5 April 2023

Michael Cassel
Secretary
NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attn: Stephen Dobbs – Senior Planning Officer

Dear Mr Cassel,

SSD-20724880 – Build to Rent Development at 30-46 Auburn Road, Regents Park Submission to the State Significant Development Application – Canterbury Bankstown Council

Thank you for the opportunity to provide a submission in response to the proposed State Significant Development Application (SSD-20724880) to facilitate a build-to-rent development at 30-46 Auburn Road, Regents Park.

Council has reviewed the documentation made available via the Planning Portal. Based on our review of the application, Council strongly opposes the proposed development in its current form. Of particular concern is the excessive breach of height along the western side of the site, the waste management design and the lack of affordable housing provided in perpetuity on the site. Council's feedback is enclosed in the attachments to this letter. We request that the Department considers the matters raised and provides a copy of Council's submission directly to the applicant.

Council's feedback is enclosed in Attachment A. We advise the Department of Planning and Environment (the Department) that Council intends to continue discussions with the applicant to prepare and exhibit a draft Planning Agreement in connection with the future development of the site.

Should you wish to discuss further, please contact Michaela Newman, Senior Strategic Planner via email, michaela.newman@cbcity.nsw.gov.au or by phone on 02 9707 5754.

Sincerely,

Patrick Lebon
Coordinator, Strategic Assessments
City Strategy and Design

Attachments:
A – Council submission to State Significant Development Application
B – Exhibited Draft Site-Specific Development Control Plan
C – Waste Management Comments (Priority items to be addressed prior to determination)
D – Waste Management Comments (Comprehensive)

Attachment A

State Significant Development Application SSD-20724880 – 30-46 Auburn Road, Regents Park
Canterbury Bankstown Council Submission

Summary of submission

Additional information requested

The application requires the following items to be revised/resubmitted:

- A revised comprehensive Acoustic Report prepared by a suitably qualified Acoustic Consultant
- Clarification from Arboricultural Consultant relating to the proposed retention of Tree 18.
- Clarification on the following matters in the Traffic and Parking Impact Assessment:
    - Arrival and Service Rates
    - Number of Loading Bays
- Further to the above, a revised and up to date traffic count is to be conducted for both morning and afternoon peak times, and ensuring it is conducted on a Wednesday.

Recommended design and/or plan changes

The application requires changes and further consideration in relation to the following matters:

- Height of Buildings – Please see Table 1
- Urban Design – please see Table 1
- Affordable Housing – please see Table 1
- Waste Management – please see Attachments C and D

Recommended conditions of consent and staging:

Should the application be determined, the following matters are to be included as conditions of development consent:

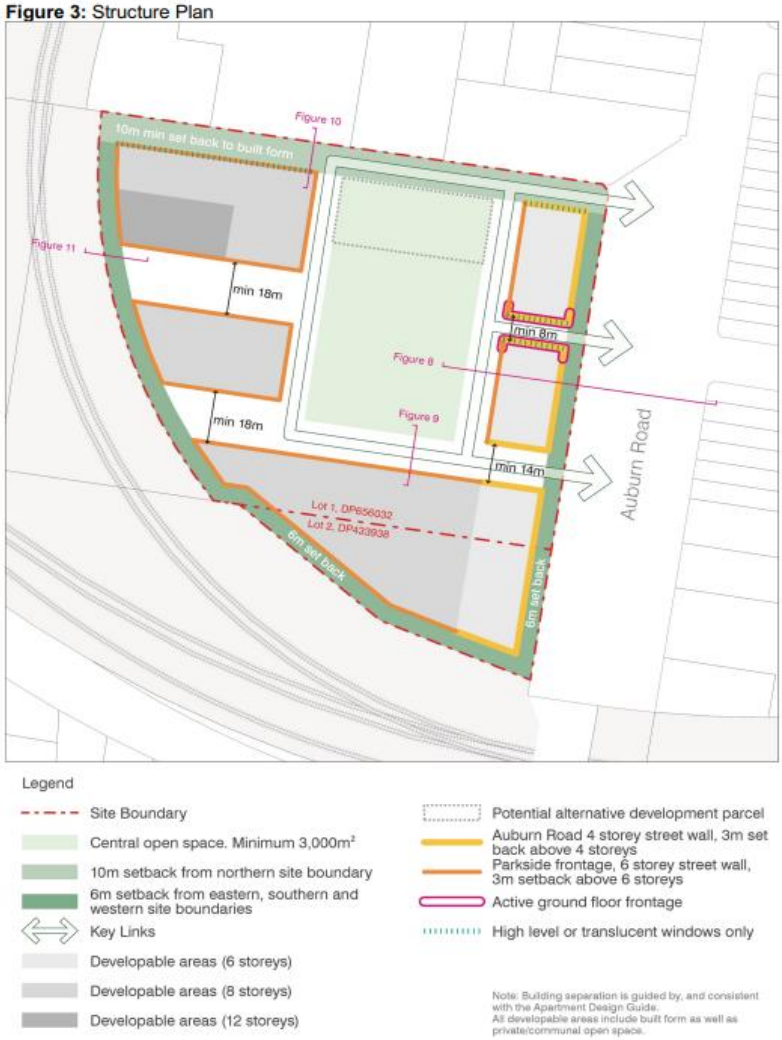
- Waste Management:
    - Operators with more than 25 shopping trolleys have 3 hours to collect unattended trolleys (outside the hours 11pm-7am).
    - Development must be able to facilitate HRV access both on and off the street. Please refer to Australian Standard (AS) 2890.2
- Remediation
    - A Site Audit Statement is to be submitted by the proponent before any Construction Certificate is issued.

Attachment A Continued – Table 1

Item	Council Feedback
Height of Buildings	On 22 April 2022, the Department finalised a planning proposal for the subject site – amending the *Bankstown LEP 2015*. The LEP amendment can be found in Clause 6.16 'Additional building heights and floor space – 30-46 Auburn Road, Regents Park' and included changes to the maximum height of buildings, to 23m, 29m and 41m, a maximum FSR of 2:1, and the requirement for a DCP to be prepared and adopted for the site. It is acknowledged that the proponent is now seeking a variation to the maximum Height of Building Controls, pursuant to Cl 4.6 of the *Bankstown Local Environmental Plan 2015* (LEP 2015). The variation is sought for proposed Buildings D and E of the development. The degree of variation is between 14% and 41%, with an overall Floor Space Ratio (FSR) of 0.31:1 being located above the maximum permissible height. Council wrote to DPE on 3 December 2021 in relation to the SEARS (SSD-31181669) for the subject site, with the following comments in relation to the proposed height of buildings: *'The applicant is seeking a maximum building height of 41m (12 storeys) across the whole western edge of the site. Council does not support heights above 8 storeys as it does not align with Regents Park's position within the centres hierarchy as a small village centre.* *Notwithstanding that, the Gateway Determination clearly identifies that only the north west corner of the site should be 12 storeys and that the 8 storeys should be the majority of the site, except along Auburn Road which is 6 storeys.* *Additionally, Council notes that the height of Building D is unclear throughout the Scoping Report due to inconsistencies. If 41m is proposed on part of Building D, Council would not support it due to:* o *its non-compliance with the Planning Proposal prepared by City Plan and endorsed by the Sydney South Planning Panel decision,* o *various community submissions opposing additional height and density in the area, and* o *increased impact of solar on the apartments to the south.'* Further to the above, Council exhibited a draft site-specific Development Control Plan (DCP) for the subject site in connection with the planning proposal phase. While it has not been adopted by Council at this point in time, there are controls specific to height and building storeys which are likely to remain in the document and are relevant to future redevelopment of the site (Please refer to Attachment B – Draft Site Specific DCP). Council considers the proposal does not provide 'sufficient environmental planning grounds to justify contravening the development standard' in this instance in accordance with Cl 4.6(3) of the LEP 2015. The Draft DCP states that the maximum building height is to comply with what is shown within Figure 3 (see below) and Table 3 (refer to Attachment B), being 23m (6 storeys), 29m (8 storeys) and 41m (12 storeys).

Item	Council Feedback

Figure 3: Structure Plan



Further, it states that any variation from the building footprints and heights shown in Figure 3 must demonstrate that it achieves a higher quality outcome in terms of the Key Design Principles, including:

- Site Consolidation
- Minimise site affectations arising from the surrounding land uses
- Foster a vibrant neighbourhood along Auburn Road
- Deliver a high quality central open space
- Improve access and permeability
- Residential vehicle access
- Public domain and tree canopy cover.

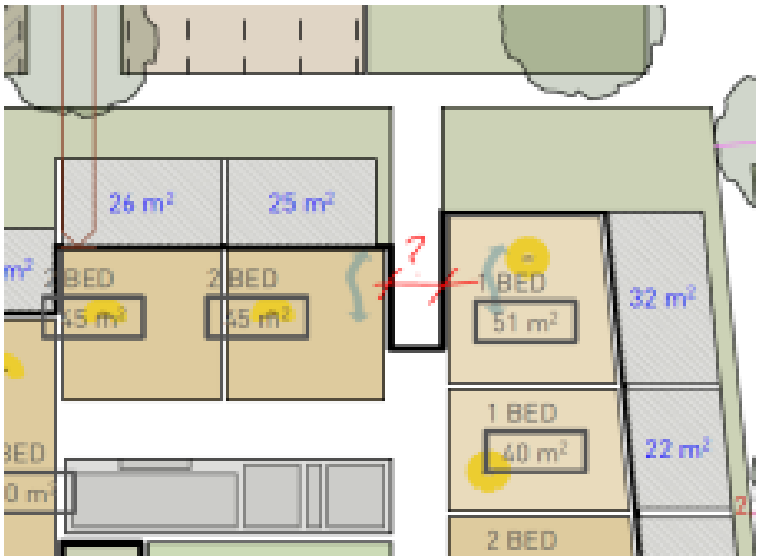
Based on Council's assessment of the SSD Application, we consider the proposal in its current form does not achieve consistency with these Key Design Principles for the following reasons:

- Any central open space on the site may be further impacted by overshadowing as a result of additional height;

Item	Council Feedback
	• A larger proportion of yield on the western side of the site will require additional car spaces. Consequently, vehicle access to the site will be constrained due to a significant increase of ingress and egress. For reasons outlined above, Council strongly opposes the excessive increase of height, and as such does not support the Cl4.6 variation. The magnitude of change proposed would constitute the need to submit a planning proposal with Council to seek an increase in building height for the site.
Floor Space Ratio	The applicant is seeking an FSR of 2.5:1 (comprising a 'base' FSR of 2:1 with bonus 0.5:1 FSR under Division 1 of the Housing SEPP). Council wrote to DPE on 3 December 2021 in relation to the SEARS (SSD-31181669) for the subject site, and advised the following: *'Gateway and IPC advice supported a maximum FSR of 2:1 based on the site's location and confidence that a high quality urban amenity could be achieved when compared to higher FSR's on consideration of:* ○ *Solar access;* ○ *Noise and visual privacy (by providing appropriate setbacks);* ○ *Open space; and* ○ *Internal site circulation.* *FSR has been modelled by various urban designers, including the Government Architect NSW which largely supported with the IPC's position of a maximum FSR of 2:1.'* While Council acknowledges that the additional FSR is permitted, Council reiterates its position that recently increased permissible FSR of 2:1 that came from the planning proposal which was finalised on 22 April 2022, is a more desired outcome for the site and will complement the desired height and building storey distribution, as outlined above. The additional FSR results in a visually bulky building outcome for the site. Given the excessive non-compliant height proposed as discussed above, the reduction of building height to achieve compliance with the building height LEP controls for the site must occur to ensure a reduction in total Gross Floor Area (GFA) of the proposal.
Urban Design	From an urban design perspective, the following issues have been identified by Council. Council requests these matters are addressed by the applicant through the submission of revised plans and the proposal re-exhibited to allow for further consideration by Council and the community before any determination is made: ***Length and bulk building envelopes*** The development proposes long continuous facades for buildings C, D and E, that extend over 62m, 60.5m and 72m respectively. We request that the proposal provides for a full break in the built form after a maximum 40m in building length to allow for adequate view corridors and fine grain urban structure and to reduce the perceived bulk and scale. ***Privacy, separation distance and cross ventilation*** The proposed separation distance between some of the units in building D (shown below) appears to be very narrow and not consistent with the

Item	Council Feedback

Apartment Design Guide (ADG) objectives and design guidance. The proposal should provide clear information on the proposed separation distance and demonstrate compliance with the ADG objectives and requirements to maintain adequate levels of visual privacy and cross ventilation to those units.



Basement car parking

The proposal provides for only one entry/exit ramp to the underground car park for buildings D and E that extends over three basement levels and provides for 426 car spaces. This appears to be an inadequate provision for vehicle access to the basement levels.

Childcare design

There is no clear information on the proposed entry point for the Child Care. The entry to the facility should be clearly defined and separate from the entrances of other uses in the building, in line with the Child Care Planning Guideline's Objective C16: To ensure that buildings are designed to create safe environments for all users.

Site specific DCP

Council exhibited a draft site-specific Development Control Plan (DCP) for the subject site in connection with the planning proposal phase. (Please refer to Attachment B – Draft Site Specific DCP). While it has not been adopted by Council at this point in time, there are key design controls and objectives within the document to guide future development on the site, as follows:

- Site Consolidation
- Minimise site affectations arising from the surrounding land uses
- Foster a vibrant neighbourhood along Auburn Road
- Deliver a high quality central open space
- Improve access and permeability
- Residential vehicle access
- Public domain and tree canopy cover.

Item	Council Feedback
	Waste storage and collection The applicant should provide separate waste storage rooms/areas for the different uses of the development (commercial, childcare, and residential) as per the CDCP section B9.6.1 C6. Refer to the Council's Waste Management comments at Attachment C and D. In addition, the applicant is to ensure that the design of waste areas are recessive to the overall building design. ***Affordable Housing target*** It is recommended that the Applicant provides more information on the proposed location and percentage of Affordable Housing in the different stages of the project to help Council properly assess the proposed public benefit. It is not clear where the affordable housing units are proposed and whether they will be grouped in certain locations or distributed across the site. Council recommends that more detail on materials and finishes is provided, ensuring a robust and easy to maintain material palette is demonstrated and delivered as part of the future Construction Certificate application. Further, to ensure that the building achieves a high level of design excellence, Council requests that the State Design Review Panel (SDRP) reviews this application and the applicant required to respond to all comments of the SDRP before the application is determined.
Affordable Housing and Voluntary Planning Agreement	The proponent has indicated that they are seeking to provide 50% affordable housing to the development for a minimum of 10 years. It is noted that the Housing SEPP requires a minimum of 15 years when providing affordable housing. Furthermore, while Council supports the delivery of affordable housing; Council seeks for it to be provided in perpetuity. Council's Affordable Housing Strategy requires 5% of new housing development GFA over 1,000m^2 to be provided as affordable housing and dedicated to Council - either via dedication of built housing units or as a monetary contribution. It should be noted that during the Planning Proposal stage, the Sydney South Planning Panel supported the requirement that 5% Affordable Housing been provided in perpetuity. Council is continuing to discuss terms of a draft Planning Agreement with the proponent, which will endeavour to include an appropriate portion of affordable housing on the site. **Planning Agreement discussions** Council also notes that as discussed in previous meetings with the proponent, Council's position on a Planning Agreement is to ensure the provision of appropriate infrastructure to support the development and the delivery of material public benefits are provided to the community commensurate with the significant uplift the developer has received from the new gazetted planning proposal. Council wrote the developer in

Item	Council Feedback

	August 2022 to outline the following position on the public benefits and public infrastructure to be included in a draft Planning Agreement:
	
	<u>Items Required to be delivered by the developer:</u>
	
	• Payment of Section 7.11 contributions in accordance with Council's *Local Infrastructure Contributions Plan 2022.*
	
	• Easement Requirements over the site:
	  ○ Right of Public Access to local roads and pedestrian connections
	  ○ Right of Public Access to Internal 'central green' space (if the applicant is proposing this to be public)
	
	• Appropriately address Council's Affordable Housing Strategy through the minimum requirement for a 5% affordable housing contribution for planning proposals which result in uplift of more than 1,000m^2 of residential floor space.
	
	• Any dedicated dwellings will need to be a mix of sizes, types and locations within a building or development to ensure an acceptable standard of amenity and a mix of dwelling types to meet the needs of a range of households.
	
	<u>Items that can be offset against Section 7.11 Contributions:</u>
	
	• Formalisation of a north-south regional cycle link along Auburn Road.
	
	• Construct footpaths on both sides of Auburn Road and the streets surrounding Magney Reserve to complete the footpath network and install kerb build–outs and ramps at appropriate locations.
	
	• Provide a landscape plan that identifies placement of additional street trees along Auburn Road and nearby local streets to foster a walkable environment.
	
	• Embellish Magney Reserve.
	
	Council requests that the left in left out arrangements on Auburn Road and the proposed pedestrian refuge are paid in full by the developer and included as part of a Planning Agreement with Council.

Remediation	Due to the Detailed Site Investigation requiring further sampling, the full extent of contamination is currently unknown and therefore a comprehensive Remedial Action Plan cannot be developed at this stage. A Site Auditor is to review the Detailed Site Investigation and Remedial Action Plan reports and provide a Site Audit Report and Site Audit Statement to determine if the site can be made suitable for the intended use. Council requests a condition is included as part of any development consent issued that requires a Site Audit Statement to be submitted by the proponent before any Construction Certificate is issued.

Item	Council Feedback

Acoustic impacts	The Acoustic Assessment submitted in support of this application has not determined the exact number of children and age mix for the childcare centre and the precise location/configuration of outdoor play areas.
	
	Equipment selections such as fans, basement ventilation and condensers and their locations have not yet been selected and are likely to cause noise disturbances on adjacent apartments.
	
	The use of the affordable housing's communal rooms and café have not been considered in the report.
	
	The applicant is to submit a revised comprehensive acoustic report prepared by a suitably qualified Acoustic Consultant, which considers the above points and includes, but not limited to:
	
	• Hours of operation
	• Nearest residential receivers
	• Rating background noise level
	• Noise criteria
	• Noise from the proposed areas and activities including but not limited to:
	  ○ Deliveries
	  ○ Waste removal
	  ○ Operation of all plant and equipment (including but not limited to mechanical ventilation and air conditioning)
	  ○ Patron noise (all areas inside and outside the premises)
	  ○ Car park (where applicable), and
	  ○ Recommendations and noise control/mitigation measures.

Environmental Planning	The proposal does not appropriately avoid or minimise the impacts to any native vegetation within the subject site and as such, is not in accordance with s1.3 of the Biodiversity Conservation Act 2016. The Arboricultural Impact Assessment and the BDAR Waiver state that all trees within the subject site are required to be removed to support the proposed development, however, the Landscape Plan states that Tree 18 will be retained. Please clarify. The documentation provided does not currently provide evidence that opportunities to retain significant trees have been explored and/or inform the proposal as required by Condition 8 (Trees and Landscaping) of the SEARs dated 23 March 2022. All efforts should be made by the applicant to retain native trees that have not been granted approval for removal. Of particular note is tree 18 (*Eucalyptus sideroxylon*) which is a large tree located on the site boundary that contains ecological and amenity value as noted in the Arboricultural Impact Assessment.
Waste	Council's waste department identified numerous concerns relating to the following matter, which will need to be addressed as part of this application: • Residential Bin Storage Rooms

Item	Council Feedback
	• Residential Temporary Collection Area • Residential General Waste Chute System and Waste Rooms • Bulky Waste Storage • Supplementary Recycling Area • On-site Waste collection, and • Commercial Waste and Recycling Requirements. Please refer to Attachment C – Waste Management Comments (Priority items to be addressed prior to determination). Further, please refer to Attachment D – Waste Management Comments (Comprehensive) for matters relating to the ongoing management phase of the development. Council reiterates that the design of waste areas and infrastructure needs to be recessive to the overall building design and architectural style.
Traffic and Transport	The traffic counts shown in the Traffic and Parking Impact Assessment were carried out in 2014 – concern is raised that figures from 2014 do not reflect the current numbers of cars on roads. To ensure accurate traffic data is used for the traffic analysis, an up-to-date count is to be done for morning and afternoon peak times on a Wednesday. All access points will need to have SIDRA analysis carried out, ensuring that data is up to date - Council's Traffic unit does not support the applicant's following statement: *"The number of trips assigned to this entry/exit are 4 vehicles in and 7 vehicles out in the AM Peak Hour and 4 vehicles in and 4 vehicles out in the PM Peak Hour. As volumes at this access point, are less than 30 vehicles it is considered 'low volume' in accordance with AS 2890.1-2004 Section 3.2.2 and as volumes are less than 10 vehicles in the peak hour SIDRA modelling was not required at this access point. Vehicles will be able to be readily absorbed into the traffic stream. This site entry/exit is 100 metres north of the southern entry/exit".* Clarification on the following statement is required: *The total arrival rate 1.23 divided by the service rate of 10 vehicles per hour (μ) is 0.12. If we provide 3 spaces in total for retail and residential. The probability of a truck having to queue is less than 1%. The majority of retail deliveries are made in the mornings before 12 noon"* Council questions the validity of the following statement, and requests clarification from the Applicant: *"Based upon Table 5.1 in the RMS Guide to Traffic Generating Developments the number of unloading bays for business premises/ bulky goods is not specified but under other uses it is given as 1 space per 2000m2 of GFA. The requirement for the residential units is 1 space for every 50 units under 200 units, therefore 4 bays are required. It does not specify the type and size of the loading bays."* Given the significance of the additional information required to be obtained by the applicant, Council consider re-exhibition of the SSD Application is

Item	Council Feedback
	warranted and that Council has an opportunity to review the above matters before any determination is made by the Department.

CANTERBURY BANKSTOWN

Bankstown Development Control Plan 2015

Key Development Sites

30-46 Auburn Road, Regents Park

DRAFT September 2021

30-46 AUBURN ROAD, REGENTS PARK

1.1 Land to which this DCP applies

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

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

The site is located at 30-46 Auburn Road in Regents Park. The site is around 21,180m^2 in area and contains some metal clad industrial buildings. The site is bound by Auburn Road with low density residential beyond to the east, industrial development to the north, and the freight (Southern Sydney Freight Line) and commuter (T3 Bankstown Line Services) railway corridor to the west and south. The site is in close proximity to the boundary with Cumberland Council.

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

1.2 Application

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

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

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

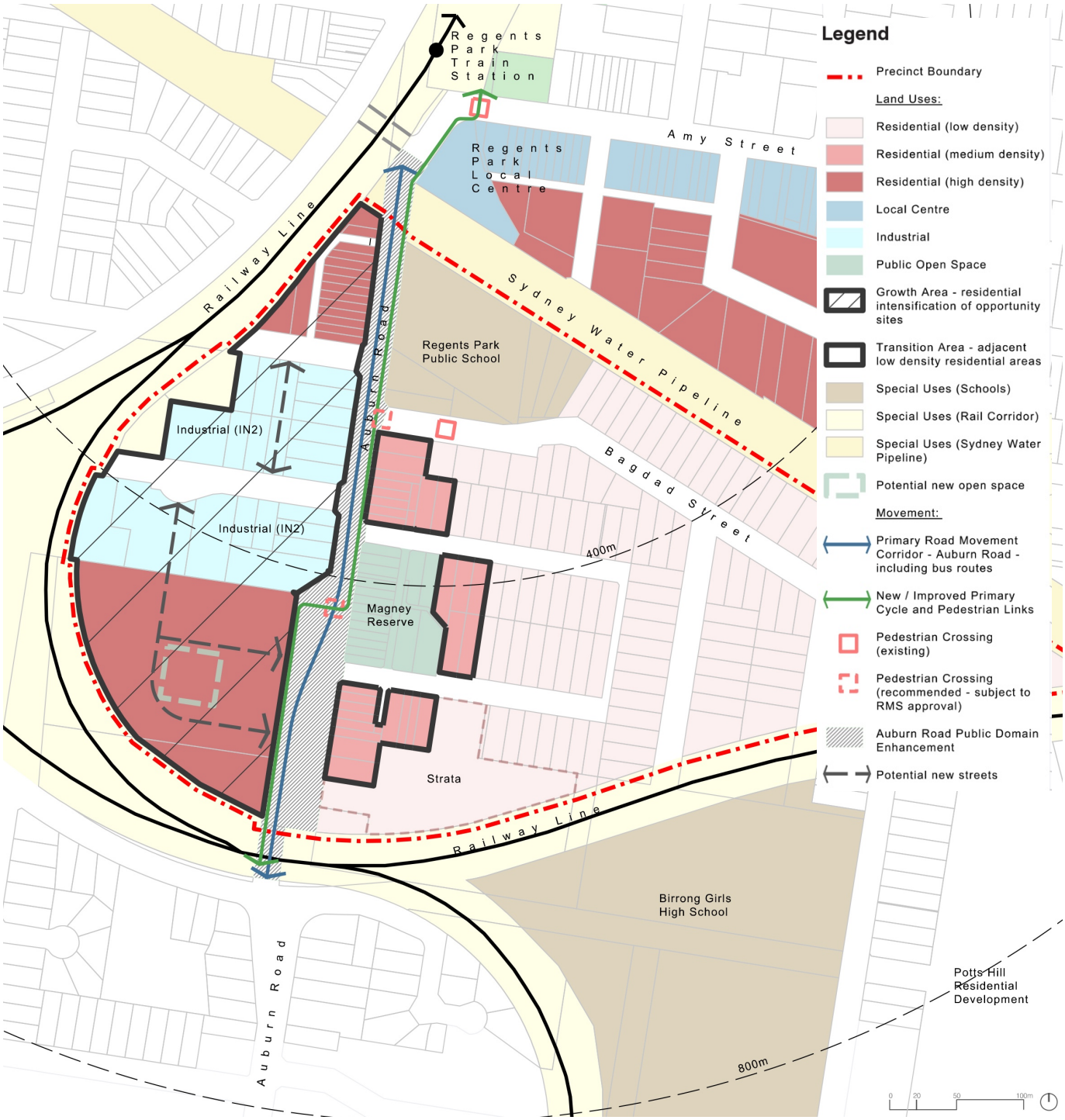
1.3 AUBURN ROAD NEIGHBOURHOOD AREA STRUCTURE PLAN AND NORTH CENTRAL LOCAL AREA PLAN

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

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

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

Figure 2: Neighbourhood Plan (Architectus, 2014)



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

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

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

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

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

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

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

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

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

1.5 Key Design Principles

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

a) **Site consolidation:** Ensure that Lot 1 DP 656032 and Lot 2 DP 433938 have been consolidated into a single lot either prior to or as part of Council approving a development application for any future redevelopment of the site. (**Note:** The site consolidation requirement needs to sit in the LEP for its effectiveness)

b) **Minimise site affectations arising from the surrounding land uses:** Ensure provisions of appropriate building materials, techniques and noise walls are being used to alleviate noise and vibrational impact arising from the regionally significant road, industrial precinct and railway corridor which services both freight and commuter rail lines. This includes the provision of sufficient setbacks and landscape buffers where appropriate to address interface issues with the surrounding land uses.

c) **Foster a vibrant neighbourhood along Auburn Road**: Ensure new development has permeable and active street frontages along Auburn Road. The active street frontages may spill over to the central open space in the form of dining and recreational activities to maintain passive surveillance and vitality of the central open space. The use of blank walls is to be minimised along Auburn Road and internal streets of the new development to facilitate passive surveillance.

d) **Deliver a high quality central open space:** Develop a new central open space as a focal point for the site that acts as the community hub. The central open space must have a high degree of solar access and provide appropriate community facilities for the residents. The central open space should have active uses along at least one of its edges and be linked to Auburn Road and the development with a network of pedestrian friendly internal streets.

e) **Improve access and permeability:** Introduce a legible and permeable pattern of new privately owned streets which are publicly accessible (to allow resident pick up/drop offs, visitors and servicing) and respond to the existing street network. The new internal street network is to be designed to allow a future connection through to Gunya Street. Ensure the retail and service vehicles can access and service the site from the internal streets Council must be satisfied that all internal streets are appropriately designed to meet the future vehicular, pedestrian and cyclist needs of the residents, including waste servicing. Street sections have been provided for guidance in Figures 6 to 11.

f) **Residential vehicle access:** Ensure residential vehicle access for developments are legible and closely located with the building entrances. Residential developments fronting the central open space will access the development from the internal streets. Proposed access point/(s) are to be highly legible, minimise traffic congestion and vehicle/pedestrian conflict.

g) **Public Domain and tree canopy cover:** Provide significant areas of deep soil planting that has direct access to bedrock. Primarily around the edges with a quality portion provided within the central open space.

DEVELOPMENT CONTROLS

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

1.6 General Objectives

O1 To provide a site layout and built form that supports delivery of the Auburn Road Neighbourhood Plan (refer Figure 2).

O2 To achieve a high-quality development outcome that is responsive to the surrounding context and provides a high-standard of residential amenity both within and adjacent to the site.

O3 To enhance the existing Auburn Road streetscape and provide new internal streets, communal open spaces and pedestrian pathways that enhance the landscape character of the area.

O4 To minimise the visibility of taller development within the precinct from surrounding streets and achieve a transition in scale of development from Auburn Road.

O5 To minimise the bulk and scale of the development by appropriately responding to the topography of the site.

O6 To encourage consolidated development of the site which will facilitate quality landscaping, efficient building layouts with appropriate separation, resident amenity and avoid site isolation.

1.7 Site Layout

Objectives

O1 To ensure that the proposed development appropriately aligns with the Small Village Centre hierarchy of Regents Park within the Canterbury-Bankstown LGA.

O2 To minimise overshadowing and visual impacts to the existing and proposed residential developments.

O3 To allow for the potential expansion of the local street network through to Gunya Street in the future.

O4 To activate and provide passive surveillance to the Central Open Space.

O5 To minimise potential conflict between the site and its interface with Industrial use, railway infrastructure and regionally significant roadway.

Figure 3: Structure Plan

Legend

- Site Boundary
- Central open space. Minimum 3,000m²
- 10m setback from northern site boundary
- 6m setback from eastern, southern and western site boundaries
- Key Links
- Developable areas (6 storeys)
- Developable areas (8 storeys)
- Developable areas (12 storeys)
- Potential alternative development parcel
- Auburn Road 4 storey street wall, 3m set back above 4 storeys
- Parkside frontage, 6 storey street wall, 3m setback above 6 storeys
- Active ground floor frontage
- High level or translucent windows only

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

Controls

C1 Building footprints shall be appropriately designed and located as per the Structure Plan (refer Figure 3).

C2 Any variation from the building footprints and heights shown in Figure 3 must demonstrate that it achieves a higher quality outcome in terms of the Key Design Principles, including:

a. Site Consolidation
b. Minimise site affectations arising from the surrounding land uses
c. Foster a vibrant neighbourhood along Auburn Road
d. Deliver a high quality central open space
e. Improve access and permeability
f. Residential vehicle access
g. Public domain and tree canopy cover

C3 Ground level non-residential uses are to be located in the areas identified in the Structure Plan (refer Figure 3) for active ground floor frontages.

C4 Community uses such as childcare centres and community facilities must be located on the ground floor and are encouraged to be located in areas where they will assist in activating the public domain.

C5 The buildings at the rear of the property shall be designed to address the internal streets and public domain with active edges to all roads, pathways and communal open space.

C6 All buildings, other than those fronting Auburn Road, must have an entry and identifiable address to a street or pathway within the development, with clear and legible pathways for residents, visitors and deliveries.

C7 In the event that lots within 30-46 Auburn Road are developed separately from each other, 9m setbacks to the common site boundary must be provided to not unfairly encumber the neighbouring lots with building separation requirements.

1.8 Setbacks

Objectives

O1 To minimise bulk and scale impacts on neighbouring development.

O2 To create opportunities for high quality landscaping, an enhanced public domain and connections to the site.

O3 To provide adequate tree canopy to provide a high amenity environment for the development and mitigate air quality, noise and visual impact from the railway corridor, industrial area, and Auburn Road.

O4 To guide appropriate treatments in these transitional areas to provide amenity for future residents and stitch the development into the surrounding context.

O5 To allow for visual privacy and deep soil landscaping in side and rear setbacks including substantial trees while ensuring that amenity is maintained for future residents, including noise and vibration, air quality and CPTED.

O6 To create an articulated built form with buildings stepped in both plan and elevation.

Controls

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

Table 1: Setbacks from boundary and preferred treatments

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

C2 Deliver treatments to each boundary of the site as identified in the table above.

C3 Encroachments by the basement area, building or any vertical architectural features within the deep soil areas of the setbacks is not permitted.

C4 Private open space in ground floor terraces can articulate 1m into the boundary setbacks identified.

C5 The rear setback area (along the railway corridor) is not to be used for car driveways or vehicular entry ramps to basement levels

C6 Street Wall heights are identified in Figure 3 with setbacks required to the Street Wall as follows and extending to all levels above:

Table 2: Street Wall Setbacks

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

1.9 Access and Movement

Objectives

O1 To provide a clear and legible street and movement network with through-site connectivity that is as safe as possible for all users at all hours.

O2 To deliver an internal street network that will facilitate movements, servicing, parking and appropriate addressing of the buildings.

O3 To ensure the opportunity to expand the internal road network to Gunya Street in the future is not designed out with this development.

O4 To ensure pedestrians and cyclists receive priority movement within and around the site.

O5 To deliver ease of access and movements to all users across the precinct, including universal building, signage devices and wayfinding elements.

Controls

C1 The first DA for the development of the precinct must be accompanied by an appropriate urban design; and traffic and transport studies to demonstrate the following for the whole precinct:

a) new streets and connections including any easements/right of way, where required,
b) proposed site access for retail/commercial, service vehicles, residential including drop off areas to fully assess the impact of the development on the receiving road network and functionality of the site, and
c) locations of all public open spaces on the ground floor including the central open space and internal street layouts.

All subsequent DA must comply with these reports or demonstrate an improved environmental outcome.

C2 Each basement entry is to service no more than 2 apartment towers.

C3 Building communal entries are to be easily visible from the Auburn Road or the internal streets, with reasonably direct access that includes appropriate wayfinding elements.

C4 All buildings and key public domain nodes shall incorporate a universal wayfinding system that includes visually impaired elements. This system shall, at each building entry point and node, include directions to all other individual buildings and communal entries in the precinct.

C5 Pathways throughout the development must be at least 1.5m wide to allow wheelchairs or prams and people to easily pass one-another.

C6 New streets and connections should generally be in accordance with the key design principles and indicative Site Access plan (refer Figure 4) and the typical street sections outlined in Figures 6 to 11. The new internal streets should create a loop within the site and allow for the future extension of the street network through to Gunya Street. To allow this potential future connection the internal streets must be designed to connect at RL31.0 along the northern boundary of the site.

C7 All internal streets must consider the pedestrian movements as a priority. Traffic calming techniques should be adopted for all roads within the public domain with appropriate design considerations.

C8 Development must optimise the opportunities for active street frontages and streetscape design by locating basement car park entries and driveways from the internal streets as demonstrated in Figure 4.

C9 The design of internal road widths and manoeuvring paths must accommodate large vehicles including emergency, waste collection, delivery and removalist vehicles. Minimum widths to achieve these requirements must comply with Figure 9. One-way traffic movements will not be supported on this site unless Council is satisfied that the site can be suitably serviced and the key design principles have been achieved.

C10 All internal road reserves must also accommodate footpaths, cycleways, street tree planting and services as demonstrated in Figure 9.

Internal streets near the central open space will have a provision of limited on-street retail parking and dedicated areas for loading, taxis and ride share vehicles in addition to residential and visitor parking. Residential parking is to be accommodated within basement facilities.

C11 All internal road reserves are to remain in private ownership with an easement to permit access by Council and the public.

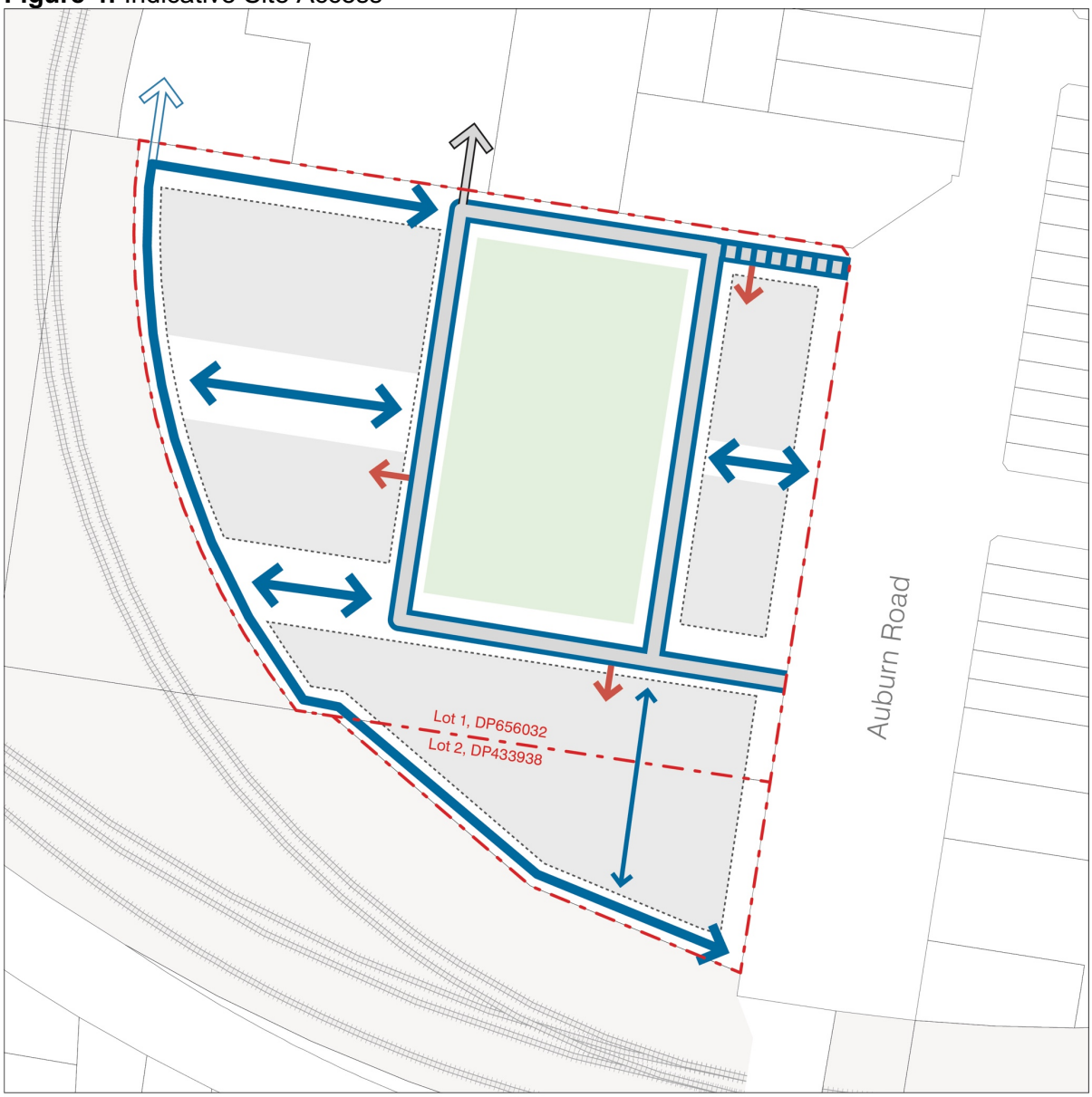
C12 All loading or serving lanes must be at least 3.0m wide.

C13 Ground level carparking must be interspersed with street trees at no more than every 5 car spaces.

C14 On-site parking provision must comply with the Chapter for Traffic and Parking of the relevant DCP.

C15 Provide right of way easements on the internal streets for the purposes of waste collection and visitor entries.

Figure 4: Indicative Site Access



Legend

- Site Boundary
- Central open space
- Developable areas
- Basement maximum extents
- Preferred basement entry locations
- Indicative internal road layout, including pedestrian/cycle links
- Pedestrian/cycle link and potential alternative vehicular entry/exit
- Future potential vehicular access point
- Pedestrian/cycle path
- Future potential pedestrian/cycle path

1.10 Built Form – Fine Grain, Architectural Diversity and Articulation

Objectives

O1 To promote the subdivision of large sites.

O2 To ensure the scale, modulation and articulation of development responds to its context.

O3 To clarify the intended building height in storeys as it relates to Height of Buildings controls in the relevant Local Environmental Plan that provides the transition of building height from the surrounding context.

O4 To introduce fine grain built form and varied architectural character in large developments.

O5 To ensure that the scale, modulation and façade articulation of development responds to its context by providing a variety of facades, articulation, massing and architectural character so that the street block presents as a group of buildings rather than a single building.

O6 To create a high–quality built form which balances the needs of high density residential development with the human-scale. This includes the delivery of street walls and upper level setbacks that are at a generally consistent height across of the site.

O7 To minimise potential environmental impacts such as noise, vibration and air quality to the future residents arising from the interface of the site with railway and industrial lands.

O8 To improve safety and social interaction by avoiding long, high blank walls or fences that detract from the appearance of the public domain.

O9 To provide access from the street and communal open spaces to ground floor apartments through their private open space.

O10 To design ground floor apartments with a similar appearance as two storey terrace houses.

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

Controls

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

Table 3: Building height and storey limits

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

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

C2 The ground floor of all buildings which front Auburn Road must have a minimum floor to ceiling allowance of 4.5m to provide increased amenity to these ground floor apartments. This will also allow for future transitional uses and BCA compliance for food and beverage facilities with grease traps. Additional height may be required for servicing, removalist and waste truck clearance levels.

C3 All substations and fire stairs are to be incorporated into the building form and must not be located within any setbacks.

Fine Grain, Architectural Diversity and Articulation

C4 The maximum permissible length of a building should be 65m, after which minimum habitable room separations should be required between buildings (as per ADG).

C5 If the building length exceeds 45m, it shall be broken into two or more components, so no length is longer than 45m (as illustrated in Figure 5), before which a:

a. Minimum 3x3m inset is to be provided at all levels up to the street wall height.
b. Minimum 9m separation is to be provided to all levels above the street wall height.

C6 Each component of a building is to have a different architectural character to the street or public domain and be articulated into smaller components at a scale or grain that reflects:

a. the use of the building and the various components of the building
b. the location of the building, or that part of the building relative to pedestrian recreational activity, and
c. the details and building elements including building entries, lower level zone, top floor and roof.

C7 Where the street frontage of the building exceeds the maximum length identified in C5 of section 1.10, it is to be broken into two or more buildings each with different architectural characters to the street or public domain.

C8 Ground level apartments are to be designed in a manner similar to a two storey terrace house or maisonette. This is not required where floor to floor heights provided are greater than 4.5m."

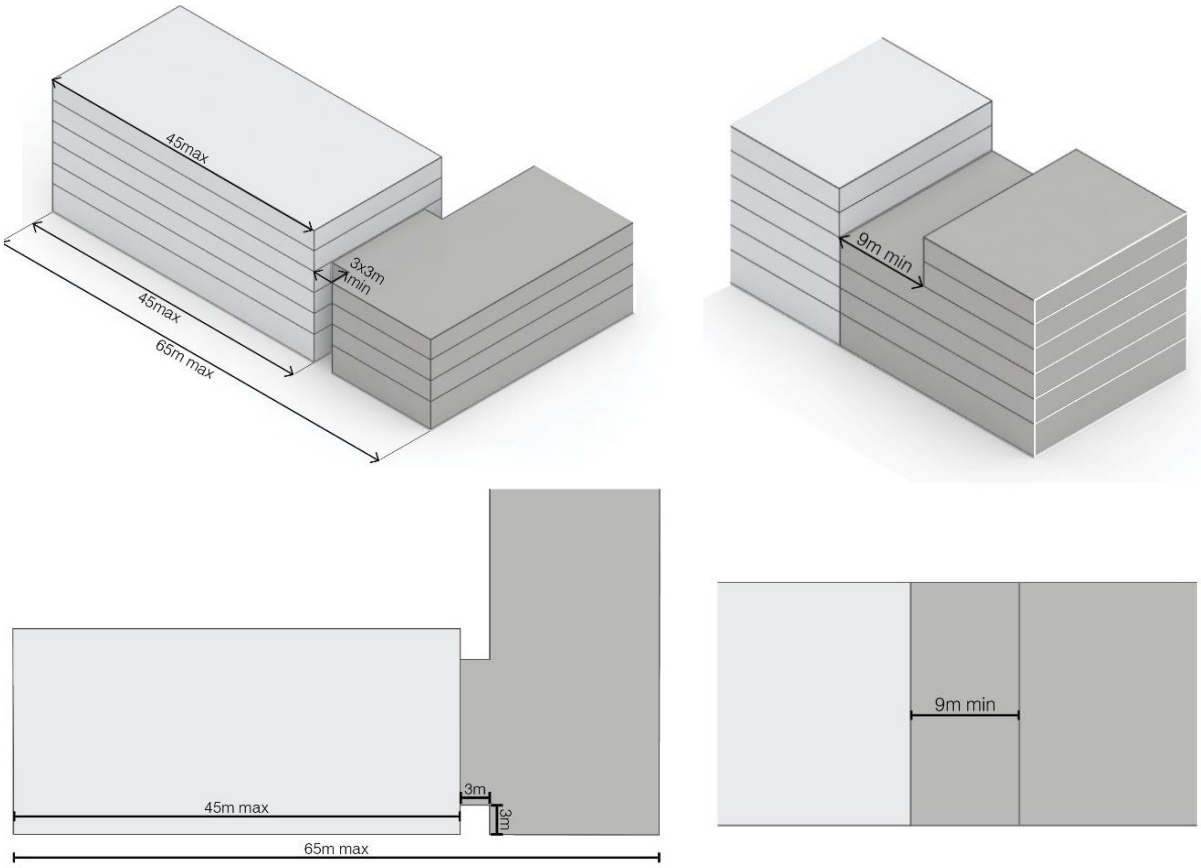
C9 At least 5% of the total dwellings on a 5,000sqm or larger site are to be terrace or maisonette apartments

C10 All communal entries must be legible and incorporate awnings, canopies or porticos directly adjacent to the entry that provides a dry waiting space for visitors.

C11 Drop off and pick up zones for visitors, taxis and ride share services must be provided within 20m of each communal entry. A distance of up to 40m may be appropriate only

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

Figure 5: Building Massing Requirements



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

Objectives

O1 To provide high quality façade treatments that contribute positively to streetscape character and the view from neighbouring properties.

O2 To activate and meaningfully address streets and public places with 'fine-grained' and articulated building frontages.

O3 To support pedestrian comfort and enjoyment with design elements that provide climate control and enable activity to occur in most weather conditions.

O4 To require a continuous built edge to the street at locations where it is essential to have active street frontages.

O5 To promote passive surveillance of the central open space and along Auburn Road.

O6 Ensure that the building design contributes design excellence to the public domain for the duration of the building life.

Controls

Façade Design

C1 Buildings are to be designed with a high level of architectural detail and articulation consisting of a variety of materials for an architectural response that creates a sense of depth and visual diversity.

C2 Indentations or slots in facades are to be as wide as they are deep.

C3 Designs are to avoid having excessive areas of flat wall with one material or finish.

C4 Provide a combination of solid, opaque and transparent materials that balances the need for privacy with surveillance of the public domain on balconies and terraces which are visible from the street frontage.

C5 Full height solid masonry balustrades are not acceptable on the balconies. Except on ground floor apartments where solid masonry balustrades up to a maximum of 1.2 metres in height may be acceptable depending on its relationship to the footpath or communal open space. Solid blank wall provisions are not to be exceeded without an appropriate treatment being applied to minimise the visual bulk.

C6 Where buildings are providing non-habitable or blank wall, high-level or translucent windows shall be used on residential frontages to provide visual interest to the public domain while maintaining visual privacy for residents.

C7 Communal building entries are to be accentuated in the building façades through a range of elements such as taller proportions, large windows and doors, structural projections (i.e. canopies, awnings, blade walls, etc.), landscaping, distinctive materials and colour.

C8 Functional elements such as lift overruns, air conditioning units, plant equipment, vent stacks and communication devices are to be visually discreet and concealed within the roof form as far possible to avoid visibility, particularly from the public domain.

Streetscapes

C9 The design of all building edges must ensure that the ground floor:

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

Figure 6: Indicative Auburn Road Elevation

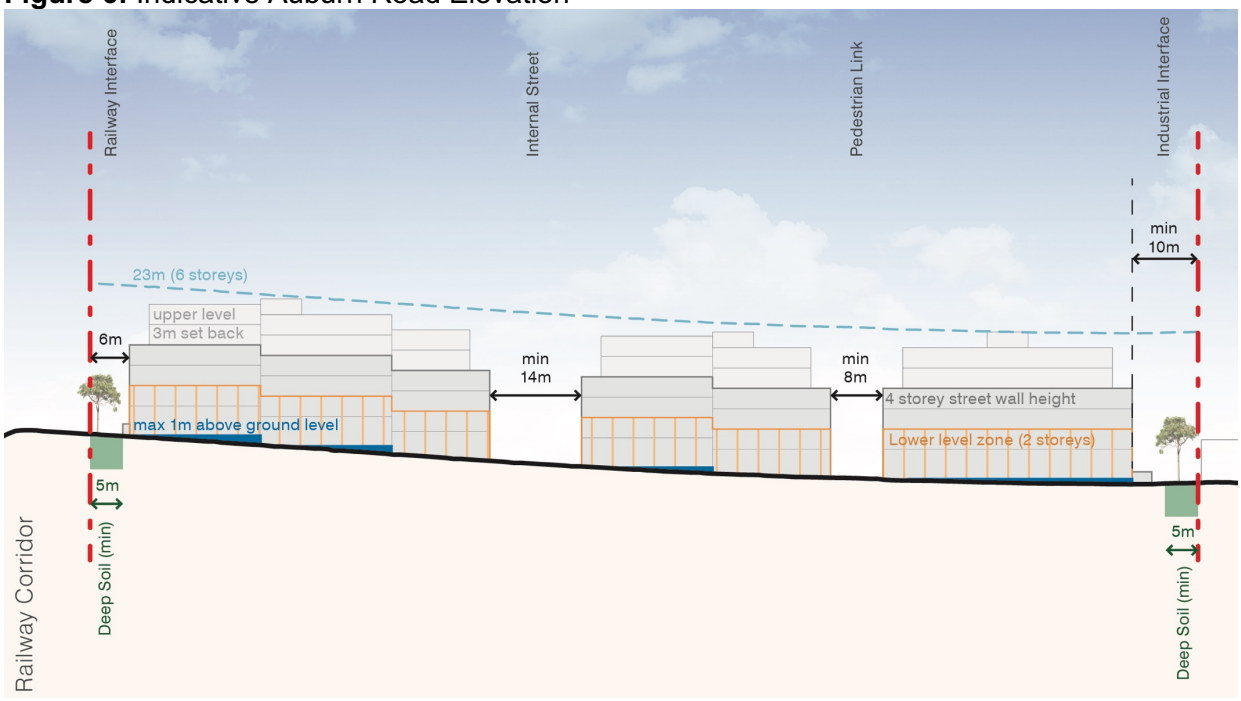
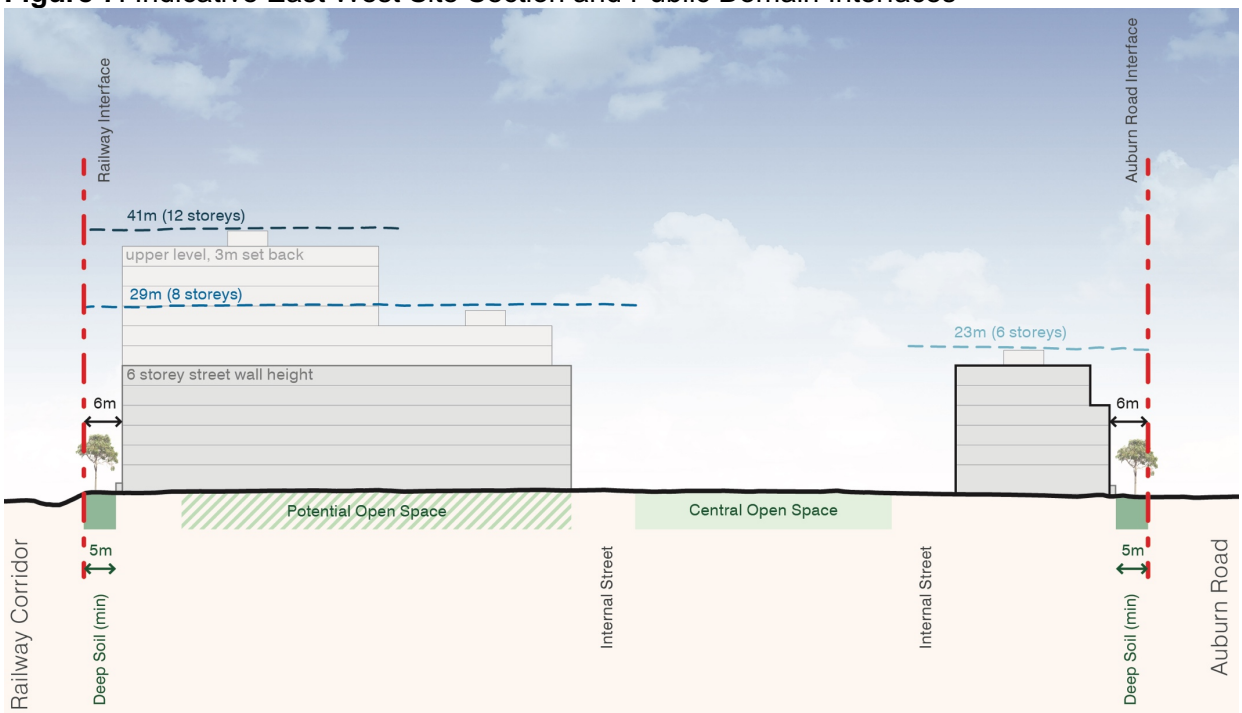


Figure 7: Indicative East West Site Section and Public Domain Interfaces



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

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

C11 Living rooms and private open spaces at the ground floor are not to be excessively excavated into the ground, to allow sufficient outlook from the apartment.

C12 Low level walls less than 1m high may be appropriate to step down the contours along Auburn Road.

C13 Private residential entries are to be designed to positively contribute to the adjacent residential streetscape character and where possible, to provide activation and passive surveillance to the adjacent public domain.

C14 Fully masonry fences are not allowed along Auburn Road as they are not consistent with its the streetscape character.

C15 All development is to be designed to maximise passive surveillance of streets and public places by orienting buildings to the central open space, where appropriate.

C16 Fencing is to respond to building entries and allow for mailboxes, street furniture and the like at the building entry

Interface Treatments

C17 Building frontages are to be designed with fine grained detailing, and provide for commercial, retail or residential uses at the ground level.

C18 Fencing to ground level private open spaces which front onto internal courtyards and streets, or along Auburn Road, are to provide privacy through a combination of level transition up to the terrace, landscaping and fencing design.

C19 Buildings along **Auburn Road** be designed as demonstrated in Figures 6 and 8 to:

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

C20 Buildings which interface with the **Central Open Space/Internal Streets** be designed as seen in Figure 9 to:

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

Figure 8: Auburn Road Interface Treatment

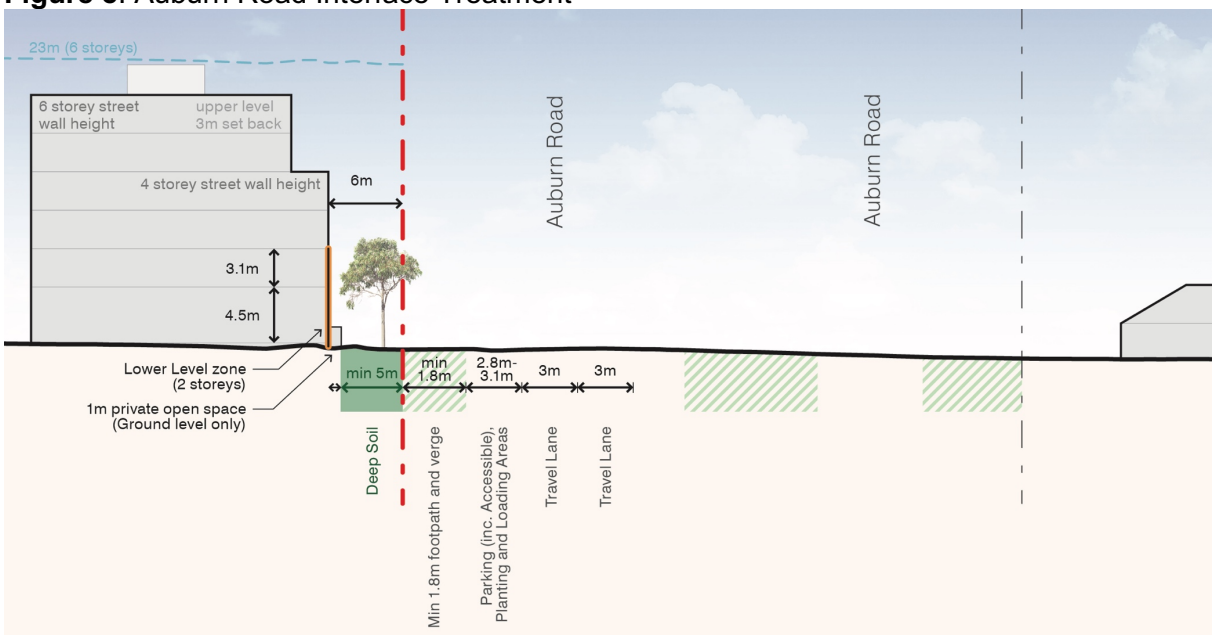
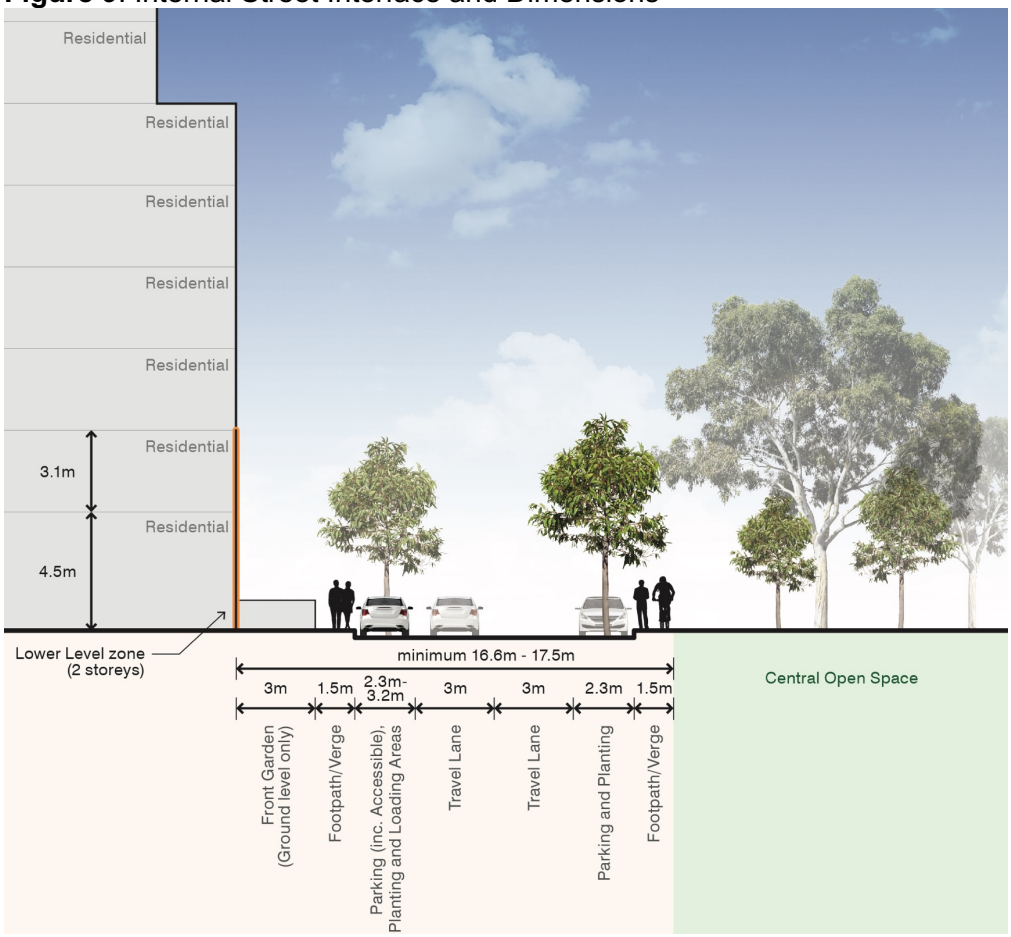


Figure 9: Internal Street Interface and Dimensions



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

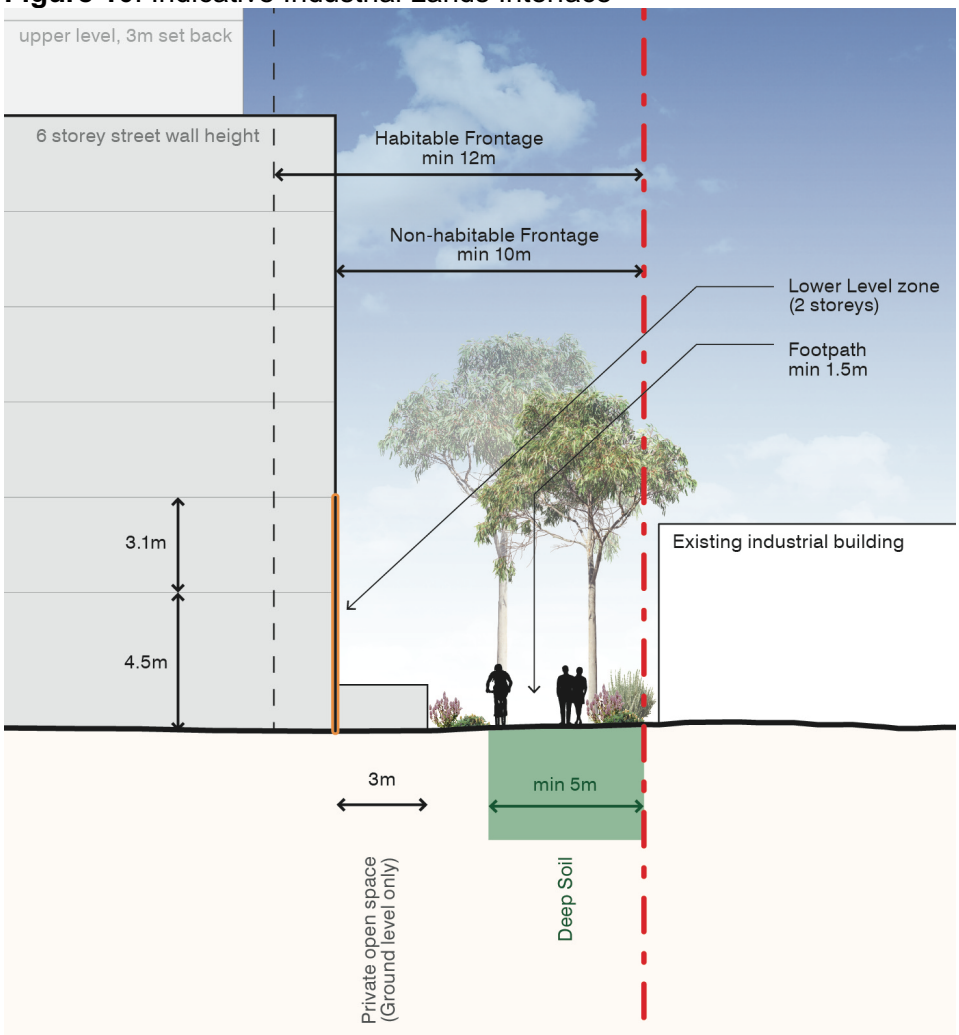
Habitable Setback

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

Non-Habitable Setback

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

Figure 10: Indicative Industrial Lands Interface

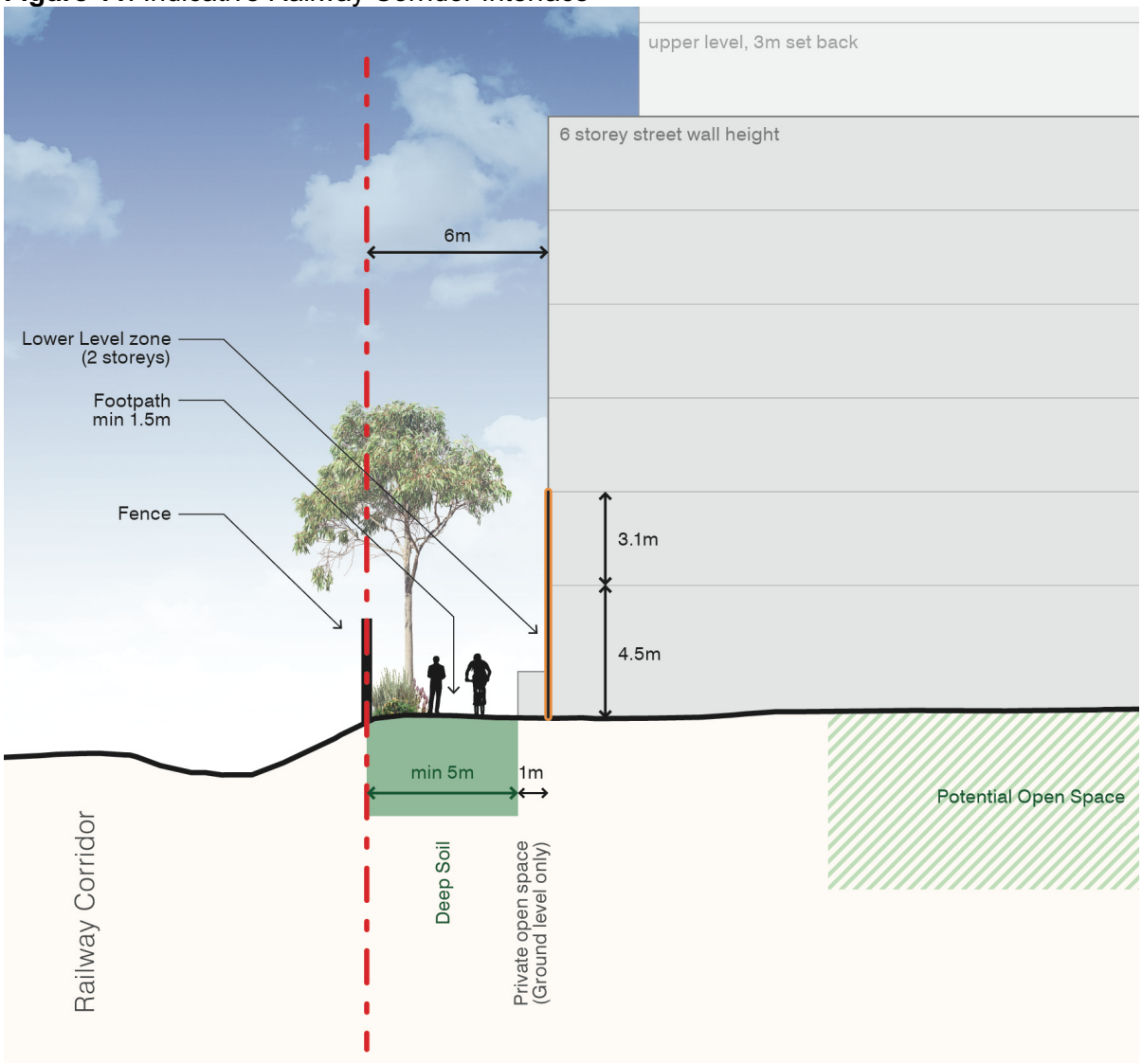


C22 Buildings along **Railway Corridor** be designed as identified in Figure 11 to:

a) Maximise resident amenity and provide quality spaces that ameliorate the impacts of noise, vibration and air quality along the corridor,

b) Provide passive surveillance to the communal spaces through the provision of fencing to a maximum height of 1.8m, with the top 0.3m being semi transparent, where private open space is provided on the ground floor

Figure 11: Indicative Railway Corridor Interface



Low Level Zone

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

C24 The Lower Level Zone of the building as identified in Figures 6 to 10, is to be expressed through a change in materiality, colour, treatment and projections.

C25 Building frontages are to be designed with fine grained detailing, and provide for commercial, retail or residential uses at the ground level.

C26 Continuous awnings are to be provided to all areas identified as active street frontage in Figure 3 and any other areas identified for retail, commercial or non-residential uses. The minimum width of an awning is to be 2m. Fabric or retractable awnings are not allowed.

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

Objectives

O1 To minimise and mitigate potential visual and privacy impacts of proposed built form on the existing low density residential uses.

O2 To promote attractive settings for development and provide pleasant spaces for people to use, this is to include green corridors and streetscapes of a high visual quality that provide continual landscaping connections to open space.

O3 To establish a landscaped buffer between the site and its interfaces with industrial, railway and roadway uses that integrates deep soil zones that can sustain large canopy trees.

O4 To facilitate delivery of a tree canopy that will minimise urban heat island impacts once mature.

O5 To provide consolidated deep soil zones of adequate area for substantial tree planting and water infiltration of the soil and to reduce stormwater run-off.

O6 To provide landscaping that uses local native provenance plant species to positively contribute to improving local biodiversity, the streetscape and amenity.

O7 To create public domain that is visually cohesive, safe and functional and attractive destination. The public domain provided is to be consistent with the needs of the local community.

O8 To ensure that the Auburn Road streetscape includes large canopy and street trees to enhance its current character.

O9 Provide a Central Open Space that is vibrant and a focus of activity.

O10 To create a Central Open Space of sufficient size, configuration and design that provide for a wide variety of community activities and events.

O11 To ensure basement parking allows for adequate deep soil area.

Controls

C1 An indicative Landscape Plan will be required to demonstrates proposed planting, outdoor structures, furniture, materials and lighting to enhance the design and character of the development.

C2 Communal open space throughout is to be designed as public domain with active street edges, street furniture, lighting and planting.

C3 Any new electrical substation constructed to service this development must be integrated into the built form to not impact to the public domain.

Public Domain

C4 Communal open spaces are to be provided in the central open space, setbacks and building separation zones.

C5 All spaces within the public domain shall be accessible by people with disabilities (including those in wheelchairs) and elderly people.

C6 Public Art and Signage shall be integrated into the Public Domain.

Acoustic Privacy

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

Deep Soil Planting

C8 Provide deep soil planting zones within side and rear setbacks, 5m in each direction to allow for substantial tree planting, paths and the like.

C9 Provide deep soil planting zones with a minimum dimension of 5m within communal open space areas (outside of setbacks from boundary) to allow for planting of large canopy trees.

C10 Large Canopy and Street Trees are to be installed in the planting zones at a minimum size of 45 litres for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed.

C11 Landscaping provided in deep soil areas must include a mix of large canopy trees, shrubs and groundcovers

Landscaping

C12 Provide a minimum mature tree canopy coverage of 25% across the site. The indicative concept plan at the lodgement of the first DA would need to demonstrate, through a landscape plan prepared by a landscape architect, progressively increasing mature tree canopy cover across the site as the redevelopment takes place.

C13 Proposed landscaping within the public domain and the mixed used development must consider Water Sensitive Urban Design (WSUD) principles - State what Water Sensitive

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

C14 The planted vegetation should be regularly maintained and watered for 12 months following planting. Should any plant loss occur during the maintenance period the plants should be replaced by the same plant species.

C15 Careful consideration should be given to the species of vegetation and planting locations to ensure that the vegetation does not adversely impact on safety by reducing sight lines. Species with invasive roots should also be avoided to circumvent impacts to utilities and lifting footpath pavement which can lead to trips and obstructions to people who use a wheelchair or people with prams.

Central Open Space

C16 The Central Open Space must be visible from Auburn Road and be predominately landscaped.

C17 The Central Open Space must be activated with retail uses on at least one edge and residential entries fronting onto the internal streets.

C18 The Central Open Space is to be provided with the minimum requirements:

a) 3,000m^2 site area,
b) 40m dimensions in both length and width,
c) Basement parking allows for adequate deep soil areas that shall provide at least 25% mature Tree Canopy coverage within the Central Open Space for the total area of the Central Open Space.
d) Canopy trees and landscaping located for suitable solar access, as per selected species requirements.
e) Any Deep Soil zone must utilise a mix of groundcovers, shrubs and large canopy trees,
f) A minimum 1,500m^2 of the central open space shall receive 3 hours of solar access between the hours of 9am and 3pm in midwinter (21 July).
g) Include street furniture for public seating and lighting,
h) Include appropriate colour, lighting, signage and other forms of public art and materials to improve way-finding and provide a high-quality public domain for pedestrians and cyclists,
i) Provide the purpose of community functional 'social hub' space to facilitate a vibrant outdoor location in addition to other communal open spaces across the development, and
j) Include Water Sensitive Urban Design (WSUD) principles and features as an integral part of the designing of the public domain.

1.13 Water Sensitive Urban Design and Energy Efficiency

Objectives

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

O2 To minimise the carbon footprint of the development by encouraging energy and water efficient design, further supported by renewable energy sources.

O3 To avoid adverse implications of light spill and glare to the surrounding areas.

Controls

C1 The development must integrate high quality water sensitive urban design into the landscaping design to minimise stormwater runoff and urban heat island effects.

C2 The development will include the installation of a solar photovoltaic (PV) system to supply energy to the common areas of buildings, communal open space including outdoor lighting and any other parts of the development. Adequate areas for residents to install and benefit from solar panels is to be allocated on the roof, including connections to battery storage within individual apartments.

C3 The development application must provide a roof plan showing the area(s) allocated to PVs, necessary access requirements for cleaning and maintenance, other plant and equipment that may include solar water heater storage tanks, ventilators, wind generators, air conditioning units and satellite dishes and antennae. Details including connections to battery storage within individual apartments are to be provided within DA plans.

C4 The use, location and placement of photovoltaic solar panels is to consider surrounding built forms and the likely permissible built form on adjacent properties. The solar panels must not adversely affect the architectural presentation of the building or views from the streetscape.

C5 The development is to minimise light spill into the adjacent special purpose and residential areas.

1.14 Supporting Studies and Plans

Objectives

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

Controls

C1 The first DA for the development in the precinct must be accompanied by the studies identified in C2-C7 of this section. All subsequent DA must adhere to these reports or demonstrate an improved environmental outcome.

C2 A Public Art and Signage Strategy and Implementation Plan is to be prepared and submitted as part of an indicative concept plan with the first development application to indicate potential locations and general information on the public art and signage associated with way finding to be proposed within the site. The public art and signage strategy needs to be consistent with Council's Creative City Strategic Plan 2019-2029.

C3 Provide a Water Sensitive Urban Design (WSUD) Stormwater Management Report that demonstrates how the development will minimise run-off and will not increase the load on Council's stormwater network.

C4 Provide a Waste Management Plan (WMP) that appropriately responds to Council's Waste Management and Minimisation requirements outlined in the DCP. Council must be satisfied that the site can be appropriately serviced.

C5 Provide an Emergency Management Plan (EMP) and how the site may be safely evacuated considering risks from the surrounding context, including but not limited to, fire and flood events.

C6 Remediation Action Plan (RAP) to be reviewed as part of any DA assessment with appropriate conditions of consent applied to ensure implementation of the RAP approved by Council.

C7 Applicant to provide a Section A or B Site Audit Statement with the DA, as appropriate.
NB: Conditions of consent for any DA for the site may include – Provide a Section A Site Audit Statement and any accompanying Site Audit Report or Environmental Management Plan as prepared by an NSW EPA accredited Site Auditor to Council prior to achieving the Occupation Certificate.

Attachment C - Waste Management Comments (to be addressed prior to determination)

Residential Bin Storage Rooms

Each building is to be provided with a bin storage room in Basement C1. The rooms must be of adequate size to accommodate all required equipment (i.e. bin lifting and chute automatic carousel system) and store the 1,110L bulk recycling bins awaiting collection.

The Waste Management Plan is to explain how the bin storage area will be maintained.

Residential Temporary Collection Area

A temporary collection area on Basement C1 is to be provided. The collection area must be a sufficient size to temporarily store all allocated 44 x 1,110L bulk bins

Residential General Waste Chute System and Waste Rooms

All buildings are to include waste rooms on each level, for the co-location of general waste, recycling and garden organic facilities.

Note that e-diverters are not permitted.

A waste room on each level with residential units is required for the collection of

- General waste: chute hopper or 240L bins for the collection of three days of waste generated by the number of units on that floor;
- Recycling: 240L recycling bins for the collection of three days of recycling generated by the number of units on that floor; and
- Garden organics: One 240L bin to collect garden organic and food waste in accordance with the NSW Government mandate.
- The general waste bins at the base of the waste chute must have capacity for at least three days of waste and be mounted on an automatic carousel or linear track system for easy rotation;
- Waste chute disposal points (hoppers) are to be provided on each residential level of the development. The maximum travel distance from each dwelling to the chute hopper is 30m;
- Designed in accordance with the requirements of the Building Code of Australia including fire rating, noise reduction and ventilation;
- Access to the waste room is to be in accordance with AS 1428 (Set) - 2003: Design for access and mobility.

Bulky Waste Storage

Storage rooms are to do be provided to store bulky waste items (eg. furniture, white goods) waiting collection. Separate storage rooms are to be provide for each building. The size of the room is based on the number of units in that building:

Building A	6m^2
Building B	8m^2
Building C	11m^2
Building D	17m^2
Building E	13m^2

Supplementary Recycling Area

Large developments with more than 50 dwellings are provided with additional recycling services, which increase recovery of material and to prevent the illegal dumping of materials on the kerbside or in common areas. A separate storage area is to be provided for residents to store additional household items, such as clothing, mattresses, polystyrene, cardboard and electronic waste.

Mixed-Use Development

- Waste management facilities are to be designed so that access to is limited to the coinciding development type i.e. residential occupants must not have access to commercial waste management facilities and vice versa; and

- Waste management facilities for commercial tenants must also be designed and managed so that they minimise the noise and odour impact on residential dwellings within the development.

On-site collection

The development must be designed for on-site collection for all residential and commercial waste and recycling by a Heavy Rigid Vehicle (HRV) as per Australian Standard (AS) 2890.2 Parking Facilities: Off-Street Commercial Vehicle Facilities. The HRV must be able to safely access and manoeuvre within the site.

On-site collections are to accommodate a minimum 12.5m length vehicle and a minimum height clearance of 4.5m for domestic areas and additional 2m must be provided for bin loading at the rear of the vehicle.

- The location of the collection point must allow the HRV to enter and exit the site in a forward direction and allow all movements to comply with AS 2890.2;
- Demonstrate the HRV can service the bins without hindering traffic flow (i.**e.**, the full length of the HRV is contained within the loading bay plus the 2m rear clearance and not within the driveway area);
- Headroom allowances must comply with Australian Standards for a minimum HRV (i.**e.**, 4.5m) for the entire travel path;
- The expectation is that the waste room be located adjacent to the loading bay to reduce manual handling of bins onsite; and
- If a loading dock is to be used, a loading dock management plan is to be submitted to Council for approval.

Commercial Waste and Recycling Requirements

For commercial dwellings, the NSW EPA: "Better Practice guide for resource recovery in residential developments" 2019 is to be used to calculate expected waste generation. The applicant must show they have considered the expected type of material, generation rates and collection frequencies when designing the commercial bin storage areas.

Commercial waste and recycling services are to be organised by the development through a private waste contractor. It is encouraged that a private waste contractor is consulted to confirm the collection arrangements, bin types available (including size and dimensions) and their access requirements.

To ensure the commercial dwellings can access a waste service in an efficient and effective manner, the following must be considered in the site planning stage of the development:

- The development accommodates on-site waste collection and allows a HRV to enter/exit in a forward direction, manoeuvre within the site and access the nominated collection point in a safe and efficient manner;
- The development ensures amenity and safety of all users (tenants, caretakers, cleaners and waste collection staff) at all stages of the waste management process;
- Adequate waste storage area(s) are provided within the development to store all required waste bins, bulky waste and recyclable items (eg. Pallets).

Attachment D – Waste Management Comments - Comprehensive

The development is to be designed to meet the requirements of the Waste Chapter (Chapter 3.3) of the Consolidated Canterbury-Bankstown Development Control Plan (DCP), which was adopted at the Council Meeting on 25 May 2021. Chapter 3.3 is based on best practice and will ensure that the development implements easy to use and functional waste management systems that benefit residents and are fully integrated with Council's standard waste servicing system.

The development must meet the requirements of the Waste Design in New Development Guide E (Mixed Use Development).

The NSW Government released in June 2021 the Waste and Sustainable Materials Strategy 2041, which requires separate collection of food waste from all residential dwellings by 2030. In addition, the Strategy also requires the separate collection from targeted businesses and other entities that generate the highest volumes of food waste by 2025.

Residential Waste and Recycling Requirements:

This development with 543 residential units has the expected weekly waste generation as per the Waste Design for New Developments Guide E:

	Rates per Dwelling (unit / week)	Weekly Waste Generation
General Waste	140 L	76,020 L
Recycling	120 L	65,160 L
Garden Organics	12 L	6,516 L
	Total	147,686 L

Based on the above weekly waste generation, this development requires allocation of the following waste and recycling bins:

- 24 x 1,100L bulk garbage bins (three collections / week);
- 20 x 1,100L bulk recycling bins (three collections / week); and
- 55 x 240L garden organic bins (collected fortnightly).

Bin Type	Height	Width	Depth
240 Litres	1,080mm	580mm	735mm
1100 Litres	1,470mm	1,370mm	1,245mm

All bulk waste and recycling bins are collected by Council on-site from the temporary collection room. Private contractors are not permitted.

Internal waste storage

To ensure each unit has the minimum infrastructure to be able to separate out, reuse and/or recycle items, the following internal waste storage and separation facilities are to be provided:

- A waste storage cupboard in the kitchen capable of holding a minimum 40L of waste (approximately two days) and to enable a minimum 20L of recyclable waste to be stored in a separate container and not in plastic bags; and
- Suitable space in the kitchen for a 3-5L caddy to collect food waste.

Residential Bin Storage Rooms

Each building is to be provided with a bin storage room in Basement C1. The rooms must be of adequate size to accommodate all required equipment (i.e. bin lifting and chute automatic carousel system) and store the 1,110L bulk recycling bins awaiting collection.

Areas to address:

- All doorways to the bin storage rooms are to be a minimum 2m wide and open outwards;
- 1.5m aisle between bin rows;
- A minimum 2.1m unobstructed room height;
- Floors must be constructed of concrete at least 75mm thick, graded and drained to a Sydney Water approved drainage fitting;
- Is to be provided with an adequate supply of hot and cold water mixed through a centralised mixing valve with hose cock;
- Space needs to be provided for bin lifting equipment to decant 240L recycling bins into 1,100L bulk bins for collection. This machine needs dedicated space in the room and a ceiling height of 2.7m;
- No mechanical compaction of residential bins is allowed (unless hook lift bins are proposed); and
- Explain in the WMP how the bin storage area will be maintained.

Section 6.3.1 of the Waste Design in New Development Guide E outlines all requirements for the bin storage rooms.

Residential Temporary Collection Area

A temporary collection area on Basement C1 is to be provided, so that there is a central point for the collection of all bins and bulky waste. The collection area must be a sufficient size to temporarily store all allocated 44 x 1,110L bulk bins and will require a caretaker to transfer all allocated bins from the bin storage rooms to the temporary collection area the day before the designated collection day and return them once emptied. Bins must not be stored in this area.

Areas to address:

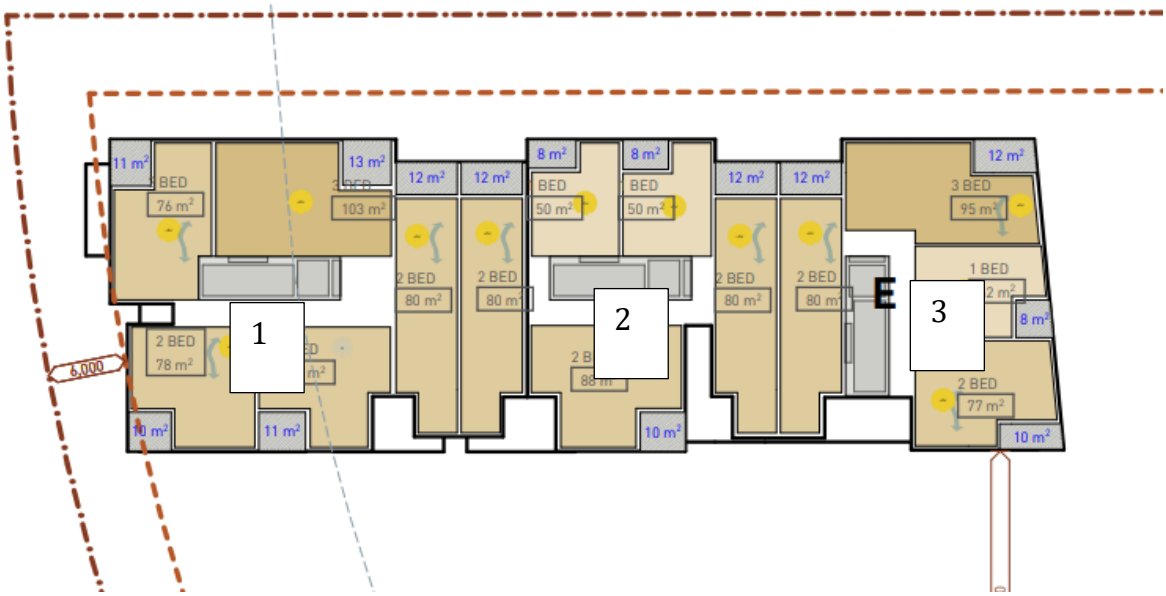
- Doorways a minimum 2m;
- Be of sufficient size to accommodate all bins with additional room for manoeuvring (minimum aisle space of 1.5m and 15cm between bins);
- Bins must not be stacked;
- Bins must be drawn to scale;
- All pathways to be used for the movement of bins to the collection room must be a minim 2m wide; and

- A bin tug will be required to transport bins.

Section 6.3.8 of the Waste Design in New Development Guide E outlines all requirements for the temporary collection area.

Residential General Waste Chute System and Waste Rooms

All buildings are to include waste rooms on each level, for the co-location of general waste, recycling and garden organic facilities. The concept architectural plans indicate that there are sections on each level, the image below shows Level 2 Building E with three sections.



These sections will impact the number of rooms required, as the maximum travel distance from each unit to the waste room is 30m. Therefore having sections requires a waste room to be located next to each lift on each level. If the sections are removed and each level has a central lift and foyer, one waste room per level is needed.

Areas to address:

- E-diverters are not permitted. The chute will only be used to transfer general waste;
- A waste room on each level with residential units is required for the collection of
    - General waste: chute hopper or 240L bins for the collection of three days of waste generated by the number of units on that floor;
    - Recycling: 240L recycling bins for the collection of three days of recycling generated by the number of units on that floor; and
    - Garden organics: One 240L bin to collect garden organic and food waste in accordance with the NSW Government mandate.
- The property manager will be responsible for emptying the recycling bins (and general waste if no chutes) into 1,110L bulk bins, which would be emptied by Council. Bin lifting equipment is required for this;

- The general waste bins at the base of the waste chute must have capacity for at least three days of waste and be mounted on an automatic carousel or linear track system for easy rotation;
- Waste chute disposal points (hoppers) are to be provided on each residential level of the development. The maximum travel distance from each dwelling to the chute hopper is 30m;
- The chute is to terminate in the bin storage area and discharge directly into a 1,100L bin;
- Chute systems are to be designed so they can be constructed to satisfy manufacturer's requirements and can ensure required 1,100L bins fit at the base of the system;
- Must be designed and constructed so it can function effectively (gravity fed) and aligns as it passes through each level of the development;
- Designed in accordance with the requirements of the Building Code of Australia including fire rating, noise reduction and ventilation;
- Must be constructed and installed to prevent the transmission of noise and vibration to the structure of the development during its use and operation;
- The chute is to be cylindrical in cross-section and the internal diameter is to be a minimum 500 mm and adequate for material being deposited;
- The hopper doors are to be a minimum 500mm opening, fitted with door closers and have an effective self-sealing system;
- Must be constructed to alleviate any odour; and
- Access to the waste room is to be in accordance with AS 1428 (Set) - 2003: Design for access and mobility.

Section 6.3.9 of the Waste Design in New Development Guide E outlines all requirements for the general waste chute.

Bulky Waste Storage

Storage rooms are to do be provided to store bulky waste items (eg. furniture, white goods) waiting collection. Separate storage rooms are to be provide for each building. The size of the room is based on the number of units in that building:

Building A	6m^2
Building B	8m^2
Building C	11m^2
Building D	17m^2
Building E	13m^2

Areas to address:

- All doorways are to be a minimum of 2m width;
- It will be the responsibility of the property manager and/or residents to move the items from the building bulky storage rooms to the temporary collection room for on-site collection at the appropriate time; and
- Explain in the WMP how the bulky waste rooms will be maintained.

Section 6.3.11 of the Waste Design in New Development Guide E outlines all requirements for the bulky waste storage.

Supplementary Recycling Area

Large developments with more than 50 dwellings are provided with additional recycling services, which increase recovery of material and to prevent the illegal dumping of materials on the kerbside or in common areas. A separate storage area is to be provided for residents to store additional household items, such as clothing, mattresses, polystyrene, cardboard and electronic waste.

Areas to address:

- Minimum area required is $9m^2$ per building;
- The area must be separate to the bin storage rooms and the bulky waste storage rooms; and
- All doorways and pathways are to be a minimum of 2m width.

Section 6.3.12 of the Waste Design in New Development Guide E outlines all requirements for the supplementary recycling area.

Mixed-Use Development

- Waste management facilities are to be designed so that access to is limited to the coinciding development type i.e. residential occupants must not have access to commercial waste management facilities and vice versa; and
- Waste management facilities for commercial tenants must also be designed and managed so that they minimise the noise and odour impact on residential dwellings within the development.

On-site collection

The development must be designed for on-site collection for all residential and commercial waste and recycling by a Heavy Rigid Vehicle (HRV) as per Australian Standard (AS) 2890.2 Parking Facilities: Off-Street Commercial Vehicle Facilities. The HRV must be able to safely access and manoeuvre within the site.

On-site collections are to accommodate a minimum 12.5m length vehicle and a minimum height clearance of 4.5m for domestic areas and additional 2m must be provided for bin loading at the rear of the vehicle.
An extract of dimensions and turning circles from the Australian Standard 2890.2 Parking Facilities Part 2: Off Street Commercial Vehicle Facilities for Heavy Rigid Vehicles.

Overall length	Overall width	Wheel base	Design turning radius	Swept circle	Clearance height	Maximum roadway/ramp grade	Maximum rate of change of grade
12.5	2.5	6.6	12.5	27.8	4.5	1:6.5 (15.4%)	1:16 (6.25%) in 7.0 m of travel

Areas to address:

- The location of the collection point must allow the HRV to enter and exit the site in a forward direction and allow all movements to comply with AS 2890.2;

- Demonstrate the HRV can service the bins without hindering traffic flow (ie, the full length of the HRV is contained within the loading bay plus the 2m rear clearance and not within the driveway area);
- Headroom allowances must comply with Australian Standards for a minimum HRV (ie, 4.5m) for the entire travel path;
- Floor must be sufficient strength to support a collection vehicle at maximum capacity (approximately 30 tonnes); and
- The expectation is that the waste room be located adjacent to the loading bay to reduce manual handling of bins onsite; and
- If a loading dock is to be used, a loading dock management plan is to be submitted to Council for approval.

Section 6.3.4 and 6.3.6 of the Waste Design in New Development Guide E outlines all requirements for on-site collection.

Turntable

If a turntable is to be utilised for collections of residential waste and recycling, the following is to be addressed:

- Any development that is seeking to utilise turntables needs to demonstrate compliance with the required dimensions for an HRV, including the diameter for the turntable and required clearance heights;
- Headroom allowances must comply with Australian Standards for a minimum HRV (ie, 4.5m) for the trucks entire travel path – accounting for the slab thickness that must be provide;
- The expectation is that the turn table is used to turn the truck, then the truck moves off the turntable for serving;
- Floor must be sufficient strength to support a collection vehicle at maximum capacity (approximately 30 tonnes);
- The use of the turntable is always to be available to collection vehicles;
- The installation, operation and on-going servicing is to be at no-cost to Council;
- Servicing and maintenance inspection plan are to be prepared before the Occupation Certificate is issued;
- Provide up front servicing and maintenance costs for the first 3 years;
- Provide a turn table management plan;
- A contingency plan to be prepared before the Occupation Certificate is issued and include the use of a manual system is to be available in case of a breakdown; and breakdown assistance is to be provided within 4 hours;
- Provide a second back up motor and demonstrate how it will be used if the first motor fails; and
- The turntable must be maintained in a fully operational state at all times. No occupation certificate must be issued until such time as written confirmation is provided by Council, that a public positive covenant under section 88E of the Conveyancing Act 1919 that reflects the requirements of this condition and is otherwise on terms satisfactory to Council has been registered on the title to the Property.

Section 6.3.7 of the Waste Design in New Development Guide E outlines all requirements for turntables.

Street/Road Widths

All streets and roads must allow HRV access, as per Australia Standard (AS) 2890.2. To allow for HRV access, local roads should be 18m minimum, with a minimum 11m carriageway.

Commercial Waste and Recycling Requirements

For commercial dwellings, the NSW EPA: "Better Practice guide for resource recovery in residential developments" 2019 is to be used to calculate expected waste generation. The applicant must show they have considered the expected type of material, generation rates and collection frequencies when designing the commercial bin storage areas.

Commercial waste and recycling services are to be organised by the development through a private waste contractor. It is encouraged that a private waste contractor is consulted to confirm the collection arrangements, bin types available (including size and dimensions) and their access requirements.

To ensure the commercial dwellings can access a waste service in an efficient and effective manner, the following must be considered in the site planning stage of the development:

- The development accommodates on-site waste collection and allows a HRV to enter/exit in a forward direction, manoeuvre within the site and access the nominated collection point in a safe and efficient manner;
- The development ensures amenity and safety of all users (tenants, caretakers, cleaners and waste collection staff) at all stages of the waste management process;
- Adequate waste storage area(s) are provided within the development to store all required waste bins, bulky waste and recyclable items (eg. Pallets).

Section 7 of the Waste Design in New Development Guide E outlines all requirements for the supplementary recycling area.

Code of Practice for Class 2 Items – Shopping Trolleys and other Sharing Service Items

- Commercial premises that provide trolleys must have a trolley restriction system in place to stop any trolley leaving the property boundaries;
- The new laws include harsher penalties for owners of shopping trolleys, unregistered cars and trailers;
- Trolleys must be branded & include contact details; and
- Operators with more than 25 shopping trolleys have 3 hours to collect unattended trolleys (outside the hours 11pm-7am).