and community anchor hubs and to the railway station. Improve the drop–off facilities for the railway station and schools through extending Cooper Lane.
- Upgrades the recreational facilities available in Gazzard Park as a village green, with improved passive visual surveillance and active recreational facilities (such as playground equipment and walking/cycle trails).

**Figure 4: Yagoona Village Centre Structure Plan**
(v) **Precinct 5 (Rookwood Road)**

The desired character specific to Precinct 5 (Rookwood Road) is to have a large scale enterprise zone that forms a major gateway to the City of Bankstown, and a connecting spine to the Bankstown Central Business District. This precinct will primarily promote commercial, hospitality, tertiary and highway related uses, with opportunities for some medium density home units surrounded by a generous landscaped setting.

The desired character is to also have a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor, and to have:

- dwellings that are setback from the Hume Highway to provide residents with good amenity in terms of air quality and acoustic privacy; and
- development that provides a 2 storey buffer to George Street to minimise any adverse impact on other land in the vicinity of these key development sites.

(vi) **Precinct 6 (Chullora Technology Park)**

The desired character specific to Precinct 6 (Chullora Technology Park) is to have an upmarket industrial precinct, surrounded by a generous landscaped setting and high environmental amenity.

(vii) **Precinct 7 (Greenacre Motor Alley)**

The desired character specific to Precinct 7 (Greenacre Motor Alley) is to have an employment zone that primarily promotes the precinct as Bankstown's Motor Alley. This would involve:

- creating a new enterprise zone that offers high technology industries, businesses, car yards and highway related uses in a landscaped setting;
- allowing opportunities for home units on large sites within the enterprise zone where the residential use is setback from the Hume Highway and do not impact on neighbours to the south; and
- consolidating village centre activities around the Chullora shopping centre.
2.0 Building Form (Bass Hill Small Village Centre)

Explanation

Good design achieves an appropriate building form for sites in terms of building proportions and alignments. An appropriate building form defines the public domain, contributes to the streetscape character and provides good internal amenity to residents and workers.

The combination of Bankstown LEP 2015 and this DCP determines the desired building form for the Bass Hill Small Village Centre. The LEP includes floor space ratios, lot widths and building heights. This section of the DCP contains storey limits, setbacks and building design guidelines.

However, applicants of development proposals must recognise that the combination of these controls is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

The objectives to achieve the desired character are:

(a) To ensure the bulk and density of development is compatible with the location of the development to shopping centres and public transport, and the desired character of the Hume Highway Corridor.

(b) To provide the Hume Highway Corridor with environments that are safe, well landscaped and achieve high amenity.

(c) To have a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

(d) To have a minimum setback to arterial roads that improves the amenity of dwellings in terms of air quality and acoustic privacy.

(e) To encourage business activities and active street frontages to the Hume Highway.

(f) To have appropriate bulk, density and vehicle access that will not have an adverse impact on land in the vicinity of the key development sites.

(g) To identify gateway sites and ensure the built form marks the entrance into the Bass Hill Small Village Centre.
Development controls

The development controls to achieve the objectives are:

Storey limit

2.1 Development within the Bass Hill Small Village Centre must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows:

<table>
<thead>
<tr>
<th>Maximum building height as shown on the Height of Buildings Map (Bankstown LEP 2015)</th>
<th>Storey limit (not including basements)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 metres</td>
<td>2 storeys (plus attic)</td>
</tr>
<tr>
<td>13 metres</td>
<td>4 storeys (no attic)</td>
</tr>
<tr>
<td>14 metres</td>
<td>4 storeys (no attic)</td>
</tr>
<tr>
<td>16 metres</td>
<td>5 storeys (no attic)</td>
</tr>
</tbody>
</table>

Building design (gateway sites)

2.2 Development at gateway sites as shown in Figure 5 must:

(a) ensure the building facade incorporates one of the following corner elements at the street corner:

   (i) an architectural roof feature at the street corner that emphasises the corner element; or

   (ii) provide a different setback for the top floor at the street corner by emphasising the corner element; or

   (iii) provide a different architectural treatment to the building facade at the street corner to emphasise the corner element; and

(b) ensure the car parking area and outdoor display area are not visible to the street, or do not present as blank walls to the street.

Figure 5: Gateway sites
2.3 The minimum setback to the primary road frontage for the allotments at Nos. 731–737 and No. 753 Hume Highway in Bass Hill is 5 metres. The front setback must contain a landscape buffer zone that forms part of the Remembrance Driveway landscape corridor.

2.4 In determining the setbacks to the secondary road frontage and the side and rear boundaries of allotments, Council must take into consideration the following matters:

(a) whether the proposed setbacks respond to site conditions; and

(b) whether the proposed setbacks are compatible with the surrounding context and the desired character of the precinct; and

(c) whether the proposed setbacks comply with the Apartment Design Guide.

2.5 For the allotment at No. 737 Hume Highway in Bass Hill, the minimum setback to the Carey Pathway is 2 metres with no dividing fence. The intended outcome is to create a wide pedestrian accessway with active frontages.

Site specific provisions: Nos. 713–727 Hume Highway in Bass Hill

2.6 Council may apply the storey limit (not including basements) shown in Figure 6 to the allotments at Nos. 713–727 Hume Highway in Bass Hill only if it is satisfied that:

(a) development will consolidate all the allotments into a single allotment; and

(b) development within 20 metres of the southern and western boundaries of the allotment does not exceed 2 storeys (not including the building at the north–west corner of the allotment); and

(c) development in the remaining area of the allotment does not exceed 5 storeys. Council does not allow development with 4 or more storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each allotment.
2.7 Development must comply with the minimum setbacks shown in Figure 6 and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the allotment or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway; and

(b) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the allotment.

2.8 Development must provide a minimum 20 metre wide landscape buffer zone to the Hume Highway boundary of the allotment to enhance the Remembrance Driveway landscape corridor.

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

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

Figure 6: Proposed storey limit and setback controls for development that consolidates the allotments at Nos. 713–727 Hume Highway in Bass Hill into a single allotment.
Figure 7: Proposed building envelope for development on the consolidated allotment as viewed from the Hume Highway (not to scale).

Figure 8: Proposed building envelope for development on the consolidated allotment as viewed from Manuka Crescent at the rear (not to scale).
Site specific provisions: No. 739 Hume Highway in Bass Hill (within Zone B2 Local Centre)

2.11 Development must comply with the storey limit (not including basements) shown in Figure 9 and must ensure:

(a) development within 20 metres of the eastern boundary of the allotment does not exceed 2 storeys; and

(b) development in the remaining area of the allotment does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

2.12 Development must comply with the minimum setbacks shown in Figure 9 and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the allotment or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway; and

(b) development provides appropriate solar access to the existing dwellings that adjoin the eastern boundary of the allotment.

2.13 Development must provide a minimum 20 metre wide landscape buffer zone to the Hume Highway boundary of the allotment to enhance the Remembrance Driveway landscape corridor.

2.14 Vehicle access to the part of the allotment within Zone B2 Local Centre may be permitted from the Hume Highway, but is not permitted from:

(a) the access handle to Johnston Road; or

(b) Handle Street.
Figure 9: Proposed storey limit and setback controls for mixed use development at the part of the allotment at No. 739 Hume Highway in Bass Hill that is within Zone B2 Local Centre.

Figure 10: Proposed storey limit for mixed use development at the part of the allotment at No. 739 Hume Highway in Bass Hill that is within Zone B2 Local Centre.
**Figure 11:** Proposed building envelope for development on the allotment as viewed from the Hume Highway (not to scale).

**Figure 12:** Proposed building envelope for development on the allotment as viewed from the rear (not to scale).
Site specific provisions: No. 739 Hume Highway in Bass Hill (within Zone R4 High Density Residential)

2.15 Development must comply with the storey limit (not including basements) shown in Figure 13 and must ensure:

(a) development within 20 metres of the southern and eastern boundaries of the allotment does not exceed 2 storeys; and

(b) development in the remaining area of the allotment does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

2.16 Development must comply with the minimum setbacks shown in Figure 13 and must ensure a development provides appropriate solar access to the existing dwellings that adjoin the southern and eastern boundaries of the allotment.

2.17 Vehicle access to the part of the allotment that is within Zone R4 High Density Residential may be permitted from the access handle to Johnston Road, but is not permitted from Handle Street.
**Figure 13:** Proposed storey limit and setback controls for development on the part of the allotment at No. 739 Hume Highway in Bass Hill that is within Zone R4 High Density Residential.

**Figure 14:** Proposed storey limit for development on the part of the allotment that is within Zone R4 High Density Residential.
**Figure 15:** Proposed building envelope for development on the allotment as viewed from the Hume Highway (not to scale).

**Figure 16:** Proposed building envelope for development on the allotment as viewed from Johnston Road at the rear (not to scale).
Site specific provisions: Former Bass Hill Drive–In Theatre Site in Bass Hill

Desired character

2.18 The desired character is to have a site that contains a new residential neighbourhood with elements, visual patterns and a scale generally found in Bass Hill. It will provide a mix of housing types including single and two storey attached and detached dwelling houses on small lots. The streets will form a legible access network conducive to safety and a sense of community from the continuous orientation of house frontages. Based on a simple pattern, the internal streets will maximise accessibility through direct connections and provide an environment conducive to walking and cycling. To assist in the establishment of the Duck River–Lansdowne Reserve Biodiversity Corridor, development on land directly adjacent to Johnston Road will be restricted. This land is to be planted with indigenous species and developed into a passive open space area, with access through this area provided to the general public.

2.19 The maximum number of dwellings for the site is 140.

Streetscape

2.20 The distribution of the open space and residential dwelling types must be generally in accordance with that shown in Figure 17.

2.21 Development on the 11 metre wide access handle fronting the Hume Highway must be designed in consultation with Council. This land is not considered suitable for separate residential development.

2.22 Development that requires “significant architectural treatment” as shown in Figure 18 must:

(a) incorporate particular architectural features in the external treatment such as entry corner features, stronger roof elements, feature stone walls, prominent veranda elements, domestic character above garages and the like; and

(b) ensure the architectural features are appropriate to the situation such as marking the head of a vista or marking an intersection.
Figure 17: Development master plan.

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**based on indicative house types**

[Diagram of Johnston Road and Arindle Road areas with various symbols indicating development plans, building envelope plan, and other details related to the master plan.]
Figure 18: Development that requires significant architectural treatment (shown as an asterisk).
Setbacks and building envelopes

2.23 Development must comply with the setback and building envelope controls in Figure 19.

2.24 Buildings may be built to the side boundaries in accordance with Figure 19 provided:

(a) living areas adjoining the property boundary are able to receive ample direct sunlight and ventilation; and

(b) adjoining properties will not be affected and management of property on common boundaries minimise neighbour conflict.

Open space

2.25 Development must provide private open space in accordance with the following controls:

(a) Lots that are greater than 300m$^2$ in area must provide a minimum 80m$^2$ of private open space. This can be provided as two separate spaces provided:

(i) each space contains an area greater than 35m$^2$ and a minimum width of 3.5 metres throughout; and

(ii) the remaining contributory spaces must have a minimum width of 2 metres.

(b) Lots that are 300m$^2$ or less in area must provide a minimum 60m$^2$ of private open space. This can be provided as two separate spaces provided:

(i) each space contains an area greater than 25m$^2$ and a minimum width of 3.5 metres throughout; and

(ii) the remaining contributory spaces must have a minimum width of 2 metres.

(c) Lots 73 to 96 as shown in Figure 17 may include the space forward of the front building line as private open space provided the maximum height of the front fence is 1.2 metres.

Energy efficiency

2.26 Street layout, subdivision and buildings should be designed and located to minimise overshadowing of neighbours and maximise sunlight into windows of living areas of dwellings during the winter months. In the design of attached dwellings and multi dwelling housing this should be possible by careful siting, varied roof profile and setbacks.
2.27 At least one living area of each dwelling must receive a minimum 3 hours of sunlight between 8.00am and 4.00pm at the mid–winter solstice. Council may allow light wells and skylights to supplement this access to sunlight provided these building elements are not the primary source of sunlight to the living areas.

2.28 At least one living area of a dwelling on an adjoining allotment must receive a minimum 3 hours of sunlight between 8.00am and 4.00pm at the mid–winter solstice. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected living areas of the dwelling.

2.29 A minimum 50% of the required private open space for:

(a) each proposed dwelling on an allotment; and

(b) each dwelling on an adjoining allotment, must receive at least 3 hours of sunlight between 9.00am and 5.00pm at the equinox.

Where this clause cannot be met for a dwelling on an adjoining allotment, the development must not result with additional overshadowing on the affected private open space.
Figure 19: Building envelope controls for each dwelling on each lot

19.1 Council must not grant consent to the erection of a dwelling house unless the proposed lot is at least 7 metres wide at the front building line.

19.2 Council may require one car parking space per dwelling to locate forward of the front building line (in the form of a hardstand) to avoid garages and driveways dominating the front of a dwelling and landscaped area when viewed from the street.

19.3 The schedule and diagrams of indicative houses (Types A to J) are for guidance purposes only.

19.4 The building envelope controls for each dwelling on each lot are shown in the following table:

<table>
<thead>
<tr>
<th>Lot</th>
<th>Minimum Lot Size (m²)</th>
<th>Maximum Gross Floor Area (m²)</th>
<th>Minimum setback to north boundary (metres)</th>
<th>Minimum setback to south boundary (metres)</th>
<th>Minimum setback to east boundary (metres)</th>
<th>Minimum setback to west boundary (metres)</th>
<th>Indicative house</th>
<th>Special Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>410</td>
<td>225</td>
<td>1</td>
<td>2</td>
<td>Nil setback</td>
<td>6</td>
<td>B2</td>
<td>No vehicle access to Arundle Road. Dwelling must have minimum 2 metre setback measured from the landscape easement to the south.</td>
</tr>
<tr>
<td>3</td>
<td>419</td>
<td>293</td>
<td>1</td>
<td>1</td>
<td>Nil setback</td>
<td>6</td>
<td>B</td>
<td>No vehicle access to Arundle Road. Garage may have nil setback to the south boundary.</td>
</tr>
<tr>
<td>4</td>
<td>391</td>
<td>270</td>
<td>1</td>
<td>1</td>
<td>Nil setback</td>
<td>6</td>
<td>B</td>
<td>Tree preservation if possible. Garage must have minimum 5.5 metre setback to the south boundary.</td>
</tr>
<tr>
<td>5</td>
<td>375</td>
<td>313</td>
<td>7.5</td>
<td>4.5</td>
<td>Nil setback</td>
<td>1</td>
<td>D</td>
<td>Garage must have minimum 5.5 metre setback to the south boundary.</td>
</tr>
<tr>
<td>6</td>
<td>375</td>
<td>317</td>
<td>7.5</td>
<td>4.5</td>
<td>Nil setback</td>
<td>1</td>
<td>D</td>
<td>Garage must have minimum 5.5 metre setback to the south boundary.</td>
</tr>
<tr>
<td>Lot</td>
<td>Minimum Lot Size (m²)</td>
<td>Maximum Gross Floor Area (m²)</td>
<td>Minimum setback to north boundary (metres)</td>
<td>Minimum setback to south boundary (metres)</td>
<td>Minimum setback to east boundary (metres)</td>
<td>Minimum setback to west boundary (metres)</td>
<td>Indicative house</td>
<td>Special Requirements</td>
</tr>
<tr>
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<td>251</td>
<td>7.5</td>
<td>4.5</td>
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<td>E</td>
<td>Garage must have minimum 5.5 metre setback to the south boundary.</td>
</tr>
<tr>
<td>9</td>
<td>375</td>
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<td>1</td>
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<td>7.5</td>
<td>4.5</td>
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<td>1</td>
<td>A0</td>
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<td>3.5</td>
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<td>S</td>
<td>–</td>
</tr>
<tr>
<td>17</td>
<td>558</td>
<td>290</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>S</td>
<td>Tree preservation if possible. Garage must have minimum 5.5 metre setback to west boundary.</td>
</tr>
<tr>
<td>Lot</td>
<td>Minimum Lot Size (m²)</td>
<td>Maximum Gross Floor Area (m²)</td>
<td>Minimum setback to north boundary (metres)</td>
<td>Minimum setback to south boundary (metres)</td>
<td>Minimum setback to east boundary (metres)</td>
<td>Minimum setback to west boundary (metres)</td>
<td>Indicative house</td>
<td>Special Requirements</td>
</tr>
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<td>Minimum setback to west boundary (metres)</td>
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<td>Minimum setback to east boundary (metres)</td>
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<td>Indicative house</td>
<td>Special Requirements</td>
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<td>Dwelling front door to face the biodiversity corridor. Garage may have nil setback to west boundary and shared driveway.</td>
</tr>
<tr>
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<td>Dwelling front door to face the biodiversity corridor. Garage must have minimum 5 metre setback to west boundary, and may have nil setback to east boundary.</td>
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</tr>
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<td>Dwelling front door to face the biodiversity corridor. Garage must have minimum 4.5 metre setback to west boundary, and may have nil setback to east boundary.</td>
</tr>
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<td>Dwelling front door to locate on south elevation. Garage may have nil setback to east boundary and shared driveway.</td>
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<td>No vehicle access to north boundary. Garage may have nil setback to east boundary and shared driveway.</td>
</tr>
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<td>Nil setback</td>
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<td>Indicative house</td>
<td>Special Requirements</td>
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<td>–</td>
<td>These allotments do not exist in Figures 17 or 18.</td>
</tr>
<tr>
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<td>J</td>
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<td>Nil setback</td>
<td>Nil setback to shared driveway</td>
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<td>J2</td>
<td>May allow studio over garage to provide natural surveillance to lane.</td>
</tr>
<tr>
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<td>296</td>
<td>217</td>
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<td>Nil setback</td>
<td>Nil setback to shared driveway</td>
<td>5.5</td>
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<tr>
<td>Lot</td>
<td>Minimum Lot Size (m²)</td>
<td>Maximum Gross Floor Area (m²)</td>
<td>Minimum setback to north boundary (metres)</td>
<td>Minimum setback to south boundary (metres)</td>
<td>Minimum setback to east boundary (metres)</td>
<td>Minimum setback to west boundary (metres)</td>
<td>Indicative house</td>
<td>Special Requirements</td>
</tr>
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<td>--------------------------------------------</td>
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</tr>
<tr>
<td>78</td>
<td>266</td>
<td>196</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>1 to shared driveway</td>
<td>5.5</td>
<td>J</td>
<td>–</td>
</tr>
<tr>
<td>79</td>
<td>371</td>
<td>295</td>
<td>Nil setback</td>
<td>1</td>
<td>1 to shared driveway</td>
<td>5.5</td>
<td>C2</td>
<td>Garage must have minimum 1 metre setback to north boundary.</td>
</tr>
<tr>
<td>80</td>
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<td>295</td>
<td>Nil setback</td>
<td>1</td>
<td>5.5</td>
<td>1 to shared driveway</td>
<td>C2</td>
<td>Garage must have minimum 1 metre setback to north boundary.</td>
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<td>81</td>
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<td>Nil setback</td>
<td>Nil setback</td>
<td>5.5</td>
<td>1 to shared driveway</td>
<td>J</td>
<td>Garage must have minimum 1 metre setback to north boundary.</td>
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<tr>
<td>82</td>
<td>298</td>
<td>196</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>5.5</td>
<td>1 to shared driveway</td>
<td>J</td>
<td>–</td>
</tr>
<tr>
<td>83</td>
<td>296</td>
<td>217</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>5.5</td>
<td>Nil setback to shared driveway</td>
<td>J2</td>
<td>May allow studio over garage to provide natural surveillance to lane.</td>
</tr>
<tr>
<td>84</td>
<td>281</td>
<td>217</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>5.5</td>
<td>Nil setback to shared driveway</td>
<td>J2</td>
<td>–</td>
</tr>
<tr>
<td>85</td>
<td>266</td>
<td>196</td>
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<td>Nil setback</td>
<td>5.5</td>
<td>1 to shared driveway</td>
<td>J</td>
<td>–</td>
</tr>
<tr>
<td>Lot</td>
<td>Minimum Lot Size (m²)</td>
<td>Maximum Gross Floor Area (m²)</td>
<td>Minimum setback to north boundary (metres)</td>
<td>Minimum setback to south boundary (metres)</td>
<td>Minimum setback to east boundary (metres)</td>
<td>Minimum setback to west boundary (metres)</td>
<td>Indicative house</td>
<td>Special Requirements</td>
</tr>
<tr>
<td>-----</td>
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<td>---------------------</td>
</tr>
<tr>
<td>86</td>
<td>371</td>
<td>295</td>
<td>1</td>
<td>Nil setback</td>
<td>5.5</td>
<td>Nil setback</td>
<td>C2</td>
<td>Garage must have minimum 1 metre setback to south boundary.</td>
</tr>
<tr>
<td>87</td>
<td>268</td>
<td>224</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>4.5</td>
<td>J</td>
<td>Garage must have minimum 0.5 metre setback to south boundary.</td>
</tr>
<tr>
<td>88</td>
<td>324</td>
<td>280</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>4.5</td>
<td>J</td>
<td>–</td>
</tr>
<tr>
<td>89</td>
<td>324</td>
<td>224</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>4.5</td>
<td>J</td>
<td>–</td>
</tr>
<tr>
<td>90</td>
<td>272</td>
<td>224</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>4.5</td>
<td>J</td>
<td>Garage must have minimum 0.5 metre setback to north boundary.</td>
</tr>
<tr>
<td>91</td>
<td>263</td>
<td>224</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>4.5</td>
<td>Nil setback</td>
<td>J</td>
<td>–</td>
</tr>
<tr>
<td>92</td>
<td>296</td>
<td>280</td>
<td>Nil setback</td>
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<td>4.5</td>
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<tr>
<td>93</td>
<td>296</td>
<td>269</td>
<td>Nil setback</td>
<td>Nil setback</td>
<td>4.5</td>
<td>Nil setback</td>
<td>J</td>
<td>–</td>
</tr>
<tr>
<td>94</td>
<td>258</td>
<td>239</td>
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<td>Nil setback</td>
<td>4.5</td>
<td>Nil setback</td>
<td>J</td>
<td>Garage must have minimum 0.5 metre setback to south boundary.</td>
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<tr>
<td>95</td>
<td>382</td>
<td>294</td>
<td>3.5</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>S</td>
<td>Garage must have minimum 1 metre setback to north boundary.</td>
</tr>
<tr>
<td>96</td>
<td>385</td>
<td>294</td>
<td>3.5</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>S</td>
<td>Garage must have minimum 1 metre setback to north boundary.</td>
</tr>
<tr>
<td>201</td>
<td>385</td>
<td>273</td>
<td>1</td>
<td>3.5</td>
<td>Nil setback</td>
<td>4</td>
<td>B</td>
<td>Consider corner treatment of house as it faces two streets.</td>
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<tr>
<td>Lot</td>
<td>Minimum Lot Size (m²)</td>
<td>Maximum Gross Floor Area (m²)</td>
<td>Minimum setback to north boundary (metres)</td>
<td>Minimum setback to south boundary (metres)</td>
<td>Minimum setback to east boundary (metres)</td>
<td>Minimum setback to west boundary (metres)</td>
<td>Indicative house</td>
<td>Special Requirements</td>
</tr>
<tr>
<td>-----</td>
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<td>-----------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>202</td>
<td>423</td>
<td>269</td>
<td>Nil setback</td>
<td>3.5</td>
<td>1</td>
<td>2</td>
<td>B</td>
<td>Dwelling front door to face the biodiversity corridor.</td>
</tr>
<tr>
<td>203</td>
<td>383</td>
<td>234</td>
<td>Nil setback</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>S1</td>
<td>Dwelling front door to face east boundary.</td>
</tr>
<tr>
<td>204</td>
<td>320</td>
<td>224</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>S</td>
<td>Garage may have nil setback to east boundary.</td>
</tr>
<tr>
<td>205</td>
<td>449</td>
<td>313</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>5.5</td>
<td>A</td>
<td>–</td>
</tr>
<tr>
<td>206</td>
<td>449</td>
<td>313</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>5.5</td>
<td>A2</td>
<td>–</td>
</tr>
<tr>
<td>207</td>
<td>449</td>
<td>334</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>5.5</td>
<td>A</td>
<td>–</td>
</tr>
<tr>
<td>208</td>
<td>449</td>
<td>334</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>5.5</td>
<td>A</td>
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</tr>
<tr>
<td>209</td>
<td>449</td>
<td>313</td>
<td>1</td>
<td>1</td>
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<td>5.5</td>
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<td>449</td>
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<td>1</td>
<td>1</td>
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<td>312</td>
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<td>1.5</td>
<td>6</td>
<td>5.5</td>
<td>A</td>
<td>–</td>
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<td>419</td>
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<td>1</td>
<td>6</td>
<td>6</td>
<td>A</td>
<td>–</td>
</tr>
<tr>
<td>213</td>
<td>420</td>
<td>313</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>6</td>
<td>A</td>
<td>–</td>
</tr>
</tbody>
</table>
TYPICAL HOUSE A

"Traditional" Lot 450m²
Frontage and garage to street

ORIENTATION
North to front, side and rear

PROPOSAL
Lot 905, 907, 913
TYPE A2: 31,206
TYPE A0: 14,10,08-09

REF. EDEN DRAE “ESPERENCE”

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

F

D

G

L

K

B1

B2

B3

B4

St1

garage
location
variable
according
to site.
Bass Hill Drive-In Theatre Site

Typical House Types  (continued)

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

ORIENTATION
North to front, rear and side

PROPOSED
Lots 3, 4, 47, 50, 62-63, 201-202
TYPE: E6: 2, 61, 64, 70

NOTE:
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMIZE SOLAR ACCESS AND PRIVACY
TYPICAL HOUSE C

Frontage to street
Garage to rear
Entry to front or side

ORIENTATION
North to front, rear and side

PROPOSED
Lots 40-44, 48-51
TYPE C1: 20, 24, 45, 46, 49, 52, 53, 61-80, 86
TYPE C2: 66-67

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

garage location variable according to site
Bass Hill Drive-In Theatre Site

Typical House Type (continued)

TYPICAL HOUSE D

D2: garage is mirrored

12.5m width
Frontage and garage to street
“Traditional” backyard

OBLERIATION
North to rear and side

PROPOSED
Lot 8, 6, 11, 12, 20
TYPE D2: 7, 21

REF. RAWSON HOMES “ILLOURA”

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

garage location variable according to site
Base Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE D2

D2: garage is reversed

12.5m width
Frontage and garage to street
“Traditional” backyard

ORIENTATION
North to rear and side

PROPOSED
TYPE D2: T.21

REF. RAWSON HOMES “ILLOURA”

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

garage location variable according to site
Base Hill Drive-In Theatre Site

TYPICAL HOUSE E

10.0m width
Frontage and garage to street
“Traditional” backyard
Single garage

ORIENTATION
North to rear

PROPOSED
Lots 8,10,12

REF. EDEN DRAE “METRO”

NOTE:
MINOR PLAN VARIATIONS TO PLAN IT MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY

garage location variable according to site
Baege Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE F

Frontage and garage to street
Central courtyard

ORIENTATION
North mainly to sides

PROPOSED
Lots 19, 21, 54, 66
TYPE F2: 30, 34–38
TYPE F3: 18, 33, 38

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

garage location variable according to site
TYPICAL HOUSE F (OPTION)

PROVIDES SINGLE LEVEL LIVING WITH MASTER SUITE AT GROUND

Frontage and garage to street
Central courtyard

ORIENTATION
North mainy to side

PROPOSED
Lot 19, 24, 64, 66
TYPE F2: 30.34-38
TYPE F3: 18.93, 68

NOTE
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO MAXIMISE SOLAR ACCESS AND PRIVACY
Typical House Types (continued)

TYPICAL HOUSE G

Frontage and garage to street
Central courtyard
13m width

ORIENTATION
North to side

PROPOSED
Lots 26-28
TYPE G2: 46

NOTE:
MINOR PLAN VARIATIONS TO SUIT LOT
SPECIFIC CONDITIONS MAY OCCUR TO
MAXIMISE SOLAR ACCESS AND PRIVACY
Base Hill Drive-In Theatre Site

Typical House Types (continued)

TYPICAL HOUSE H

Frontage and garage to street
Central courtyard
Single storey

ORIENTATION
North to side

PROPOSED
Lots 5, 65, 67

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

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

ORIENTATION
North to side

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

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

garage location variable according to site
3.0 Pedestrian amenity and active street frontages (Bass Hill Small Village Centre)

Explanation

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

This section of the DCP aims to encourage active street frontages and mitigate adverse impacts on the street arising from driveway crossings.

Objectives

The objectives to achieve the desired character are:

(a) to improve pedestrian access in the Bass Hill Small Village Centre by providing new mid–block connections and enhancing existing links as redevelopment occurs;

(b) to ensure active street frontages are present in the Bass Hill Small Village Centre and enhance pedestrian amenity; and

(c) to ensure loading and unloading facilities and car parking do not impact on the safety and visual appearance of the pedestrian network.

Development Controls

The development controls to achieve the objectives are:

Pedestrian access

3.1 Development must retain existing mid–block connections or provide new mid–block connections as shown in Figure 20 to provide a legible pedestrian network that is easy to move around and connections important destinations.

3.2 The minimum width of the proposed mid–block connections is 5 metres.

Active street frontages

3.3 Active street frontages must be provided to the ground floor of the main street as identified in Figure 20.
3.4 The design of street frontages must ensure:

(a) the ground floor is at the same general level as the footpath and accessible directly from the street; and

(b) the ground floor provides a positive street address in the form of entries, lobbies and clear glazing that contribute to street activity and promote passive surveillance. The ground floor facade must minimise large expanses of blank walls and allow views into shops.

Figure 20: Active street frontages and mid–block connections
4.0 Building form (Yagoona Village Centre)

Explanation

Good design achieves an appropriate building form for sites in terms of building proportions and alignments. An appropriate building form defines the public domain, contributes to the streetscape character and provides good internal amenity to residents and workers.

The combination of Bankstown LEP 2015 and this DCP determines the desired building form for the Yagoona Village Centre. The LEP includes floor space ratios, lot widths and building heights. This section of the DCP contains storey limits, setbacks and building design guidelines.

However, applicants of development proposals must recognise that the combination of these controls is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

The objectives to achieve the desired character are:

(a) To ensure the bulk and density of development is compatible with the location of the development to shopping centres and public transport, and the desired character of the Hume Highway Corridor.

(b) To provide the Hume Highway Corridor with environments that are safe, well landscaped and achieve high amenity.

(c) To have a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

(d) To have a minimum setback to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.

(e) To encourage business activities and active street frontages to the Hume Highway.

(f) To have appropriate bulk, density and vehicle access that will not have an adverse impact on land in the vicinity of the key development sites.
Development controls

The development controls to achieve the objectives are:

Precinct 4 (Yagoona village centre)

4.1 Figure 21 identifies the more detailed precincts within the Yagoona village centre.
4.2 Development must comply with the following development controls:

<table>
<thead>
<tr>
<th>Development controls</th>
<th>Precincts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Precinct A</strong></td>
<td></td>
</tr>
<tr>
<td>Storey limit (not including basements)</td>
<td>6 storeys provided the site is at least 20 metres wide at the front building line. Otherwise, a 4 storey limit applies. Council does not allow development to have attics.</td>
</tr>
<tr>
<td>Minimum setback to the Hume Highway and Cooper Road</td>
<td>Zero setback for the first storey (i.e. the ground floor) and second storey, and 7 metres for the remaining storeys.</td>
</tr>
<tr>
<td>Minimum setback to the side and rear boundaries</td>
<td>Zero setback for the first storey (i.e. the ground floor) and second storey, and remaining storeys must comply with the Apartment Design Guide.</td>
</tr>
<tr>
<td><strong>Precinct B</strong></td>
<td></td>
</tr>
<tr>
<td>Storey limit (not including basements)</td>
<td>6 storeys provided the site is at least 20 metres wide at the front building line. Otherwise, a 4 storey limit applies. Council does not allow development to have attics.</td>
</tr>
<tr>
<td>Minimum setback to Dutton Street, Highland Avenue &amp; Cooper Road</td>
<td>3 metres for the first storey (i.e. the ground floor) and second storey, and 6 metres for the remaining storeys.</td>
</tr>
<tr>
<td>Minimum setback to The Crescent &amp; Palomar Parade</td>
<td>6 metres</td>
</tr>
<tr>
<td>Minimum setback to the side and rear boundaries</td>
<td>Must comply with the Apartment Design Guide.</td>
</tr>
<tr>
<td>Special requirements</td>
<td>3 storey limit applies to any part of a development within a 10 metre setback to The Crescent to provide a height and built form transition to neighbouring houses.</td>
</tr>
<tr>
<td><strong>Precinct C</strong></td>
<td></td>
</tr>
<tr>
<td>Storey limit (not including basements)</td>
<td>8 storeys provided the site is at least 24 metres wide at the front building line. Otherwise, a 4 storey limit applies. Council does not allow development to have attics.</td>
</tr>
<tr>
<td>Minimum setback to Church Road</td>
<td>3 metres for the first storey (i.e. the ground floor) and second storey, and 6 metres for the remaining storeys.</td>
</tr>
<tr>
<td>Minimum setback to the side and rear boundaries</td>
<td>Zero setback for the first storey (i.e. the ground floor) and second storey, and remaining storeys must comply with the Apartment Design Guide.</td>
</tr>
<tr>
<td>Development controls</td>
<td>Precincts</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Storey limit (not including basements)</td>
<td>Precinct D</td>
</tr>
<tr>
<td></td>
<td>8 storeys provided the site is at least 40 metres wide at the front building line and is at least 1,700m² in area. Otherwise, the storey limit in Part B1 applies. Council does not allow development to have attics.</td>
</tr>
<tr>
<td>Minimum setback to Church Road</td>
<td>6 metres</td>
</tr>
<tr>
<td>Minimum setback to the side and rear boundaries</td>
<td>Must comply with the Apartment Design Guide.</td>
</tr>
<tr>
<td>Special requirements</td>
<td>The storey limit (not including basements) for the properties at Nos. 24 &amp; 26 Church Road and Nos. 9 &amp; 10 Petty Street is 6 storeys. Council does not allow development to have attics.</td>
</tr>
</tbody>
</table>

**Precinct E**

| Storey limit (not including basements) | 6 storeys provided the site is at least 30 metres wide at the front building line. Otherwise, the storey limit in Part B1 applies. Council does not allow development to have attics. |
| Minimum setback to Auburn Road & The Crescent | 6 metres |
| Minimum setback to the side and rear boundaries | Must comply with the Apartment Design Guide. |
| Special requirements                 | 3 storey limit (not including basements) applies to any part of a development within a 10 metre setback to The Crescent to provide a height and built form transition to neighbouring houses. |

**Precinct F**

| Storey limit (not including basements) | 4 storeys provided the site is at least 30 metres wide at the front building line. Otherwise, the storey limit in Part B1 applies. Council does not allow development to have attics. |
| Minimum setback to Caldwell Parade    | 6 metres                                      |
| Minimum setback to the side and rear boundaries | Must comply with the Apartment Design Guide. |
Site specific provisions: Nos. 399–403 Hume Highway in Yagoona

4.3 Council may apply the storey limit (not including basements) shown in Figure 22 to the allotments at Nos. 399–403 Hume Highway in Yagoona only if it is satisfied that:

(a) development will consolidate all the allotments into a single allotment; and

(b) development within 20 metres of the Hume Highway boundary of the allotment does not exceed 2 storeys; and

(c) development in the remaining area of the allotment does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

If in Council’s opinion a development does not satisfy this clause, a 2 storey limit will apply to each allotment.

4.4 Development must comply with the minimum setbacks shown in Figure 22 and must ensure a dwelling is setback a minimum 20 metres from the Hume Highway boundary of the allotment or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway.

4.5 Commercial development adjacent to the Hume Highway boundary of the allotment should consider a 5 metre setback to the Hume Highway boundary of the allotment, with preference given to deep soil planting to enhance the Remembrance Driveway landscape corridor.

4.6 Development must incorporate the significance of the heritage item at No. 401 Hume Highway.

4.7 Vehicle access to the allotment may be permitted from Brancourt Avenue, but is not permitted from the Hume Highway.
**Figure 22:** Proposed storey limit and setback controls for mixed use development that consolidates the allotments at Nos. 399–403 Hume Highway and No. 81 Brancourt Avenue in Yagoona into a single allotment.

**Figure 23:** Proposed storey limit for mixed use development on the consolidated allotment.
**Figure 24:** Proposed building envelope for development on the consolidated allotment as viewed from the Hume Highway (not to scale).

**Figure 25:** Proposed building envelope for development on the consolidated allotment as viewed from Alice Park at the rear (not to scale).
5.0 Building form (Rookwood Enterprise Zone)

Explanation

Good design achieves an appropriate building form for sites in terms of building proportions and alignments. An appropriate building form defines the public domain, contributes to the streetscape character and provides good internal amenity to residents and workers.

The combination of Bankstown LEP 2015 and this DCP determines the desired building form for the Rookwood Enterprise Zone. The LEP includes floor space ratios, lot widths and building heights. This section of the DCP contains storey limits, setbacks and building design guidelines.

However, applicants of development proposals must recognise that the combination of these controls is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

The objectives to achieve the desired character are:

(a) To ensure the bulk and density of development is compatible with the location of the development to shopping centres and public transport, and the desired character of the Hume Highway Corridor.

(b) To provide the Hume Highway Corridor with environments that are safe, well landscaped and achieve high amenity.

(c) To have a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

(d) To have a minimum setback to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.

(e) To encourage business activities and active street frontages to the Hume Highway.

(f) To have appropriate bulk, density and vehicle access that will not have an adverse impact on land in the vicinity of the key development sites.
Development controls

The development controls to achieve the objectives are:

**Site specific provisions: Nos. 324–364 Hume Highway, 2–24B George Street and 2–24 Rookwood Road in Bankstown**

5.1 Council may apply the storey limit (not including basements) shown in Figure 27 to land within Zone B6 Enterprise Corridor only if it is satisfied that:

(a) development will consolidate all adjoining allotments shown edged with a heavy black line in Figure 26 into a single allotment; and

(b) development will provide a 2 storey buffer along the George Street boundary of an allotment. Council does not allow development with 4 or more storeys to have attics.

If in Council’s opinion a development does not satisfy this clause, a 2 storey limit will apply to each allotment.

**Figure 26:** Council may apply Figure 27 to land within Zone B6 Enterprise Corridor only if it is satisfied that a development consolidates the allotments at Nos. 324–326 Hume Highway into a single allotment; Nos. 342 Hume Highway and 2–8 George Street into a single allotment; No. 348 Hume Highway into a single allotment; and Nos. 350 Hume Highway and 18 George Street into a single allotment (as shown edged with a heavy black line).
5.2 Development within Zone B1 Neighbourhood Centre must comply with the storey limit shown in Figure 27 and must ensure development does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

5.3 Development must comply with the minimum setbacks shown in Figure 27 and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the allotment or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway;

(b) commercial development is setback a minimum 5 metres from the Hume Highway boundary of the allotment; and

(c) development provides appropriate solar access to neighbouring land within Zone R4 High Density Residential.

5.4 Development must provide a minimum 5 metre wide landscape buffer zone to the Hume Highway boundary of the allotment to enhance the Remembrance Driveway landscape corridor.

5.5 Vehicle access to the allotments may be permitted from George Street, Davis Lane, John Wall Lane and Kearns Lane.

5.6 Development on one or more of the allotments at Nos. 342–350 Hume Highway in Bankstown must create a shared rear lane for vehicle access and servicing purposes. The proposed rear lane should connect with John Wall Lane and Kearns Lane as shown in Figure 27.
Figure 27: Proposed storey limit and setback controls for development that consolidates the allotments at Nos. 324–326 Hume Highway into a single allotment; Nos. 342 Hume Highway and 2–8 George Street into a single allotment; No. 348 Hume Highway into a single allotment; and Nos. 350 Hume Highway and 18 George Street into a single allotment.

Figure 28: Proposed storey limit for mixed use development on the consolidated allotments.
**Figure 29:** Proposed building envelope for mixed use development on the consolidated allotments as viewed from the Hume Highway (not to scale).

**Figure 30:** Proposed building envelope for mixed use development on the consolidated allotments as viewed from George Street at the rear (not to scale).
6.0 Building form (Greenacre Motor Alley)

Explanation

Good design achieves an appropriate building form for sites in terms of building proportions and alignments. An appropriate building form defines the public domain, contributes to the streetscape character and provides good internal amenity to residents and workers.

The combination of Bankstown LEP 2015 and this DCP determines the desired building form for the Greenacre Motor Alley. The LEP includes floor space ratios, lot widths and building heights. This section of the DCP contains storey limits, setbacks and building design guidelines.

However, applicants of development proposals must recognise that the combination of these controls is not a building, but a three dimensional shape that may determine the bulk and siting of a building. After allowing for building articulation, the achievable floor space of a development is likely to be less than the building envelope.

Objectives

The objectives to achieve the desired character are:

(a) To ensure the bulk and density of development is compatible with the location of the development to shopping centres and public transport, and the desired character of the Hume Highway Corridor.

(b) To provide the Hume Highway Corridor with environments that are safe, well landscaped and achieve high amenity.

(c) To have a landscape buffer zone to the Hume Highway that enhances the Remembrance Driveway landscape corridor and improves the amenity of development.

(d) To have a minimum setback to the Hume Highway that improves the amenity of dwellings in terms of air quality and acoustic privacy.

(e) To encourage business activities and active street frontages to the Hume Highway.

(f) To have appropriate bulk, density and vehicle access that will not have an adverse impact on land in the vicinity of the key development sites.
Development controls

The development controls to achieve the objectives are:

**Site specific provisions: Nos. 139–159 Hume Highway in Greenacre**

6.1 Council may apply the storey limit (not including basements) shown in Figure 31 to the allotments at Nos. 139–159 Hume Highway in Greenacre only if it is satisfied that:

(a) development will consolidate all the allotments into a single allotment; and

(b) development within 20 metres of the Hume Highway boundary of the allotment does not exceed 2 storeys; and

(c) development in the remaining area of the allotment does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each allotment.

6.2 Development must comply with the minimum setbacks shown in Figure 31 and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the allotment or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway;

(b) commercial development is setback a minimum 3 metres from the Hume Highway boundary of the allotment; and

(c) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the allotment.

6.3 Development must provide a minimum 3 metre wide landscape buffer zone to the Hume Highway boundary of the allotment to enhance the Remembrance Driveway landscape corridor.

6.4 Vehicle access to the allotment may be permitted from the Hume Highway.
Figure 31: Proposed storey limit and setback controls for development that consolidates the allotments at Nos. 139–159 Hume Highway in Greenacre into a single allotment.

Figure 32: Proposed storey limit for development on the consolidated allotment.
**Figure 33:** Proposed building envelope for development on the consolidated allotment as viewed from the Hume Highway (not to scale).

**Figure 34:** Proposed building envelope for development on the consolidated site as viewed from Cahill Lane at the rear (not to scale).
Site specific provisions: Nos. 165–185 Hume Highway and 74 Tennyson Road in Greenacre

6.5 Council may apply the storey limit (not including basements) shown in Figure 35 to the allotments at Nos. 165–185 Hume Highway and 74 Tennyson Road in Greenacre only if it is satisfied that:

(a) development will consolidate all the allotments into a single allotment; and

(b) development within 20 metres of the Hume Highway boundary of the allotment does not exceed 2 storeys; and

(c) development in the remaining area of the allotment does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each allotment.

6.6 Development must comply with the minimum setbacks shown in Figure 35 and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the allotment or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway;

(b) commercial development is setback a minimum 5 metres from the Hume Highway boundary of the allotment; and

(c) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the allotment.

6.7 Development must provide a minimum 5 metre wide landscape buffer zone to the Hume Highway boundary of the allotment to enhance the Remembrance Driveway landscape corridor.

6.8 Vehicle access to the allotment may be permitted from Tennyson Road and the Hume Highway.
Figure 35: Proposed storey limit and setback controls for development that consolidates the allotments at Nos. 165–185 Hume Highway and 74 Tennyson Road in Greenacre into a single allotment.

Figure 36: Proposed storey limit for development on the consolidated allotment.
Figure 37: Proposed building envelope for development on the consolidated allotment as viewed from the Hume Highway (not to scale).

Figure 38: Proposed building envelope for development on the consolidated allotment as viewed from Peter Crescent at the rear (not to scale).
Site specific provisions: Nos. 225–243A Hume Highway, 112 Northcote Road and 24 Hillcrest Avenue in Greenacre

6.9 Council may apply the storey limit (not including basements) shown in Figure 39 to the allotments at Nos. 225–243A Hume Highway, 112 Northcote Road, and 24 Hillcrest Avenue in Greenacre only if it is satisfied that:

(a) development will consolidate all the allotments into a single allotment; and

(b) development within 20 metres of the Hume Highway boundary of the allotment does not exceed 2 storeys; and

(c) development in the remaining area of the allotment does not exceed 4 storeys. Council does not allow development with 4 storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each allotment.

6.10 Development must comply with the minimum setbacks shown in Figure 39 and must ensure:

(a) dwellings are setback a minimum 20 metres from the Hume Highway boundary of the allotment or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway;

(b) commercial development is setback a minimum 5 metres from the Hume Highway boundary of the allotment; and

(c) development provides appropriate solar access to the existing dwellings that adjoin the side and rear boundaries of the allotment.

6.11 Development must provide a minimum 5 metre wide landscape buffer zone to the Hume Highway boundary of the allotment to enhance the Remembrance Driveway landscape corridor.

6.12 Vehicle access to the allotment may be permitted from Northcote Road or Hillcrest Avenue and the Hume Highway.
Figure 39: Proposed storey limit and setback controls for a development that consolidates the allotments at Nos. 225–243A Hume Highway, 112 Northcote Road and 24 Hillcrest Avenue in Greenacre into a single allotment.

Figure 40: Proposed storey limit for development on the consolidated allotment.
**Figure 41:** Proposed building envelope for development on the consolidated allotment as viewed from the Hume Highway (not to scale).

**Figure 42:** Proposed building envelope for development on the consolidated allotment as viewed from Hillcrest Avenue at the rear (not to scale).
Site specific provisions: Nos. 315 Hume Highway and 177–183 Banksia Road in Bankstown

6.13 Council may apply the storey limit (not including basements) shown in Figure 43 to the allotments at Nos. 315 Hume Highway and 177–183 Banksia Road in Bankstown only if it is satisfied that:

(a) development will consolidate all the allotments into a single allotment; and

(b) development will achieve appropriate vehicle access to the single allotment from the Hume Highway, and not from Banksia Road;

(c) development adjoining the Banksia Road boundary of the allotment does not exceed 2 storeys;

(d) development adjacent to the Hume Highway boundary of the allotment does not exceed 4 storeys; and

(e) development adjacent to the Stacey Street boundary of the allotment does not exceed 5 storeys; and

(f) development in the remaining area of the allotment does not exceed 3 storeys. Council does not allow development with 4 or more storeys to have attics.

If in Council's opinion a development does not satisfy this clause, a 2 storey limit will apply to each allotment.

6.14 The storey limit for commercial development is 2 storeys.

6.15 Development must provide a minimum 5 metre wide landscape buffer zone to the Hume Highway and Stacey Street boundaries of the allotment to enhance the Remembrance Driveway landscape corridor.

6.16 The minimum setback for commercial development to the Hume Highway and Stacey Street boundaries of the allotment is 5 metres.

6.17 Residential development must comply with the minimum setbacks shown in Figure 43 and must ensure a dwelling is setback a minimum 20 metres from the Hume Highway or a road related area (within the meaning of the Roads Act 1993) adjoining or associated with the Hume Highway and Stacey Street boundaries of the allotment.

6.18 Commercial development or landscape buffer zone or indoor communal space should occupy the minimum 20 metre setback for dwellings to act as a buffer between the dwellings and the Hume Highway/Stacey Street.

6.19 Vehicle access to the allotment may be permitted from the Hume Highway, but is not permitted from Banksia Road.
**Figure 43:** Proposed storey limit and setback controls for residential development that consolidates the allotments at Nos. 315 Hume Highway and 177–183 Banksia Road in Bankstown into a single allotment and achieves satisfactory vehicle access from the Hume Highway.

**Figure 44:** Proposed storey limit for the consolidated allotment.
Figure 45: Proposed building envelope for development on the consolidated allotment as viewed from the Hume Highway (not to scale).

Figure 46: Proposed building envelope for development on the consolidated allotment as viewed from Banksia Road at the rear (not to scale).