### CHAPTER 4
Multi Dwellings

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a. Multi-Dwelling Housing in the R2 Zone

The R2 Low Density Residential zone is applied to traditional, low density residential areas within Sutherland Shire. The zone allows for a variety of housing types as well as facilities and services to meet the needs of the community. However, all forms of development are required to be at a scale and density that is compatible with the single dwelling character of the locality.

The controls relating to multi dwelling housing within the R2 zone aim to ensure that new development fits comfortably within the established landscaped character, neighbourhood character and streetscapes of these low density localities. Infill multi dwelling housing needs to preserve and enhance the garden and bushland settings in the zone, and deliver well designed homes which offer amenity to local residents while protecting neighbours’ amenity.
1. **Streetscape and Building 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 is an important consideration. The quality and scale of architecture, landscape elements, natural elements and works in the public domain determine the streetscape character.

Architectural quality contributes to the character and quality of both the streetscape and the built form. It can be achieved through the skilful composition and detailing of building elements, textures, materials and colours, and reflects the use, internal design and structure of a development. Ancillary elements such as driveways, garages, parking areas and fencing are also important determinants of the streetscape, reinforcing the scale and character of existing buildings and landscape elements.

### 1.1 Objectives

1. Ensure that all elements of development visible from the street and public domain make a positive contribution to the streetscape and natural features of the area.
2. Create entrances which provide a desirable and safe identity for the development and assist in visitor orientation.
3. Ensure development is compatible with the scale, character and landscape setting of the streetscape, its natural setting and scenic quality.
4. Achieve quality architecture in new development through the appropriate composition and articulation of building elements, textures, materials and colours.
5. Minimise the visual impact of garages, basement car parks, driveways and parking areas on the streetscape.
6. To ensure sites are of sufficient size to accommodate well designed development.
7. To provide for resident amenity.

### 1.2 Controls

1. Lots must be of sufficient width to accommodate development. A site of minimum width of 25m is appropriate for multi dwelling development. This width will accommodate a development that:
   
   i. provides appropriate access and servicing facilities – vehicular parking, access, storage and waste management areas (vehicles to leave in a forward direction)
   ii. provides resident amenity - including privacy, solar access, ventilation, and landscaped setbacks.
   iii. demonstrates architectural merit.
iv. responds to the local context, including providing adequate separation from existing and future adjoining development

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

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

3. Individual dwelling entries must be designed to ensure safe pedestrian access and easy way finding.

4. Driveways and other communal paved areas should enhance a sense of place through the use of quality treatments. Unit pavers or textured materials are to be used for hard surfaces; bitumen is not to be used.

5. Buildings are to be a maximum of three storeys when viewed from the street. Dwellings may be stepped down a steep site.

Note:

storey means a space within a building situated between one floor level and the floor level above, or the ceiling or roof above, and includes the space within the following:

(a) foundation areas, garages, workshops, storerooms, basements and the like, whose external walls have a height of more than 1 metre, as measured vertically from the ground level immediately below.

(b) an attic within a residential building, but only if:
   i. the roof of the attic is pitched from more than 300mm above the floor of the attic or at an angle of more than 35 degrees, or
   ii. the area of the attic exceeds 60 percent of the floor space of the floor level below.

6. Roof forms are to be designed to an appropriate size, mass and separation in order to be compatible with the scale and character of existing buildings and landscape elements.

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

8. Facades are to be composed with an appropriate scale, rhythm and proportion, which respond to the desired character of a locality.

9. Developments on street corners should be designed to define and address both street frontages.

10. Extensive use of highly reflective materials is not acceptable for roof or wall cladding.
11. The need for additional building services (e.g., electricity kiosk/substation and fire services facilities) must be co-ordinated and integrated with overall design of the development.

12. Development must be designed so that it fully or in part maintains view corridors so that the amenity of neighbouring public and private property is balanced with the amenity afforded to the new development.

13. Private open space may be provided in the front setback, provided integrated into a well designed landscape solution which offers resident amenity and contributes to streetscape quality.

**Note:**

View corridors may be maintained by implementing the following measures:

- a. stepping buildings down the site,
- b. using only single storey elements,
- c. avoiding steep roofs, and
- d. breaking up the built form.

14. Where provided, communal driveways should be designed to provide visual variety and landscaping to reduce the monotony and scale of the pavement.

15. All basements must be designed so that vehicles can enter and leave safely in a forward direction.

16. Basements car parking is only acceptable in the R2 Low Density Zone where sites have a frontage of 20m or more and:

   - i. the slope of the land is 12.5% or greater; or
   - ii. the basement is achieved by way of a gentle gradient so that the driveway is not greater than 1m below natural ground level within the setback to the street

   All basements must be design so that vehicles can enter and leave safely in a forward direction and a strip of landscaping is provided to the adjoining property boundary of at least 2 metres wide.

17. Basement car parking must not result in the building having a three storey appearance when viewed from the street.

**Note:**

basement means the space of a building where the floor level of that space is predominantly below ground level (existing) and where the floor level of the storey immediately above is less than 1 metre above ground level (existing).
18. Where a basement car park extends above the natural ground level, it is to be designed to ensure that any podium or vehicular entry does not dominate the overall design of the building or the streetscape.

19. Driveway walls adjacent to the entrance of a basement car park are to have a high standard of finish or are to be consistent with the external finish of the building.

20. A 2m landscaped setback to neighbouring properties is to be provided along the driveways to basement car parks.
2. Building Setbacks

Street Setbacks
Street setbacks establish a consistent front building line and 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 providing for landscape areas, entries to the dwellings and deep soil zones suitable for planting of canopy trees.

Side and Rear Setbacks
The spatial relationship of buildings is an important determinant of urban form. Building separation affects the spatial continuity and the degree of openness in the street. Building separation is required to minimise adverse amenity impacts by providing opportunities for landscaping, access, privacy, solar access and 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 façade. Increasing the setback of buildings as the height and length of the elevation increases further reduces the impact of the building while making provision for areas of meaningful landscaping.

2.1 Objectives

1. To ensure new development is compatible within the established or desired future streetscape character.

2. Encourage articulated building forms and ensure garages do not dominate the streetscape.

3. Enhance the setting of the building by providing opportunities for landscaping and infiltration of stormwater and protecting the landscape qualities and character of the locality.

4. Promote residential amenity for residents and neighbours, particularly access to natural light and ventilation and both visual and acoustic privacy.

5. Incorporate architectural detailing and modulation to side elevations to offset building bulk and visual intrusion.

6. Alleviate the visual intrusion of building bulk on neighbouring properties.

7. Minimise view loss from adjoining or nearby properties.
2.2 Controls

1. Street, side and rear setbacks are measured perpendicular from the property boundary to the closest extent of the building, including balconies, awnings, podiums, sunscreens and the like (excluding eaves).

2. The minimum setbacks required are set out in the table below:

<table>
<thead>
<tr>
<th>Setbacks</th>
<th>Minimum Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td></td>
</tr>
<tr>
<td>Primary street frontage</td>
<td>7.5m *</td>
</tr>
<tr>
<td>Secondary street frontage</td>
<td>3.0m</td>
</tr>
<tr>
<td>For fences forming an enclosure to courtyards in the front setback</td>
<td>3.0m from street boundary</td>
</tr>
<tr>
<td>Side</td>
<td></td>
</tr>
<tr>
<td>Ground floor</td>
<td>0.9m for front 60% of site</td>
</tr>
<tr>
<td></td>
<td>4.0m for rear 40% of site</td>
</tr>
<tr>
<td>Second storey</td>
<td>1.5m for front 60% of site</td>
</tr>
<tr>
<td>Rear</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4.0m</td>
</tr>
<tr>
<td></td>
<td>4.0m (Internal lot)</td>
</tr>
</tbody>
</table>

3. *A minimum street setback of 7.5m setback applies to the primary frontage. However, a setback less than 7.5m may be permitted where the established street setback within a street is less than 7.5m. A setback greater than 7.5m may be required where the established street setback within a street is greater than 7.5m.

The established street setback is the average distance of the setbacks of the nearest 2 dwelling houses having the same primary road boundary and located within 40m of the lot on which the dwelling house is erected.

The following matters will be a consideration in allowing a reduced setback, or requiring an increased setback:

a. the spatial and landscape qualities of the streetscape, and
b. the bulk and scale of the proposed development, in particular that part of the development adjacent to the street frontage, and
c. whether the proposed variation would have adverse impacts on adjacent properties in terms of solar access, visual intrusion, view loss or privacy.

4. For corner properties, the 7.5m street setback applies to the primary (narrowest) street frontage.
5. A minimum setback of 3m applies to the secondary street frontage.

6. Setback requirements apply to any part of a dwelling (other than eaves) or ancillary structure such as garages, carports or balconies, whether or not they are attached to a dwelling.

7. Any podium or basement car parking must be set back a minimum of 3m from side and/or rear boundaries.

*Diagram – Setback requirements to be inserted*

8. A 1.5m articulation zone may extend into the street setback, for a maximum of 30% of the façade width, where the development has a street setback of 7.5m or greater.

9. Garages and garage doors are not to be located in the articulation zone. These elements are to be located no closer than 7.5m to the front boundary and integrated with the building design.

10. At grade car parking must not be located within the setback area to a primary street, unless it is directly associated with an adaptable dwelling and no reasonable alternative location is possible.

11. Basement underground car parking may be allowed within the articulation zone of the street setback, provided the structure is considered in conjunction with the overall landscape design and does not detract from the merit of the development.

12. Where a second storey wall adjacent to a side boundary exceeds 15m in length, the side setback shall be increased by a further 500mm minimum part of the wall. Where the scale of the side elevation results in significant overshadowing and/or visual intrusion due to building bulk to an adjoining dwelling, an increased building setback is to be employed.

13. Where an increased side setback for a part of a wall is employed for articulation, the roof line must follow the change in wall plane.
3. **Landform**

The natural topography and landform features of the Shire make up a fundamental part of the character and attractiveness of the area. Natural landforms provide for a variety of views and vistas, both local and distant, from public and private domains. Maintaining the natural landform should be an integral consideration for the design of new dwellings.

In order to contribute to the quality and identity of the area, new development must respect landform and natural settings. Development must be designed so that it minimises impacts to natural land forms and allows the natural qualities of the site to be the dominant element of its setting.

Development on the steeper and more elevated areas is often more prominent, particularly when viewed from the lower areas. Well considered design ensures dwellings integrate with the streetscape and views from the waterways, and retain a consistent relationship to the natural topography. This relationship provides an important visual link between buildings in a streetscape, as well as reducing the impacts of new development on neighbouring lots.

Deep excavation, cut and fill or benching may alter the pattern of subsoil water flow and soil stability, which may adversely affect neighbouring properties and the natural environment.

### 3.1 Objectives

1. Ensure that building siting, design and construction methods respond to the natural landform of the site.

2. Minimise the visual impact of new development, particularly when viewed from, bushland, open space and the public domain.

3. Minimise earthworks so as to maintain the existing landform.

4. Minimise impacts on surrounding vegetation and provide increased opportunities for tree retention, including trees on neighbouring properties.

### 3.2 Controls

1. The natural contours of the land must not be unduly altered. Developments should avoid any unnecessary earthworks by designing and siting buildings within the natural slope of the land.

2. Excavation for basements should not extend beyond the building footprint.

*Note:*

basement means the space of a building where the floor level of that space is predominantly below ground level (existing) and where the floor level of the storey immediately above is less than 1 metre above ground level (existing).
3. On sloping sites, split level and pier foundation designs should be used to minimise the need for extensive excavation and/or under crofts, ensuring buildings step with the natural topography of the land.

4. Earthworks must not alter ground water levels or surface stormwater flows to the extent that trees and bushland vegetation, water bodies or other property are adversely affected.

5. Natural ground level surrounding the development and at property boundaries must be retained or reinstated prior to the completion of works.
4. Landscaping

Good design recognises that landscape and buildings operate together as an integrated system, resulting in greater aesthetic quality and amenity for the occupants and neighbours and a more attractive public domain. High quality landscape design protects and builds on the 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, areas of habitat and natural systems must be protected and enhanced by the retention of important landscape elements, appropriate planting, bush regeneration and by minimising urban runoff. The use of indigenous trees that extend remanent habitat helps develop a strong sense of place in a locality.

4.1 Objectives

1. Contribute to streetscape character, local habitat and the amenity of the public domain by using indigenous species which complement scale of the development.

2. Provide landscaping treatments which foster attractive outlooks, privacy and private recreation areas of high aesthetic quality.

3. Improve the microclimate within developments.

4. Contribute to water and stormwater efficiency by integrating landscape design with stormwater management.

4.2 Controls

1. Hard surface areas within the street frontage shall be limited to a maximum of 50% of the area of the front setback, with the remaining 50% occupied by deep soil landscaping.

2. Development should be designed to retain existing canopy trees in good health in the vicinity of side, rear and front setbacks, including on adjoining land.

3. A minimum of 2 indigenous canopy trees that will attain a minimum mature height of 4m must be planted within 3m of the front boundary and a minimum of 2 indigenous canopy trees that will attain a minimum mature height of 4m must be planted within 2m of the rear boundary.

4. Street trees are only required on the side of the road where there are no continuous overhead power lines. A minimum number of 1 indigenous canopy tree, that will attain a minimum height of 6m, must be planted at 15m intervals at a minimum distance of 1 metre from the kerb and /or footpath. Street trees must be selected from the Native Plant Selector available on Council’s website.

5. Any privacy fencing must be appropriately landscaped with screen planting.
6. Appropriate paving must be provided to driveways, walkways, entries garbage bin enclosures, letter boxes and clothes lines.

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

8. Where planter boxes edge both sides of a pedestrian path or entrance, the vertical height of the planter shall not exceed a height greater than half the width of the pathway.

9. Where planting is proposed on podiums or within planter boxes, the space to be planted must be designed and constructed to contain a minimum of 600mm of soil depth. Less soil depth will only be accepted when a high quality alternative solution is provided. The basis for species selection for this planting should maximise the likelihood of long term viability in view of the likely future microclimate. Landscaping on podium levels and planter boxes should be accessible for gardener access.

10. Plant species selection should reduce the potential for invasive plant species to escape into bushland.

11. Development on a ridgeline, as viewed from the water, should retain or provide a backdrop of trees to ensure the skyline is vegetated.

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. Plants selected are Australian natives only. The tool is available online at http://www.sutherlandshire.nsw.gov.au/My_Place/Trees/Native_Plant_Selector
5. Building Layout, Solar Access and Private Open Space

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 occupants.

Ideally, solar access should be maximised in winter and controlled in summer. Daylight consists of both diffused light and direct light. Good levels of daylight in a dwelling improve amenity and reduce the need for artificial lighting. Good levels of daylight can be achieved through the careful consideration of window size, location and proportion.

Quality private space is critical to achieving good residential amenity. Open space of sufficient area and dimensions to enable recreational and outdoor use, landscaping and service functions is needed for all dwellings.

5.1 Objectives

1. Ensure outdoor living areas are functional and responsive to the environment and the internal layout of the building.
2. Ensure development provides opportunities for cross-ventilation and natural ventilation.
3. Integrate essential amenities and waste management facilities within developments.
4. Minimise the impacts of ancillary aspects of development on people, building occupants or neighbours, and on the streetscape and the natural environment.

5.2 Controls

1. New developments shall be sited and designed to maximise direct sunlight to north-facing living areas, communal open space and private open space areas.
2. New developments shall incorporate passive solar building design, including the optimisation of sunlight access to living areas and the minimisation of heat loss and energy consumption, to avoid the need for additional artificial heating and cooling.
3. For at least 75% of residential units in a development, living rooms and private open spaces should receive a minimum of 3 hours direct sunlight between 9am and 3pm in midwinter.
4. Lightwells must not be used as the primary source of daylight in habitable rooms.
5. Each dwelling is to provide an area of Private Open Space at or near ground level that has a minimum area of 36m$^2$, of which a maximum of 16m$^2$ may be paved.
6. The primary living area of a dwelling is to provide direct access to its Private Open Space.

7. For the proposed multi dwelling development:
   a. orientate the area of Private Open Space to take advantage of the northern solar access,
   b. ensure 10m² of Private Open Space has 4 hours of solar access between 9:00am and 3:00pm at the winter solstice (21 June).

Note:
In measuring compliance with this standard, overshadowing by vegetation should be ignored but overshadowing by fences, roof overhangs and changes in level should be taken into consideration.

8. For the neighbouring dwellings:
   a. Ensure 10m² of Private Open Space has 4 hours of solar access between 9:00am and 3:00pm at the winter solstice (21 June),
   b. Consideration will be given to reduced solar access where the proposed dwelling is generally compliant with all development standards and controls, and the extent of impact is the result of orientation, site constraints, and or existing built forms.

9. Each dwelling is to provide a secure storage space, 50% of which is inside the dwelling. The storage requirement is as follows:
   a. One bedroom unit - 6m³
   b. Two bedroom unit – 8m³
   c. Three bedroom unit – 10m³.

10. Suitable clothes drying facilities shall be provided. They shall not be visible from a public place and shall have access to sunlight.
6. Visual and Acoustic Privacy

Building design must take into consideration visual and acoustic privacy. 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. The consideration of visual and acoustic privacy requires an understanding of the context of the adjacent site, site configuration and the layout of the dwelling and ancillary elements.

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.

6.1 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 dwellings are sited and designed so that visual and acoustic privacy and vibration from outside sources is controlled to acceptable levels.

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

4. Recognise the outlook and views from principal rooms and private open space without compromising visual privacy of others.

6.2 Controls

1. Locate, orientate and design new development to maximise the provision of visual privacy.

2. Use detailed site and building design elements to increase visual privacy without compromising access to light and air.

Note:

Visual privacy may be achieved by:

a. Designing the dwelling to maximise the separation distances from adjacent dwellings and private open spaces,

b. Direct the outlook from all living rooms, dining rooms, bedrooms, kitchens and studies where possible towards the street, private open space on the development site, public open spaces, and waterways.

c. Where overlooking of adjacent living rooms, dining rooms, bedrooms, kitchens and studies or private open space is unavoidable then screening elements such as louvres and obscured glass must be used to preserve reasonable visual privacy for neighbours.
Design elements to achieve privacy may include:

a. Offset windows in new development and windows of adjacent development
b. Recessed balconies and/or vertical fins between adjacent balconies,
c. Solid or semi-solid balustrades to balconies,
d. Louvres or screen panels to windows and/or balconies,
e. Fencing,
f. Vegetation as a screen between spaces,
g. Planter boxes in walls or balustrades,
h. Pergolas or shading devices to limit overlooking of lower level private open space.

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 should be designed and sited to minimise noise 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.
CHAPTER 4
Multi Dwellings

7. Parking

The location and layout of parking can have a significant impact on the design of new development. It 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, pedestrians or cyclists.

7.1 Objectives

1. Ensure the provision of sufficient parking on site to satisfy the demand for parking generated by the development.

2. Maximise safety for residents and visitors to the development.

3. Ensure development can provide vehicle manoeuvring and safe entry and exit.

4. Ensure vehicular access routes and parking areas are easily accessible and visible to motorists and pedestrians.

5. Ensure vehicle access, garages, carports, and parking areas do not visually dominate either the development or the streetscape.

6. Minimise reliance on on-street parking.

7.2 Controls

1. Parking spaces shall be located behind the building line.

2. Car parking for multi dwelling housing is to be provided at the following (minimum) rates:

<table>
<thead>
<tr>
<th>Dwelling size</th>
<th>Car parking spaces per dwelling</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bedroom</td>
<td>1</td>
</tr>
<tr>
<td>2 bedrooms</td>
<td>1.5</td>
</tr>
<tr>
<td>3 + bedrooms</td>
<td>2</td>
</tr>
</tbody>
</table>

3. One (1) visitor car park is to be provided for every 4 dwellings in a multi dwelling development.

4. Developments with 10 or more dwellings must also provide 1 designated carwash bay with minimum dimensions of 3m x 7.6m.
5. For developments in excess of 30 dwellings, car wash bays are required at a rate of one (1) per 20 dwellings.

6. The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and street trees, and is to maximise the availability of on-street parking.

7. Developments should minimise potential conflicts between pedestrians and vehicles in the design and use of driveways, roadways and footpaths, and by separating pedestrian and vehicles movements.

8. The design of the all vehicle access ways shall enable all vehicles to enter and leave the site in a forward direction. Turning areas shall be provided to enable a maximum 3-point turn to achieve this egress.

9. Bicycle parking shall be located and designed in accordance with the controls contained in chapter 35.
8. Access

The provision of an accessible built environment is both a design and legislative requirement. The provision of physical access for people with disabilities, older persons and people with temporary mobility problems is the primary purpose of incorporating accessibility requirements into development. Accessible environments provide all people with the opportunity to have equitable and barrier free movement to shops, transport, employment, recreational facilities and housing.

8.1 Objectives

1. Establish a barrier free environment for all people who live, work and visit Sutherland Shire.
3. Create opportunities for the development of housing that is suited to both older people and people with disabilities.

8.2 Controls

1. Development must comply with Building Code of Australia (BCA) and Australian Standards for accessibility
9. Adaptable Housing

Adaptable housing is housing that is specifically designed and constructed to be flexible and easily modified at a later stage to become accessible to the occupants and visitors who are or may become frail, have an existing disability or who may develop a disability in the future.

The provision of adaptable housing and access for older people or people with a disability is important 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.

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.

9.1 Objectives

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

2. Provide for improved housing choice to cater for the needs of the population so that more people can live independently.

3. Ensure adaptable housing is designed for easy access and mobility.

9.2 Controls

1. 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).

2. Car parking and garages allocated to dwellings built to the Australian Adaptable Housing Standard (AS 4299) must comply with the dimensions specified in that standard.
10. 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 Crime Prevention Through Environmental Design (CPTED) guidelines require consent authorities to ensure development provides safety and security to 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.

10.1 Objectives

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

10.2 Controls

1. A design for multi-dwelling housing must demonstrate compliance with Crime Prevention Through Environmental Design guidelines.
10. Waste Management Requirements

The design of waste and recycling storage areas within the property affects ease of use, amenity and handling of waste for the life of the development. Multiple households 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. Resources such as the Better Practice Guide for Waste Management in Multi-Unit Dwellings should be used to inform design of multi-unit dwellings.

11.1 Objectives

1. To ensure appropriate waste storage and collection facilities.
2. To maximise source separation and recovery of recyclables.
3. To ensure waste management systems are intuitive for occupants and are readily accessible.
4. To ensure appropriate resourcing of waste management systems, including servicing.
5. To minimise risk to health and safety associated with handling and disposal of waste and recycled material, and ensure optimum hygiene is achieved.
6. To minimise adverse environmental impacts associated with waste management.
7. To discourage illegal dumping by providing on site storage and removal services.
8. To enable collection service providers to efficiently collect waste and recyclables with minimum disruption and impact on the community.
9. To ensure bin storage areas do not dominate the streetscape.

11.2 Controls

1. A waste storage area is to be provided for all developments to store bin waste and recyclables.
2. The location of waste and recycling facilities must not impact on car parking or landscaping requirements of the development.
3. Developments must be designed so that bins do not need to be wheeled more than 75 metres. The bin-carting grade should be a maximum of 1:14.
4. The location and design of the waste storage area must not detract from the amenity and character of the streetscape.
5. Waste and recycling facilities must be designed to prevent litter and contamination of the stormwater drainage system.

6. Bin storage and access requirements should take into consideration the future servicing requirements of the building.

7. For wheeled bins, a kerbside garbage collection point must be nominated that has sufficient space such that it will not pose a traffic hazard. Wheeled bins should not be placed near intersections, roundabouts, slow points or busy arterial roads.

8. Where an agreement has been reached with Council to service 240L bins on site, the site and driveway must accommodate rear and side loading Council trucks as detailed in Waste Management Information Guidelines. To enable handling of bins during collection the maximum driveway gradient is 5%.

9. A waste truck must be able to enter and exit a site in a forward direction. However, it is usually acceptable for a truck to reverse into a site, and exit in a forward direction. Where this is not possible due to demonstrated site constraints, Council’s Waste Collection Service must be consulted, and may approve some other manner of ingress and egress. It is never acceptable for a truck to reverse out of a site.

10. 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. Storage areas/rooms are to be located behind the front building setback. In instances this cannot be achieved the storage area is to be located:
   
   i. a minimum of 3m from the front boundary setback,
   
   ii. in an area that does not have adverse amenity impacts on neighbours or future residents; and
   
   iii. appropriately screened with landscaping so as to not have an advise impact on the streetscape.

11. The site and driveway must accommodate waste collection vehicles used by the garbage service provider.

12. For development of less than 3 dwellings, each dwelling is to be provided with the following bins:
   
   a. 120 litre MGB red-lid garbage bin, collected weekly
   
   b. 240 litre MGB yellow-lid recycling bin, collected fortnightly
   
   c. 240 litre MGB green-lid green waste bin, collected fortnightly
13. The waste storage area must provide sufficient space for the storage of Council’s garbage, recycling and green waste mobile garbage bins.

14. Developments containing up to 6 dwellings are to be designed to allow for the maximum number of bins as indicated in the table below.

<table>
<thead>
<tr>
<th>Number of Dwellings</th>
<th>Waste 240L Red Lid</th>
<th>No. Collections</th>
<th>Recycling Co-Mingled</th>
<th>Garden Waste</th>
<th>Total Number of Bins</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>3</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>6</td>
<td>3</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>8</td>
</tr>
</tbody>
</table>

15. For developments containing 7 dwellings or more, larger bulk bins are required for garbage, recycling and green waste and these are to be serviced by a private contractor.

16. Developments containing 7 or more dwellings are to be designed to allow for the collection of bulk bins to accommodate the amount of waste generated as indicated in the table below. Bulk bins are to be serviced by a private contractor and bin sizes and numbers are dependent upon the conditions of the contract.

<table>
<thead>
<tr>
<th>Number of Dwellings</th>
<th>Garbage Generated</th>
<th>No. Collections</th>
<th>Recycling Generated</th>
<th>Garden Waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>720L</td>
<td>1</td>
<td>720L</td>
<td>*</td>
</tr>
<tr>
<td>8-9</td>
<td>960L</td>
<td>1</td>
<td>960L</td>
<td>*</td>
</tr>
<tr>
<td>10-11</td>
<td>1.2m³</td>
<td>1</td>
<td>1.2m³</td>
<td>*</td>
</tr>
<tr>
<td>12-14</td>
<td>1.44m³</td>
<td>1</td>
<td>1.44m³</td>
<td>*</td>
</tr>
<tr>
<td>15-16</td>
<td>1.68m³</td>
<td>1</td>
<td>1.68m³</td>
<td>*</td>
</tr>
<tr>
<td>17-19</td>
<td>1.92m³</td>
<td>1</td>
<td>1.92m³</td>
<td>*</td>
</tr>
<tr>
<td>20-21</td>
<td>2.16m³</td>
<td>1</td>
<td>2.16m³</td>
<td>*</td>
</tr>
<tr>
<td>22-23</td>
<td>2.4m³</td>
<td>1</td>
<td>2.4m³</td>
<td>*</td>
</tr>
<tr>
<td>24-26</td>
<td>2.64m³</td>
<td>1</td>
<td>2.64m³</td>
<td>*</td>
</tr>
<tr>
<td>27-28</td>
<td>2.88m³</td>
<td>1</td>
<td>2.88m³</td>
<td>*</td>
</tr>
<tr>
<td>29-31</td>
<td>3.12m³</td>
<td>1</td>
<td>3.12m³</td>
<td>*</td>
</tr>
<tr>
<td>32-33</td>
<td>3.36m³</td>
<td>1</td>
<td>3.36m³</td>
<td>*</td>
</tr>
<tr>
<td>34-35</td>
<td>3.6m³</td>
<td>1</td>
<td>3.6m³</td>
<td>*</td>
</tr>
<tr>
<td>36-38</td>
<td>3.84m³</td>
<td>1</td>
<td>3.84m³</td>
<td>*</td>
</tr>
<tr>
<td>39-40</td>
<td>4.08m³</td>
<td>1</td>
<td>4.08m³</td>
<td>*</td>
</tr>
<tr>
<td>41-42</td>
<td>4.32m³</td>
<td>1</td>
<td>4.32m³</td>
<td>*</td>
</tr>
<tr>
<td>43-45</td>
<td>4.56m³</td>
<td>1</td>
<td>4.56m³</td>
<td>*</td>
</tr>
</tbody>
</table>
**CHAPTER 4**  
Multi Dwellings

**Note:** Generally garden waste bins are not provided for multi-dwellings. However, strata management can request the greenwaste bins as required.

17. For developments containing more than 45 units, bulk bins are required to accommodate an additional 0.21m³ of waste and 0.21m³ of recycling per unit per week.

**Note:**

Further details on Waste Management Plans including a template for a typical plan are in the Sutherland Shire DA Guide and the Waste Management Information Guidelines.

Developers are required to meet with Council’s Waste Operations Controller to determine the appropriate bin storage and servicing options.

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. The Council only has the infrastructure to service 120 litre and 240 litre mobile garbage bins. Services are available from private contractors who might use different collection vehicles and bin sizes to those used by the Council.

All garbage, recycling and garden waste bins are collected from the kerbside by Council collectors. It is the responsibility of residents to ensure the bins are placed at the collection point, usually between the kerbside and the road reserve, by 5am on the regular service day.