DCP CHAPTER 11
B1 Neighbourhood Centres
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The underlying purpose of the urban design principles and controls is to achieve high quality development. High quality development enhances the public domain, minimises potential impacts upon surrounding development, protects the environment and creates attractive neighbourhoods where people can live, work, shop and carry out their daily activities in a safe environment. High quality development must be site responsive. It must also be based upon the principles of ecologically sustainable development.

Development in neighbourhood centres should make a positive contribution to their immediate environment. Neighbourhood centres are located in predominantly low density residential areas and must therefore have particular regard to adjoining development and the locality.

The residential flat component of any development should be designed in accordance with SEPP65 and the Apartment Design Guide 2015 (ADG).

Neighbourhood centres include:
Bundeena
Barden Ridge
Woronora
Woronora Heights
Loftus
Yarrawarrah
Marshall Rd Kirrawee
Oyster Bay
Oyster Bay Carina Rd
Como
Sylvania Heights
Kirrawee South
Grays Pt north (Tathra Pl)
Grays Pt
Gymea Bay Ellemere
Gymea Bay Coonong
Yowie Bay (Wyralla)
Miranda (Kingsway Kareena)
Woolooware Gannons Rd
Woolooware

The chapter is to be read in conjunction with other chapters: “Vehicular access, Traffic, Parking and Bicycles”; “Late Night Trading”; “Stormwater and Groundwater Management”; “Natural Resource Management”; “Environmental Risk”; “Administrative Provisions”; “Social Impact” and “Other uses”

Council’s Public Domain Manual contains specifications for elements in the public domain, for example street furniture and footpath design. Required frontage works for developments must be in accordance with the Public Domain Manual.
1. Streetscape and Built Form

Streetscape is the urban environment created by the relationship of built elements to the public domain. In the Sutherland Shire, the relationship of the built form to the natural environment, particularly along the waterways is an important consideration. The quality and scale of architecture, landscape elements, natural elements and works in the public domain determine the streetscape character. Ancillary elements of development such as driveways, parking areas and fencing are important elements of the streetscape. To make a positive contribution to the streetscape, new development needs to reinforce the scale and character of existing buildings and landscape elements.

Facades are the external face of buildings and make a very important contribution to the streetscape. The composition and detailing of the building facade has an impact on its apparent scale as well as its appearance. The pattern or rhythm established by the proportions of the facade, the modulation of the external walls, the design of facade elements, their materials and detailing are all important considerations.

Architectural quality contributes to the character and quality of the streetscape. High architectural quality requires appropriate composition of building elements, textures, materials and colours and reflects the use, internal design and structure of a development. Neighbourhood centres should encourage pedestrian movement and create an environment of vibrancy and vitality. Active frontages are locations where retail shopfronts address the street, building entries are positioned and pedestrians circulate, accessing shops and services.

1.1 Objectives

1. Ensure sites are of sufficient size to accommodate well designed development

2. Achieve quality architecture in new development through appropriate composition and articulation of building elements, textures, materials and colours that respond to the building’s use and locality

3. Achieve development that is of an appropriate scale and context for the street and locality

4. Ensure sufficient solar access for occupants of adjacent residential buildings, and to public open space and adjoining development

5. Encourage development which makes a positive contribution to the streetscape and amenity of the centre

6. Create opportunities for incidental open space

7. Create entrances which provide a desirable and safe identity for the development and which assist in visitor orientation.

8. Minimise potential conflicts between pedestrians and vehicles

9. Improve the visual amenity of the public domain.
1.2 Controls

1. A site must be of sufficient size to accommodate development. A site of sufficient size will accommodate a development that:
   a. provides appropriate access and servicing facilities - vehicular parking, access, storage and waste management areas.
   b. provides upper storey residential amenity- including privacy, solar access, ventilation, and landscaped setbacks.
   c. demonstrates architectural merit.
   d. responds to the local context, including providing adequate separation from existing and future adjoining development.

A small or narrower site width may not allow for the full FSR to be realised.

Note:
Development must be carried out in an orderly manner. Council will assess the impact of the proposed development, including impacts on future development capacity on adjoining allotments of land and where that land will be left as isolated site, less than the minimum width.

2. Building design must give human scale to the building at street level.

3. Development must be designed and sited so that it addresses the street and must have a clearly identifiable entry.

4. Development should acknowledge the established rhythm and scale of existing shopfronts/ small lot subdivisions in vertical facade proportions.

5. Parapets are to be utilised for the consistency of street frontage. Development should maintain existing street frontage height where a consistent height exists, employing parapets where appropriate.

6. The building form must be articulated to avoid large expanses of unbroken wall, and to visually reduce bulk.

Note:
Articulation can be provided by setbacks, balconies, awnings, porticos, recesses, blade walls or projecting bays. Large flat facades are to be avoided.

7. Where development has two (2) or more road frontages, vehicular access shall be from the lowest order road. Vehicular access is to be from a rear lane where such is provided.

8. Highly reflective materials are not acceptable for roof or wall cladding.

9. Where a basement car park extends above the natural ground level, it is to be designed to ensure that podiums and vehicular entries do not dominate the overall design of the building or streetscape. Basements and podiums are to be integrated into the finished landscaped treatment of the site. Driveway walls adjacent to the entrance of a basement car park are to be treated so that the appearance is consistent with the external finish of the building.
Note:

If a basement construction protrudes more than 1m above ground level, it is no longer considered a basement. Its floor space may be counted as part of gross floor area. Refer to the definitions in SSLEP2015.

10. Ground floor residential uses are only permitted subject to demonstration of satisfactory amenity for building occupants, particularly in relation to impacts from noise and traffic.

11. The provision of awnings is to be maintained where they form part of the streetscape. Awnings are to be designed to maintain street canopy trees that form part of the landscape character of the locality.

12. Development should contribute to a comfortable pedestrian environment with improvement to signage, lighting, planting, awnings cover and seating, where appropriate. A minimum number of one indigenous canopy tree that will attain a minimum mature height of 6m, must be planted at 15m intervals at a minimum distance of 1 metre from the kerb and/or footpath.

13. Frontage works for all developments must be in accordance with the SSC Public Domain Design Manual.

14. Shop fronts are to be glazed to ensure visual interest, provide borrowed light and surveillance to the street.

15. Active frontages must be at footpath level along the full length of the building frontage. This may require the floorplate of development to step up/down with the topography to ensure that the floor level of the active frontage is at footpath level.

16. Frontage works for all developments must be in accordance with the SSC Public Domain Design Manual.

17. For developments with a capital investment value greater than $20 million and/or with a street frontage greater than 25m, frontage works must include the undergrounding of power lines together with the provision of new street lighting.

18. For developments beneath the threshold noted above, frontage works must include the bundling of power lines and street lighting to meet the requirements of the SSC Public Domain Manual.

19. Where there are powerlines which are not being undergrounded, street tree planting will only be required if they can be located 2m away from the edge of the wires.
2. Landscape Design

Good design recognises that landscape and buildings operate together as an integrated system, resulting in greater aesthetic quality and amenity for the occupants, neighbours and the public domain. High quality landscape design protects and builds on the existing site's natural and cultural features to contribute to a development's positive relationship to its context and site.

Sutherland Shire's tree cover, areas of bushland and natural beauty are valued by its residents. Landscape design in new development must recognise that existing trees, important landscape elements, appropriate planting and where possible minimise urban runoff.

Fencing, if located in the street setback area, should be an integral part of the landscape design.

2.1 Objectives

1. Retain and enhance the existing tree canopy

2. Contribute to streetscape character and the amenity of the public domain by using planting and landscape elements appropriate to the desired character of the streetscape and the scale of the development.

3. Minimise the impact of driveways and parking areas on existing landscaping, landform and streetscape, in terms of siting and choice of materials.

2.2 Controls

1. Existing street trees in good health are to be retained and protected. Additional street trees must be planted at 10m intervals within the street reservation. Street trees must be selected from the Native Plant Selector available on Council’s website. The species selected must be capable of attaining a height of at least 6m at maturity, unless they are located under wires. Planting is to be undertaken in accordance with Council’s Public Domain Manual.

2. Indigenous trees should be planted to provide shade to and visually soften surface carparking areas.

3. Landscaping in the vicinity of a driveway entrance should not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.

4. Indigenous trees should be planted to minimise building bulk and improve the transition between the centre and residential/ adjacent uses.

5. Landscaping should be used to enhance the extent of remnant trees and indigenous canopies in the locality.
6. Where planting is proposed on podiums, that part of a basement which extends beyond the building footprint, roof tops or within planter boxes, the space to be planted must be designed and constructed to contain a minimum soil depth of:

- 450mm for grass and ground covers
- 600mm for shrubs
- 900mm for small trees
- 1200mm for large trees

Species selection must be suited to the future microclimate. Landscaping on podium levels, basement roofs and planter boxes must be accessible for maintenance access.

7. Where trees are proposed on roofs or planter boxes an area of 3m x 3m per tree must be provided. Planter boxes in this case must be stepped, mounded or set down in the slab to reduce their apparent height on the surface to 450mm.

8. Appropriate paving must be provided to driveways, walkways, entries, fire egress points, garbage bin enclosures, letter boxes, clothes lines and under pergolas.

**Note:**

All indigenous tree species must be selected from Council’s Native Plant Selector available on Council’s website. The Native Plant Selector is a tool that recommends plants suitable for Sutherland Shire’s ecosystems based on the locality. The tool is available online at http://www.sutherlandshire.nsw.gov.au/My_Place/Trees/Native_Plant_Selector

For additional guidance on landscape design and implementation refer to the Sutherland Shire Environmental Specifications - Landscape 1-5. Applicants should also refer to the Greenweb map and controls in Chapter 38 Natural Resource Management. For development application submission requirements refer to Council’s DA Guide.
3. **Street Setbacks**

Street setbacks establish the front building line. Controls over street setbacks create the proportions of the street. Setbacks contribute to the public domain by enhancing streetscape character and the continuity of street facades. Street setbacks can also be used to enhance the setting for the building. They provide for landscape areas, entries to the ground floor of buildings and deep soil zones suitable for planting of canopy trees.

### 3.1 Objectives

1. Establish the desired spatial proportions of the street and define the street edge.

2. Create opportunities for the planting of canopy trees and landscaping.

3. Ensure new development is compatible within the established streetscape character, or contributes to the desired future streetscape character.

4. Strengthen the urban form of the centre with consistent street wall heights.

### 3.2 Controls

1. New ground floor development must have a nil setback to the street frontages for all the ground floor level in order to provide continuity in the streetscape and encourage active frontages to ground level.

2. Where existing buildings are setback behind the street boundary, and the space adds to the quality of the streetscape, new development shall maintain the established street setback.

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**Note:**

*Street setbacks are measured perpendicular from the property boundary to the closest extent of the building, including balconies, sunscreens, podiums and the like.*
4. Side and Rear Setbacks

The spatial relationship of buildings is an important determinant of urban form. Building separation relates to urban form because it affects the spatial continuity and the degree of openness in the street. Spaces between buildings also provide opportunities for landscaping and access.

Separation between buildings is required to minimise adverse amenity impacts, particularly at a zone interface. Buildings which are too close together can create amenity problems, including lack of visual and acoustic privacy, loss of daylight access to dwellings and to private and shared open spaces.

Articulation of side elevations reduces the visual intrusion and bulk of buildings on adjoining properties and creates a visually interesting facade. Increasing the setback of buildings as the height and length of the elevation increases further reduces the impact of the building as well as making provision for areas of meaningful landscaping.

Setback controls for Shop top Housing are in

4.1 Objectives

1. Provide visual and acoustic privacy for existing and new occupants.

2. Control overshadowing of adjacent properties and private or shared open space.

3. Provide deep soil zones for tree planting.

4. Reinforce the desired spatial character of an area in terms of openness and density.

5. Mitigate the visual intrusion of building bulk on neighbouring properties.

4.2 Controls

1. A nil setback to side boundaries is permitted.

2. Upper storey residential accommodation may have a nil boundary side setback for blank walls to facilitate adjoining centre development. However, where new development adjoins or is across the road from a residential zone, open space or school where it is likely to remain as a standalone building, side and rear setbacks will be assessed on merit, having regard to the impacts on residential amenity of both the neighbouring buildings and the future residents of the proposed building, and the design quality of the building. A setback and or a reduction in the height and scale will be necessary to achieve acceptable transition in building forms where amenity would be unreasonably compromised by a nil setback and a blank façade. Applications will be assessed depending on the specific context of the site. The early presentation of a design to ARAP is recommended in such circumstances.

2. Upper level street setbacks may be required to any shop top housing (above retail/commercial uses) together with building design and apartment layout that provides satisfactory resident amenity.
5. **Building and Site Layout**

Good design provides a building layout that maximises the natural attributes of the site. Carefully considered building layout and design also creates a higher level of amenity for occupants through enhanced visual and acoustic privacy, passive heating and cooling, attractive outlooks from living spaces, and flexible and useable indoor and outdoor spaces that meet the needs of workers and/or occupants.

Similarly, good built development design meets the needs of its occupants by providing adequate site facilities. Considering the need and location of site facilities at the design stage is important in achieving good design outcomes. There is less opportunity to achieve good design outcomes for site facilities following construction. Site facilities and ancillary structures that integrate into developments.

5.1 **Objectives**

1. Ensure development provides opportunities for cross-ventilation and natural ventilation

2. Ensure that vehicle access points do not dominate the street frontage of developments and provide safe pedestrians access along the street and into the development.

3. Integrate essential amenities and facilities within developments.

4. Minimise the impacts of ancillary aspects of development on people, building occupants or neighbours, and on the streetscape.

5.2 **Controls**

1. Incorporate passive solar building design including cross ventilation, the optimisation of sunlight access and the minimisation of heat loss and energy consumption, to avoid the need for additional artificial heating and cooling.

2. Wherever possible, provide for the potential use of solar energy collectors, for example by incorporating pitched roofs facing north.

3. Minimise overshadowing of any neighbouring residential properties, particularly north facing windows, solar collectors and garden areas adjacent to dwellings and public open spaces.

4. All loading, unloading and manoeuvring of vehicles shall take place within the curtilage of the site, and vehicles are to enter and exit the site from a rear laneway wherever possible and in a forward direction at all times. Where other arrangements for loading and unloading of vehicles are proposed, they may be acceptable where:
   a. There is a low intensity of commercial use;
   b. The proposed arrangement maintains a safe and convenient pedestrian and traffic environment.

5. Loading areas shall be located so as to:
   a. reduce on-street loading
b. be freely available for use at all times.

6. Non-residential and residential land uses in the same development shall be sited and designed in a manner that will not adversely affect the future operation of those land uses.
This section applies to Shop top Housing. The provisions aim to ensure all future dwellings in neighbourhood centres achieve the design principles of State Environmental Policy No 65-Design Quality of Residential Flat Development and the Apartment Design Guide 2015 (APG).

Neighbourhood Centres can provide opportunities for greater housing choice, particularly opportunities for older people to age in place. The benefits of shop-top housing include: revitalisation of business centres; better use of existing public transport infrastructure; and improved safety and security by increasing the range and hours of activity in neighbourhood centres.

Shop top housing is defined as “one or more dwellings located above ground floor retail premises or business premises” (SSLEP2015 Dictionary).

Good design provides a building layout that maximises the natural attributes of the site. Carefully considered building layout and design also creates a higher level of amenity for occupants through enhanced visual and acoustic privacy, passive heating and cooling, attractive outlooks from living spaces, and flexible and useable indoor and outdoor spaces that meet the needs of workers and/or occupants.

Given the location of many neighbourhood centres, good design needs to have particular regard to the amenity of surrounding residential uses. The following controls for residential accommodation, including shop top housing, are in addition to the general controls in the B1 Neighbourhood Centre zone.

6.1 Objectives

1. Encourage a mix of land uses that are compatible with the character of the locality.
2. Provide greater housing choice to meet the access and mobility needs of any occupant.
3. Ensure development provides opportunities for solar access, cross-ventilation and natural ventilation.
4. Ensure the building design and dwelling layout provides a high level of resident amenity.
5. Ensure outdoor areas are functional and responsive to the environment.
6. Minimise direct overlooking of windows and private open space.
7. Dwellings shall be designed and located to maximise visual and acoustic privacy.

6.2 Controls

1. Shop top housing should achieve the design quality principles of State Environmental Planning Policy No 65–Design Quality of Residential Flat Development and the Apartment Design Guide. This control applies for all shop top housing, including for buildings that are two storeys in height, and/or contain less than four dwellings.
2. Upper storey residential accommodation is required to have the following minimum side and rear boundary setbacks:

<table>
<thead>
<tr>
<th>Building Height</th>
<th>Setback from boundary where the façade contains windows from bathroom and/or laundry, storage, or highlight windows only</th>
<th>Setback from boundary where the façade contains windows from habitable rooms including living rooms, kitchens, bedrooms, or studies, and/or balconies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 12m (approx up to 3 storeys)</td>
<td>4.5m</td>
<td>6m</td>
</tr>
</tbody>
</table>

Note:
Highlight windows have a sill height of at least 1.6m above the respective floor level. Side and rear setbacks are measured perpendicular from the side or rear boundary to the closest extent of the building, including balconies, awnings, sunscreens and the like (excluding eaves).

3. Variations on upper storey residential accommodation side setback controls will be assessed against the following criteria. The side setbacks must result in a development that:
   a. provides adequate resident amenity- including privacy, solar access, and ventilation
   b. responds to the local context and streetscape, providing adequate separation from existing and future adjoining development
   c. does not prevent a neighbouring site from achieving its full development potential and optimal orientation
   d. has architectural merit.

4. Despite clauses 1 and 2, upper storey residential accommodation may have a nil boundary side setback for blank walls to facilitate adjoining where it adjoins centre development. However, upper storey residential accommodation must be setback to the side and/or rear, where adjacent to residential, open space uses or a special use zone. A side or rear setback is required where the development is adjacent to another zone, a park or a special use such as a school.

5. Residential accommodation is to be sited and designed to maximise direct sunlight to north-facing living areas and all private open space areas.

6. Living rooms and private open spaces for at least 70% of residential units in a development should receive a minimum of 3.2 hours direct sunlight between 9am and 3pm in midwinter.

7. Residential accommodation may be required to be set back from the street to achieve greater amenity for residents.

8. Dwelling entries shall be distinguished from commercial/retail entries.

9. Dwellings are to have access to private, functional open space accessed directly from main internal living spaces. Private open space is to have a minimum area of 12sqm and a minimum dimension of 2.5m.
8. Each dwelling must be provided with a primary balcony/patio with direct access from the living area, with sizes as follows:

<table>
<thead>
<tr>
<th>Dwelling type</th>
<th>Minimum area</th>
<th>Minimum depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio apartments</td>
<td>4 m²</td>
<td>-</td>
</tr>
<tr>
<td>1 bedroom apartments</td>
<td>8 m²</td>
<td>2 m</td>
</tr>
<tr>
<td>2 bedroom apartments</td>
<td>10 m²</td>
<td>2 m</td>
</tr>
<tr>
<td>3+ bedroom apartments</td>
<td>12 m²</td>
<td>2.4 m</td>
</tr>
<tr>
<td>Apartment at ground level or podium</td>
<td>15 m²</td>
<td>3 m</td>
</tr>
</tbody>
</table>

9. Dwelling balcony design is to be integrated into the architectural form and detail of the buildings.

10. Balcony balustrades should be designed to allow views and casual surveillance of the public domain while providing for safety and visual privacy. Balcony balustrades should respond to the location, being designed to allow views and passive surveillance of the street while maintaining visual privacy and allowing for a range of uses on the balcony.

11. Living room, dining room, kitchen and study windows with a direct outlook to living rooms, dining rooms, kitchens and studies in an adjacent dwelling within 9m need to:
   a. offset the edge of one window to the edge of the other window by a sufficient distance to limit the views into the adjacent windows, or
   b. provide sill heights of at least 1.6 m; or
   c. have fixed obscure glazing or glass blocks in any part of the window below 1.6 m.

12. Suitable clothes drying facilities shall be provided for dwellings, not visible from a public place and have access to sunlight.

13. A secure space per dwelling of 6m³ (minimum dimension 1m²) set aside exclusively for storage for each dwelling as part of the basement or garage should be provided. Storage areas must be adequately lit and secure.

13. Secure space must be provided for each dwelling in accordance with the following table:

<table>
<thead>
<tr>
<th>Dwelling type</th>
<th>Storage size volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio apartments</td>
<td>4 m³</td>
</tr>
<tr>
<td>1 bedroom apartments</td>
<td>6 m³</td>
</tr>
<tr>
<td>2 bedroom apartments</td>
<td>8 m³</td>
</tr>
<tr>
<td>3+ bedroom apartments</td>
<td>10 m³</td>
</tr>
</tbody>
</table>

At least 50% of the required storage is to be located within the dwelling and accessible from circulation or living spaces.

14. An appropriate waste storage area is to be provided to store waste and recyclables.

15. Thirty percent (30%) of all dwellings on a site, or at least one dwelling, whichever is greater, must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299 – 1995).

16. Car parking shall be provided at the minimum rate of 1 space per dwelling and a maximum of 2 spaces.
14. Communal open space should have a minimum area equal to 25% of the site. Communal open space should have a minimum dimension of 3m, and larger developments should consider greater dimensions. This space must incorporate shelter, furniture and facilities suitable for outdoors, and if provided at ground level, include canopy trees. Communal open space on rooftops should be designed to optimise privacy for occupants and adjoining residents.

15. A communal rainwater tank and pump should be located in common open space. Common open space areas must be provided with a water efficient irrigation system and taps at a minimum 25m intervals connected to the rainwater tank. Each private open space at ground level must be provided with a tap connected to the rainwater tank.
7. Visual and Acoustic Privacy

Building design must take into consideration aspects of visual privacy and noise sources and minimise their future impacts on occupants. Amenity is enhanced by privacy and a better acoustic environment. This can be achieved by carefully considering the location of the building on the site, the internal layout, the building materials used, and screening devices.

Major roads and rail operations generate noise and vibration, and people living and working near major transport corridors can be adversely affected. Major roads can also impact on air quality due to their volume of traffic. Building design must take into consideration the noise, vibration and air quality effects of busy roads and rail corridors and minimise the amenity and health impacts on future occupants.

7.1 Objectives

1. Ensure a high level of amenity by protecting the acoustic and visual privacy of occupants within dwellings and their associated private open spaces.

2. Ensure development is sited and designed so that visual and acoustic privacy and vibration from outside sources is controlled to acceptable levels, incorporating architectural and building elements to assist in protecting privacy.

3. Minimise direct overlooking of dwelling windows and private open space so that the amenity of neighbours and intended occupants is respected.

7.2 Controls

1. Locate, orientate and design new development to ensure visual privacy between buildings, and between buildings and adjacent private open space.

2. Use building design to increase privacy without compromising access to light and air.

3. All noise generating equipment such as air conditioning units, swimming pool filters, fixed vacuum systems and driveway entry shutters must be designed to protect the acoustic privacy of residents and neighbours. All such noise generating equipment must be acoustically screened. The noise level generated by any equipment must not exceed an LAeq (15min) of 5dB(A) above background noise at the property boundary.

4. Residential development adjacent to a rail corridor or a busy road as identified on the Road and Rail Noise Buffer Map should be sited and designed to include noise and vibration attenuation measures to minimise noise and vibration impacts. Refer to State Environmental Planning Policy (Infrastructure) 2007 and the NSW Department of Planning’s Development near Rail Corridors and Busy Roads –Interim Guideline.
8. **Adaptable and Livable Housing**

Adaptable and livable (universally designed) dwellings are conventional dwellings that incorporate construction and design elements to meet people’s changing mobility requirements over their lifetime (e.g. level pathways, wider doorways and corridors and reinforced bathroom walls to enable future installation of grab rails). The focus is on creating safe, accessible and functional housing for a diverse demography including the elderly, families with children and people with permanent or temporary disabilities.

An ‘adaptable dwelling’ is a dwelling with design features that are easily adapted at a later date to flex with the changing needs of the occupants, as specified in AS 4299 (Adaptable Housing). The provision of adaptable housing units within a development can assist people to continue to live in a dwelling which is suited to their mobility and level of ability. It is far more cost effective than relocation or substantial building renovations to modify a home to be more accessible at a later date. Adaptable housing is important part of the housing mix in the Shire as the number of people over the age of 55 years is above the Sydney average. It is also increasing as a proportion of the total population.

A ‘livable’ dwelling is a form of adaptability that incorporates elements ‘designed in’ at the construction stage, thus not requiring subsequent modification or adaptation through the lifecycle of occupants.

For the purpose of this section, a livable dwelling means a dwelling designed to Silver Standard Livable Housing Design Guidelines.

8.1 **Objectives for Adaptable and Livable Housing**

1. To provide housing that will meet the access and mobility needs of any occupant.

2. To ensure a suitable proportion of dwellings include layouts and design features to accommodate changing mobility requirements of residents.

3. To promote ageing in place by extending the usability of dwellings to meet ‘whole of life’ needs of the community.

8.2 **Controls for Adaptable Housing**

1. All new shop top housing developments must provide dwellings designed in accordance with the Australian Adaptable Housing Standard (AS4299) to Class C Certification at the following rates:
   - Development containing fewer than 5 dwellings – none.
   - Developments of 6 or more dwellings – 20% adaptable

2. When the calculations for the number of dwellings results in a fraction, numbers \( \leq .5 \) should be rounded down.

3. Variations will be considered where it can be demonstrated that site conditions would preclude achieving the controls.
4. An applicant will need to demonstrate compliance with the adaptable housing provisions. This may include a report prepared by an appropriately qualified person submitted with the development application, specifying how the proposal has addressed the requirements in this chapter, the relevant Australian Standards (e.g., *Australia Standard 1428 – Design for access and mobility*) and the National Construction Code.

5. The design of adaptable dwellings must be integrated into the development with the use of consistent materials and finishes.

### 8.3 Controls for Livable Housing

1. In addition to complying with the adaptable housing rates in clause 1 above, all new shop top housing and boarding house developments must provide ‘livable dwellings’ (i.e., dwellings designed to *Livable Housing Design Guidelines*) at the following rates:
   - Developments containing 5 or fewer dwellings – 1 dwelling.
   - Developments of 6 or more dwellings – 10% of dwellings.

2. When the calculations for the number of dwellings results in a fraction, numbers ≤ .5 should be rounded down.

3. Dwellings provided in accordance with Clause 1 must incorporate the following *Livable Housing Design Guidelines*:
   - A car park 3.2m wide.
   - An accessible continuous path of travel from the street entrance and/or parking area to dwelling entrance.
   - At least one level entrance into the dwelling.
   - Internal doors and corridors width that facilitate comfortable and unimpeded movement between spaces.
   - A toilet on the ground (or entry) level that provides easy access.
   - Reinforced walls around the toilet, shower and bath to support the safe installation of grab rails at a later date.
   - A continuous handrail on one side of any stairway where there is a rise of more than one metre.

4. Where proposed, all ‘livable’ dwellings must be clearly identified on the submitted DA plans.

5. Variations to (1) will only be considered where it can be demonstrated that site conditions would preclude achieving the controls.

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**Note:**

For further details on the *Livable Housing Design Guidelines*, applicants are encouraged to visit [www.livablehousingaustralia.org.au](http://www.livablehousingaustralia.org.au).
9. **Safety and Security**

In April 2001, the NSW State Government introduced Crime Prevention Through Environmental Design (CPTED) to Section 79C of the Environmental Planning and Assessment Act, 1979. The guidelines require consent authorities to ensure development provides safety and security for users and the community. If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimise crime risk, or refusal of the development on the grounds that crime risk cannot be appropriately minimised.

9.1 **Objectives**

1. Reduce opportunities for crime through building layout, orientation and location, and the strategic use of design, landscaping and lighting.

9.2 **Controls**

1. Any design for multi dwelling housing must demonstrate compliance with *Crime Prevention Through Environmental Design (CPTED)* guidelines.

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**Note:**

For further Information refer to:
10. Parking

Accommodating vehicles can have a significant impact on the design of new development. The location and layout of the parking will influence the layout and design of buildings and landscaping. All development must satisfy the demand for parking that it creates within its own site. The provision of sufficient parking must not compromise the safety of the on street and off street environment for vehicles, pedestrian and cyclists. Parking is required for different types of vehicles according to the proposed use. Vehicles include passenger vehicles, motor bikes, light vehicles and heavy vehicles and pushbikes.

10.1 Objectives

1. Ensure all land uses and/or combination of activities provide sufficient parking on site to satisfy the demand for parking by different vehicle types generated by the development including Traffic Generating Development.

2. Minimise amenity impacts on neighbouring properties including streetscape, noise and light spill.

3. Off-street parking areas are provided having regard to the area of the building, the number of employees, residents and visitors, the availability of public transport and use of bicycles.

10.2 Controls

1. Car parking shall be provided in accordance with the following table:

<table>
<thead>
<tr>
<th>Residential Accommodation</th>
<th>Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use</td>
<td></td>
</tr>
<tr>
<td>Single Dwelling</td>
<td>Maximum 2 spaces per dwelling</td>
</tr>
<tr>
<td>Secondary Dwelling</td>
<td>No requirement</td>
</tr>
<tr>
<td>Dual Occupancy</td>
<td>Minimum 1 space per dwelling</td>
</tr>
<tr>
<td></td>
<td>Maximum 2 vehicle width garages facing street</td>
</tr>
<tr>
<td>Multi Dwelling</td>
<td>Zones R2, R3, R4, B1, &amp; B2</td>
</tr>
<tr>
<td></td>
<td>Minimum 1 space per 1 bed, 1.5 spaces per 2 bed, 2 spaces per 3 bed,</td>
</tr>
<tr>
<td></td>
<td>1 visitor space per 4 dwellings</td>
</tr>
<tr>
<td>Shop Top Housing</td>
<td>Minimum 1 space per dwelling - maximum 2 spaces per dwelling</td>
</tr>
<tr>
<td></td>
<td>No visitor parking</td>
</tr>
<tr>
<td>Residential accommodation</td>
<td>Developments with 10 or more dwellings require one designated carwash bay with minimum dimensions of 3m x 7.6m. Additional carwash bays are required in development in excess of 30 dwellings at a rate of 1 per 20 dwellings.</td>
</tr>
<tr>
<td>Seniors Housing</td>
<td>Car parking rates consistent with State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tourist/Visitor Accommodation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bed &amp; Breakfast Hotel/Motel accommodation</td>
<td>1 space per guest room</td>
</tr>
<tr>
<td></td>
<td>Note –This parking requirement is in addition to the parking required for the dwelling house.</td>
</tr>
</tbody>
</table>
DCP CHAPTER 11
B1 Neighbourhood Centre

<table>
<thead>
<tr>
<th>Neighbourhood Centre</th>
<th>Car Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serviced Apartments</td>
<td>1 space per hotel/motel/apartment unit plus 1 space per 2 employees</td>
</tr>
<tr>
<td>Hotel or Motel accommodation</td>
<td>1 space per 4 rooms; plus, 1 space per 2 employees</td>
</tr>
<tr>
<td>Serviced Apartments</td>
<td>1 space per 2 units; plus, 1 space per 2 employees</td>
</tr>
<tr>
<td>Boarding House</td>
<td>1 space for every 3 rooms plus 1 space for any residential manager</td>
</tr>
</tbody>
</table>

**Commercial Premises**

| Business Premises                     | 1 space per 30m² GFA                                          |
| Retail Premises, (including food and drink premises, except Pubs) | 1 space per 30m² GFA Larger developments may require a Traffic & Parking Report |

**Community Land Uses**

| Health Services Facility               | 1 space per 30m² GFA                                          |
| Medical Centre/ Health consulting rooms|                                                                      |
| Residential medical centre             |                                                                      |
| Child care centres                     | 1 space per 4 children in attendance (Reduced rate assessed on merit) |

2. Where a proposed development is not listed in these controls, or where the development proposal raises unique traffic and parking issues, or where a development is identified as Traffic Generating Development then the parking requirement specified in the RMS Guide to Traffic Generating Development shall apply.

3. In addition to the car parking requirements, motorcycle parking shall be provided at a rate of 1 motorcycle space per 25 car spaces or part thereof. For example where 26 car parking spaces are required then 2 motorbike parking spaces are to be provided. Motorcycle parking spaces shall comply with the relevant standards.

4. In addition to the car parking requirements, bicycle parking space must be provided at the rate of 1 space per 10 car parking spaces for first 200 car spaces, then 1 space per 20 parking spaces thereafter. In addition, 1 unisex shower is required per 10 employees.

5. Where the car parking requirement is expressed as a maximum number of spaces the development shall not exceed that maximum.

6. Where the car parking requirement is expressed as a minimum number of spaces the development shall not provide less spaces than that minimum.

7. When the calculations for the number of parking spaces results in a part or fraction of a parking space of 0.5 or greater for the whole development, then the actual number shall be rounded up. For example 1.5 spaces shall be rounded up to 2 spaces for the whole development.

8. Where a development proposal contains two or more land uses the parking requirement shall be the sum of parking required for the individual land uses.

9. Where a proposed development comprises two or more land uses with different peak parking demands, the total requirement may be reduced such that the peak demand is met at any one time **where supported by a study by a suitably qualified traffic engineer.**
11. Late Night Trading Premises

A late night premises is any commercial premises or community facility which may impact on the amenity and safety of a neighbourhood resulting from its operation at night. The regulation of late night trading also applies to licensed premises under the Liquor Act 2007.

All B1 Neighbourhood Centre zones are ‘low activity areas’ in relation to late night trading.

The guidelines for Late Night Premises are in Chapter 36 Late Night Trading.
12. Waste Management Requirements

The design of waste and recycling storage areas within the development determines the efficiency of waste handling as well as affecting occupant amenity and the streetscape presentation of the development.

Multiple uses accompanied by residential accommodation within a property increase challenges with regard to minimising the volume of waste, the ease of access and the efficiency of waste sorting and removal systems.

The publication *Better Practice Guide for Waste Management in Multi-Unit Dwellings* (2008, Department of Environment and Climate Change) should be used to inform the design of waste management facilities.

12.1 Objectives

1. Ensure appropriate waste storage and collection facilities.

2. Maximise source separation and recovery of recyclables.

3. Ensure waste management systems are intuitive for occupants and are readily accessible, integrated with the design of a development.

4. Minimise risk to health and safety associated with handling and disposal of waste and recycled material, and ensure optimum hygiene.

5. Minimise adverse environmental impacts associated with waste management.

6. Discourage illegal dumping by providing on site storage and removal services for hard waste. Hard waste consists of discarded items of bulky household waste which are awaiting removal.

7. Enable the servicing of the waste management system on site, and the efficient collection of waste and recyclables by collection service providers, with minimum disruption and impact on the community.

8. Ensure bin storage areas/rooms do not dominate the streetscape.

**Note:**

Sutherland Shire Council provides a garbage and recycling collection to residential and commercial developments based on the pricing structure outlined in the Schedule of Fees and Charges for Goods and Services.

Council’s Waste Collection fleet is designed to collect 120litre and 240litre mobile garbage bins. Any larger bins must be collected by a private contractor arranged by the Body Corporate. The bins collected by Council are:

- Waste collection (red lid) – 120L and 240L bins
- Recycling collection (yellow lid) – 240L bin
- Green waste (green lid) – 240L bin
Developments likely to produce demolition, and/or construction waste, or which will require ongoing waste storage and disposal, are required to submit a Waste Management Plan as part of the DA application. The plan must include details of ongoing waste storage and disposal – including the location for storage and recycling and vehicle access to these spaces where required.

Developers who opt to elect Council as the service provider may request advice from Council’s Waste Operations Controller on appropriate bin service options. It is possible to arrange twice weekly waste collection for larger developments. The Waste Management Plan for the development in these cases must be approved by Council’s Waste Operations Controller prior to DA lodgement.

Where council trucks are required to enter private property to collect waste, the body corporate of the development must provide an indemnity to Council against any future claim for damage or loss.

Further details on Waste Management Plans are provided in the Sutherland Shire DA Guide.

### 12.2 Controls

1. A waste storage area is to be provided for all developments to store bins for general waste and recyclables. The area must have sufficient space for the storage of garbage, recycling and green waste generated by the development as indicated in Table 1 below.

2. The residential waste generation rate per dwelling is 120 litres per week of general waste plus 120 litres per week of recycling.

The general waste and recycling needs per dwelling in multi-unit developments with 20 or more apartments can be reduced in accordance with the waste generation rates in Table 1 below. Bin dimensions are shown in Figure 1 and Table 2.

Twice weekly collections of 240L bins by Council (by arrangement with Council) can reduce the number of bins required.

<table>
<thead>
<tr>
<th>Dwelling size</th>
<th>Garbage</th>
<th>Recycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individual Dwelling</td>
<td>120L</td>
<td>120L</td>
</tr>
<tr>
<td>3 bedroom apartment or greater</td>
<td>120L</td>
<td>120L</td>
</tr>
<tr>
<td>2 bedroom apartment</td>
<td>100L</td>
<td>120L</td>
</tr>
<tr>
<td>1 bedroom apartment or studio apartment</td>
<td>80L</td>
<td>80L</td>
</tr>
</tbody>
</table>

*Table 1 Waste Generation Rates*
3. In the case of large residential flat and mixed use developments, multiple bin storage areas may be required. Each waste stream must be separated and clearly labelled. Residential waste must be kept separate from commercial waste. Adequate space must be allowed for manoeuvring bins within the bin store.

4. The location and design of the waste storage area must not detract from the amenity of the development and the character of the streetscape.

5. The location of waste and recycling facilities must not impact on car parking or landscaping requirements of the development.

6. Waste and recycling facilities must be designed to prevent litter and contamination of the stormwater drainage system.

7. Developments must be designed so that bins do not need to be wheeled more than 75 metres.

### Table 2: Standard Bin Dimensions

<table>
<thead>
<tr>
<th>Bin Type (L)</th>
<th>Width (m)</th>
<th>Depth (m)</th>
<th>Height (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>0.5</td>
<td>0.6</td>
<td>1.0</td>
</tr>
<tr>
<td>660</td>
<td>1.4</td>
<td>0.7</td>
<td>1.2</td>
</tr>
<tr>
<td>1100</td>
<td>1.4</td>
<td>1.3</td>
<td>1.5</td>
</tr>
</tbody>
</table>
8. For wheeled bins, a kerbside garbage collection point must be nominated that has sufficient space where they will not pose a traffic hazard. Wheeled bins should not be placed near intersections, roundabouts, slow points or busy arterial roads, or take up more than 50% of the street frontage when presented in single file to the kerbside for collection, with adequate space between the bins to allow for collection (approximately 300mm). See Figure 1 for 240L bin size.

9. Where an agreement has been reached with Council to service 240L bins on site, the site and driveway must accommodate Council’s waste collection vehicles. To enable handling of bins during collection the maximum driveway gradient is 5%.

10. Where a private waste contractor is required to service a development, the site and driveway must be designed to accommodate waste collection vehicles used by the private contractor.

11. It is preferable for waste trucks to enter the site in a forward direction, but it is permitted for waste trucks to reverse onto a site, where design and site conditions make it safe to do so. It is never acceptable for a truck to reverse out of a site.

12. The design, location and size of bin storage areas/rooms are to be in accordance with the requirements set out in the Better Practice Guide for Waste Management in Multi-Unit Dwellings. The preferred location for storage areas/rooms at ground level is behind the building setback. The storage area must:
   i. be integrated into the overall building design and constructed of materials compatible with the new development;
   ii. be located in an area so as not to compromise the amenity of the occupants of the development and of adjacent properties in terms of noise, odour and aesthetic impact, such as on a rear land frontage, near windowless walls, away from pedestrian areas and in the least visually obtrusive position; and
   iii. be screened from view from the street with built form and landscaping so as to not detract from the streetscape.

13. For developments containing up to 50 dwellings one of the following options for waste collection can be nominated:
   i. **Waste collection by Council**: where the waste is in 240L bins and the required number of 240L bins does not take up more than 50% of the site street frontage when presented in single file to the kerbside for collection, these bins may be collected by Council’s Waste Services. Bins must be spaced to allow for ease of collection (approximately 300mm). The bins are to be stored
   ii. **Waste collection by private contractor** (or Council by special arrangement): Where 240L bins take up more than 50% of the site street frontage, larger bins can be used for garbage, recycling and green waste provided the bins are stored in a basement or in an enclosure within 10m of the street. Where it is necessary to move the bins for collection, the bins must be moved by an employee of the body corporate from the storage area to a level area which can be serviced from the driveway to allow for ease of collection. It may be acceptable for the waste truck to straddle private and public property during collection, subject to Council’s approval of the arrangement. If the development proposes to rely on Council for collection of waste, prior agreement from Council’s Waste Operations Controller must be obtained. A Waste Management Plan for the development must be approved by Council’s Waste Operations Controller prior to DA lodgement.
14. For developments containing 50 or more dwellings, general waste and recycling must be stored in a basement or a bin storage enclosure at ground level and must be collected by private contractors. Where collection is from a basement, clearance heights must be sufficient to accommodate the private contractor’s collection vehicle (typically 4m).

15. For residential developments containing 20 or more dwellings a hard waste storage area with minimum area 14 sq m must be provided. Hard waste consists of discarded items of bulky household waste which are awaiting removal.

16. Developments in centres which include residential flats must include an enclosed hard waste storage space with minimum area 14 sq m. Developments without rear lane servicing access must locate this space in the basement. In this case the entry ramp and basement clearance heights must be sufficient to accommodate waste collection vehicles (typically 4m). In centres, hard waste items from multi-unit developments are not permitted to be placed on the kerb for collection.

17. Developments in centres and industrial zones with rear lane servicing access can locate waste storage areas in enclosed spaces at ground level for rear lane waste collection.