101-151 PORT HACKING ROAD, SYLVANIA FRANK VICKERY

DCP 2015 CHAPTER 43

SUTHERLAND SHIRE

SUTHERLAND SHIRE COUNCIL

Contents

This part of the DCP provides development standards for seniors housing development on the site known as Frank Vickery Village at 101 – 151 Port Hacking Road, Sylvania.

Associated with the redevelopment of the site for seniors housing, SSLEP2015 permits the following additional uses - ‘retail premises’, ‘recreational facilities (indoor)’ and medical centre’.

The Chapter should be read in conjunction with ‘Residential Flat Buildings (Ch.6), ‘Vehicular Traffic Parking and Bicycles’ (Ch.36), ‘Stormwater and Groundwater Management’ (Ch.38), ‘Natural Resource Management’ (Ch.39), ‘Environmental Risk’ (Ch.40), ‘Social Impact’ and ‘Administrative Provisions’ (Ch.42) and ‘Late Night Trading’ (Ch. 37).

Council’s Public Domain Manual contains guidelines for public domain design, for example street furniture and footpath design and materials.

1. Location

This chapter applies to Frank Vickery Village as shown on Map 1. The site is located in 101-151 Port Hacking Road, Sylvania at Lot 1, DP1025954. It forms a triangular parcel of land with an area of 5.7 hectares bounded by Port Hacking Road and Bellingara Road. The site is located along Port Hacking Road, approximately midway between Southgate Shopping Centre (1.2km to the north) and Miranda centre and train station which are approximately 1.7km to the south.

A number of bus stops are located on the periphery of the site both along Port Hacking Road and Bellingara Road providing ready access to the wider locality. Sylvania High School is located 100m to the north-west of the site.

Figure 1: Extent of Frank Vickery Village

2. Strategy

The vision for Frank Vickery Village is to create a modern and vibrant medium to high density seniors housing community for the people of Sutherland Shire that will set a benchmark for the contemporary renewal of older seniors housing villages in NSW.

The renewal of Frank Vickery Village will promote a healthy and inclusive community, providing more opportunities for the local community to age in place and be provided with continuum of care. It will promote interaction between a variety of users and demographics including community members, Sylvania school students, staff, visitors and residents. To this end, Frank Vickery Village will provide non-residential uses to support the village and attract visitors, such as a limited amount of retail, food and drink premises, medical and recreational uses.

The residential component of the development will be developed solely for seniors housing in well-designed residential flat buildings of varying heights. The development will be in a landscaped setting and will sensitively respond to surrounding land uses and the public domain. The aim is to develop buildings where all residents have adequate privacy, good light and natural ventilation, and quality landscaped private and shared open spaces between buildings. To allow for adequate solar access and privacy for future residents, building separation distances increase with increased building height.

In order to ensure continuum of care for the current and future residents of Frank Vickery Village, a modern residential aged care facility will be provided. It will provide independent living units, accommodation for low and high care residents, including people with dementia.

3. Precinct Strategy

The precinct strategy is to achieve an integrated, fine-grained village feel with articulated building design creating a character to suit the intention of each precinct. Figure 3 indicates the five precincts that will define the village:

Precinct 1 – Garden Gateway
Precinct 2 – Heritage Heart
Precinct 3 – Northern Nature
Precinct 4 – Urban Village
Precinct 5 – Neighbourhood Connector

Note that the building forms shown below are for illustrative purposes only. Detailed forms will be informed by the advice of the Design Review Panel.

Figure 2: Precinct Strategy

3.1 *Objectives*

1. Define and articulate individual precinct characteristics for the purpose of creating a cohesive, fine-grained village feel.
2. Provide distinct precincts that will enable residents and visitors to enjoy a range of spaces designed to suit varied purposes.

3. Enable precinct planning that responds to context of the site for successful design outcomes.
4. Ensure built forms and open spaces are designed to work harmoniously together.

3.2 *Controls*

1. Each precinct, as identified in Figure 2, should be designed to the following characteristics:
   a. Precinct 1 – The 'Garden Gateway' is the main entry and arrival experience of the Village. It should respond to the low density development on the western side of Bellingara Rd, and utilise the steep terrain along the western side of the site to minimise the impact of taller buildings.
   b. Precinct 2 – The 'Heritage Heart' is the central community precinct, with the heritage building at its heart. Built form in and adjacent to this precinct should respond to the siting and scale of the heritage building. Built form, setbacks to other buildings and landscaping should establish an appropriate curtilage for the heritage building so that it is the dominant element of the precinct.
   c. Precinct 3 – The 'Northern Nature' precinct contains remnant bushland and a number of native trees, rocky outcrops and dense foliage. The design of this precinct should be sensitive to the existing flora and embrace the existing terrain to facilitate active engagement with nature. Built form in this precinct should be designed to minimally impact the existing vegetation and rocky outcrops, and bulk and scale should ideally be distributed away from this precinct.
   d. Precinct 4 – The 'Urban Village' should incorporate greater height and density than Precincts 1-3, especially along the Port Hacking Road frontage, creating a strong boundary edge and maintaining solar access through the centre of the site. The residential facilities in this precinct should be designed to respond to the amenity challenges imposed by Port Hacking Road, and the precinct should respect and the existing native trees along the street frontage and make provision for the next generation of locally indigenous canopy trees..
   e. Precinct 5 – The 'Neighbourhood Connector' is the interface between the village and the low-density residential area to the south of the site. As such, it should respond to multiple adjacent contexts:
      i. The greater height/density of Precinct 4 to the north;
      ii. The busy road of Port Hacking Road to the east;
      iii. The low density Precinct 1 to the west;
      iv. Existing R2 residential to the south (between Tennyson Pl and Wordsworth Pl);
      v. Existing R4 residential to the south (corner of Box Rd and Port Hacking Road)

4. Landscape Strategy

Good design recognises that landscape and buildings operate together as an integrated system, resulting in greater aesthetic quality and amenity for the residents, 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.

The landscape strategy is to present a high quality and familiar residential garden setting for the new facilities, with a strong connection to the existing landscape character of the local area. The landscape intent for the proposed development is to reflect the existing qualities of the site while providing an uplifting environment for residents and as well as for visiting family and friends.

The development will provide a range of community benefits and support a high standard of amenity. The landscape elements are to form an integrated component of the built form and contribute to the overall character and identity of Frank Vickery Village. Figure 3 shows the Landscape Strategy and required tree retention across the site.

Figure 3: Landscape Strategy – tree retention

An open area of lawn is to provide for a recreational and outdoor social hub for the village. It is to deliver a high amenity outdoor space designed to promote both active and passive recreation, as well as gatherings.

The Through Site Link, Figure 4, is intended to be used by residents and their visitors and also by the general public. This publicly accessible link shall be clearly signposted and

provide a recognisable and accessible pedestrian link between Port Hacking Road and Bellingara Road.

Figure 4 – Through Site Link

4.1 Objectives

1. Retain and protect existing significant trees, bushland and rock outcrops and contribute to the future desired canopy cover and overall landscaped setting.
2. Improve the connectivity and permeability of the area with new landscaped pedestrian links.
3. Ensure residents can move within and through the site with ease and confidence.
4. Provide a diversity of landscape destinations and experiences for residents, visitors and passers-by.
5. Provide a range of activities in outdoor spaces to cater for different functions and the specific needs of the facility, recognising that outdoor areas are important social spaces, used for both gatherings and places for quiet reflection.
6. Maximise the use of landscaping and planting to ensure parking and hardstand spaces do not dominate the landscape.
7. Ensure the design and positioning of landscaped destination areas mitigate impacts from Port Hacking Road and maximises solar access, particularly in winter.

4.2 *Controls*

1. Significant trees with high retention value and significant remnant native trees and bushland, as identified in Figure 3, must be retained and protected, particularly along the Port Hacking Road and Bellingara Road frontages and in the northern part of the site.
2. Future landscape planting on the site must use locally endemic species where appropriate to further enhance the biodiversity values of the site.
3. The 'Through Site Link' connecting Port Hacking Road with Bellingara Road, Figure 4, shall be provided with appropriate width, entry and wayfinding signage, surface materials and clear edges to make it easily recognisable to both residents and the public. Public assess through the site may be restricted at night.
4. All new footpaths internal to the site shall be between 1.5m and 2m in width and connect with the external street footpath network where appropriate.
5. The Central Green Space is to be an appropriate size and dimension that will facilitate its flexible use as the primary area for passive and active communal recreation within the village.
6. Planting is required on that part of any basement which extends beyond the building footprint. Planting in this area is to be provided with a minimum soil depth of 450mm, or deeper if required to support the species selected. This planting is intended:
   a. to eliminate the potential for excessive paved areas;
   b. to provide residents with attractive outlooks from dwellings;
   c. to assist in the creation of privacy between dwellings, and between dwellings and common areas; and
   d. integrate with surrounding deep soil landscaping and hard paved areas so the basement roof landscaping reads as an extension of the deep soil landscaping

Note:
The shallow planting required on top of basement structures is in addition to the required landscaped area (deep soil planting) of 35% of the site.

7. Landscaping on basement roofs and planter boxes must be accessible for maintenance access.
8. Where trees are proposed on roofs, over basements or in 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.
9. At-grade parking must be integrated into the setting through landscaping and careful consideration of location
10. Perimeter fencing used for security purposes must be designed as fencing in a garden setting, and not be visually imposing or present a hostile face to the public domain.

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. 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.

4.3 Assessment Principles for Determining the Quality of Landscaping

In assessing whether the landscaping design is high quality, Council will consider the following:

1. The size, shape and orientation of spaces allocated for landscaped area.
   a. Narrow spaces can rarely support vegetation of adequate scale. Where a site's landscaped area is largely composed of very narrow spaces the design is unlikely to meet the objectives of the landscape standards despite numerical compliance.
   b. Whether sunlight access is sufficient to support the growth of the landscaping proposed.

2. Whether the size and shape of spaces allocated for the trees and shrubs proposed are sufficient for the species to grow to maturity.

3. Whether the scale of the trees and landscaping complements the scale of the buildings and the spaces where they are located. For example, where it is desirable to grow medium size trees and shrubs within a side setback to screen development, a minimum width of 3m for landscaping to enable boundary planting is desirable.

5. Setbacks and Built Form

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

In terms of side setbacks, the spatial relationship of buildings is an important determinant of urban form. Building separation relates to urban form because it affects the spatial continuity and the degree of openness in the street. Spaces between buildings also provide opportunities for landscaping and access. Separation between buildings is required to minimise adverse amenity impacts. Buildings that are too close together can create amenity problems, including lack of visual and acoustic privacy, loss of daylight access to dwellings and to private and shared open spaces.

5.1 *Objectives*

1. Define the street edge and create a clear threshold by providing a transition between public and private space.
2. Create opportunities for the planting of landscaping including deep soil zones for locally indigenous canopy trees.
3. Ensure new development contributes to the desired future streetscape character.
4. Encourage design with good façade articulation.
5. Provide visual and acoustic privacy for existing and new residents and neighbours.
6. Minimise overshadowing of adjacent properties and private open space.
7. Reinforce the desired spatial character of an area in terms of openness and density.
8. Mitigate the visual intrusion of building bulk on neighbouring properties.
9. Incorporate architectural detailing and modulation to side elevations to offset building bulk and visual intrusion.

5.2 *Controls*

1. A minimum 7.5 metre street setback to Bellingara Road is required for all development (see Figure 5)
2. A minimum 12m street setback to Port Hacking Road is required (see Figure 5), subject to variations to improve tree retention and design outcomes.
3. A minimum 12 metre side/rear setback to properties adjoining the site to the south is required for all development (see Figure 5). Such setbacks shall be assessed subject to overshadowing impacts.
4. Basements shall not encroach on the street setbacks.
5. If private courtyards are located in the required setbacks, their design must not compromise the potential for large scale indigenous trees that will complement the scale of the buildings. Privacy to any courtyards is to be achieved through the use of open form fencing and vegetation.

6. Setbacks are measured perpendicular from the boundary to the closest extent of the building, including balconies, awnings, podiums, sunscreens and the like (excluding eaves).
7. Building forms are to be articulated to prevent continuous linear walls and promote variation and interest to setback areas and these walls.
8. Lift overruns and service plants must be integrated with well-designed roof structures and architectural elements which are an integral part of the building design.
9. The need for additional building services must be resolved at design stage (e.g. electricity kiosk/substation & fire services facilities) and must be coordinated and integrated with the overall design of the development without compromising building or landscape design.

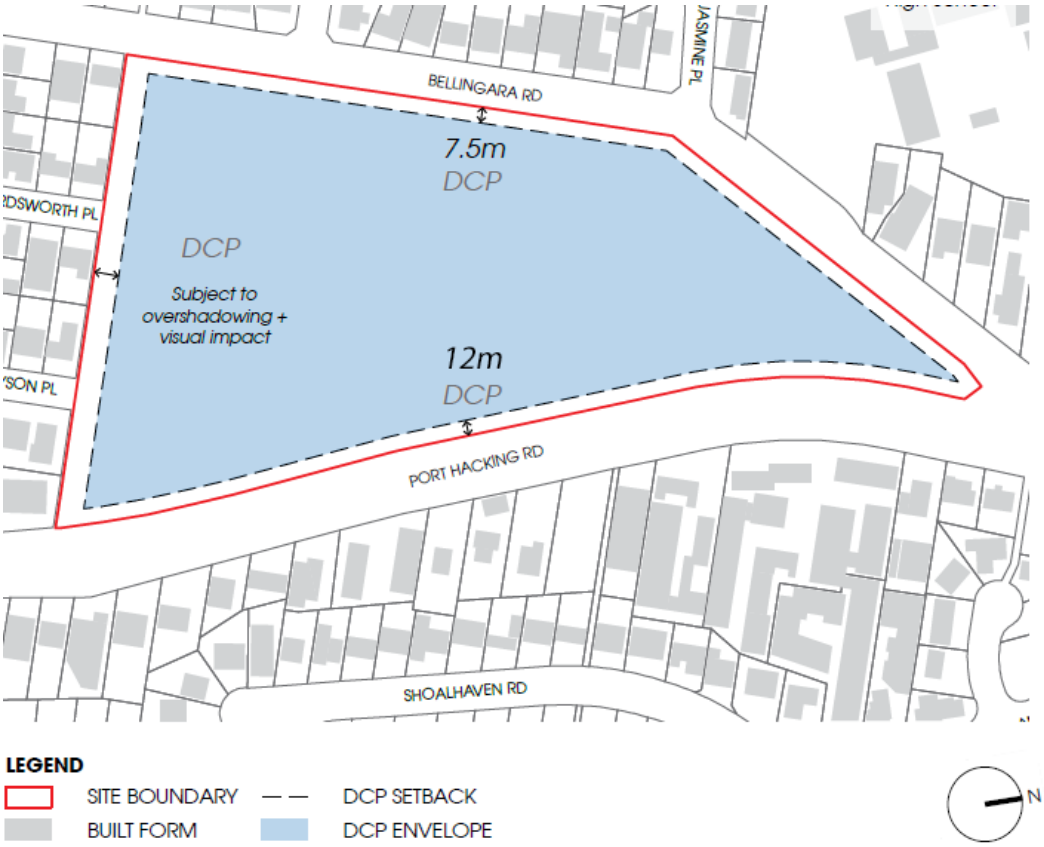

Figure 5 – Frank Vickery Village Setback Map

6. Solar Access

Solar access forms an integral part of the design process. Buildings should be sited and designed to provide adequate daylight and sunlight access to living areas and private and communal open space areas. Good solar design improves amenity and energy efficiency.

Daylight consists of two types of light:
skylight - diffuse light from the sky – and
sunlight - direct beam radiation from the sun.

The amount and quality of daylight varies with the time of day, season and weather conditions. This variability contributes to pleasant living and working environments. Achieving maximum daylight access requires consideration of the internal layout and orientation of the development as well as surrounding development and natural features.

6.1 Objectives

1. Design and locate buildings so that reliance on artificial light sources is minimised.
2. Maximise solar access to private open space, communal open space and living rooms within a development.
3. Ensure that daylight access is provided to all habitable rooms.
4. Ensure development retains reasonable levels of solar access to the neighbouring properties and the public domain.

6.2 Controls

1. New buildings and additions shall be sited and designed to maximise direct sunlight to north-facing living areas, communal and private open space areas.
2. 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.
3. New development is to be designed to ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer.
4. Skylights and lightwells must not be used as the primary source of daylight in habitable rooms.
5. For neighbouring dwellings:
   i. Direct sunlight to north facing windows of habitable rooms and 10m^2 of useable private open space areas of adjacent dwellings should not be reduced to less than 2 hours between 9.00am and 3.00pm on 21 June.
   ii. Overshadowing by vegetation should be ignored.
   iii. Overshadowing by fences, roof overhangs and changes in level should be taken into consideration.

6.3 Assessment Principle

1. The numerical guidelines for overshadowing will be applied with the NSW Land and Environment Court Planning Principle for Sunlight (NSW LEC 1082) in mind where relevant:
   i. The ease with which sunlight access can be protected is inversely proportional to the density of development. At higher densities sunlight is harder to protect and the claim to retain it is not as strong.
   ii. The amount of sunlight lost should be taken into account as well as the amount of sunlight retained.
   iii. Overshadowing arising out of poor design is not acceptable, even if it satisfies numerical guidelines.
   iv. In areas undergoing change, the impact on what is likely to be built on adjoining sites should be considered as well as the existing development.

7. Visual and Acoustic Privacy

Building design must take into consideration aspects of visual privacy and noise sources and minimise their future impacts on occupants. Amenity is enhanced by privacy and a better acoustic environment. This can be achieved by carefully considering the location of the building on the site, the internal layout, the building materials used, and screening devices. Major roads and rail operations generate noise and vibration, and people living and working near major transport corridors can be adversely affected.

Major roads can also impact on air quality due to their volume of traffic. Building design must take into consideration the noise, vibration and air quality effects of busy roads and rail corridors and minimise the amenity and health impacts on future occupants.

7.1 Objectives

1. Ensure a high level of amenity by protecting the acoustic and visual privacy of occupants within all built development and in private open spaces.
2. Ensure buildings are sited and designed so that acoustic and visual privacy, and vibration from outside sources, are controlled to acceptable levels.
3. Minimise direct overlooking of windows and private open space so that the amenity of adjoining neighbours and intended is occupants is respected.
4. Recognise the outlook and views from principal rooms and private open space without compromising visual privacy of others.

7.2 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.
3. All noise generating equipment such as mechanical plant or equipment, air conditioning units, swimming pool filters, fixed vacuum systems, mechanical ventilation from carparks, driveway entry shutters, garbage collection areas or similar 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 busy road as identified on the Road and Rail Noise Buffer Map should be sited and designed to include noise and vibration attenuation measures to minimise noise and vibration impacts. Refer to State Environmental Planning Policy (Infrastructure) 2007 and the NSW Department of Planning's Development near Rail Corridors and Busy Roads – Interim Guidelines.

5. Development along Port Hacking Road should be designed so that habitable rooms face away from the road and non-habitable rooms face towards the road, with no single-orientation apartments. This will ensure all apartments are cross-ventilated and adequately naturally lit without compromising acoustic amenity.

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 the RTA).

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.

To increase visual and acoustic privacy, building design elements should be used such as recessed balconies and /or vertical fins between adjacent balconies, oblique windows, louvres and pergolas which limit overlooking of lower dwellings, private open space and adjoining school yards.

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8. 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 for users and the community. If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimise crime risk, or refusal of the development on the grounds that crime risk cannot be appropriate minimised.

8.1 *Objectives*

1. Reduce crime risk and minimise opportunities for crime.
2. Encourage the consideration and application of crime prevention principles when designing and siting buildings and spaces.
3. Encourage dwelling layouts that facilitate safety and encourage interaction and recognition between residents.
4. Ensure pedestrian and vehicle safety.

8.2 *Controls*

1. The design of development is to incorporate the four principles of CPTED: natural surveillance, territorial reinforcement, activity and space management, and access control.
2. Development is to be designed to incorporate and/or enhance opportunities for effective natural surveillance by providing clear sight lines between public and private places, installation of effective lighting, and the appropriate landscaping of communal/public areas.

9. Heritage

The single storey brick house at 16 Bellingara Road, within the Frank Vickery Village, has historic significance at local level for its association with the Holt Sutherland Estate, Frank Vickery and the Methodist (now Uniting) Church. The house was built c. 1910. From the 1940s to the present the house has been used by the Church for community services, including the early phase of LifeLine.

The house at 16 Bellingara Road, Miranda has aesthetic significance at local level as a relatively intact example of a Federation style house. The near symmetrical front form is uncommon for this style and period, but not significantly rare. The service spaces have been renovated, but the habitable rooms are largely intact.

The building detail demonstrates middle-class taste in the Federation period. The plaster work features Australian native flowers and others that reference Scotland and England. Characteristic elements of the Federation period include face brickwork with slate roof with terracotta ridge capping, timber framed casement windows, decorative timber ornaments, roughcast chimneys, fireplaces and decorative plasterwork.

9.1 *Objectives*

1. Ensure the original heritage house is retained and conserved
2. Reinstate the garden setting
3. Enhance the siting of the heritage house

9.2 *Controls*

1. Remove non-contributory elements that have been added over time and detract from the heritage significance of the house, including the carport.
2. Retain and conserve the house for ongoing use for community services.
3. Reinstate the surrounding landscape/garden setting of the house with appropriate planting.
4. Development of the site is to enhance the setting of the house as a building with landscape seen in the round.

10. Parking

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

Vehicular access across footpaths to roadways presents a potential point of conflict between vehicles, pedestrians and cyclists. As such the design and location of vehicle footpath crossings requires careful consideration to ensure public safety is optimised.

10.1 *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. Ensure the needs of staff, residents and visitors are met on site.
3. Minimise amenity impacts on neighbouring properties including streetscape, noise and light spill.
4. Maximise safety for residents and visitors to the development.
5. Minimise the impact of noise and glare from vehicle movements on dwellings within or external to the site.
6. Optimise traffic flows and public safety.
7. Optimise activation of internal streets.
8. Ensure safe and orderly movement of traffic

10.2 *Controls*

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

Zone	Requirements
Seniors Housing	Car parking rates consistent with State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 where the SEPP does not otherwise apply
Retail Premises	1 space per 45m^2
Medical Centres (R4)	1 space per 35m^2
Recreational facilities (indoor)	Established by Traffic Study

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

3. 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.
4. 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.
5. Car parking areas must be designed to minimise headlight glare onto the windows of dwellings within the site or neighbouring properties.
6. Further Design requirements for car parking and access is provided for in Chapter 36 Vehicular Access Traffic Parking and Bicycles.
7. All residential and staff parking shall be located in a basement. The visual impact of any surface visitor parking shall be minimised by appropriate landscaping.
8. The finished roof levels of basements are to be located at or near ground level.

11. 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 households and differing uses within the site increase challenges with regard to minimising the volume of waste, the ease of access, and the efficiency of waste sorting and removal systems.

11.1 *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. 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.
7. Ensure bin storage areas/rooms do not dominate the streetscape.

11.2 *Controls*

1. Provision for waste management, including storage areas, separation of waste from recyclables, collection areas and the like must be in accordance with Sutherland Shire Council's "Waste Collection Policy for Multi-Unit Dwellings and Residential Flat Buildings".
2. A waste storage area is to be provided for all developments to store bins for general waste and recyclables. The area must have sufficient space for the storage of garbage, recycling and green waste generated by the development.
3. The residential waste generation rate per independent living unit is 120 litres per week of general waste plus 120 litres per week of recycling and up to 120L of green waste per week. Twice weekly collections of 240L bins by Council (by arrangement with Council) can reduce the number of bins required.
4. The location and design of the waste storage area must not detract from the amenity of the development and the character of the streetscape.
5. The location of waste and recycling facilities must not impact on car parking or landscaping requirements of the development.
6. Waste and recycling facilities must be designed to prevent litter and contamination of the stormwater drainage system.
7. Development must be designed so that bins do not need to be wheeled more than 75 metres.
8. For wheeled bins, a kerbside garbage collection point must be nominated that has sufficient space where they will not pose a traffic hazard. Wheeled bins should not be placed near intersections, roundabouts, slow points or busy arterial roads, or take up more than 50% of the street frontage when presented in single file to the kerbside for

collection, with adequate space between the bins to allow for collection (approximately 300mm).

9. Where an agreement has been reached with Council to service 240L bins on site, the site and driveway must accommodate Council's waste collection vehicles. To enable handling of bins during collection the maximum driveway gradient is 5%.
10. Where a private waste contractor is required to service a development, the site and driveway must be designed to accommodate waste collection vehicles used by the private contractor.
11. It is preferable for waste trucks to enter the site in a forward direction, but it is permitted for waste trucks to reverse onto a site, where design and site conditions make it safe to do so. It is never acceptable for a truck to reverse out of a site.
12. The preferred location for storage areas/rooms at ground level is behind the building setback. The storage area must:
    a. be integrated into the overall building design and constructed of materials compatible with the new development;
    b. be located in an area so as not to compromise the amenity of the occupants of the development and of adjacent properties in terms of noise, odour and aesthetic impact, such as on a rear land frontage, near windowless walls, away from pedestrian areas and in the least visually obtrusive position; and
    c. be screened from view from the street with built form and landscaping so as to not detract from the streetscape.
13. One of the following options for waste collection can be nominated:
    a. **Waste collection by Council**: where the waste is in 240L bins and the required number of 240L bins does not take up more than 50% of the site street frontage when presented in single file to the kerbside for collection, these bins may be collected by Council's Waste Services. Bins must be spaced to allow for ease of collection (approximately 300mm). The bins are to be stored in the basement or in a designated bin enclosure set; or
    b. **Waste collection by private contractor** (or Council by special arrangement): Where 240L bins take up more than 50% of the site street frontage, larger bins can be used for garbage, recycling and green waste provided the bins are stored in a basement or in an enclosure within 10m of the street. Where it is necessary to move the bins for collection, the bins must be moved by an employee of the body corporate from the storage area to a level area which can be serviced from the driveway to allow for ease of collection. It may be acceptable for the waste truck to straddle private and public property during collection, subject to Council's approval of the arrangement. If the development proposes to rely on Council for collection of waste, prior agreement from Council's Waste Operations Controller must be obtained. A Waste Management Plan for the development must be approved by Council's Waste Operations Controller prior to DA lodgement.