

SUTHERLANDSHIRE

**B3 COMMERCIAL CORE
CARINGBAH
DCP 2015 CHAPTER 18**



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Caringbah Centre

This part of the DCP provides the site specific planning requirements for development within the area of Caringbah zoned B3 Commercial Core. Most redevelopment in Caringbah is expected to be mixed use development, usually a combination of commercial uses and shops on the ground floor, commercial use on the second floor, with residential flats above. The Preferred Built Forms Plan assumes this use. The residential flat component of any development should be designed in accordance with SEPP 65 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. Encourage the revitalisation of Caringbah Centre through mixed use redevelopment and an increased residential population.
2. Promote the revitalisation of the commercial activity of the centre by encouraging a specialisation in medical businesses and services.
3. Improve the pedestrian amenity of the centre by enhancing pedestrian connectivity with new and improved pedestrian areas.
4. Develop distinct street characters:
 - a. Port Hacking Road is envisaged to be have a traditional high street form and function as an eat street.
 - b. President Avenue and the Kingsway are large scale main streets lined with trees that convey a sense of arrival to the Caringbah Centre,
 - c. Secondary streets and plaza spaces to provide pleasant areas for community activity which are sheltered from the impacts of traffic.
5. Develop quality medium and high density residential development above commercial premises development, taking advantage of city views while maintaining amenity, even on busy streets.
6. Promote the revitalization of the centre with large scale developments creating focal points in some locations.

2. Centre Strategy

The focus of the strategy for Caringbah Centre is to encourage the revitalisation of the centre and provide improvements to pedestrian amenity through increased residential, commercial premises and retail development.

Caringbah Centre is at the second tier of the Sutherland's retail hierarchy, yet its importance as a retail centre suffers from competition with Miranda Westfield. The major roads which dissect the centre also negatively affect pedestrian amenity. However, the centre has a large residential catchment and distinct advantages in terms of its location, having a railway station, being at the junction of two major roads: the Kingsway and President Avenue and en route to the tourist destination of Cronulla. It is also close to Sutherland Hospital and Kareena Private Hospital.

Caringbah Centre currently provides goods and services to meet local and some regional needs. Creating opportunities for more mixed use developments in the centre and more residential flats close to the centre will increase the centre's resident population, provide quality new commercial spaces and stimulate demand for local businesses. Council will also explore mixed use redevelopment opportunities for Council owned car park sites to provide additional dwellings, commercial premises and renewed community facilities while maintaining public car parking in any redevelopment.

Caringbah will be promoted as a centre where the needs of older people can be met in an accessible and attractive environment, with community services and facilities designed to serve an ageing population. Quality accessible housing in the centre will provide opportunities for older residents of the neighbourhoods surrounding the centre to move to easier to manage properties while maintaining their community ties. Living in the centre with access to shops, services and medical facilities will allow older residents to remain independent longer.

The strategy also seeks to build a niche commercial identity for Caringbah, building on the centre's close proximity to Sutherland Hospital and Kareena Private Hospital, and differentiating Caringbah as a centre of medical excellence. The Caringbah Medical Precinct, which is outside the centre zone but within 800m to the north west of the railway station, has been zoned to provide incentives for the development of medical uses. The precinct has been given greater height and FSR to encourage mixed use development including medical facilities. A larger medical sector will allow a greater portion of Sutherland Shire's population to work locally, leading to reduced commuting and improved lifestyle for those workers. The growth of the medical services sector would also benefit the wider community, particularly an ageing community, because more expertise and a greater range of services would be available locally. The growth of the medical sector will also directly revitalise Caringbah as workers, businesses and visitors to medical services use the services and shops in Caringbah centre.

Caringbah Centre is well served with public transport. Development should reinforce the use of public transport services and balance parking demands with initiatives to reduce reliance on cars.

The urban design intention for the centre is to reinforce the existing street and block pattern with mixed use developments providing a good level of amenity for residents. The strategy is to develop medium and high density residential development above commercial premises, to take advantage of city views while maintaining amenity, even on busy streets. The plan for the Kingsway and President Avenue is to create a distinct street edge urban form. Active street fronts are required for these mixed use town centre developments. The assumption is that the ground floor is retail, the first floor is commercial, and upper floors are residential. Developments could, however, have a greater proportion of commercial use.

For developments to be feasible at the permissible height and FSR it will be necessary for some sites to be amalgamated. Parking for residents and workers is required to be provided in underground car parks. Amalgamations will partly be dictated by the practicality of a car park plan and planning for vehicular access to on-site parking which is convenient and safe.

A key consideration when determining the appropriate building form for a site is assessing the likely impact on the public domain. It is important to maintain solar access for public areas of the centre if the centre is to be a pleasant place for residents and pedestrians. This is particularly important for those footpaths and shopfronts where cafes and outdoor seating areas are located or planned. Cafes and restaurants add to the atmosphere and amenity of the centre, and solar access is critical in making a space inviting in winter.

Future building forms should also allow reasonable solar access to surrounding sites so that future redevelopment will result in quality outcomes for commercial premises and residential uses. The Caringbah Potential Built Form Plan reflects and reinforces the different characters of the streets within the Caringbah Centre. The intersection of the Kingsway and President Avenue is considered to be the visual “heart” of the centre, being set at the top of the ridgeline, high in the landscape. To reinforce the topography, the intersection is to be defined by taller buildings supported by appropriate massing of buildings and large trees. Development at this important intersection should improve the sense of arrival in the centre.

For a successful centre it is essential to have walkable streets and good pedestrian connectivity via streets, lanes and pedestrian walkways. Because of the dominance of traffic in the Caringbah centre, which is bisected by the Kingsway and President Avenue, pedestrian amenity and connectivity is negatively affected. Pedestrian use of the centre is to be encouraged and made more pleasant with improvement of pedestrian paths and outdoor spaces. Laneways are to be activated wherever possible to provide alternative pedestrian routes between main destinations. A series of small plazas, sunny and protected spaces connected to destination points, would enliven the outdoor spaces of the shopping area. Plazas can be on ground or raised on podiums, but must be visually and physically accessible, and have adjoining activities. Building forecourts that interface with the public domain may remain in private ownership, but be visually and in effect part of the public domain. In any redevelopment, existing through-site pedestrian paths should be maintained and improved. Pedestrians should be provided with a diverse and complex range of experiences away from the main roads: open/closed; large/intimate; narrow/wide; soft/hard; lively/quiet; view in/views out; pedestrian only/ shared footpaths and road.

Some redevelopment is also dependent on the creation of lanes to service the future development.

To create a more attractive public domain it is intended that all power lines in the centre should be undergrounded. Parts of this work will be in the frontage works required for each amalgamated site redevelopment. Required frontage works will be in accordance with the Public Domain Design Manual.

Street Character Precincts

Using building forms to reinforce the existing street hierarchy can help distinguish the role and scale of major and secondary streets, helping to orient people as they move through the centre. The three main thoroughfares of Caringbah are, in order of decreasing width and traffic volume, the Kingsway, President Avenue and Port Hacking Road. The roads can be considered as three distinct precincts within the centre, with different spatial qualities and patterns of use. Height limits and floor space ratios for new development reflect this street hierarchy.

The Kingsway is the principle vehicular thoroughfare of Caringbah and is a wide road dominated by traffic. It is also the pedestrian circulation core as it contains the railway station entrance and allows pedestrian access across the railway line. The Kingsway footpaths are mostly level which is convenient for pedestrians. One side of the road has a north easterly aspect with good solar access. The Kingsway has a high level of pedestrian and retail activity, but traffic volumes have a negative effect on pedestrian amenity. The strategy aims to define this as the major street with mixed use 25 metres (6-7 storeys) buildings with the lower floors built to the street alignment, with additional height to specific sites. In the case of residential buildings, narrow building forms are required so that the noise sensitive elements of residential units can be oriented away from the traffic. Buildings to 25 metres will also allow residents to be above traffic level and enjoy district views.

President Avenue is also a wide major road, although with a lower volume of traffic than The Kingsway. Traffic calming devices are in place in the form of traffic islands street tree planting and landscaping. President Avenue has a lower level of pedestrian and retail activity than the Kingsway, being further from the railway station. The strategy aims to further define the street edge with mixed use buildings to a general height of 20 metres (6 storeys). Narrow building forms are required for residential floors so that all units can enjoy northern solar access and good ventilation in accord with SEPP 65 and the ADG.



Port Hacking Road does not experience traffic volumes to the same degree as the other main roads. It is essentially a narrow local collector street. The streetscape has the form of the traditional suburban shopping strip and the atmosphere is quieter, more relaxed and pedestrian friendly. The strategy for Port Hacking Road is to encourage the growth of the precinct as an outdoor dining/café strip. To help achieve this, footpath widening and public domain improvements are appropriate. A smaller scale of development is proposed in Port Hacking Road with a maximum height of 16 metres (4 storeys). Redevelopment in Mackay Street, on the northern side of the Kingsway, could provide a continuation of the atmosphere and functions of Port Hacking Road.

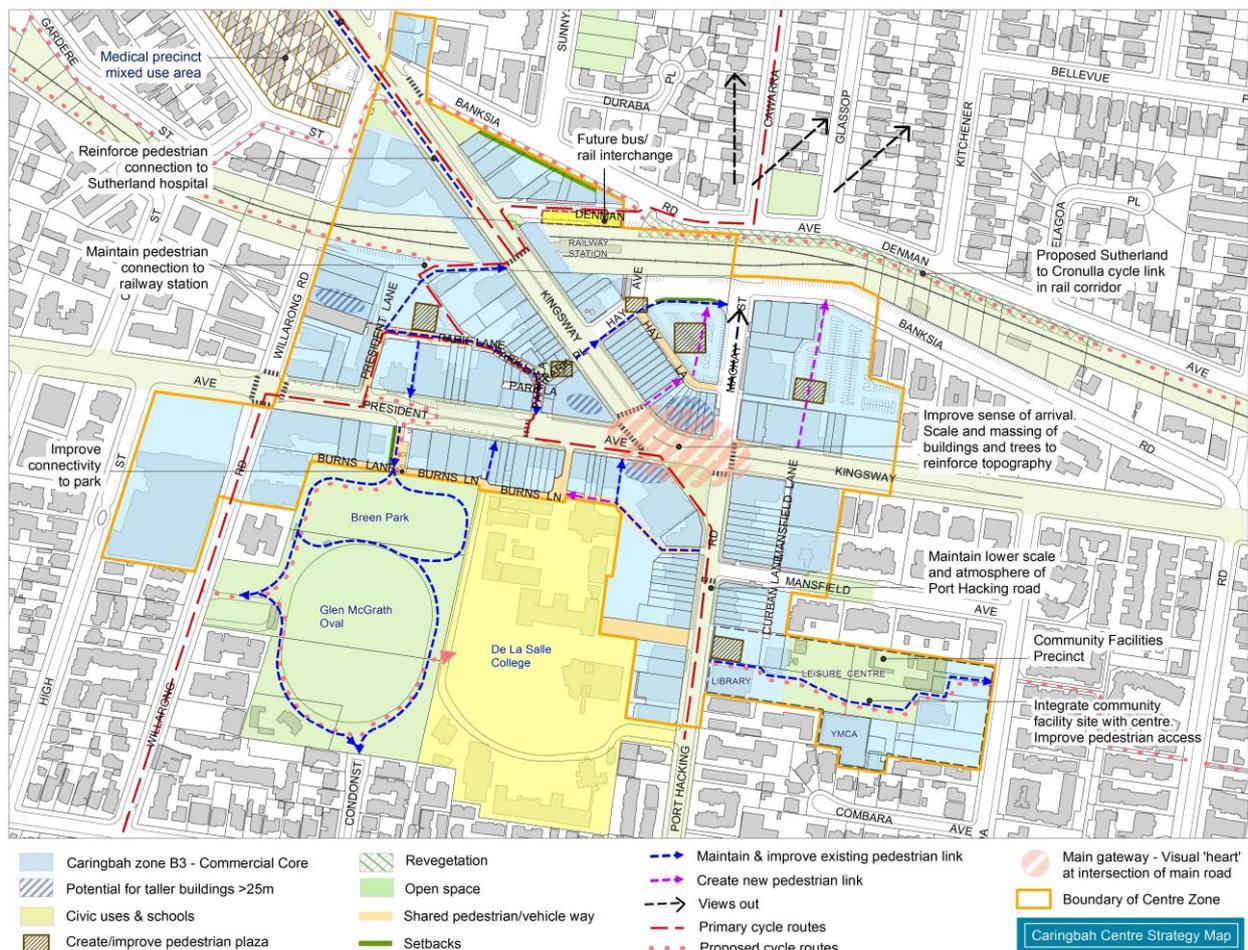
Open Space Strategy

The public spaces of Caringbah Centre include parks and footpaths. Small spaces may also be created through site links and building forecourts that interface with the public domain. Although these spaces may remain in private ownership, they are visually part of the public domain.

Where public open spaces currently exist in Caringbah, they are not well connected to the commercial centre and it is desirable to improve these connections. Caringbah Oval is a large public green space with children’s playground close to the commercial centre, but visibility and access from the commercial centre is poor. Similarly the

Caringbah Leisure Centre and Community Facilities site with parking is public resource which is not well connected visually or physically to the centre. The aim is for these Council owned facilities and sites to be upgraded to improve their amenity, and make them more visible and accessible to the centre.

The strategy for open spaces in Caringbah Centre is to improve their visibility and useability. Future developments should improve the pedestrian experience, by allowing for the widening and improvements to footpaths, creating new pedestrian ways and new public spaces. Because the centre functions are scattered between several streets, improving cross connections for pedestrians between the streets is important. The Potential Built Form Plan and details from that plan in Section 5 Design Guidelines for Specific Sites show sites requiring land dedications upon redevelopment of certain amalgamated sites. These land dedications will be important in providing additional pedestrian oriented spaces (whether in private or public ownership) for people to enjoy.



3. Landscape Strategy

The Caringbah Centre is located at the very top of a long ridge, with the land falling to the east, north and west. This gives the centre prominence within the landscape, which is reinforced by the location of the Kingsway along the top of the ridge. Pleasant views to Woolooware Bay and the City are available from the north-eastern part of Caringbah at Hay Avenue and Mackay Street. The intersection of the Kingsway and President Avenue is the visual “heart” of the centre, being set at the top of the ridgeline, high in the landscape. To reinforce the topography, the intersection is to be defined by taller buildings and large trees.

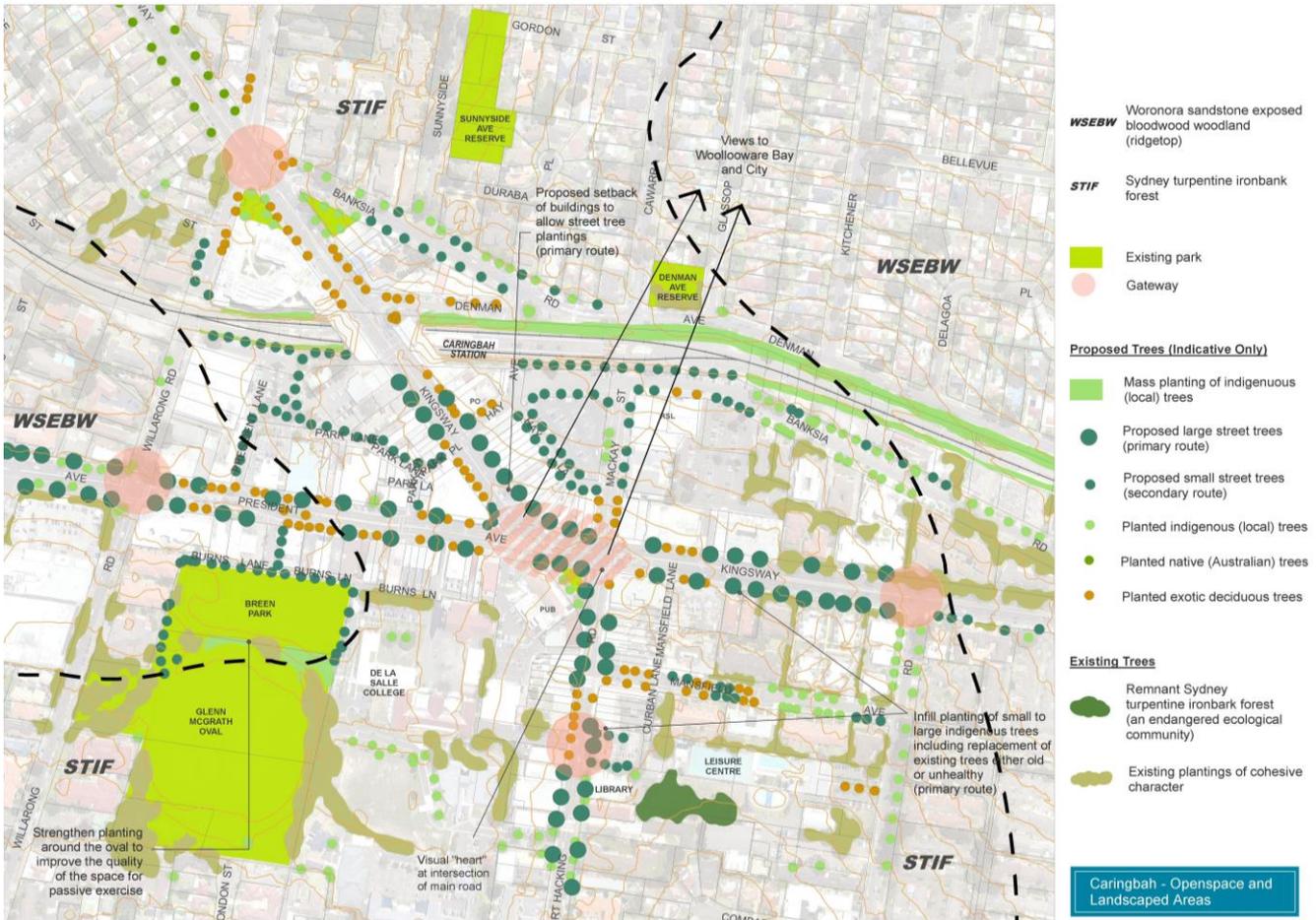
Originally the shale based soils of the ridge top supported Sydney Turpentine Ironbark Forest, an endangered ecological community. A fragment of Sydney Turpentine Ironbark Forest remains within the grounds of the Caringbah Leisure Centre. Remnant individual trees also exist within the centre, within Breen Park and the grounds of the Glenn McGrath Oval.

The existing planting of street trees in the centre consists almost entirely of deciduous *Acer negundo* (Box Elder). This species is native of North America and is useful in restricted spaces, particularly where both summer shade and winter sun is desirable. However, the scale of the Acers does not complement the scale of existing and future buildings and ignores the local ecology. A key strategy for future landscaping is to strengthen the existing landscape by overlaying the network of spaces and existing plantings with tall tree planting that reflect the ecology of Caringbah, being species that make up the Sydney Turpentine Ironbark Forest. Gaps in the street tree network will be filled and incidental/leftover space will be utilised for groves of trees.

Every opportunity to insert a central spine of Turpentines and Ironbarks along the Kingsway will be explored to reduce the perceived scale of buildings and glare. Undergrounding of power lines is required as part of the frontage works of new development, which will improve the potential for street tree planting. Existing deciduous tree plantings in President Avenue and adjoining streets will be supplemented with Turpentines, Ironbarks, Angophoras and Grey Gums.

As the land falls to the west of the centre, the Woronora Sandstone Exposed Bloodwood Woodland (WSEBW) vegetation community takes over. In this locality trees will be selected from this community.

Mature indigenous species and other native trees on both public and private land give an attractive sense of entry to Caringbah from the east. However, planting is not as strong when the centre is approached from other directions. A key goal is to increase the volume of indigenous trees on all of the approaches to the centre so that the local ecology becomes a defining character of the centre. Every opportunity to strengthen planting on streets and leftover spaces will be explored to provide more trees or groves of trees where space allows. Council will also work with Rail Corporation NSW to revegetate along the railway line and within the street reserve of Denman Avenue. This will result in large trees along the ridge, helping to offset the scale of development and creating an important wildlife link. This is a key action in terms of Council’s Greenweb biodiversity strategy.



4. 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.

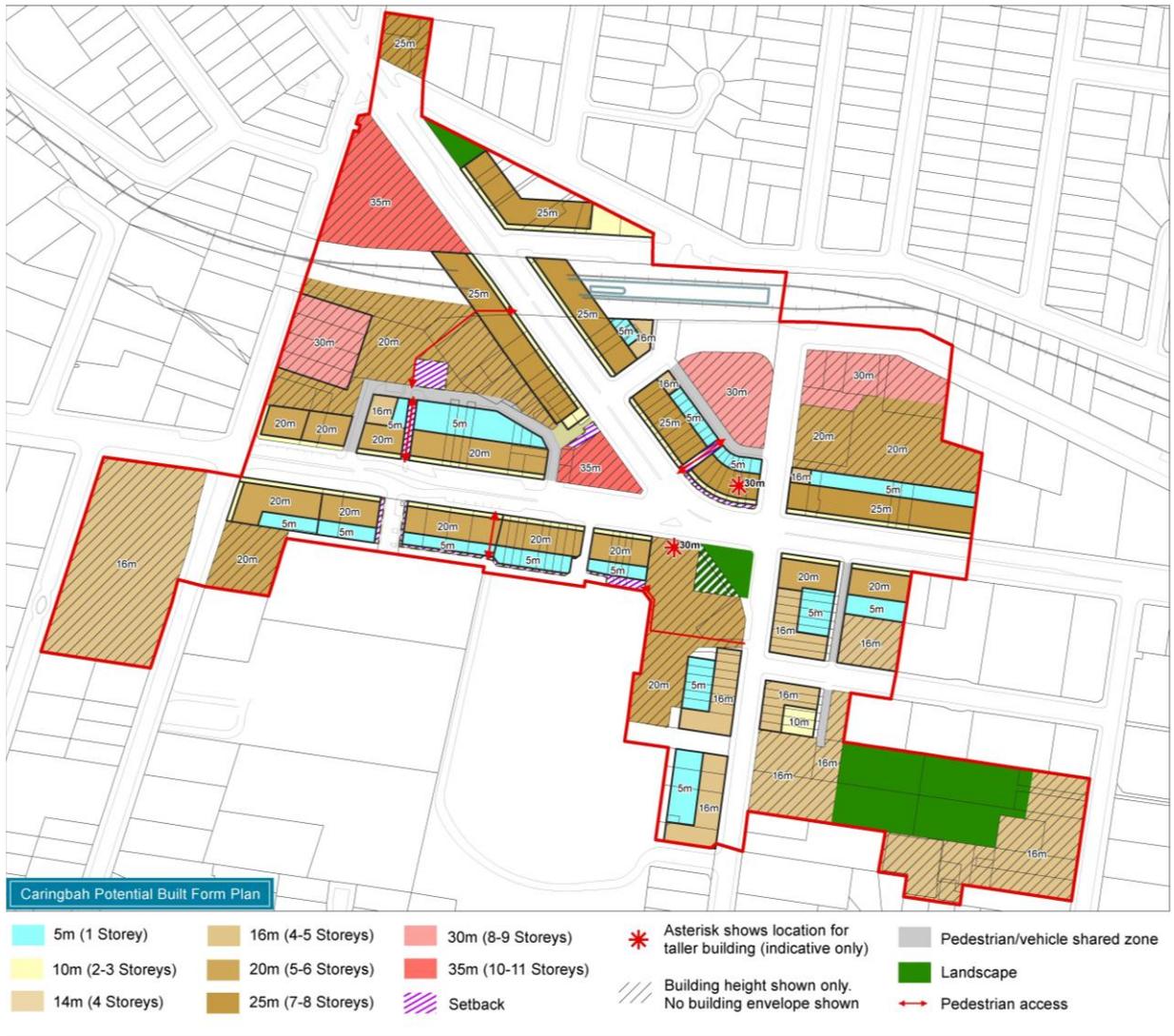
Architectural quality contributes to the character and quality of the streetscape. High architectural quality requires appropriate composition of building elements, textures, materials and colours and reflects the use, internal design and structure of a development.

The Preferred Built Form Plan shows the optimum arrangement of bulk, height and layout of built forms in relation to street layout, block and lot sizes in particular locations. Sites where redevelopment is unlikely to occur, or where a wide range of built form arrangements may be acceptable, have been shown on the map with the maximum height limit rather than an envelope. Optimum building depth is related to building use. In the Preferred Built Form Plan, levels above the first floor have been shown with the optimum building depth of 18 metres, assuming a residential use. Typically, commercial uses have larger floor plates.

4.1 Objectives

1. Ensure sites are of sufficient size to accommodate well designed development.
2. Ensure all sites can achieve their redevelopment potential.
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 proposed and surrounding residential buildings and to public open space and footpaths.
6. Create opportunities for incidental open spaces and public domain.

7. Create entrances which provide a desirable and safe identity for the development and which assist in visitor orientation.
8. Minimise potential conflicts between pedestrians and vehicles.
9. Improve the visual amenity of the public domain.



4.2 Controls

1. Development must comply with the relevant building envelope where shown on the Caringbah Preferred Built Form Plan, and with the design guidelines for specific sites where shown. For some sites buildings with heights above 22 metres, the building envelope has been shown indicatively only, and not as a building envelope. The optimal location of these taller parts of a development will depend on the specific design and the relationship to existing and likely future development on adjacent sites.
2. Where a development is proposed with a building envelope which varies from the Preferred Built Form Plan, the applicant must demonstrate that the outcomes from the development are as successful, or better, than those that would be achieved under the Preferred Built Form Plan in relation to:
 - a. The building's compliance with SEPP 65 including solar access, building separation and residential amenity
 - b. Whether to surrounding land will be able to achieve its full development potential without compromising the ability to meet SEPP 65.
 - c. Whether solar access to footpaths, open space or the public domain is compromised.
 - d. Whether the proposed development is as successful in terms of its transitional relationships to surrounding development, and in particular any heritage items in the vicinity of the site.
3. Where the Preferred Built Form Plan identifies a pedestrian arcade, public walkway or other public thoroughfare through a development site, the minimum width of the arcade, walkway or thoroughfare is to be 6m.
4. Development must be designed and sited so that it addresses the street and must have a clearly identifiable entry.
5. Development should acknowledge the established rhythm and scale of existing shopfronts/ small lot subdivisions in vertical facade proportions.
6. The building form must be articulated to avoid large expanses of unbroken wall, and to visually reduce bulk.

Note:

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

7. Where development has two (2) or more road frontages, vehicular access shall be from the lowest order road. Vehicular access is to be from a rear lane where such is provided.
8. Highly reflective materials are not acceptable for roof or wall cladding.
9. Where a basement car park extends above the natural ground level, it is to be designed to ensure that podiums and vehicular entries do not dominate the overall design of the building or streetscape. Basements and podiums are to be integrated into the architectural design 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 definition of gross floor area in SSLEP2015.

10. Development should contribute to a comfortable pedestrian environment with improvement to signage, lighting, planting, awning cover and seating, where appropriate. Frontage works are to be designed and constructed in accordance with Council's Public Domain Design Manual.
11. Ground floor residential uses are only permitted on streets where an active street frontage is not otherwise required and where it is demonstrated that subject satisfactory amenity for building occupants can be achieved, particularly in relation to privacy and impacts from noise and traffic.
12. 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.
13. 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.
14. Residential flat building, 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.

5. Guidelines for Specific Sites

- a. 336-338 Kingsway (Lot 7 DP1006); 15-21 President Avenue (Lot 7 DP10066); 23 President Avenue (Lot 5 DP30524), 27 President Avenue (Lot 3 DP30524) and 52 President Avenue (SP 72170)

5.1 Design guidelines for development of these sites:

1. Redevelopment of any of these sites will require road widening of Park Lane in accordance with map by council's Engineering Division.

- b. 178-184 Willarong Road, 41-45 President Avenue and 47 President Avenue



Aerial view



Detail Plan

(hatched area shows height only)

The Coles site is a potential key development site that can help to revitalise the centre. The development is anticipated to be mixed use commercial/ residential with the supermarket remaining as the anchor.

5.2 Design guidelines for development of this site:

1. Maintain the street edge building form to President Avenue, with a 20m height limit so there is consistency along the street (Preferred Built Form Map).
2. Maintain solar access to the footpath on the southern side of President Avenue.

3. Maintain an active ground floor towards the Park Lane carpark frontage (Caringbah Centre Active Streetfront Map).
4. Improve public domain frontage to the Park Lane carpark with landscaping and pedestrian areas.
5. Upgrade footpaths and improve landscaping to Willarong Road frontage and along President Lane.

c. Council Park Lane Public Carpark



Aerial view

The council owned Park Lane car park is zoned B3 Local Centre. The site is a key centre location which provides landscaped pedestrian respite from the busy roads, a pedestrian and cycle route from President Avenue to the railway station, and public car parking. The site could be redeveloped with mixed use commercial/ residential, maintaining the same number of public car parking spaces in an underground car park. The LEP allows a height bonus of 5m for a redevelopment if this site is amalgamated with some lots on the Kingsway.

Alternatively, the site could be maintained as a surface car park with improvements to the landscaping and public domain, which could be enlivened with commercial redevelopment of adjacent privately owned sites. The development potential of surrounding sites has been improved with increases in height and density.

5.3 Design guidelines for development of this site:

1. Maintain public car parking.
2. Retain pedestrian and bicycle access from the Kingsway opposite the railway station to Park Lane and hence to President Avenue.

3. Provide improved public plaza space and improved landscaping.
4. Association with car parking and Park Lane: the area to be a 'shared zone' between pedestrians and vehicles.

d. Hay Avenue site: 7 Mackay Street



Aerial view

The council owned Hay Avenue car park is zoned B3 Local Centre. It is centrally located close to the railway station with three road frontages. The site could be redeveloped with mixed use commercial premises / residential, maintaining the same number of public car parking spaces in an underground car park. The development of this site could create streetscape improvements to Mackay Street, Banksia Road and Hay Lane, extending the café character of Port Hacking Road across the Kingsway into Mackay Street and bringing life to this inactive area of Caringbah. Development of the site would take advantage of good views towards Woollooware Bay.

Development on this site will:

Activate an underused area of Caringbah centre with a landmark development.

Provide a mix of uses including: residential flats (with adaptable housing suitable for older people); commercial premises/ retail and medical services.

Combine a number of the existing community facilities located elsewhere in Caringbah into a hub which is in close proximity to public transport and public parking.

Improve the public domain with updated landscaped public pedestrian ways and a pedestrian plaza.

5.4 Design guidelines for development of this site

1. Provide an active ground floor to Mackay Street and Banksia Road (Active Street Front Map).
2. Provide pedestrian access across the site.
3. Create a new public plaza on the site, which could be on a podium.
4. Footpath upgrade, street planting and landscaping scheme in Hay Avenue and Mackay Street making potential for outdoor dining.
5. Provide public car parking comparable to the existing provision on the site in an underground car park.

e. Caringbah Hotel amalgamated site: 345, 347-357 Port Hacking Road



The Caringbah Hotel site is of major importance to the future character of Caringbah centre. The hotel is positioned at the highest point in Caringbah at the intersection of President Ave, the Kingsway and Port Hacking Road and is highly visible. At present the hotel does not contribute greatly to the vitality of the public domain. The site adjoins the Memorial Park, a triangular park incorporating the footpath. The

atmosphere and use of the park is much affected by traffic on adjacent roads, but recent planting of large eucalyptus trees will improve the park's landscaped quality.

The existing Caringbah Inn benefits from a very large site. The available floor space ratio gives the site substantial development potential in combination with the adjacent lot to the east. Redevelopment of the Caringbah Inn site and the adjoining site on Port Hacking Road has the potential to create an entertainment and landscape focus for the centre, while also providing a landmark building that can redefine Caringbah Centre. Bonus height has been allowed in the LEP to achieve this end. The amalgamated site has additional height allowed up to 35m (11 st), subject to achieving the design guidelines. The Building Envelope Plan shows the preferred location on President Avenue for the tallest part of a redevelopment. The area of the site which can be developed with a 35m building is limited by the maximum permissible floor space ratio, and subject to amalgamation with the neighbouring site on Port Hacking Road.

There is potential for the redevelopment of this site to make the Memorial Park a more significant space by realigning development on the subject site. The building envelope plan illustrates an optimal arrangement of north facing residential flat buildings around a large north facing outdoor space. This arrangement allows more street edge thereby creating more retail/restaurant frontage. Restaurants and the hotel could spill into the outdoor dining space shaded by trees. This potential outdoor dining precinct would provide increased vitality to the centre and contribute to the desired future character of Port Hacking Road as an "eat street".

The development of the internalised part of the site can be achieved by creating a laneway through the site. This would allow for the efficient servicing of buildings and also create an address for the internalised building. This lane can also rationalise access to properties on Port Hacking Road that currently have easement for access as well as formalising future access to Burns Lane.

5.5 Design guidelines for development of this site

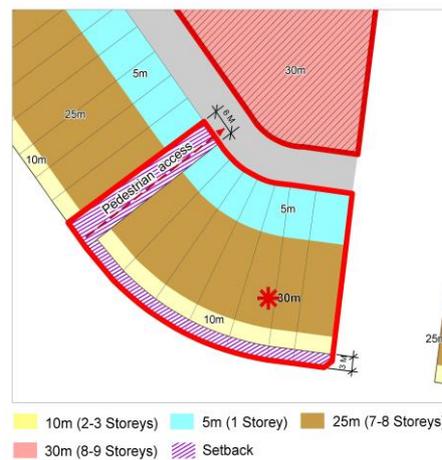
1. Development of the site with the bonus height up to 35m (11st) is contingent on amalgamation of lots in accordance with the Amalgamation Map.
2. Provide a minimum 4m landscaped setback which complements Memorial Park.
3. Provide additional landscaped setback adjacent to Memorial Park to formalise the park as a square. This plaza area can remain in private ownership. The space could provide an outdoor area which would read as a continuation of the public park but it would be more removed from the adverse impacts of traffic. The space would be ideal for outdoor eating.
4. Ensure adequate solar access is maintained to adjoining public domain and adjacent developments.
5. Provide public pedestrian access across the site from Port Hacking Road to Burns Lane.

6. Development should acknowledge the lower scale and different character of Port Hacking Road and provide a transition in height between the new development and the lower buildings on Port Hacking Road. The maximum allowable height for Port Hacking Road generally is 16m (4st).

f. Corner Kingsway and Mackay Street amalgamated site (307, 309, 313, 315, 317, and 319 Kingsway)



Aerial view



Detail Plan

(tallest element shown indicatively only as asterisk)

This site is located in a significant location at Caringbah's major intersection and highest point. The amalgamated site has the advantage of two main street frontages and rear lane access from Hay Lane.

The Building Envelope Plan identifies an area on the corner of the Kingsway and Mackay Street as a potential key development site. The mapped height for each lot is 25m. On an amalgamated site bonus height is offered up to 30m (9 st). This bonus is offered on the basis of a site amalgamation of at least four of the lots including 307 Kingsway, and the provision of a pedestrian way through the site from the Kingsway to Hay Lane. For the amalgamated site, there is also a required front setback of three metres to the Kingsway to allow for street tree planting and an improved pedestrian environment at this busy intersection. Planting of trees on the Hay Lane side of the development is also desirable to improve Hay Lane

5.6. Design guidelines for development of this site

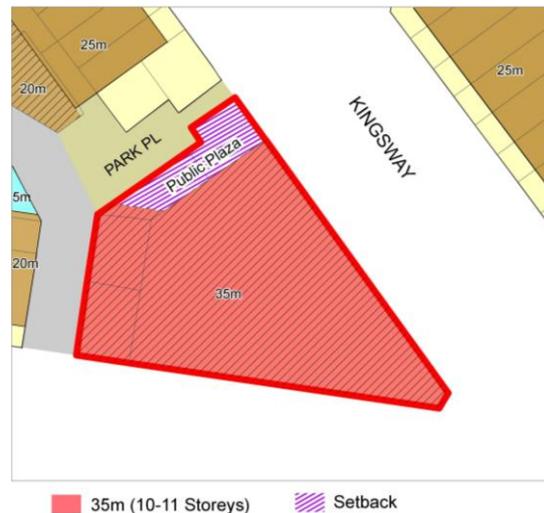
1. Development of the site with the bonus height is contingent on amalgamation of lots in accordance with the Amalgamation Map and the Detail Plan.
2. Provide a 3 metre landscaped setback to the Kingsway, with opportunities for large tree planting.
3. Provide a 6m wide pedestrian access way through the site to create a new pedestrian connection between the Kingsway and Hay Lane.

4. Provide opportunities for large tree planting adjacent to Hay Lane.

**g. Corner Kingsway and President Avenue amalgamated site
(5 President Avenue, 1 Park Lane, 304-318 Kingsway, 320 Kingsway)**



Aerial view



Detail Plan

The Potential Built Form Plan identifies an area on the corner of the Kingsway and President Avenue as a potential key development site, requiring the amalgamation of sites as indicated on the plan.

This site is located at Caringbah's major intersection. The amalgamated site has the advantage of two main street frontages, rear lane access from Park Lane and frontage to the pedestrian area Park Place.

The amalgamated site has been allowed additional height up to 35 metres (11 storeys). This bonus is offered on the basis of a site amalgamation, and an enlargement of the public plaza at Park Place. Enlarging this north facing space will provide opportunities for outdoor dining and seating area sheltered from the full impact of Kingsway traffic.

5.7 Design guidelines for development of this site

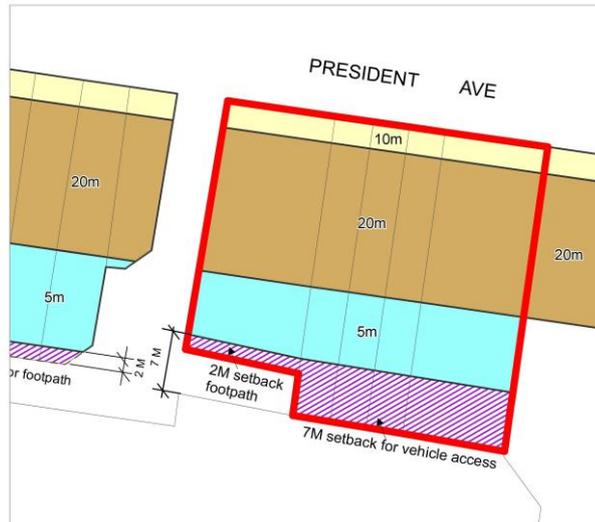
1. Development of the site with the bonus height is contingent on the amalgamation of lots in accordance with the Amalgamation Map.
2. The development must incorporate a setback to Park Place to create a publically accessible plaza at ground level adjacent to the pedestrian way which connects the Kingsway with Park Lane (as shown on Caringbah Centre Preferred Built Form Plan and Detail Plan). The site could remain in private ownership for outdoor dining with parking below ground. The design needs to accommodate large trees within the plaza space. To ensure maximum utility however, the plaza should be readily accessible to the public as an extension of Park Place.

3. Improve opportunities for large street tree planting on the Kingsway.

h. Lots at 2-4, 6, 8, 10 and 12-16 President Avenue



Aerial view



Detail Plan

- | | |
|---|--|
| 5m (1 Storey) | 10m (2-3 Storeys) |
| 20m (5-6 Storeys) | Setback |

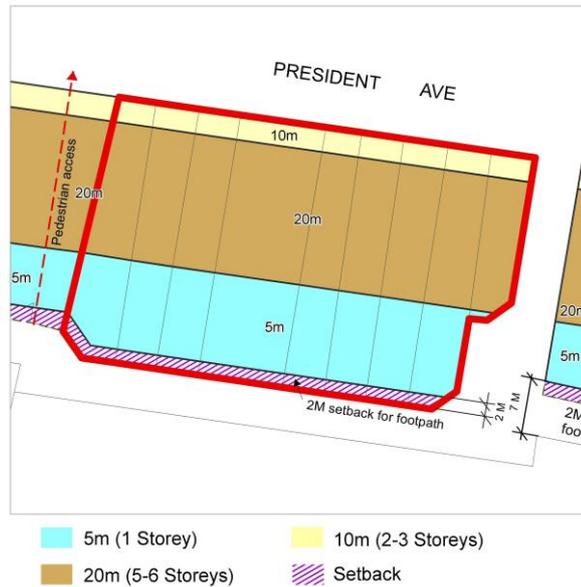
5.8 Design guidelines for redevelopment of these sites

1. A 7m rear setback is required on redevelopment to allow for vehicle access to and across the sites from Burns Lane to continue to occur. It will be necessary for this setback to be dedicated to Council as a public road on redevelopment.

i. Lots at 20-26, 28-30, 32, and 34-36 President Avenue



Aerial view



Detail Plan

5.9 Design Guidelines for development of these lots:

1. A 2m setback to Burns Lane is required on redevelopment of these lots to allow for improved pedestrian access along Burns Lane. It will be necessary for this setback to be dedicated to Council on redevelopment.

j. Lots at 38, 40-42, and 44 President Avenue



Aerial view



Detail Plan

5.10 Design Guidelines for development of these lots:

1. A 2m setback to Burns Lane is required on redevelopment of these lots to allow for improved pedestrian access east west along Burns Lane. For 44 President Avenue a 2m setback is also required from Burns Lane on the north south section which links President Avenue with the park. It will be necessary for this setback to be dedicated to Council on redevelopment.
2. Pedestrian access way from Burns Lane to President Avenue should be maintained.

k. Lot at 46-48 President Avenue



Aerial view

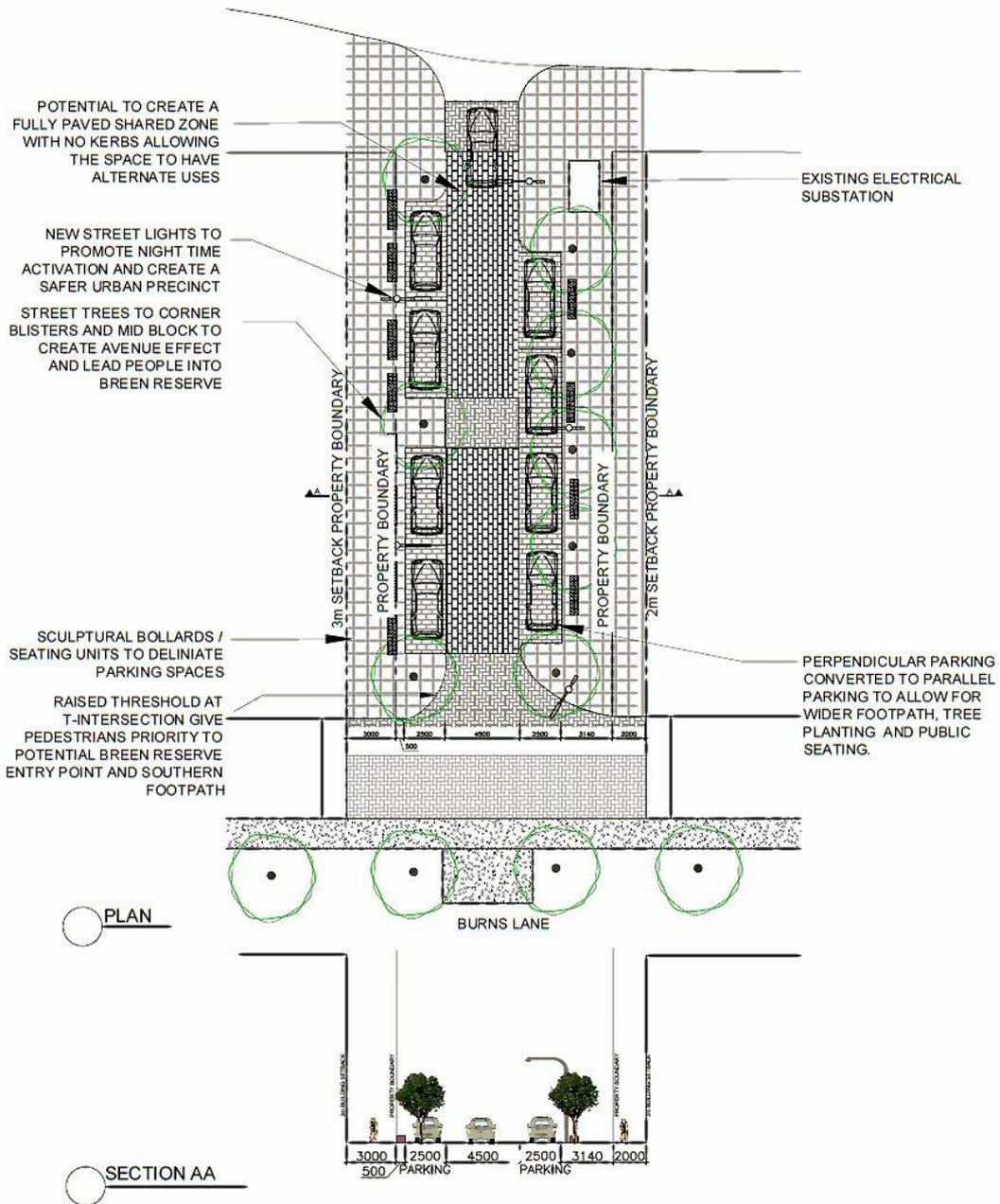


Detail Plan

A 2m setback to Burns Lane is required on redevelopment of these lots to allow for improved pedestrian access along Burns Lane. It will be necessary for this setback to be dedicated to Council on redevelopment.

5.11 Design Guidelines for development of these lots:

1. A 3m full height setback on the Burns Lane frontage of this site is required on redevelopment to contribute to the amenity of the public domain by providing opportunities for tree planting and improving the visual connection between the centre and Caringbah Oval. The park is disconnected from the town centre and improvements to Burns Lane, including the planting of trees, will improve this visual and physical link. The landscaped setback is intended for the planting of trees and other landscaping and to be publicly accessible for seating and footpaths, although it can remain in private ownership.
2. Shown below is council's public domain design proposal for Burns Lane, showing improved footpath area and the lane as a shared zone between pedestrians and vehicles



BURNS LANE - CARINGBAH SHARED ZONE
DRAFT PROPOSAL - PUBLIC DOMAIN

I. Sites at 37-39 (McDonalds) and 29-35 President Avenue



Aerial view



Detail Plan

To maintain pedestrian connectivity across the centre, it is necessary to maintain the existing pedestrian pathway from President Avenue to the Park Lane council car park.

5.12 Design Guidelines for development of these lots:

1. For each of these two sites, a 3m wide side setback is required on redevelopment to maintain and improve the existing pedestrian path connecting President Avenue to Park Lane. The total width of the path if both sites redevelop is to be 6m.

5. Amalgamation Requirements

Effective amalgamation patterns promote the efficient use of land and allow design constraints to be more easily resolved. In particular, they help to produce a consistent urban form and built form 'rhythm' that reflect the surrounding development pattern. Amalgamation requirements also balance planning requirements relating to height, massing, underground car-parking, vehicular access, streetscape and amenity to achieve optimal development outcomes.

Amalgamation patterns have been defined for some parcels of land in Caringbah Centre as shown in the Caringbah Centre Amalgamation Map. Sites which have been strata subdivided have generally not been included in amalgamation patterns.

5.1 Objectives

1. Ensure that redevelopment does not isolate lots or prevent land parcels from reaching their redevelopment potential while meeting the standards in SEPP 65- Design Quality of Residential Flat Development.
2. Ensure that amalgamated land parcels allow for the development of built forms that make a positive contribution to the spatial definition of the street and create or maintain amenity for existing and future occupants.
3. Ensure that efficient and safe car park and vehicle entry points can be achieved.

5.2 Controls

1. Redevelopment of land identified in the Caringbah Amalgamation Map as being subject to an amalgamation requirement, is to follow the identified amalgamation pattern.
2. 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 for 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.

3. If an application proposes a redevelopment that does not comply with the amalgamation plan or where a proposal in the Caringbah Centre would result in an isolated site with minimum street frontage of less than 20 metres, the applicant must submit to council with the development justification to vary the amalgamation pattern requirements.
4. Development must be carried out in an orderly manner.

If an application proposes a residential flat development that does not comply with the amalgamation plan, the applicant must demonstrate that development of an alternative amalgamation pattern can be achieved where all sites can achieve their full development potential.

A schematic design must show that development of land under an alternative amalgamation pattern complies with SEPP 65 and the Apartment Design Guide standards.

The assessment of any proposal to vary the amalgamation pattern will include consideration of the impact of the proposed development on the future capacity of lots left isolated.

Note:

Applications seeking to vary the amalgamation plan must include copies of correspondence between the proponent and the owners of any sites not incorporated in the designated amalgamation pattern or the owner of any site that would be isolated by the proposed development. The correspondence must clearly indicate that a fair financial offer has been made to that owner for incorporation into the development proposal (based on 3 valuation reports provided with the submission) and any response to these offers. Applicants must make this correspondence available to all landowners in the original amalgamation plan. The information will also be publicly available at Council.

A reasonable offer, for the purposes of determining the development application and addressing the planning implications of an isolated lot, is to be based on 3 independent valuation reports and include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property.

Where it has been shown that reasonable efforts have been undertaken to facilitate amalgamation of the isolated properties, and where no resolution can be reached between the parties, applicants must include with their development application a plan of adjoining lots excluded from the amalgamation which shows a schematic design of how the site/s may be developed. In such instances isolated lots are not expected to achieve the full FSR permissible in the zone.



Amalgamated site

Centre Zone Boundary

Caringbah Centre Amalgamation Plan

6. 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, for centres, to the creation of an urban streetscape character with well- defined street spaces.

Buildings built to the street alignment with appropriate ratios of street width to building height provide a sense of enclosure to the street and can contribute to the public domain by enhancing streetscape character and the continuity of street facades. In the commercial core at ground floor, buildings are generally to be built up to the street alignment to reinforce the urban character of the centre.

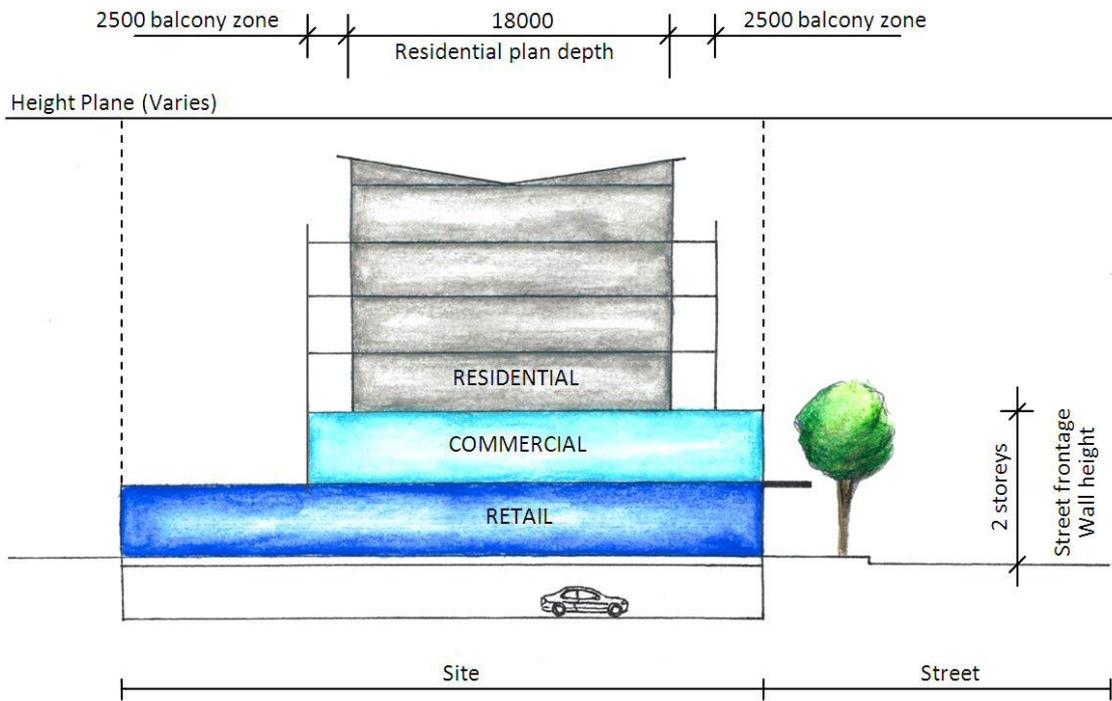
Street frontage heights refer to the height of the building that is built to the street alignment, creating a street wall. The street wall can be the front face of the balconies. Upper levels above street frontage height are to be set back to provide for solar access to streets, and daylight to other buildings.

7.1 Objectives

1. Establish the desired spatial proportions of the street and define the street edge.
2. Create opportunities for the planting of canopy trees and landscaping.
3. Ensure new development is compatible within the established streetscape character, or contributes to the desired future streetscape character.
4. Assist in achieving visual privacy for residential development.
5. Strengthen the urban form of the centre with consistent street wall heights.

7.2 Controls

1. Unless specifically identified in the Caringbah Potential Built Form Plan, Caringbah “Specific Site” guidelines, or a clause, the first two storeys of new development must have a nil setback to the street, with a wall height of 8-10m to an active street frontage.
2. New development of greater than two storeys shall have a two storey wall height (8-10m) to an active frontage, and a minimum setback of 4m for the upper storeys, above the two storey wall height.



TYPICAL SECTION

7. Landscape

8.1 Objectives

1. Retain and enhance the existing tree canopy.
2. Increase the volume of indigenous trees that the local ecology becomes a defining character of the centre.
3. 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.
4. Improve the microclimate for pedestrian comfort.
5. Ensure any planting on podiums, roof tops and in planter boxes is sustainable by providing adequate rainwater storage and water efficient irrigation.

8.2 Controls

1. 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.
2. Where planting is proposed on podiums, roof tops or within planter boxes, the space to be planted must be designed and constructed to contain a minimum of 600mm of soil depth. Less soil depth will only be accepted when a high quality alternative solution is provided. The basis for species selection for this planting should maximise the likelihood of long term viability in view of the likely future microclimate. Landscaping on podium levels and planter boxes should be accessible for gardener access.
3. 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.

4. 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.

5. 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 specific address of the site 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.

8. Active Frontages

Active street frontages are locations where retail shop fronts and building entries address the street, building entries are positioned and pedestrians circulate along the streets length, accessing shops and services. Active street fronts contribute to the character of a centre, facilitate pedestrian movement between shops and services, and create an environment of vibrancy and vitality.

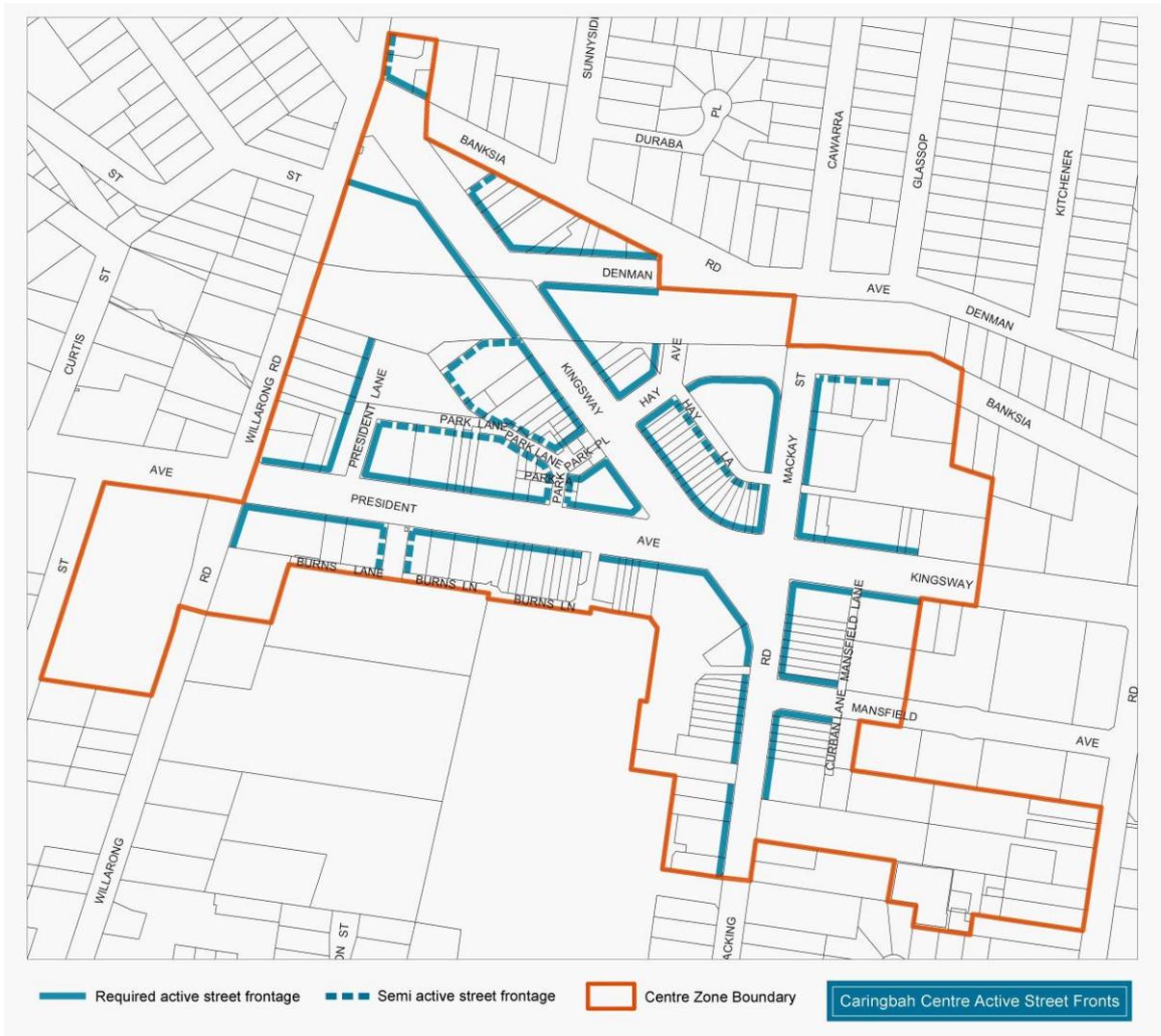
Semi-active frontages are locations where retail and commercial ground floor uses are required but need not be continuous.

9.1 Objectives

1. Identify those places in Caringbah 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. Facilitate safe and convenient pedestrian access to shops.

9.2 Controls

1. Active frontages at footpath level are to be provided in accordance with the Caringbah Centre Active Frontage Map.
2. Active frontages must be at footpath level along the full length of the building frontage. This may require the floor plate 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 premises or retail frontages are required 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.



9. Side and Rear Setbacks

Side and rear setbacks, either onto lanes or adjacent to established residential dwellings, are required to protect the amenity of new and existing dwellings. Setbacks can also ensure that rear access for vehicles and servicing can be provided, so that the active street front can continue to operate as a predominantly pedestrian environment.

10.1 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.

10.2 Controls

1. Unless specifically identified in the Caringbah Potential Built Form Plan, Caringbah 'Specific Site' guidelines, or a clause, 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.
2. Where an active street frontage is required on the Active Street Front Map, nil boundary setbacks are required for all ground floor uses to allow for the provision of continuous awnings over public footpaths.
3. Building separation for residential uses should be in accordance with SEPP 65 and the Apartment Design Guide 2015.

10. 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.

11.1 Objectives

1. Ensure development provides opportunities for cross-ventilation and natural ventilation.
2. Ensure that vehicle access points do not dominate the street frontage of developments and allow for the safe passage of pedestrians along the street and into the development.
3. Integrate essential amenities and facilities within developments.
4. Minimise the impacts of ancillary aspects of development on people, building occupants or neighbours and on the streetscape.

11.2 Controls

1. New development shall incorporate passive solar building design, including the optimisation of sunlight access 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 may be acceptable where:
 - a. There is a low intensity of commercial use;
 - b. The proposed arrangement maintains a safe and convenient pedestrian and traffic environment.
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.

11. 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 ground floor retail premises or business premises” (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 Policy No 65 - Design Quality of Residential Flat Development 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 State Environmental Planning Policy No 65 - Design Quality of Residential Flat Development and the objectives and design criteria of the Apartment Design Guide (2015).

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 Caringbah Centre.

12.1 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 all sites in a centre are capable of meeting their full development potential.
5. Ensure building design and dwelling layout provides a high level of resident amenity.
6. Ensure outdoor areas are functional and responsive to the environment.

12.2 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 Apartment Design Guide. This includes buildings that are two storeys or less, and/or contain less than four dwellings.

2. 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).

3. 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.
4. Shop top housing 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 2 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 premises /retail entries.

9. 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

10. 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 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, 100m² 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.

12. Adaptable and Livable Housing

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

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*.

13.1 Objectives

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.

13.2 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.

13.3 Controls for Livable Housing

1. In addition to complying with the adaptable housing rates in clause 1 above, all new shop top housing and boarding house developments must provide 'livable dwellings (i.e., dwellings designed to 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 'livable' 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.

13. 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.

14.1 Objectives

1. Ensure a high level of amenity by protecting the acoustic and visual privacy of occupants within dwellings and their associated private open spaces.
2. Ensure dwellings are sited and designed so that visual and acoustic privacy and vibration from outside sources is controlled to acceptable levels, incorporating architectural and building elements to assist in protecting privacy.
3. Minimize direct overlooking of windows and private open space so that the amenity of neighbours and intended occupants is respected.

14.2 Controls

1. Locate, orientate and design new development to ensure adequate visual privacy between buildings, and between buildings and adjacent private open space.
2. Use building design to increase privacy without compromising access to light and air.
3. All noise generating equipment such as air conditioning units, swimming pool filters, fixed vacuum systems and driveway entry shutters must be designed to protect the acoustic privacy of residents and neighbours. All such noise generating equipment must be acoustically screened. The noise level generated by any equipment must not exceed an LAeq (15min) of 5dB(A) above background noise at the property boundary.
4. Residential development adjacent to a rail corridor or a busy road as identified on the Road and Rail Noise Buffer Map should be sited and designed to include noise and vibration attenuation measures to minimise noise and vibration impacts. Refer to State Environmental Planning Policy (Infrastructure) 2007 and the NSW Department of Planning's *Development near Rail Corridors and Busy Roads – Interim 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 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.

14. 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 appropriately minimised.

15.1 Objectives

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

15.2 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*.

15. 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.

16.1 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. Ensure that 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.

16.2 Controls

1. Car parking shall be provided in accordance with the following table.
- 2.

Residential Accommodation	
Use	Requirements
Residential Flat Building Shop Top Housing	Minimum 1 space per unit Maximum 3 spaces per unit* No visitor parking
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
Boarding House (not subject to the AHR SEPP)	1 space for every 2 bedrooms; plus, 1 space for any residential manager; plus 1 space for every 2 employees working at any one time.
Tourist/Visitor Accommodation	
Bed & Breakfast	1 space per guest room Note –This parking requirement is in addition to the parking required for the dwelling house.
Hotel or Motel accommodation	1 space per 4 rooms; plus, 1 space per 2 employees

Serviced Apartments	1 space per 2 units; plus, 1 space per 2 employees
Commercial Premises	
Office and Business Premises	1 space per 30m ² GFA
Retail Premises	1 space per 30m ² GFA
Restricted premises Service stations	Restricted Premises - 1 space per 30m ² GFA Service stations: <ul style="list-style-type: none"> • 6 spaces per service bay • 1 space per 30m² of any convenience store within the service station • 1 space per 8m² of gross floor area for any food shop within the service station
Health Services Facilities	
Medical Centres	1 space per 30m ² GFA
Health consulting rooms	3 spaces per consultation room or surgery room
Other Uses	
Childcare Centres	1 space per 4 children in attendance Provision for flexibility if: <ul style="list-style-type: none"> ·centre is near a public reserve ·centre is located on a corner block ·centre provides a safe drop off zone on the street ·the centres has a street frontage greater than 15 metres, or ·if the centre operates as a long day care centres.

*Where more than the minimum parking spaces are proposed per dwelling, the additional space/s will only be considered to meet Council's requirements for parking, and be excluded from the calculation of gross floor area, if it is provided within a basement and meets the objectives and controls for basement specified in Streetscape and Building Form.

Maximum parking rates in a basement meet Council's requirement for parking, and as such are not included in the calculation of gross floor area.

- 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.
- 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.

5. 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.
6. 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).
7. 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.
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.

16. 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.

17.1 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.

17.2 Controls for multi dwelling housing, residential flat buildings and the residential components of shop top housing and mixed use developments

1. For new multi dwelling housing, residential flat buildings and the residential components of shop top housing and mixed use developments 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".

17.3 Controls (except for multi dwelling housing, residential flat buildings and the residential components of shop top housing and mixed use developments)

1. A waste storage area is to be provided for all developments to store bins for general waste and recyclables. The area must have sufficient space for the storage of garbage, recycling and green waste generated by the development.
2. The residential waste generation rate per dwelling is 120 litres per week of general waste plus 120 litres per week of recycling (for dwelling houses and each dwelling in a dual occupancy), 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.
3. The location and design of the waste storage area must not detract from the amenity of the development and the character of the streetscape.
4. The location of waste and recycling facilities must not impact on car parking or landscaping requirements of the development.
5. Waste and recycling facilities must be designed to prevent litter and contamination of the stormwater drainage system.
6. Developments must be designed so that bins do not need to be wheeled more than 75 metres.
7. 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).
8. 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%.
9. 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.
10. 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.

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

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

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

17. Late Night Trading Premises

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

Caringbah Centre is divided into three sections: High Activity Area, Intermediate Activity Area, and Low Activity Area.

The guidelines for Late Night Premises are in Chapter 37: Late Night Trading of the DCP.

