

SUTHERLANDSHIRE

**B3 COMMERCIAL CORE
MIRANDA**
DCP 2015 CHAPTER 22



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Miranda Centre

This part of the DCP provides the site specific planning requirements for development within the area of Miranda zoned B3 Commercial Core. Most redevelopment in Miranda is expected to be mixed use development, usually a combination of commercial premises on the ground floor, commercial use on the second floor, with residential flats above. 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. Create an identity for Miranda as a vibrant place to visit and live that offers housing choices and diversity, particularly for older people looking to downsize and young people looking for convenience and good public transport.
2. Reinforce the role of the Kingsway as the focal point of the Miranda Centre, providing integration between Westfield and the traditional pedestrian shopping strip.
3. Strengthen Miranda's role as the major retail centre of Sutherland Shire, with regional significance as a shopping destination.

2. Centre Strategy

The key focus of the strategy is creating an identity for Miranda as a vibrant place to visit and live that offers housing choices and diversity, with improved connections within the centre. This strategy aims to achieve this through ensuring that development is of an appropriate scale and character to define the centre.

Miranda, being the location of the largest shopping centre in the Sutherland Shire, is at the apex of the Shire's retail hierarchy. It is a shopping precinct of regional significance which also benefits from a train station and a significant amount of commercial floor space. Miranda Centre also provides commercial premises, medical and community services, schools and high density housing.

A key element of the strategy is to take advantage of opportunities for the Kingsway to become the focal point of Miranda Centre. This will be achieved through the integration of the enclosed shopping mall with the traditional pedestrian shopping

strip. This is aided by recent improvements to the shopping mall which open its functions to face the Kingsway centring on the large fig tree. Redevelopment along the Kingsway will deliver quality new commercial premises and retail spaces.

The focus of improved connections is a greater emphasis on pedestrian movement and the integration of public transport services within the centre, while also accommodating vehicular traffic whose destination is the centre. This entails greater pedestrian focus along the Kingsway, Kiora Road and Central Road, improved public transport facilities and defined cycle and footpath networks. Higher buildings are also permitted along the Kingsway to distinguish the role and scale of this major road.

Miranda centre is an appealing option for the ageing population in nearby residential neighbourhoods as it offers a high level of amenity in walking distance to medical services, shops, restaurants/cafes, entertainment and public transport. Residential flats in the centre also suit the needs of younger people, offering ready access to employment opportunities, public transport to the city and recreational facilities.

The economic viability and vitality of Miranda Centre is to be enhanced through an increased residential population within walking distance of the railway station, bus routes, commercial centre and community facilities. To meet the needs of working people and seniors, the provisions of SSLEP2015 assist by encouraging residential flat development throughout the Miranda commercial centre and multi-dwelling housing in the areas immediately surrounding the centre.

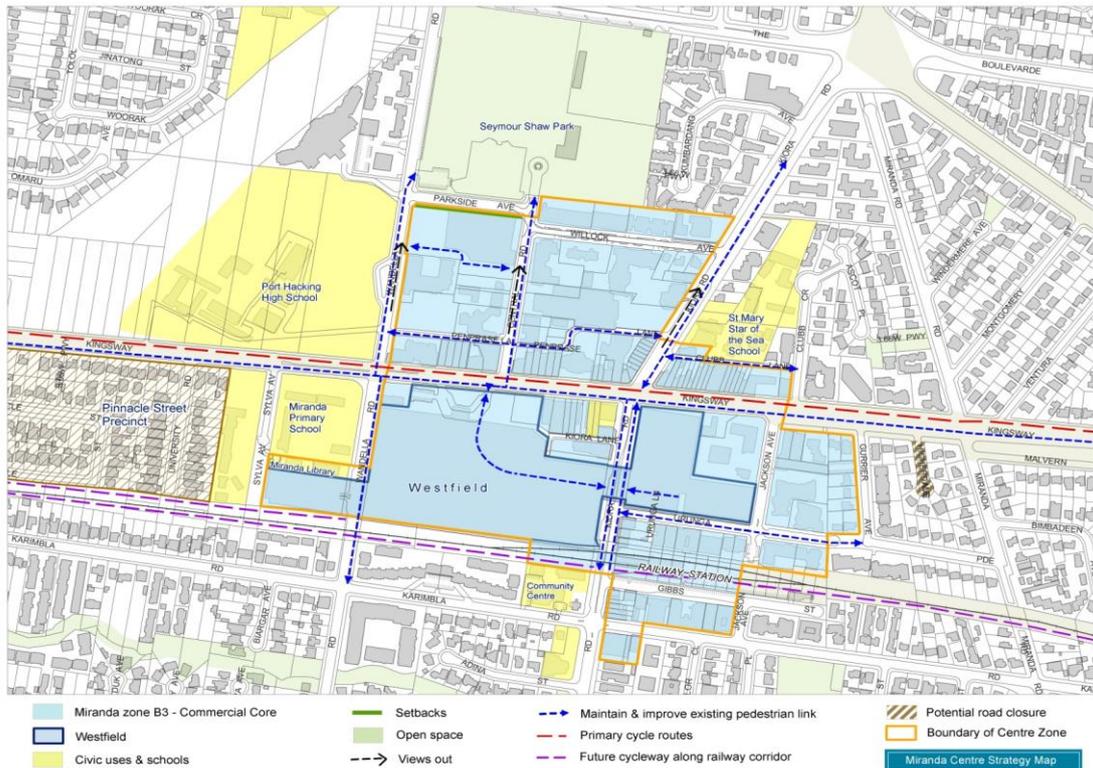
As most of the opportunities for high density housing in the commercial core have been taken up; SSLEP2015 provides new areas of high density residential at Higherdale Ave and Pinnacle Street (see Chapter 8 for Pinnacle Street Precinct Strategy). Areas to the south of the railway line have also been rezoned to allow medium density development. Increases to the maximum height and density provided on the Kingsway also allow greater development opportunity and flexibility for a variety of development types including mixed use developments.

Improved integration of the public domain with development is to be achieved through a system of linked public open spaces. This can provide immediate opportunities for improved utilisation of parks. Appropriate scale and forms of development surrounding open space can enhance the qualities of parkland itself.

Pedestrian amenity and connections through the core will be enhanced by articulated street frontages, appropriate building setbacks and strengthening of the laneway network through the core.

The focus of improved connections requires a greater emphasis on pedestrian movement and the integration of public transport services within the centre. It is essential that these are balanced against the vehicular traffic whose destination is the centre. This entails a greater focus on pedestrian movement along the Kingsway, Kiora Road and Central Road, improved public transport facilities and defined cycle and footpath networks. In the longer term this also relies on through-traffic which currently flows along the Kingsway being redirected along either the F6 corridor or a local bypass.

The public spaces of Miranda Centre include parks, sport fields and bushcare areas vary in scale, function and use. Small spaces may also be created through site links and building forecourts that interface with the public domain. Although these spaces are generally in private ownership, they may form part of the public domain.



3. Specific Strategies

The Kingsway

The Kingsway, as the main thoroughfare of Miranda is the focal point of the centre. The southern side of the Kingsway is dominated by a regionally significant retail shopping complex of Westfield Miranda. The shopping mall is enclosed however recent redevelopment of the western portion of the complex has improved its connection with the traditional shopping strip along the Kingsway. The centre now addresses the public domain with an indoor outdoor food precinct which is centred on the retained fig tree. This creates a successful new focus for pedestrians. The streetscape along the southern side of the Kingsway is inconsistent and several points of conflict occur between pedestrian and traffic movement. This primarily occurs where pavements are intersected by car park entrances. Greater reliance on rear lanes can help improve pedestrian amenity and safety.

The retail and business character of the street is to be maintained and reinforced by new development. At ground level new development should provide active frontages with a nil setback from the street and an awning which spans the length of the façade. Upper levels above street frontage height are to be set back to provide for solar access to the southern side of the Kingsway. The redevelopment of the southern side of the Kingsway should provide opportunities to enhance the public realm and reinforce the character of the traditional shopping precinct on the northern side of the street. New development should integrate new public spaces with development.

Implementation of traffic calming devices such as a road blister at the intersection of Central Road and the Kingsway may assist in enhancing pedestrian amenity and safety.

Design guidelines

1. Nil setbacks at ground floor are to be provided along the Kingsway.
2. Maintain winter solar access to the footpath on the southern side of Kingsway through upper floor setbacks.
3. Maintain an active ground floor towards the Kingsway frontage (see Miranda Centre Active Frontage Map).
4. Provide continuous awnings along the Kingsway.
5. Improve the public domain of the Kingsway with active uses, and quality landscaping and pedestrian areas.
6. Upgrade footpaths and improve landscaping along Clubb Lane.

Kiora Road

Continuous awnings, nil setbacks and active frontages are the predominant characteristics of the streetscape of Kiora Road. This character is to be maintained in future development. On the western side south of the Kingsway, the streetscape along the retail fringe is fragmented with minimal active frontages and poorly articulated entrances to the shopping mall. Several points of conflict occur between pedestrian and traffic movement where pavements are intersected by the car park entrances of the shopping centre. The aim is to increase active frontages in this area, reduce expanses of blank walls and improve the legibility of car park entrances and exits. The public domain is also to be improved through landscaping of the community centre on the corner of Karimbla and Kiora Roads.

Design guidelines

1. Nil setbacks at ground floor are to be provided along Kiora Road.
2. Maintain an active ground floor towards Kiora Road frontage (see Miranda Centre Active Frontage Map).
3. Provide continuous awnings along Kiora Road.
4. Improve public domain frontage to the Kiora Road with active uses, quality landscaping and pedestrian areas.

Willock Avenue

Most of Willock Avenue has been developed, leaving few remaining sites on the eastern end of the street. The pavements on the south side of Willock Avenue are 4.5m wide. This width is more than is needed for the scale and use of the street. The lack of landscape in the narrow residential setbacks and the public domain means that units have little privacy from the street. Pedestrian volumes in this area are low and there is significant opportunity for improved landscaping.

Consolidated development on the southern side of Parkside Avenue will ensure a consistent urban form which is orientated towards Seymour Shaw Park, reflects the surrounding built form of the precinct, maximises the number of north facing dwellings and provides a consistent streetscape adjacent to the park. As such any future development will be required to provide a landscaped setback to Parkside Avenue.

Seymour Shaw Park is an important active recreation area. There are opportunities for passive recreation facilities to be developed to complement the existing use of the park and encourage use across a wider range of times.

Design guidelines

1. Improve public domain frontage to Willock Avenue with more landscaping.
2. Provide a landscaped setback to Parkside Avenue.

Miranda Road Precinct

A new extension to the area zoned for residential flats is the area bound by Miranda Road, the Kingsway, and the railway line and traversed by Urunga Parade and Higherdale Avenue. The area is highly accessible, close to the centre, the railway station and the Kingsway. The subdivision pattern in this location constrains the development of land and requires careful consideration of amalgamation patterns. The strategy for this area is to encourage development of residential flat buildings in landscaped setbacks, in conjunction with improved landscaping on public land.

The partial closure of Higherdale Avenue is a potential solution to difficulty found in amalgamating sites of sufficient size and width to comfortably accommodate residential flat buildings. A road closure would only be possible should a holistic development scheme be provided by surrounding lots. Further investigation is to be carried out should this approach be pursued.

Design guidelines

1. Provide landscaped setbacks to Miranda Road to improve transition to adjacent lower density residential.
2. Potential closure of Higherdale Ave to allow for larger redevelopment lots to improve amenity outcomes.

4. Landscape Strategy

The Miranda 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 Woollooware Bay and the City are available from the north-eastern part of Miranda at Kiora Road and Central Road.

Sutherland Shire Council is undertaking a broad scale project to revegetate the Kingsway. This is documented in 'Planting the Kingsway: Kirrawee to Cronulla'. This project presents the opportunity to redefine and reinforce the original landscaped character in the Miranda area. The project is largely confined to the Kingsway. However there are opportunities for street planting on secondary streets off the Kingsway such as Kiora Road and Central Road and within some redevelopment sites. Using the indigenous species mix helps expand local areas of habitat and integrates remanent bushland in the surrounding neighbourhoods into the centre. This approach will foster a strong sense of place in Miranda.

Appropriate local species are:

Sydney Turpentine Ironbark Forest (STIF) (ridge)

Syncarpia glomulifera (Turpentine)

Eucalyptus paniculata subsp *paniculata* (Ironbark)

Eucalyptus globoidea (White Stringy-bark)

Eucalyptus resinifera (Red Mahogany)

Angophora costata (Smooth Bark Apple)

Corymbia gummifera (Red Bloodwood)

Eucalyptus punctata (Grey Gum).



- Existing Native & Trees (Planted)
- Existing Exotic Evergreen Trees
- Existing Exotic Deciduous Trees
- New Plantings of STIF Tree Species
- Existing Remnant Sydney Turpentine Iron Bark Forest (STIF)
- Commercial Core
- Park
- Future Upgrade of Laneways in association with Semi Activation
- Future Upgrade of Central Avenue to form strong pedestrian link between Westfield & Seymour Shaw Park

Miranda Street Tree Concept

5. 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, loading bays 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 be compatible with the scale and character of existing buildings and the centres desired future character and its landscape qualities.

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.

5.1 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 space and public domain areas.
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. Establish a barrier free environment for all people who live, work and visit Sutherland Shire.
10. Improve the visual amenity of the public domain.

5.2 Controls

1. Development must be designed and sited so that it addresses the street and must have a clearly identifiable entry.
2. Development should acknowledge the established rhythm and scale of existing shopfronts in vertical facade proportions.
3. 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.

4. 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 it can be achieved.
5. Highly reflective materials are not acceptable for roof or wall cladding.
6. Where a basement car park extends above the natural ground level, it is to be designed to ensure that podiums and vehicular entries do not dominate the overall design of the building or streetscape. Basements and podiums are to be integrated into the architectural design of the building. Driveway walls adjacent to the entrance of a basement car park are to be treated so that the appearance is consistent with the external finish of the building.

Note:

Basement means the space of a building where the floor level of that space is predominantly below ground level (existing) and where the floor level of the storey immediately above is less than 1 metre above ground level (existing).

If basement construction protrudes more than 1m above ground level, it is no longer defined as a basement. Floor space in a basement may be counted as part of gross floor area. Refer to the definitions of gross floor area in SSLEP2015.

7. 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.
8. Ground floor residential uses are only permitted on streets where an active street frontage is not otherwise required and where it is demonstrated that satisfactory amenity for building occupants can be achieved, particularly in relation to privacy and impacts from noise and traffic.
9. 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.

10. 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.
11. 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.

6. 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 reflects the surrounding development pattern. They also attempt to balance planning requirements relating to height, massing, underground car-parking, vehicular access, streetscape and amenity to achieve appropriate building outcomes.

Amalgamation patterns have been defined for some parcels of land in Miranda Centre as shown in the Miranda Centre Amalgamation Map.

6.1 Objectives

1. Ensure that redevelopment does not isolate lots or prevent land parcels from reaching their redevelopment potential while meeting the standards embodied 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.

6.2 Controls

1. Development of land identified in the Miranda Amalgamation Map as 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 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.



7. 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 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.

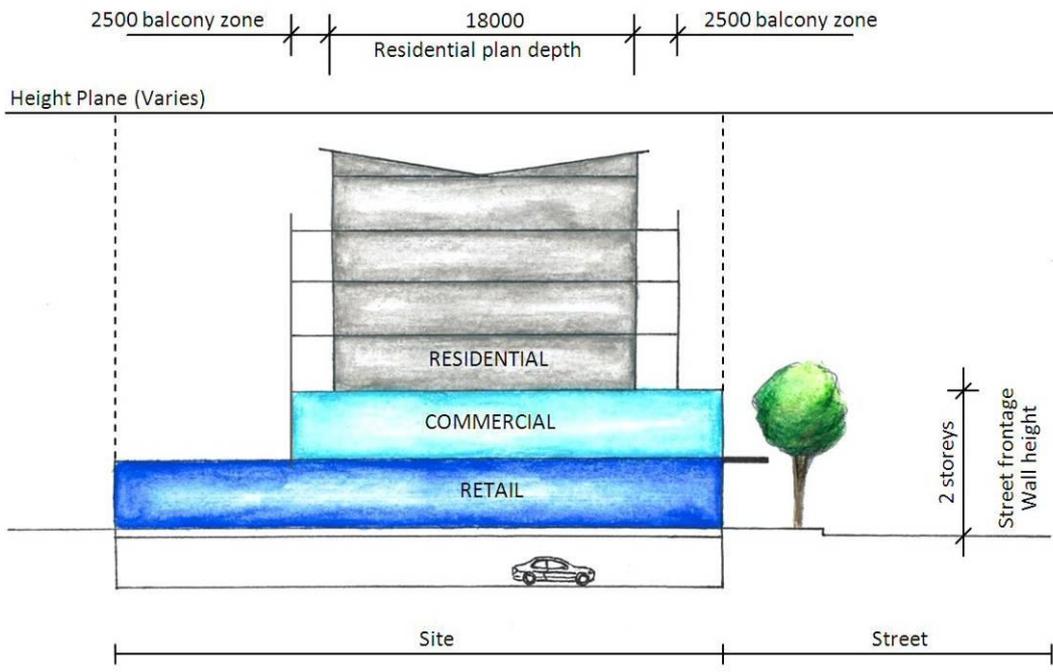
Street frontage heights refer to the height of the building that is built to the street alignment, creating a street wall. The street wall can be the front face of the balconies. Upper levels above street frontage height are to be set back to provide for solar access to streets, and daylight to other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

8. Landscape

8.1 Objectives

1. Increase the volume of indigenous trees in the centre so that the local ecology becomes a defining character of the centre, giving it a unique sense of place.
2. Contribute to streetscape character and the amenity of the public domain by using planting and landscape elements appropriate to the desired character of the streetscape and the scale of the development.
3. Improve the microclimate for comfort of pedestrians, residents and visitors to the centre.
4. Ensure any planting on podiums, roof tops and in planter boxes is sustainable over the long term.

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.

9. 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 Miranda 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 Miranda Centre Active Frontage.
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.

10. 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 Miranda Potential Built Form Plan, Miranda '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.

11. 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.

12. 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.

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 Miranda Centre.

12.1 Objectives

1. Improve the design quality of shop top housing and residential flat buildings.
2. Provide greater housing choice to meet the access and mobility needs of occupants.
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 redevelopment 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. Facades of upper storey residential accommodation with no windows or balconies/openings may have a nil boundary side setback.
3. Small scale shop top housing (that is, development is two storeys in height, and/or contains less than four dwellings), is required to achieve the following minimum side and rear boundary setbacks:

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

Note:

Highlight windows have a sill height of at least 1.6m above the respective floor level. Side and rear setbacks are measured perpendicular from the side or rear boundary to the closest extent of the building, including balconies, awnings, sunscreens and the like (excluding eaves).

4. The side and rear setbacks must result in a development that:
 - a. provides adequate resident amenity- including privacy, solar access, and ventilation;
 - b. responds to the local context and streetscape, providing adequate separation from existing and future adjoining development;
 - c. does not prevent a neighbouring site from achieving its full development potential and optimal orientation;
 - d. has architectural merit.
5. Shop top housing is to be sited and designed to maximise direct sunlight to north-facing living areas and all private open space areas.
6. A variety of dwelling types between one, two, three and three plus bedroom dwellings should be provided, particularly in large developments.
7. Living rooms and private open spaces for at least 70% of residential units in a development should receive a minimum of 2 hours direct sunlight between 9am and 3pm in midwinter.
8. A new residential flat building, without an active street frontage, must be setback 4m from the street to provide appropriate residential amenity. Changes in level, landscaping and building design should be employed to facilitate privacy for occupants.
9. Dwelling entries shall be distinguished from commercial premises/retail entries.

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

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

11. Balcony design is to be integrated into the architectural form and detail of the buildings.
12. Balcony balustrades should respond to the location, being designed to allow views and passive surveillance of the street while maintaining visual privacy and allowing for a range of uses on the balcony.
13. Suitable clothes drying facilities shall be provided and not be visible from a public place and have access to sunlight.
14. Secure space in a small scale shop top housing development must be provided for each dwelling in accordance with the following table:

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

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

15. Communal open space should have a minimum area equal to 25% of the site for residential flat buildings and shop top housing with a floor space ratio of 2:1 or greater. Where residential flat buildings and shop top housing have a floor space ratio of less than 2:1, 100 m² 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.

13. 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 $< = .5$ 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 $\leq .5$ 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.

14. 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.

15. 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*.

16. 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 combinations of activities provide sufficient parking on site to satisfy the demand for parking by different vehicle types generated by the development including Traffic Generating Development.
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.

Residential Accommodation	
Use	
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.

2. Where a proposed development is not listed in these controls, or where the development proposal raises unique traffic and parking issues, or where development is identified as Traffic Generating Development, then a Traffic Report shall be completed.
3. In addition to the car parking requirements, motorcycle parking shall be provided at a rate of 1 motorcycle space per 25 car spaces or part thereof. For example where 26 car parking spaces are required, then 2 motorbike parking spaces are to be provided. Motor cycle parking spaces shall comply with the relevant standards.
4. In addition to the car parking requirements, bicycle parking space must be provided at the rate of 1 space per 10 car parking spaces for first 200 car

spaces, then 1 space per 20 parking spaces thereafter. In addition, 1 unisex shower is required per 10 employees.

5. Bicycle parking facilities are to be installed in accordance with Australian Standard AS2890.3 – Bicycle Parking Facilities (as amended), Austroad's Guide to Traffic Engineering Practice – Part 14 Bicycles and the Austroads Bicycle Parking Facilities: Guidelines for Design and Installation (AP-R527-16).
6. Bicycle parking facilities must address the following design principles:
 - a. Accommodate all usual types of bicycles such that damage to them is minimised during storage and retrieval.
 - b. Not pose a hazard to bicycle users, pedestrians or motorists.
 - c. Be well lit, safe and secure, easy to access and use.
 - d. Cater for the different needs of residents, employees and visitors to the development.
 - e. Be located in convenient and accessible locations within the development that allow for good passive surveillance; such as near key building entrances, the lobby and the lift core.
 - f. When located within a car park, preferably be situated at street level and in a manner that provides the most direct, safe and convenient access while minimising conflict with vehicles and pedestrians.
 - g. Where a bicycle parking and storage facility cannot be located at street level, it must be located no more than one level above or below street level. Access to street level entry and exits must be direct, safe and minimise potential conflicts with vehicles.
7. Where the car parking requirement is expressed as a maximum number of spaces the development shall not exceed that maximum.
8. Where the car parking requirement is expressed as a minimum number of spaces the development shall not provide less spaces than that minimum.
9. When the calculations for the number of parking spaces results in a part or fraction of a parking space of 0.5 or greater for the whole development, then the actual number shall be rounded up. For example 1.5 spaces shall be rounded up to 2 spaces for the whole development.
10. Where a development proposal contains two or more land uses the parking requirement shall be the sum of parking required for the individual land uses.
11. Where a proposed development comprises two or more land uses with different peak parking demands, the total requirement may be reduced such that the peak demand is met at any one time where supported by a study by a suitably qualified traffic engineer.

17. 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.

18. Late Night Trading Premises

In relation to Late Night Trading Premises controls, Miranda Centre is divided into High, Intermediate and Low Activity Areas.

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

