CHAPTER 13
B2 Local Centre - Gymea
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CHAPTER 13
B2 Local Centre - Gymea

Gymea Centre

This part of the DCP provides the site specific planning requirements for development within the area of Gymea B2 Local Centre. The residential flat component of any development should be designed in accordance with SEPP65 and the NSW Residential Flat Design Code 2002 (RFDC).

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. Centre Aims

- Maintain the village atmosphere of Gymea
- Encourage residential development in and in close proximity to the centre
- Maintain the open landscaped pedestrian character of Gymea that supports the restaurant precinct
- Maintain solar access to footpaths suitable for outdoor dining.
- Reinforce the landscaped character of the centre

2. Centre Strategy

Gymea Centre is a small active commercial centre with a successful café and outdoor dining strip on Gymea Bay Road. The popular café culture of Gymea attracts new businesses to the centre and creates a sense of vitality. The retail businesses mainly serve local needs, although the specialty shops and cafes draw customers from outside Gymea. Close to the centre are the TAFE, Tradies Club and Hazlehurst Art Gallery, all of which are regional facilities which are additional attractors for the centre.

The commercial viability of the centre benefits from good accessibility by road and rail and visibility due to the proximity of the Kingsway. The location of the main shopping street Gymea Bay Road running perpendicular to the Kingsway and President Avenue means that the amenity of the shopping area is not negatively affected by traffic volumes and vehicle noise.

Gymea Centre is a congenial pedestrian environment. Pedestrian crossings ensure that traffic moves relatively slowly along Gymea Bay Road and street tree planting contributes to a pleasant environment. A wide footpath area on the eastern side of Gymea Bay Road, some of which is privately owned, allows comfortable space for outdoor dining and landscaping, while the north south orientation of the street allows good solar access to these areas. Council investment in the public domain has
reinforced this streetscape character and improved accessibility to shops and services, an important factor in an ageing community.

The strategy for the future of Gymea Centre is to retain the village atmosphere and the pleasant outdoor eating opportunities. Any redevelopment should maintain adequate solar access to the public domain, particularly the eastern side of Gymea Bay Road, to protect the amenity of ground floor shops and cafes. A slight increase in the residential capacity within walking distance to the centre and train station will be created through a new precinct of multi dwelling development (villas and townhouses) on the northern side of the Kingsway (zoned R3 Medium Density Residential).

The incidental public spaces of Gymea Centre including the wide footpaths, walkways, car parking areas and the vegetated railway land have created the vegetated character of the centre. Additional planting undertaken in 2013 as part of the shopping centre upgrade has reinforced the landscape character of the centre.

Future developments should improve the pedestrian experience, by allowing for the widening and improvements to footpaths, creating new pedestrian ways and new public spaces. Small spaces in new developments may also be created in the form of through-site links and building forecourts that interface with the public domain. Although these spaces may remain in private ownership, they are part of the public domain visually and in use.

The main strategies of the DCP for Gymea Centre are illustrated in the map below:
3. 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. How carefully ancillary elements of development are resolved such as vehicle entrances or garbage storage, can also be critical to the quality 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.

Local 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.

3.1 Objectives

1. To ensure sites are of sufficient size to accommodate well designed development
2. To have regard to the future development of adjacent land
3. To 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
4. To achieve development that is of an appropriate scale and context for the street and locality and which makes a positive contribution to the streetscape and amenity of the centre
5. To ensure sufficient solar access for occupants of adjacent residential buildings, and to public open space and adjoining development
6. To create opportunities for incidental open spaces/public domain
7. To create entrances which provide a desirable and safe identity for the development and which assist in visitor orientation and minimise potential conflicts between pedestrians and vehicles
8. To enhance the existing street tree canopy
9. To improve the visual amenity of the public domain.


3.2 Controls

1. Lots must be of sufficient width to accommodate development. A site of minimum width of 20m is appropriate for large scale centre development. This width will accommodate a development that:

   a. provides required parking on the site, usually in an underground car park, that allows for vehicles to leave in a forward direction
   
   b. provides appropriate access and servicing facilities, loading, storage and waste management areas
   
   c. responds to the local context

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

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. 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.

6. 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.

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

8. 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 architectural design of the building. 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.

9. A minimum of one 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. Street trees must be selected from the Native Plant Selector.
available on Council’s website. Planting is to be undertaken in accordance with Council’s Public Domain Manual.

10. Ground floor residential uses are only permitted where an active street frontage is not otherwise required and where it is demonstrated that satisfactory amenity for building occupants can be achieved, particularly in relation to privacy and impacts from noise and traffic.

11. Where a development has a blank end wall, it is to have a high quality finish that makes a positive contribution to the appearance of the centre, should it potentially remain exposed in the long term.

12. Access to all levels of the development, including the basement, must be made available by a lift in order to facilitate access by people with disabilities.

13. Development must comply with Australian Standards for accessibility.

14. Development should contribute to a comfortable pedestrian environment with improvement to signage, lighting, planting, awning cover and seating, where appropriate.

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

16. 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.

17. For developments beneath the threshold noted above, frontage works must include the bundling of power lines and new street lighting to meet the requirements of the SSC Public Domain Design Manual.
4. **Street Setbacks**

Street setbacks establish the front building line. Controls over street setbacks create the proportions of the street and the continuity of street facades. Setbacks make an important contribution to the perceived scale of a street, and to the pattern of buildings and the spaces between them.

Traditional strip retail characterises much of the Gymea centre, generally with an uninterrupted series of shops opening directly onto the footpath. The north eastern section of the retail strip is setback to facilitate outdoor dining and a greater public domain.

This pattern is highly successful in Gymea, providing visibility and ease of access for businesses, and contributing to commercial viability as well to the comfort and attractiveness of the public domain for pedestrians.

4.1 **Objectives**

1. To establish the desired spatial proportions of the street and define the street edge.
2. To create opportunities for the planting of canopy trees and landscaping.
3. To ensure new development is compatible within the established streetscape character, or contributes to the desired future streetscape character.
4. To strengthen the urban form of the centre with consistent street wall heights.

4.2 **Controls**

1. The first two storeys of development must have a nil setback to street frontages in order to provide continuity in the streetscape and encourage active frontages to ground level. Where existing buildings are setback behind the street boundary and the space adds to the quality of the streetscape, development shall maintain the streetscape.
2. Streets where a greater street set back is required are identified in the Strategy. In these cases new development shall maintain the established street setback.
3. The first two storeys of new development must have a nil setback to the street, with a wall height of approximately 8m to an active street frontage. If single storey development is proposed it shall employ parapets to reinforce the established scale of the streetscape.
4. New development of greater than two storeys shall have a two storey wall height (8m) to an active frontage, and a minimum setback of 4m for the upper storeys, above the two storey wall height.
Typical Section 6 storey development

Note:
Street setbacks are measured perpendicular from the property boundary to the closest extent of the building, including balconies, sunscreens, podiums and the like.
5. **Active Frontages**

Active street frontages are locations where retail shop fronts and building entries address the street, building entries are positioned and such that pedestrians circulate along the streets length, accessing shops and services. Active street fronts create the character of a centre, facilitate pedestrian movement between shops and services, and create an environment of vibrancy and vitality. A non active frontage within a shopping strip creates a dead zone that may break the cohesiveness of a centre.

5.1 **Objectives**

1. To identify those places in Gymea where it is desirable for ground floor uses to have a clear street presence that connects the public and private domain through:
   a. Display windows, retail shop fronts and other activities that attract people to the area.
   b. Outdoor eating or dining areas, whether connected to a particular use or available for general uses that encourage people to stay in the area.
   c. Commercial or service activities that utilise a street frontage for access that encourages people to come to the centre for business purposes.
2. To allow safe and convenient pedestrian access to shops.

5.2 **Controls**

1. Active frontages at footpath level are required in accordance with Map below.
2. 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.
3. Places indicated on the map as semi-active are locations where active commercial or retail frontages are preferred but need not be continuous.
4. Vehicle entrances and service areas are not to be located in active street frontages.
5. Continuous awnings must be provided along shop fronts and active street frontages. Awnings are to be designed to maintain street canopy trees that form part of the landscape character of the locality.
6. Shop fronts are to be glazed to ensure visual interest, provide borrowed light and surveillance to the street.
6. **Side and Rear Setbacks**

Side and rear setbacks, either onto lanes or adjacent to established residential dwellings, are required to protect the amenity of those dwellings. Setbacks allow rear access to be provided for onsite parking and service vehicles, so that the active street front is a safe and attractive pedestrian environment.

### 6.1 Objectives

1. Side and rear setbacks aim to:
   
   a. Reinforce the desired spatial character of an area in terms of openness and density.
   
   b. Mitigate the visual intrusion of building bulk on neighbouring properties.

### 6.2 Controls

1. A nil setback to side and rear boundaries is permitted. Where new development adjoins or is across the road from a residential zone, 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.

2. Development shall be designed to achieve an appropriate transition to the edge of centres, public open space, community uses, schools, and low density residential land uses.
7. **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 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 outcomes for ancillary facilities following construction.

### 7.1 Objectives

1. To ensure development provides opportunities for cross-ventilation and natural ventilation

2. To 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. To integrate essential amenities and facilities within developments.

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

### 7.2 Controls

1. New development shall incorporate passive solar building design, including 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. 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 in a forward direction at all times.

3. Loading areas shall be located so as to avoid on-street loading and be freely available for use at all times.

4. Non-residential and residential land uses in the same development shall be sited and designed to not adversely affect the residential amenity of building occupants.
8. **Shop Top Housing & Residential Flat Buildings**

This section applies to shop top housing and residential flat buildings. The provisions aim to ensure all future dwellings in the centre achieve the design principles of State Environmental Planning Policy No 65–Design Quality of Residential Flat Development and the Residential Flat Design Code.

Local Centres can provide opportunities for greater housing choice, particularly opportunities for older people to age in place. The benefits of 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.

Increases in the height of development in Gymea provide increased opportunities for shop top housing and residential flat development. 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.

Good design also needs to have particular regard to the amenity of residents and surrounding residential uses.

The following controls for shop top housing and residential flat buildings are in addition to the general controls for the Gymea Centre.

**8.1 Objectives**

1. To improve the design quality of shop top housing and residential flat buildings.

2. To encourage greater housing choice.

3. To ensure development provides opportunities for solar access, cross-ventilation and natural ventilation.

4. To ensure building design and dwelling layout provides a high level of resident amenity.

5. To ensure outdoor areas are functional and responsive to the environment.

**8.2 Controls**

1. Residential flat buildings and shop top housing should achieve the design quality principles of State Environmental Planning Policy No 65–Design Quality of Residential Flat Development and the Residential Flat Design Code. This includes buildings that are two storeys or less, and/or contain less than four dwellings.

2. Facades of upper storey residential accommodation with no windows or balconies/openings may have a nil boundary side setback.
3. Facades of upper storey residential accommodation with windows or balconies are required to achieve 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>
<tr>
<td>12 metres – 25 metres (approx up to 7/8 storeys)</td>
<td>6.5m</td>
<td>9m</td>
</tr>
<tr>
<td>Over 25 metres</td>
<td>9m</td>
<td>12m</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).

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

5. A variety of dwelling types between one-, two-, three- and three plus bedroom dwellings should be provided, particularly in large developments.

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

7. A new residential flat building, without an active street frontage, must be setback 4m from the street to provide appropriate residential amenity. Changes in level, landscaping and building design should be employed to facilitate privacy for occupants.

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.

10. Balcony design is to be integrated into the architectural form and detail of the buildings.
11. Balustrades should be designed to allow views and casual surveillance of the public domain while providing safety and visual privacy.

12. Suitable clothes drying facilities shall be provided and not be 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.

14. 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).

15. For developments of 20 or more dwellings a minimum of 100sq.m. of communal open space is required. This space must have a minimum dimension of 10m and be suitably consolidated and landscaped. Communal open space may be located on a podium level or on roofs, and must be accessible for all residents.
9. **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.

**9.1 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.

**9.2 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 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.
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 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. Any design must demonstrate compliance with Crime Prevention Through Environmental Design (CPTED) guidelines.

Note:
For further Information refer to:
11. 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.

11.1 Objectives

1. The objectives of this section are:

   a. To 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.

   b. To minimise amenity impacts on neighbouring properties including streetscape, noise and light spill.

   c. 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

11.2 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, 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>
</tbody>
</table>

Residential accommodation

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.

Seniors Housing

Car parking rates consistent with State Environmental
Planning Policy (Housing for Seniors or People with a Disability) 2004

### Tourist/Visitor Accommodation

<table>
<thead>
<tr>
<th>Accommodation</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bed &amp; Breakfast, Hotel/Motel, Serviced Apartments</td>
<td>1 space per hotel/motel/apartment unit 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

<table>
<thead>
<tr>
<th>Premises</th>
<th>Requirement/Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Premises</td>
<td>1 space per 30m² GFA</td>
</tr>
</tbody>
</table>
| 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

<table>
<thead>
<tr>
<th>Use</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health Services Facility, Medical Centre/Health consulting rooms, Residential medical centre</td>
<td>1 space per 30m² GFA</td>
</tr>
<tr>
<td>Child care centres</td>
<td>1 space per 4 children in attendance (Reduced rate assessed on merit)</td>
</tr>
</tbody>
</table>

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.
12. **Late Night Trading**

A late night premise 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.

In relation to Late Night Trading Premises controls, Gymea Centre is an Intermediate Activity Area. The Intermediate Activity Area has guidelines for late night trading.

The guidelines for Late Night Premises are in Chapter 36 Late Night Trading Premises.
13. 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 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. Resources such as the Better Practice Guide for Waste Management in Multi-Unit Dwellings should be used to inform design of multi-unit dwellings.

13.1 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, integrated with the design of a development.
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/rooms do not dominate the streetscape.

13.2 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. For housing for aged persons or persons with a disability (seniors housing), the distance should be limited to 50 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 development of less than 3 dwellings, each dwelling is to be provided with the following bins:
   i. 120 litre MGB red-lid garbage bin, collected weekly
   ii. 240 litre MGB yellow-lid recycling bin, collected fortnightly
   iii. 240 litre MGB green-lid green waste bin, collected fortnightly

8. The waste storage area must provide sufficient space for the storage of Council’s garbage, recycling and green waste mobile garbage bins.

9. 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>
10. 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.

11. 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>2.4m³</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>

*240L garden waste bins should only be provided if requested

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

13. 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.

14. 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%.
15. 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 manager of ingress and egress. It is never acceptable for a truck to reverse out of a site.

16. 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 any front building setback.

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

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 services 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.