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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 A1 of Bankstown Development Control Plan 2015 supplements the LEP by providing additional objectives and development controls to enhance the function and liveability of certain centres 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 A1 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 A1 of this DCP are:

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

(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 centres.
SECTION 2–BANKSTOWN CENTRAL BUSINESS DISTRICT

Introduction

This section applies to the Northern CBD Core, Southern CBD Core and Bankstown City Plaza precincts as shown in Figure 1.

About the Bankstown CBD locality

The Bankstown CBD is a Major Centre in the West Central Subregion and the heart of the City of Bankstown. This locality is highly urbanised with civic, retail and commercial activities generally focussed around the railway station. This locality is also densely populated with some 16,000 residents living in the residential areas to the north and south.

In 2011, Council adopted the Bankstown CBD Local Area Plan to set out the vision and specify the best ways to accommodate residential and employment growth. By 2031, the Bankstown CBD is expected to grow by 3,800 dwellings and 4,000 new jobs. The urban structure and actions contained in the Local Area Plan are based on sustainability principles derived from Government and Local Council policies, namely:

- to have around 80% of the 3,800 dwelling target concentrated within the walking catchment of this Major Centre (i.e. a 1km radius measured from the railway station);
- to have 4,000 new jobs concentrated in the CBD Core, which is a location that most residents in the subregion can comfortably travel to within 30 minutes by public transport;
- to have neighbourhood parks within easy walking distance (around 400 metres) of the residential growth areas; and
- to have sustainable transport promoted by increasing the share of work journeys by public transport and cycling.

The Local Area Plan provides the strategic planning framework and context to this section of the DCP.
Figure 1: Bankstown CBD precincts
1.0 Desired character for the Bankstown CBD mixed use precincts

There are three precincts of distinctive functional and physical character that make up the mixed use areas in this locality. These are the Northern CBD Core, Southern CBD Core and Bankstown City Plaza precincts 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) Northern CBD Core precinct

The Northern CBD Core precinct is located to the immediate north of the railway line. The Civic Precinct and Paul Keating Park form the central focus, and the established character is distinctly commercial due to a concentration of major civic, office and retail buildings (namely Bankstown City Council, Bankstown Court House, Bankstown Police Area Command, Compass Centre and Bankstown Central, which is a regional shopping centre).

This precinct is highly accessible to the railway station and bus interchange, and as a result, this precinct is characterised by taller buildings and higher densities compared to other precincts.

The desired character is to have the Northern CBD Core precinct continue to function as the heart of the City of Bankstown, with a mix of retail and commercial activities on the ground and first floors, and high density living above. Development will generally be in the form of tall buildings to create an identifiable skyline image for the Bankstown CBD. The tallest buildings will generally locate around Paul Keating Park to define the Civic Precinct and to take advantage of the amenity provided by the park.

Generally, buildings around the railway station will be built to the street alignment to reinforce the urban character and strengthen the pedestrian amenity and activity at street level. Depending on the context, elements of taller buildings may need to be setback to provide sunlight to public spaces or to protect the amenity of neighbouring buildings.

The railway station will continue to be the principal gateway to the Bankstown CBD and a generator of high pedestrian movements. Pedestrian access to and from the station will therefore remain a high priority, and it is proposed to create a friendly first impression by:

- Creating a central boulevard along Fetherstone Street to make the station entry more visible and to provide a high quality north–south pedestrian connection to Sydney’s best local Civic Precinct (as shown in Figure 2). The boulevard treatment will extend along The Mall to also provide a high quality east–west pedestrian connection to Bankstown Central. Mid–block connections will supplement this pedestrian network.
Encouraging airspace development over the station to create a memorable landmark at the terminus of the Fetherstone Street boulevard and to provide better pedestrian connections between the north and south sides of the Bankstown City Plaza precinct.

Towards the CBD edge, buildings will have a minimum 3 metre street setback to accommodate the major street tree boulevards leading into the Bankstown CBD, namely Rickard Road and Meredith Street (as shown in Figure 2). This setback will also act as a transition to the building alignments of the neighbouring residential area.

(ii) Bankstown City Plaza precinct

The Bankstown City Plaza precinct is located around the railway station and bus interchange, and was the first area to develop following the opening of the Bankstown railway line in 1909. The established townscape character is a traditional low density shopping strip based on a small lot subdivision pattern. There is a consistent two storey street wall and a concentration of historic 1920s Art Deco buildings.

There is also considerable pedestrian activity compared to other precincts (mainly around the shops and restaurants) and good solar access to the pedestrian friendly streets.

The desired character is to have the Bankstown City Plaza precinct retain the low density shopping strip, renowned for the consistent two storey street wall and Art Deco buildings. Development will promote retail and commercial activities particularly at the ground and first floors.

The Bankstown City Plaza will also enjoy good solar access to the pedestrian friendly streets, and the building form will require development above the two storey street wall to be stepped back a minimum 3 metres from the street alignment.

(iii) Southern CBD Core precinct

The Southern CBD Core precinct is located to the immediate south of the railway line. The established character is high density mixed use development, together with some cultural and entertainment facilities (namely Bankstown Sports Club and the Regional Arts Centre) and schools. The mature Fig trees along Olympic Parade form an impressive western gateway.
The desired character is to have the Southern CBD Core precinct continue to contain retail activities and high amenity housing around the transport hub. The building form will be a mix of retail and commercial activities on the ground and first floors, and high density living above. The location of the tallest buildings will take advantage of the larger site sizes in proximity to the railway station and bus interchange.

Generally, buildings around the railway station will be built to the street alignment to reinforce the urban character and strengthen the pedestrian amenity and activity at street level. Depending on the context, elements of taller buildings may need to be setback to provide an appropriate building scale to pedestrians, to provide sunlight to public spaces or to protect the amenity of neighbouring buildings.

Towards the CBD edge, buildings will have a minimum 3 metre street setback to accommodate street tree avenues. These avenues will form part of a high quality pedestrian environment that connects the exciting regional arts hub at Olympic Parade to the Stanley Street eastern gateway (as shown in Figure 2). This setback along Stanley Street will also act as a transition to the building alignments of the neighbouring residential area.
Figure 2: Key urban renewal and street tree programs as outlined in the Local Area Plan
2.0 Building form

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 Bankstown CBD. The LEP includes floor space ratios, lot widths and building heights. This section of the DCP contains orientation and setback controls. 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 require a continuous built edge to the street at locations where it is essential to have active street frontages.

(b) To ensure setbacks are compatible with the surrounding context and desired urban character of the Bankstown CBD precincts.

(c) To provide specific guidelines for key redevelopment sites that will significantly contribute to the desired urban character of the Bankstown CBD precincts.

(d) To encourage the orientation of buildings to optimise passive design strategies that will reduce the need for artificial lighting and mechanical heating and cooling systems, and thus contribute to a sustainable urban environment.

(e) To retain the original building elements that contribute to the townscape significance of the Bankstown City Plaza precinct and, where original elements are missing, to encourage their reinstatement.

(f) To ensure development and signage in the Bankstown City Plaza precinct is compatible with the distinctive character of the buildings and surrounding context.
Development controls

The development controls to achieve the objectives are:

Northern CBD Core and Southern CBD Core precincts

Setbacks

2.1 Development must comply with the minimum street setbacks as shown in Figure 3.

2.2 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.

Certain development proposals must submit a site analysis plan to illustrate the site conditions and relationship to the surrounding context.
Figure 3: Minimum street setbacks
Site specific provisions: Nos. 83–99 North Terrace in Bankstown

2.3 Development must comply generally with the site layout shown in Figure 4, 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.

Figure 4: Proposed site layout for mixed use development on this key strategic site (refer to cross-sections for appropriate number of storeys).
Proposed building envelope for mixed use development on this key strategic site as viewed from The Appian Way (not to scale).

Proposed cross-sections for mixed use development on this key strategic site.
Site specific provisions: No. 32 Kitchener Parade in Bankstown

2.4 Development must comply generally with the site layout shown in Figure 5, 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) providing a minimum 20 metre wide mid-block connection between Meredith Street and Kitchener Parade. This mid-block connection is essential to creating a pedestrian network that connects the neighbouring residential areas to important destinations such as the Civic Precinct. Active street frontages should locate alongside this mid-block connection.

Figure 5: Proposed building envelope for mixed use development on this key strategic site (refer to cross-sections for appropriate number of storeys).
Proposed building envelope for mixed use development on this key strategic site as viewed from Meredith Street (not to scale).

Proposed north–south cross–section for mixed use development on this key strategic site.

Proposed east–west cross–section for mixed use development on this key strategic site.
Building orientation

2.5 The orientation of dwellings must consider the Apartment Design Guide.

2.6 Council may require the orientation of commercial and other non–residential development to maximise solar access in mid–winter (as shown in Figure 6) to create comfortable internal conditions that eliminate or reduce the need for mechanical systems of heating and cooling. This helps to provide savings in operational energy and reductions in greenhouse emissions.

If the building orientation enables the glazing to primarily face north, this maximises the winter sun penetration and takes advantage of the sun’s higher angle in summer, requiring less shading.

Depending on the site orientation, the building orientation should avoid any glazing to solely face east and west as it can be difficult to shade and may cause heat gain in summer.

**Figure 6:** Development should orientate the building so that the longest axis is facing true north.

![Figure 6](image)

Building design

2.7 Development must articulate the facades to achieve a unique and contemporary architectural appearance that:

(a) unites the facades with the whole of the building form;

(b) provides the facades with an appropriate scale and proportion that responds to the use of the building and the desired character of the precinct;
(c) combines high quality materials and finishes; and

(d) considers any other architectural elements to Council’s satisfaction.

2.8 Development must use colour, modulation or articulation to improve the appearance of blank party walls when viewed from the street.

Building design (gateway and corner sites)

2.9 Development at gateway and corner sites as shown in Figure 2 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.

Illustration to clause 2.9:
This sketch illustrates the general principle of an architectural roof feature that emphasises the corner element.

Illustration to clause 2.9:
This sketch illustrates the general principle of providing a different architectural treatment to the building facade at the street corner to emphasise the corner element.

Illustration to clause 2.9:
These sketches illustrate the general principle of achieving a different setback for the top storey at the street corner by emphasising the corner element.
Bankstown City Plaza precinct

Setbacks

2.10 The ground and first floors of development must have a zero street setback to create active street frontages closer to pedestrian activity.

2.11 The upper floors of development (above the two storey street wall) must achieve a minimum 3 metre street setback.

2.12 Development may have a zero side and rear boundary setback.

Building design

2.13 Alterations and additions to existing buildings (above the awning level) must retain any of the following architectural features that contribute to the townscape significance of the Bankstown City Plaza precinct:

(a) The architectural form in terms of:
   (i) the continuous two storey built edge to the street;
   (ii) the vertical facade articulation which reflects the predominant pattern of narrow fronted buildings;
   (iii) the location of doors and windows, and the use of vertical (versus square) shaped windows;
   (iv) the continuous solid box awnings; and
   (v) the consistent parapet heights.

(b) The architectural detailing characteristic of the precinct, namely the 1920s Art Deco style.

(c) The traditional colour, texture and type of materials and finishes (face brickwork and painted rendered masonry).

2.14 Alterations and additions to existing buildings (above the awning level) must remove any non-contributory or intrusive structures or signs that obscure the architectural features that contribute to the townscape significance of the Bankstown City Plaza precinct.

2.15 The building design of infill development must be compatible with the architectural features that contribute to the townscape significance of the Bankstown City Plaza precinct.
Building design (business and building identification signs)

2.16 Business and building identification signs must integrate with the architectural features of the building to which they are attached as follows:

(a) Under awning signs, awning fascia signs, top hamper signs, projecting wall signs, wall signs and painted window signs are permissible at or below the awning level. Where there is no awning to the building, signs are solely permitted below the window sill of the second storey windows.

(b) Painted window signs and individual laser cut lettering applied to the facade are permissible above the awning level. Painted window signs must not obscure more than 25% of the window area.

(c) Signs that are painted or attached to a building must not screen windows and other significant architectural features of the building.

2.17 Corporate colours, logos and other graphics must achieve a high degree of compatibility with the architecture, materials, finishes and colours of the building and the streetscape (as exemplified by the better preserved original buildings in the Bankstown City Plaza precinct).
3.0 Pedestrian amenity and active street frontages

Explanation

Good design achieves a lively, diverse and safe pedestrian environment to move around in, with pleasant facades at street level to stroll alongside and observe. The pedestrian environment provides people with their primary experience of the Bankstown CBD, and it is essential to offer a choice of pedestrian routes that are interesting and connect important destinations.

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 Bankstown CBD. 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 increase the amenity of the pedestrian environment by encouraging active street frontages and mid–block connections, and mitigating 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 Bankstown CBD by providing new mid–block connections and enhancing existing links as redevelopment occurs.

(b) To strengthen the pedestrian amenity by requiring good physical and visual connections between buildings and the street.

(c) To make vehicle access to buildings more compatible with pedestrian movements and the public domain.

Development controls

The development controls to achieve the objectives are:

Mid–block connections

3.1 Development must retain existing mid–block connections or provide new mid–block connections as shown in Figure 7 to provide a legible pedestrian network that is easy to move around and connects important destinations.
Active street frontages

3.2 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.

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 7.

Vehicle footpath crossings

3.3 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.
Figure 7: Active street frontages and mid–block connections.
SECTION 3–REVESBY VILLAGE CENTRE

This section is based on the Bankstown Housing Strategy (1997) and the Revesby Village Masterplan (2001), which Council adopted to guide development in the Revesby village centre. The masterplan sets the desired character and provisions to achieve the design outcomes which are consistent with Council’s vision, namely:

(a) To have a strong and ‘individual’ character that is reflected through residential design cohesion, community artworks and active public domain spaces.

(b) To have a variety of housing types ranging from dwelling houses to shop top housing.

(c) To have a range of facilities that are complemented by entertainment and recreation areas. The streets in the retail centre will evolve in a way that encourages pedestrian activity and vitality. Inclusion of consistent and themed paving, street furniture and landscaping will enrich the visual amenity of the environment, particularly for pedestrians.

(d) To have safe and accessible vehicular movements and car parking in the retail centre. The continuity of street level shopping will be retained in new development. Outdoor cafes, portable market stalls, artworks, shelters and other public amenities will be abundant, particularly in the retail centre.

(e) To have a safe and visually interesting environment that enables pedestrians to move easily between the part of Revesby village centre to the north of the railway and the part to the south of the railway.

(f) To have residential streetscape treatments that provide for the creation of safe and attractive environments that reinforce the village theme. Retention of existing street trees and additional planting of theme trees will be encouraged.

(g) To have new architectural styles that ‘fit’ with surrounding buildings. The character and diversity of the residential areas will be enriched by retaining historic elements (facades), incorporating community artworks and providing visually enticing public open spaces.
Desired character objectives

There are 16 precincts that make up the Revesby village centre as shown in Figure 1.

Figure 1: Precincts in the Revesby village centre.
The desired character objectives for the Revesby village centre are:

(1) Precinct 1A (Bransgrove Road and The River Road)

The desired character specific to Precinct 1A is to have a range and mix of residential accommodation without jeopardising the streetscape character that is currently defined by detached housing on individual allotments. Dual occupancy scale development should retain and reinforce the existing subdivision pattern.

The placement and arrangement of new buildings should be such that garages do not dominate the streetscape, and should maximise the amount of private open space by enabling verandahs or porches to open onto communal and public areas.

(2) Precinct 1B (Simmons Street and surrounds) and Precinct 1C (Polo Street and Simmons Street)

The desired character specific to Precincts 1B and 1C is to maintain the subdivision pattern and residential character as defined by detached buildings on separate allotments to ensure a consistent streetscape is achieved as the density of the precinct increases.

Development that enhances the range and mix of residential accommodation should retain or enhance the existing “cottage” and “bungalow” architectural styles, and retain the existing narrow and “intimate” character of Simmons Street and Lillian Crescent.

The materials of construction, colours, building detail and form of development should be compatible with the existing architectural style in these precincts, which is characterised by pitched tile roofs, ‘earthy’ colours and weatherboard, fibre–cement or brick cladding. This may occur through the articulation of elevations which utilise facade elements such as bay windows, gables, balconies and verandahs, and use materials that improve the energy efficiency of the design.

The placement and arrangement of new buildings should be such that garages do not dominate the streetscape, and should maximise the amount of private open space by enabling verandahs or porches to open onto communal and public areas.

(3) Precinct 2A (Swan Street)

The desired character specific to Precinct 2A is to have higher density residential development than that at present, towards the village centre consisting of a mixture of multi dwelling housing and residential flat buildings. The range and mix of residential types should cater for changing demographic needs in the community.

Development which supports higher density residential development should encourage site amalgamation, and provide open space and legible pedestrian links to the Public Domain Precinct.
Attractive and private open space will be integral to any new development, and should include landscaped communal areas that are linked by pedestrian routes back to the public domain in the village centre. The placement and arrangement of new buildings should maximise the amount of private open space by enabling verandahs or porches to open onto communal and public areas.

Footpaths in Swan Street should be progressively replaced with new 2 metre wide concrete footpaths. Such upgrading should be a requirement of site redevelopment consent. Similarly, electrical reticulation should be progressively changed to an underground service.

(4) Precinct 3A (Central Revesby)

The desired character specific to Precinct 3A is to have a central shopping area of Revesby that is characterised by a predominance of individual shopfronts along Selems Parade and the eastern end of Marco Avenue, interspersed with some larger buildings accommodating uses such as supermarkets and banks.

To help invigorate these areas both during normal business hours and after hours, shop top housing along Selems Parade and Marco Avenue, and studios or loft units and townhouses at the rear of shops will provide opportunities for small businesses and home occupation activities. Active street frontages should be encouraged by introducing retail and business uses as well as by encouraging residential foyers to be incorporated on all developments. Development should retain the consistent building alignment along the street front.

Shop top housing should be achieved on either individual or amalgamated sites, with a consistent building alignment along the street–front, and setbacks for apartments above. The streetscape should express the commercial nature of the precinct, while making adequate provision for residential access, privacy and amenity.

Development on rear lanes should be achieved on either individual or amalgamated sites, with upper level studios or loft units built up to the boundary above service or car park areas, provided there is adequate provision for separate access.

(5) Precinct 3B (Revesby Station)

The desired character specific to Precinct 3B is to have the public reserve land at the western end of Marco Avenue and the land adjacent to the railway rezoned and car parking and access facilities designed and constructed to provide for a well–landscaped, safe environment. Such areas must be provided with perimeter landscaping and entrance feature.

A two–way vehicular link should be provided from the western end of the existing car parking area abutting the northern boundary of the Revesby Railway Station and an existing unformed car parking area currently located on public reserve land on the corner of Marco Avenue and Polo Street.
This will provide a continuous east–west vehicular link through the car park that exists behind the existing Woolworths supermarket to the proposed roundabout facility on the corner of Marco Avenue and Polo Street. The public benefits associated with these works include:

(a) enhanced traffic movement flexibility;
(b) enhanced car parking capacity;
(c) improved lighting and safety; and
(d) improved visual amenity (through tree planting, car parking definition and street furniture provision).

The unformed car park located at the corner of Marco Avenue and Polo Street should be line marked and landscaped with deciduous trees planted to provide summer shade. Perimeter planting and an entrance feature must be provided. The car park should be well lit at night.

(6) Precinct 3C (Simmons Street)

The desired character specific to Precinct 3C is to have a car park adjacent to Simmons Street retained as an at–grade car park with vehicular entry and exit provision to Simmons Street.

As this precinct is situated between the residential area of Simmons Street and the commercial area of the village, the design of the car park should provide for a well–landscaped, safe environment that is sensitive to the amenity and character of the adjoining residential area in Simmons Street. Lighting of the car park should be improved. A two-way vehicular access connection to The River Road should be provided. The public benefits associated with these works include:

(a) increased traffic flexibility in the study area generally;
(b) increased traffic access and egress options; and
(c) greater natural surveillance of the areas around the car park and nearby retail and residential areas due to increased traffic circulation.

In order to reduce the impact of through–traffic on the precinct, a detailed traffic study should be undertaken in conjunction with any development proposal.

(7) Precinct 3D (The River Road)

The desired character specific to Precinct 3D is to have the future redevelopment of this area into ground floor retail or business activities, that contain dwellings above, should be encouraged. As a transition zone between residential areas along The River Road and the village centre of Revesby, this precinct should contain three storey scale mixed use buildings that provide a consistent building alignment along the street front.
The frontage along Haydock Lane should become a more vibrant and well-used thoroughfare with smaller tenancy spaces of around 20 square metres that attract service type uses that complement existing retail activities in the area.

(8) Precinct 4A (Revesby Place)

The desired character specific to Precinct 4A is to have this precinct activated during normal business hours and after business hours by the development of new retail activities that incorporate shop top housing along Revesby Place, Blamey Street and Macarthur Avenue, and by creating opportunities for small businesses and home occupation activities.

Shop top housing and residential flat buildings should occur on amalgamated sites, and have a consistent building alignment along the street-front, with setbacks for dwellings above. The streetscape should express the commercial nature of the precinct, while making adequate provision for residential access, privacy and security.

Residential flat buildings should have communal open spaces at their centre that will be overlooked, in parts, by balconies and living areas, making them safe recreation and relaxation areas.

These spaces should be designed so that they have a pleasant micro-climate that maximises the efficiency of natural heating and cooling systems within rooms in the surrounding buildings. Secure car parking for residents and users of the retail and commercial tenancies will be located below the courtyards at half basement level.

(9) Precinct 4B (Ray McCormack Reserve)

The desired character specific to Precinct 4B is to have Ray McCormack Reserve function as a public open space for residents in precincts south of the railway line, should be enhanced. Its function of providing passive recreation opportunities should be retained.

In the long term, there is potential for relocating the activities associated with the existing community building and possibly removal of the building, but only with further community consultation. The relocation of the community hall would allow a significant physical extension to the Reserve enhancing informal active play opportunities. In this regard, any extension to the Reserve should consist of open grassed areas with tree planting limited to the periphery. Pathways to, and through, the reserve should be well lit and suitable for use by people of all ages and people with disabilities.

New development adjacent to Ray McCormack Reserve should address the reserve and have windows and balconies/verandahs from living areas located on the side of the building that faces the reserve. This will improve the surveillance and security of the reserve.
(10) Precinct 4C (The River Road)

The desired character specific to Precinct 4C is to have a transition zone between residential areas along The River Road and the Revesby village centre, this precinct should be a lively community uses precinct that has a strong visual and functional relationship to the adjacent reserve.

The frontage to Ray McCormack Reserve should be enlivened by the integration of activities such as cafes, youth play zones and so on, which open up onto the streets. New development must “address” Ray McCormack Reserve and improve the surveillance and security of that reserve by its building design.

(11) Precinct 5A (Revesby Workers Club)

The rail corridor, Blamey Street, Dixon Lane, Macarthur Avenue, Brett Street and Tarro Avenue bound the precinct. The desired character specific to Precinct 5A is to provide opportunities for the sustainable growth and redevelopment of the Revesby village centre, with a mix of retail, commercial, recreational, community and residential land uses. Development in the precinct should:

(a) achieve high quality architectural and landscaping outcomes;
(b) minimise visual bulk and scale by having multiple built forms;
(c) create active street frontages, particularly to Blamey Street, Dixon Lane and Macarthur Avenue with good natural surveillance;
(d) achieve high quality public open spaces and wide footpaths, which contribute to the amenity of the shopping centre;
(e) minimise the impact of traffic movements in the shopping centre and surrounding residential streets; and
(f) provide generous setbacks to neighbouring residential properties in Tarro Avenue and Brett Street (the preference is have residential and business land uses with basement car parking adjacent to Tarro Avenue and Brett Street to integrate with the residential streetscape).

(12) Precinct 6A (Brett Street and Hedlund Street) and Precinct 6B (Brett Street)

The desired character specific to Precinct 6A and Precinct 6B is to have a range and mix of residential accommodation without jeopardising the streetscape character that is currently defined by detached housing on individual allotments. Dual occupancy scale development should retain and reinforce the existing subdivision pattern, and multi dwelling housing may achieve a density of not less than 175m² per dwelling with new buildings. The placement and arrangement of new buildings should be such that garages do not dominate the streetscape, and should maximise the amount of private open space by enabling verandahs or porches to open onto communal and public areas.
(13) Precinct 6C (Weston, Brett and Hedlund Streets)

The desired character specific to Precinct 6C is to maintain the subdivision pattern and residential character as defined by detached buildings on separate allotments to ensure a consistent streetscape is achieved as the density of the precinct increases. Single, detached house scale development of one or two storeys should retain or enhance the existing “cottage” and “bungalow” architectural styles, and may include family housing.

The materials of construction, colours, building detail and form of development should be compatible with the existing architectural style in these precincts, which is characterised by pitched tile roofs, ‘earthy’ colours and weatherboard, fibre–cement or brick cladding. This may occur through the articulation of elevations which utilise facade elements such as bay windows, gables, balconies and verandahs, and use materials that improve the energy efficiency of the design.

The placement and arrangement of new buildings should be such that garages do not dominate the streetscape, and should maximise the amount of private open space by enabling verandahs or porches to open onto communal and public areas.

(14) Public domain precinct

The desired character specific to the public domain is to have a visually cohesive, safe and functional public space in the village centre that will be a vibrant meeting and gathering place for the local community and visitors. The public domain will also be a place for the expression of culture and ideas through artworks, market days and public festive activities.

The micro–climate and comfort level of the public domain, for pedestrians, will be pleasant throughout all seasons of the year. This will be enhanced through the application of uniform design elements and details (e.g. new landscaping, seating, shade structures, lighting, paving, new playground facilities and public artworks) and improved physical access techniques. Additional tree planting along Marco Avenue, Blamey Street and Selems Parade will also assist with achieving this goal.

Construction of the public domain space will result in a strong visual and physical pedestrian link across the railway line. This will be enhanced through the application of uniform design elements and details (e.g. paving, street tree species) and improved physical access techniques. All spaces within the public domain should be accessible by people with disabilities (including those in wheelchairs) and elderly people.

Traffic calming techniques should be adopted for all roads within the public domain. This will enhance the public domain as an attractive destination whilst discouraging through–traffic movement. Shared pedestrian / vehicular zones should be provided as an extension to the major north–south pedestrian link across the railway line and will provide a safe and attractive environment for all users, including elderly, disabled and young people.
Development controls

The development controls to achieve the desired character objectives are:

**Storey limit (not including basements)**

3.1 The storey limit within Zone B2 Local Centre are:

   (a) 2 storeys where the building height is 11 metres.

   (b) 3 storeys where the building height is 14 metres.

   (c) 4 storeys where the building height is 14 metres.

   (d) 8 storeys where the building height is 26 metres.

3.2 Development up to 3 storeys within Zone B2 Local Centre may contain attics provided:

   (a) the pitch of the roof creating the space does not exceed 35 degrees; and

   (b) the gross floor area of the attic does not exceed 60% of the gross floor area of the storey immediately below; and

   (c) one or more dormers may form part of the attic.

3.3 The storey limit within Zone R2 Low Density Residential is 2 storeys and dwelling houses, dual occupancies, attached dwellings and multi dwelling housing may contain attics provided:

   (a) the attic does not give the external appearance of a storey; and

   (b) the pitch of the roof creating the space does not exceed 35 degrees; and

   (c) the external enclosing walls do not exceed a height of 300mm measured vertically from the floor level of the attic, but does not include gabled end walls; and

   (d) there is no balcony, terrace, and the like forming part of the attic; and

   (e) the attic accommodates no more than two small rooms (for the purposes of a bedroom and/or study) and an ensuite plus an internal link to the storey below; and

   (f) the gross floor area of the attic does not exceed 60% of the gross floor area of the storey immediately below; and

   (g) one or more dormers may form part of the attic.
3.4 The design of dormers:
(a) must be compatible with the scale, form, and pitch of the roof; and
(b) must not project above the ridgeline of the main roof; and
(c) must not exceed a width of 2 metres; and
(d) the number of dormers must not dominate the roof plane.

Precinct 1A, Precinct 6A and Precinct 6B (setbacks and parking)

3.5 The minimum setback for a building wall to the primary road frontage is 4.5 metres, and to the secondary road frontage is 3 metres.

3.6 Multi dwelling housing may provide off-street car parking at the following rate:
(a) 1 car space per 1 or 2 bedroom dwelling;
(b) 2 car spaces per 3 or more bedroom dwelling.

Precinct 1B, Precinct 1C and Precinct 6C (facade design)

3.7 Within any front elevation, at least 50% of the building must incorporate one or more facade elements, such as bay windows, gables, awnings, balconies and verandahs, and use materials which improve the energy efficiency of the building.

Precinct 2A (setbacks and parking)

3.8 The minimum setback for a building wall to the primary road frontage is 4.5 metres.

3.9 For multi dwelling housing, the minimum setback for a building wall to the side and rear boundary of an allotment is 4.5 metres.

3.10 Multi dwelling housing may provide off-street car parking at the following rate:
(a) 1 car space per 1 bedroom dwelling;
(b) 1.5 car spaces per 2 bedroom dwelling;
(c) 2 car spaces per 3 or more bedroom dwelling.

3.11 Residential flat buildings may provide off-street car parking at the following rate:
(a) 1 car space per 1 bedroom dwelling;
(b) 1.2 car spaces per 2 bedroom dwelling;
Precinct 3A, Precinct 3D and Precinct 4A (setbacks and parking)

3.12 The front alignment of buildings incorporating ground level commercial space should be located on the alignment of the front property boundary, or on the same alignment as the majority of other buildings in the street, where more than 50% of the total length of building facade is setback.

3.13 The front alignment (of all levels other than ground level) of buildings incorporating shop top housing on levels above ground level must be setback 4 metres from the front property boundary. An encroachment into the setback area of up to 4 metres for a distance of 10–20 metres (from the boundary nearest the street corner) along the property boundary is permitted on buildings located on the intersection of two streets. Similarly, an encroachment of up to 4 metres is permitted for terraces and balconies.

3.14 The front alignment of buildings incorporating ground level residential development or the front alignment of courtyard walls in a residential development should be located on the alignment of the front property boundary (including The River Road) or on the same alignment as the majority of other buildings in the street where more than 50% of the total length of building facade, or buildings immediately adjacent to the proposed development, are setback.

3.15 1 car space per dwelling plus 1 car space per 5 dwellings for visitor car parking.

3.16 Car parking in accordance with Part B5 of this DCP applies for commercial uses in mixed use developments. This includes 1 car space per 40m² of gross floor area for most commercial uses and off-street loading facilities. Part B5 should be checked for variations to this rate in relation to certain uses.

Precinct 3B and Precinct 3C (landscaping and security)

3.17 The preferred tree species for Precinct 3B is Fraxinus oxycarpa ‘Raywood’ (ash).

3.18 The preferred tree species for Precinct 3C is Tristaniopsis laurina (water gum).

3.19 All car parking must be lit at night. Lighting levels must conform to category P2 levels specified in AS/NZS 1158.3.1.1999.

Precinct 5A (setbacks and parking)

3.20 Development must comply with the minimum setbacks shown in Figure 2.
Despite this clause, Council may allow an above ground car park to achieve a zero setback to the electricity substation at No. 28 Tarro Avenue in Revesby provided:

(a) the minimum setback to Tarro Avenue is 15 metres; and
(b) the minimum setback to the southern boundary of the site is 15 metres.

3.21 The minimum setback to the western boundary and southern boundary of the site must contain a landscaped area to integrate with the residential streetscape, and:

(a) the setbacks should be adequately landscaped with advanced trees;
(b) the setbacks may contain access driveways; and
(c) above ground car parking is not permitted within the setbacks.

3.22 The setback to Dixon Lane must reserve a minimum 1.2 metre wide corridor for use as a pedestrian public footpath.

3.23 Development must pave and landscape the adjacent public areas as shown in Figure 3 as the development is likely to impact these areas.

For the public areas requiring Type 1 paving as shown in Figure 3, the development must:

(a) ensure all pavement is CBD Type 1 Pavement Standard;
(b) provide pedestrian scale lighting and street furniture;
(c) ensure street tree planting is at the rate of one 200 litre tree per 8 metres of frontage; and
(d) ensure the pavement, trees, street furniture and street lighting comply with the Revesby village centre materials palette.

For the remaining public areas requiring Type 2 paving as shown in Figure 3, the development may provide standard 1.2 metre wide concrete footpaths.

3.24 Development must submit a traffic study to quantify and model the traffic impact the proposal will have on the surrounding area. The traffic study must:

(a) quantify the impact the proposal may have on vehicle movements and parking in the southern side of the Revesby shopping centre and surrounding residential streets;
(b) recommend how semi–trailers, delivery trucks and private buses will access the site from The River Road;

(c) recommend practical locations for drop–off/pick–up areas and taxi ranks;

(d) recommend traffic management measures and funding to address the impacts, including proposed measures on regional roads;

(e) recommend traffic management measures to minimise through traffic in Brett Street and Tarro Avenue;

(f) recommend measures to create pleasant and safe public pedestrian footpaths; and

(g) consider any other issue as identified by Council.

**Precinct 4B (active park frontages)**

3.25 Commercial or residential development fronting Ray McCormack Reserve should comply with the relevant character precinct requirements and other parts of this DCP.

3.26 The preferred tree species is Fraxinus oxycarpa ‘Raywood’ (ash).

**Public domain precinct (works plan)**

3.27 The public domain area should be developed in accordance with the Recommended Village Centre Public Domain Works Plan.
Figure 2: Proposed height and setback controls for development on the site.

Figure 3: Footpath paving types for the public areas adjacent to the site.
Figure 4: Proposed building envelope for development on the site as viewed from Brett Street (not to scale).

Figure 5: Proposed building envelope for development on the site as viewed from Tarro Avenue (not to scale).
SECTION 4–CHESTER HILL VILLAGE CENTRE AND SEFTON SMALL VILLAGE CENTRE

Introduction

This section applies to the Chester Hill Village Centre and Sefton Small Village Centre as shown in Figure 1.

About the Chester Hill Village Centre and Sefton Small Village Centre locality

The Chester Hill Village Centre and Sefton Small Village Centre are generally bound by Virgil Avenue to the north, Rose Street to the east, Proctor Parade to the south and Miller Road to the west. Development is mainly focused around the railway line and Waldron Road, which runs through the middle of the village centre and the small village centre.

In 2013, Council adopted the North West Local Area Plan to set out the vision and specify the best ways to accommodate residential and employment growth. By 2031, the North West Local Area is expected to grow by 4,925 residents and 2,363 dwellings. The urban structure and actions contained in the Local Area Plan are based on sustainability principles derived from Government and Local Council policies, namely:

- to increase housing capacity and have around 60% of the 2,363 dwellings within the walking catchments of the Chester Hill Village (i.e. a 600 metre radius measured from the railway station) and Sefton Small Village Centre (i.e. a 400 metre radius from the railway station);
- to strengthen the function of village and small village centres as an important provider of retail, commercial and community uses in the North West Local Area;
- to encourage urban renewal and sustainable development in centres;
- to integrate retail, commercial, residential and other development in village and small village centres to maximise public transport patronage and encourage walking and cycling;
- to accommodate taller buildings in the village and small village centres and provide an appropriate transition in building heights to neighbouring areas.

The Local Area Plan provides the strategic planning framework and context to this section of the DCP.
Figure 1: Chester Hill Village Centre and Sefton Small Village Centre
1.0 Desired character for the Chester Hill Village Centre and Sefton Small Village Centre

The Chester Hill Village Centre and Sefton Small Village Centre are connected by Waldron Road and the railway line. These two precincts complement and support each other in their role as a village centre and a small village centre for the North West Local Area. Figure 2 outlines the desired structure plan with a retail core along Waldron Road and a surrounding residential transitional area. The two precincts offer an effective base to outline the desired character objectives to implement the development controls at a local level as follows:

(i) Chester Hill Village Centre

The Chester Hill Village Centre is characterised by retail, community and residential uses. The retail areas are located to the north of the railway line, at the Chester Square shopping centre and along Waldron Road. These areas comprise a supermarket and a good range of shops and services (post office and banks).

Most shops are traditional shop top housing with servicing from the rear. Community facilities are located to the south of the railway line and include Chester Hill Public School, an RSL, a community centre, library and Nugent Park. Residential uses surrounding the community facilities provide a transitional area to the retail core. Much of the housing stock is reaching the end of its life cycle and consists of a mix of residential flat buildings, dual occupancies and dwelling houses.

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

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

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

(ii) Sefton Small Village Centre

The Sefton Small Village Centre supports the village centre role of Chester Hill. It is characterised by local shops, shop top housing and a residential transitional area. Local shops are generally single storey with some shop top housing. These shops service the day-to-day needs of residents and workers of the nearby industrial precinct. It is the proximity to the Chester Hill Village Centre which significantly hinders the ability for Sefton to become an independent centre as the centres are in direct competition.
The desired character is for the Sefton Small Village Centre to support the residential growth of the Chester Hill Village Centre particularly along Waldron Road, a major public transport corridor. The built form will offer a range of medium and high density living set within a safe and high quality environment, whilst maintaining the low density historic character of Kara Street and Kerrinea Road. The local shops and Birrong Leisure Centre will service the day-to-day needs of residents and workers.

**Figure 2:** Chester Hill Village Centre and Sefton Small Village Centre Structure Plan
2.0 Building form

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 Chester Hill Village Centre and Sefton Small Village Centre. The LEP includes floor space ratios, lot widths and building heights. This section of the DCP contains setbacks, storey limits 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 provide storey limits for the Chester Hill Village Centre and Sefton Small Village Centre.

(b) To ensure setbacks are compatible with the surrounding context and the desired character of the area.

(c) To ensure the building form and building design of residential development provide appropriate amenity to residents in terms of access to sunlight, privacy and protection from freight railway noise.

(d) To require a continuous built edge to the street at locations where it is essential to have active street frontages.

(e) To ensure signage in the retail core is compatible with the architectural features of buildings and the desired character of the area.
Development controls

The development controls to achieve the objectives are:

Storey limit

2.1 Development within the Chester Hill Village Centre and Sefton 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>13 metres</td>
<td>4 storeys (no attic)</td>
</tr>
<tr>
<td>14 metres</td>
<td>4 storeys (no attic)</td>
</tr>
<tr>
<td>20 metres</td>
<td>6 storeys (no attic)</td>
</tr>
<tr>
<td>26 metres</td>
<td>8 storeys (no attic)</td>
</tr>
</tbody>
</table>

Setbacks to the primary road frontage of allotments

2.2 The minimum setbacks to the primary road frontage of an allotment within Zone B2 Local Centre are:

(a) zero setback for the basement level, the first storey (i.e. the ground floor) and second storey; and

(b) 5 metres for the third storey and above.

Setbacks to the secondary road frontage and the side boundary of allotments

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

Setbacks to the rear boundary of allotments

2.4 The minimum setbacks to the rear boundary of an allotment within Zone B2 Local Centre are:

(a) zero setback for the first storey (i.e. the ground floor) and second storey where the site adjoins a rear lane; or

(b) 3 metres for the first storey (i.e. the ground floor) and second storey where the site does not adjoin a rear lane; and

(c) 3 metres for the third storey and above.
2.5 Despite clause 2.4, dwellings on allotments identified in Figure 3 must comply with:

(a) the minimum setbacks shown in Figure 3; or

(b) incorporate appropriate measures to ensure that the following LAeq levels are not exceeded:

(i) in any bedroom in the building—35 dB(A) at any time between 10.00 pm and 7.00 am; and

(ii) anywhere else in the building (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

This clause applies to certain allotments in the Chester Hill Village Centre affected by the Southern Sydney Freight Line. The rear setback should form part of a landscape buffer zone.

**Figure 3:** Minimum rear setback for dwellings on certain allotments in the Chester Hill Village Centre
Building design (car parking)

2.6 Where an allotment adjoins a rear lane, Council may allow above ground car parking at the rear of the allotment provided that

(a) the car park occupies only the rear of the first storey (i.e. the ground floor) and second storey; and

(b) the car park must be setback a minimum 18 metres from the front building line to allow the gross floor area at the front of the building to be used for commercial, retail, or residential purposes; and

(c) the building design must promote natural surveillance on the lane.

Building design (signage)

2.7 Business and building identification signs must integrate with the architectural features of the building to which they are attached as follows:

(a) Under awning signs, awning fascia signs, top hamper signs, projecting wall signs, wall signs and painted window signs are permissible at or below the awning level. Where there is no awning to the building, signs are solely permitted below the window sill of the second storey windows.

(b) Painted window signs and individual laser cut lettering applied to the facade are permissible above the awning level. Painted window signs must not obscure more than 25% of the window area.

(c) Signs that are painted or attached to a building must not screen windows and other significant architectural features of the building.

2.8 Corporate colours, logos and other graphics must achieve a high degree of compatibility with the architecture, materials, finishes and colours of the building and the streetscape.
3.0 Active street frontages

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 Chester Hill Village Centre and Sefton 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 ensure that active street frontages are present in the Chester Hill Village Centre and Sefton Small Village Centre.

(b) To make vehicle access to buildings more compatible with the public domain.

Development Controls

The development controls to achieve the objectives are:

Active street frontages

3.1 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.

This clause applies to locations where it is essential to retain the ground floor as commercial and retail floor space as shown in Figure 4.
Figure 4: Active street frontages

Vehicle footpath crossings

3.2 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.