E1 LOCAL CENTRE
GYMEA
DCP 2015 CHAPTER 14

SUTHERLAND SHIRE

Contents

Gymea Centre

This part of the DCP provides the site specific planning requirements for development within the area of E1 Gymea Local Centre. The residential flat component of any development should be designed in accordance with the State Environmental Planning Policy (Housing) 2021 and the Apartment Design Guide 2015 (ADG).

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 Design 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 Design Manual.

1. Centre Aims

1. Maintain the village atmosphere of Gymea.

2. Encourage residential development in and in close proximity to the centre.

3. Maintain the open landscaped pedestrian character of Gymea that supports the restaurant precinct.

4. Maintain solar access to footpaths suitable for outdoor dining.

5. 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 Hazelhurst Regional Gallery and Art Centre, 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.

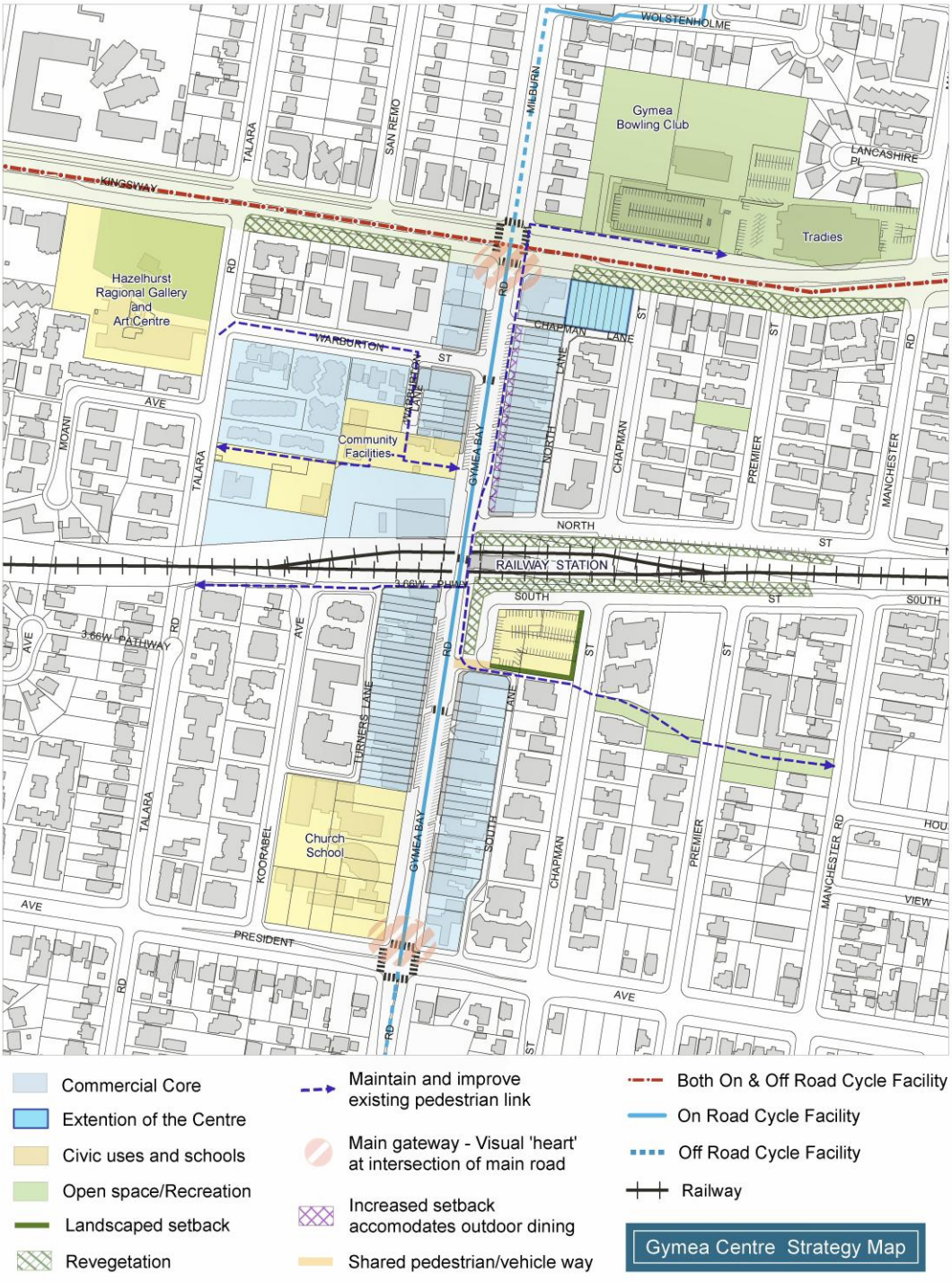
Gymea Centre is a congenial pedestrian environment. Pedestrian crossings ensure that traffic moves relatively slowly along Gymea Bay Road and street tree planting contributes to a pleasant environment. A wide footpath area on the eastern side of Gymea Bay Road, some of which is privately owned, allows 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. Development is to provide continuity in the streetscape and encourage active frontages at street level. 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 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. Ensure sites are of sufficient size to accommodate well designed development.

2. Have regard to the future development of adjacent land.

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

6. Create opportunities for incidental open spaces/public domain.

7. 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. 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 larger scale centre development. Where development of a narrower site is proposed, the development must:
   a. provide required parking on the site, usually in an underground car park, that allows for vehicles to leave in a forward direction;
   b. provide appropriate access and servicing facilities, loading, storage and waste management areas;
   c. respond to the local context.

   Development sites with site frontage width less than 20m 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. Development should acknowledge the established rhythm and scale of existing shopfronts/ small lot subdivisions in vertical facade proportions.

4. 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.

5. 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.

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

7. 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.

   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).

   If basement construction protrudes more than 1m above ground level, it is no longer

defined as a basement. Floor space in a basement may be counted as part of gross floor area. Refer to the definitions of gross floor area in SSLEP2015.

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8. Existing street trees in good health are to be retained and protected. A minimum street tree planting rate is set at one indigenous canopy tree that will attain a minimum mature height of 6m to be planted at maximum spacing of 5m planted at least 1m from the kerb and/or footpath. Informal clumping of trees is encouraged. Street trees must be selected from the Native Plant Selector available on Council's website. Turf must also be planted. Planting is to be undertaken in accordance with Council's Public Domain Design Manual.

9. 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.

10. 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.

11. 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.

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

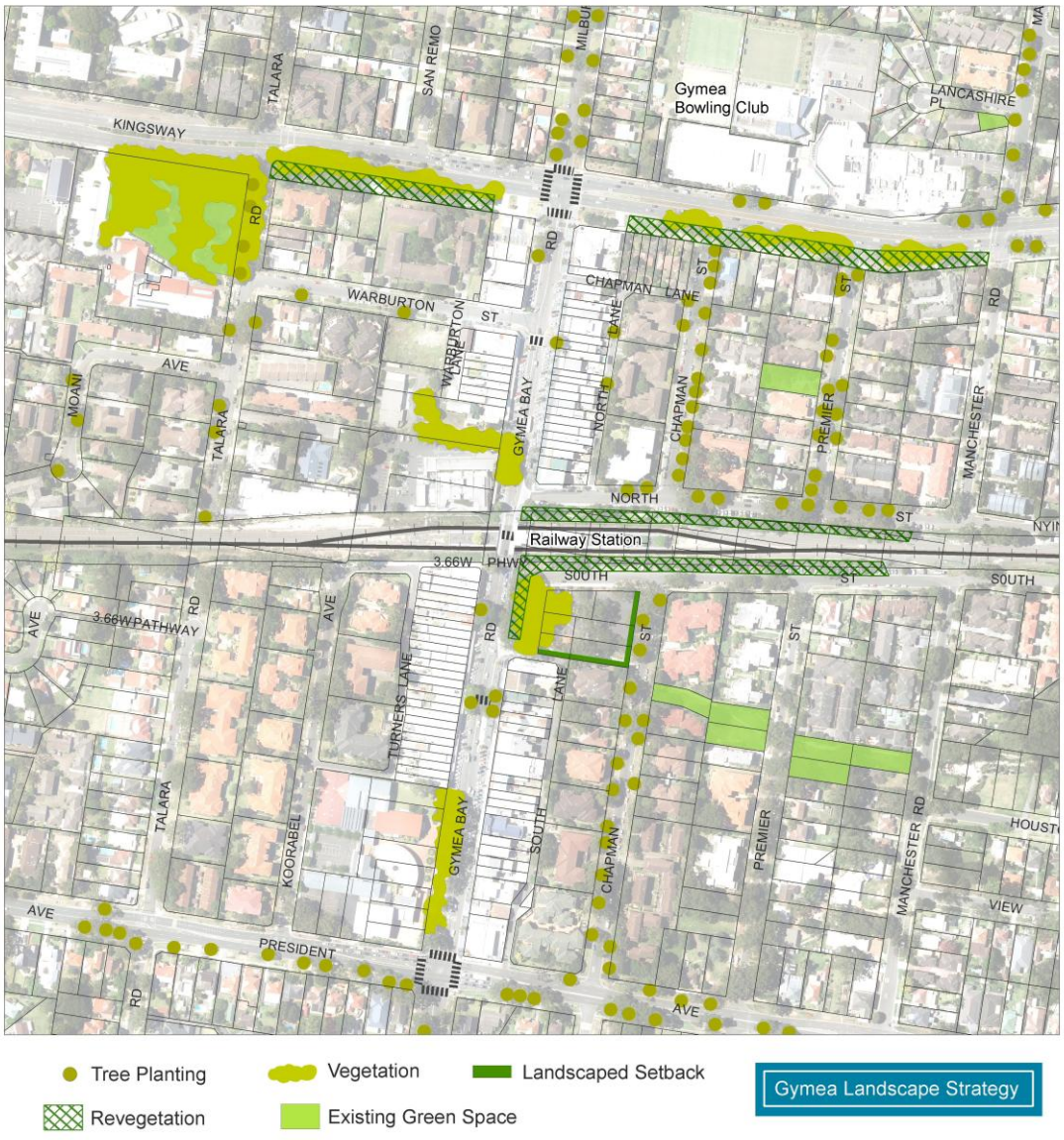
13. Frontage works for all developments must be in accordance with the Public Domain Design Manual.

14. Residential flat buildings, shop top housing, commercial premises or industrial development must include the replacement of existing local distribution power lines and other utilities with subsurface utilities and the provision of new street lighting to meet the requirements of the Public Domain Design Manual.

15. Where there are powerlines which are not being undergrounded or bundled, street tree planting will only be required if they can be located 2m away from the wires. Where power lines are bundled, suitable trees can be planted underneath the bundled wires.

4. Landscape Strategy and 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.
Gymea Centre is characterised by street tree planting and landscaping. Revegetation projects are underway along the Kingsway and adjacent to the railway line. Future development should enhance this vegetated character, and landscape design in new development must recognise existing trees, important landscape elements, appropriate planting, and where possible minimise urban runoff. Planting should also improve the urban landscape by screening blank wall elevations and assisting in the transition between the centre and adjoining residential and other uses.



4.1 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.

4.2 Controls

1. Indigenous trees are to be planted to shade and visually enhance surface car parking areas and screen any blank elevations or service areas.

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

3. Landscaping should be used to enhance the extent of any remnant trees and the indigenous canopies in the locality.

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

5. Where planting is proposed on 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 basement roofs and planter boxes must be accessible for maintenance access.

6. 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.

7. 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 Council's website.

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 39 Natural Resource Management. For development application submission requirements refer to Council's DA Guide.

5. Street Setbacks

Street setbacks establish the front building line. Controls over street setbacks create the proportions of the street 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.

5.1 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 with the desired future streetscape character.

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

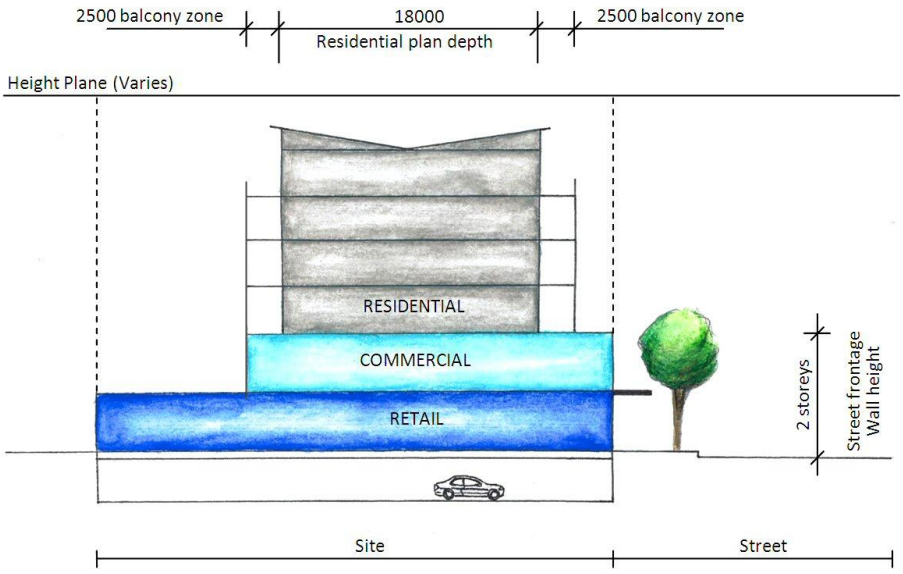
5.2 Controls

1. 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, parapets are to be employed to reinforce the established scale of the streetscape.

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

3. Streets where a greater street set back is required are identified in the Gymea Centre Strategy. In these cases new development shall maintain the established street setback.

4. For development of more than two storeys, the upper storeys should be setback at least 4m and solar access to the public domain in mid-winter is to be maintained.



TYPICAL SECTION

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.

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6. 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 street's 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.

6.1 Objectives

1. 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 premises or service activities that utilise a street frontage for access that encourages people to come to the centre for business purposes.

2. Allow safe and convenient pedestrian access to shops.

6.2 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.


TALARA
INGSWAY
RD
WARBURTON
ST
AVE
TALARA
GYMEA BAY
RD
CHAPMAN
LANE
ST
NORTH
CHAPMAN
PREMIER
ST
NORTH
ST
3.66W
PHWY
S0UTH
ST
PATHWAY
RD
AVE
TURNERS LANE
RD
LANE
ST
ST
TALARA
KOORABEL
GYMEA BAY
SOUTH
CHAPMAN
PREMIER
PRESIDENT
Required active street frontage
Semi active street frontage
Gymea Centre Active Street Fronts

7. 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.

7.1 Objectives

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

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

7.2 Controls

1. A nil setback to side and rear boundaries is permitted. 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 the Design Review Forum is recommended in such circumstances.

   Note:

   Side setbacks are taken to include secondary and tertiary street frontages where a site adjoins or is across the road from a residential site'.

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.

8. 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.

8.1 Objectives

1. 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.

2. Integrate essential amenities and facilities within developments.

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

8.2 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. 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 will be assessed on merit and may be accepted where:
   a. There is a low intensity of commercial use;
   b. The proposed arrangement maintains a safe and convenient pedestrian and traffic environment.

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.

9. Shop Top Housing & Residential Flat Buildings

This section applies to shop top housing and residential flat buildings. Shop top housing is defined as, “one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health services facilities” (SSLEP2015 Dictionary).

Shop top housing that is only two storeys in height, and/or contains less than four dwellings is not subject to State Environmental Planning Policy (Housing) 2021 (the “Housing SEPP”) and the objectives and design criteria of the Apartment Design Guide 2015 (ADG). However, the following provisions aim to ensure all future dwellings in the centre achieve the design principles of the Housing SEPP and the objectives and design criteria of the Apartment Design Guide 2015.

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 local centres.

Residential accommodation development that is not directly above a shop is best defined as a residential flat building and should be designed in accordance with the Housing SEPP and the Apartment Design Guide 2015.

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.

9.1 Objectives

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

2. Encourage greater housing choice.

3. Ensure small scale shop top housing development provides opportunities for solar access, cross-ventilation and natural ventilation.

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

5. Ensure outdoor areas are functional and responsive to the environment.

9.2 Controls

1. Residential flat buildings and shop top housing should achieve the design quality principles of State Environmental Planning Policy (Housing) 2021 and the Apartment Design Guide. 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. Small scale shop top housing (that is, development is two storeys in height, and/or contains less than four dwellings), is required to achieve the following minimum side and rear boundary setbacks:

Building Height	**Setback from boundary - where the façade contains windows from bathroom and/or laundry, storage, or highlight windows only**	**Setback from boundary - where the façade contains windows from habitable rooms including living rooms, kitchens, bedrooms, or studies, and/or balconies**
Up to 12m	4.5m	6m

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. The side and rear 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.

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

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

7. Living rooms and private open spaces for at least 70% of residential units in a development should receive a minimum of 2 hours direct sunlight between 9am and 3pm in midwinter.

8. 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.

9. Dwelling entries shall be distinguished from commercial premises/retail entries.

10. Each dwelling in a small scale shop top housing development must be provided with a primary balcony/patio with direct access from the living area, with sizes as follows:

Dwelling type	Minimum area	Minimum depth
Studio apartments	4 m^2	-
1 bedroom apartments	8 m^2	2m
2 bedroom apartments	10 m^2	2m
3+ bedroom apartments	12 m^2	2.4m
Apartment at ground level or podium	15 m^2	3m

11. Balcony design is to be integrated into the architectural form and detail of the buildings.

12. 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.

13. Suitable clothes drying facilities shall be provided and not be visible from a public place and have access to sunlight.

14. Secure space in a small scale shop top housing development must be provided for each dwelling in accordance with the following table:

Dwelling type	Storage size volume
Studio apartments	4 m^3
1 bedroom apartments	6 m^3
2 bedroom apartments	8 m^3
3+ bedroom apartments	10 m^3

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

15. Communal open space should have a minimum area equal to 25% of the site for residential flat buildings and shop top housing with a floor space ratio of 2:1 or greater. Where residential flat buildings and shop top housing have a floor space ratio of less than 2:1, 100 m^2 of communal open space is required.

16. 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 roof tops should be designed to optimise privacy for occupants and adjoining residents.

17. 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.

10. 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.

10.1 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.

10.2 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 (Transport and Infrastructure) 2021 and the NSW Department of Planning's *Development near Rail Corridors and Busy Roads – Interim Guidelines.*

Note:

Compliance with the NSW Planning and Environment's *Development near Rail Corridors and Busy Roads –Interim Guidelines* is mandatory for roads with an annual average daily traffic (AADT) volume greater than 40,000 and is best practice advice for roads with an AADT volume of 20,000 - 40,000 (based on the traffic volume data available on the website of Transport for NSW).

The Guidelines apply to development:
- located up to 300m from the road kerb and with a direct line of sight to busy roads, and, or
- located within 80m of an operational rail track

The Guidelines require that noise levels in any such residential development not exceed:
- LA eq of 35dB (A) measured within any bedroom in the building at any time between 10pm-7am and
- LA eq of 40dB(A) measured within any bedrooms between 7am-10pm and anywhere else in the building (other than a garage, kitchen, bathroom or hallway) at any time.

Depending on the classification of a development using the screen tests in the *Development near Rail Corridors and Busy Roads – Interim Guidelines*, compliance with specified noise control treatments (Appendix C) may be required or an assessment by an acoustic consultant may be required.

11. Adaptable and Livable Housing

Adaptable and 'liveable' (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.

The National Construction Code and associated Australian Standards set technical requirements in regards to the accessibility of buildings.

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*).

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*.

11.1 Objectives for Adaptable and Livable Housing

1. Increase the supply of adaptable and universal housing in Sutherland Shire.

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

3. Promote ageing in place by extending the usability of dwellings to meet 'whole of life' needs of the community.

11.2 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 3-5 dwellings – none.
   - Developments of 6 or more dwellings – 20% adaptable.

2. When the calculations for the number of dwellings results in a fraction, numbers < = 0.5 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.

11.3 Controls for Livable Housing

1. In addition to complying with the adaptable housing rates in clause 1 above, all shop top housing and boarding house developments must provide 'livable dwellings (i.e. dwellings designed to Silver Standard Livable Housing Design Guidelines) at the following rates:
    - Developments containing 3-5 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 < = 0.5 should be rounded down.

3. Dwellings provided in accordance with Clause 1 must incorporate the following Livable Housing Design Guidelines:
    - 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. On-site car parking spaces shall be in accordance with Australian Standard – AS 2890.1 (as amended) and Australian Standard – AS 2890.6.

5. Where proposed, all 'liveable' dwellings must be clearly identified on the submitted DA plans.

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

Note:

For further details on the Livable Housing Design Guidelines, applicants are encouraged to visit www.livablehousingaustralia.org.au.

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12. Safety and Security

In April 2001, the NSW State Government introduced *Crime Prevention Through Environmental Design (CPTED)* to Section 4.15 of the *Environmental Planning and Assessment Act, 1979*. The guidelines require consent authorities to ensure development provides safety and security t 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 appropriate minimised.

12.1 Objectives

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

12.2 Controls

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

Note:

For further Information, refer to:
NSW Police Service 2001, Safer by Design NSW Department of Urban Affairs and Planning 1979, Crime Prevention and the Assessment of Development Applications, Guidelines under Section 4.15 of the *Environmental Planning and Assessment Act, 1979*.

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13. 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.

13.1 Objectives

1. Ensure all land uses and/or combination of activities provides 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. Provide off-street parking areas having regard to the area of the building, the number of employees, residents and visitors, the availability of public transport and use of bicycles.

13.2 Controls

1. Car parking shall be provided in accordance with the car parking requirements set out under *Table 1 – Car Parking Numbers* in Chapter 36: Vehicular Access, Traffic, Parking and Bicycles.

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 TfNSW 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. Motor cycle 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. Bicycle parking facilities are to be installed in accordance with Australian Standard AS2890.3 - Bicycle Parking Facilities (as amended), Austroad's Guide to Traffic Engineering Practice - Part 14 Bicycles and the Austroads Bicycle Parking Facilities: Guidelines for Design and Installation (AP-R527-16).

6. Bicycle parking facilities must address the following design principles:
    a. Accommodate all usual types of bicycles such that damage to them is minimised during storage and retrieval.
    b. Not pose a hazard to bicycle users, pedestrians or motorists.
    c. Be well lit, safe and secure, easy to access and use.
    d. Cater for the different needs of residents, employees and visitors to the development.
    e. Be located in convenient and accessible locations within the development that allow for good passive surveillance; such as near key building entrances, the lobby and the lift core.
    f. When located within a car park, preferably be situated at street level and in a manner that provides the most direct, safe and convenient access while minimising conflict with vehicles and pedestrians.
    g. Where a bicycle parking and storage facility cannot be located at street level, it must be located no more than one level above or below street level. Access to street level entry and exits must be direct, safe and minimise potential conflicts with vehicles.

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

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

9. 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.

10. 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.

11. 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.

14. 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 37 Late Night Trading of the DCP.

15. 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.

15.1 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.

15.2 Controls

1. Provision must be made for waste management, including storage and collection, in accordance with Sutherland Shire Council's *Development Application and Modification Lodgement Guideline* and *Waste Collection Policy for Multi-Unit Dwellings and Residential Flat Buildings*.