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Cronulla Centre

This part of the DCP provides the site specific planning requirements for development within the area of Cronulla zoned B3 Commercial Core. Most redevelopment in Cronulla 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 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 redevelopment of older buildings in Cronulla Centre while maintaining adequate solar access to public places and existing dwellings, protecting heritage items, and retaining the relaxed beachside ambience and amenity of the centre.

   2. Balance the need to protect the amenity of existing and future residents with the economic requirement to encourage business and tourism in Cronulla.

   3. Enhance the vitality of the streets in the centre by creating additional outdoor café and dining opportunities in appropriate locations.

   4. Improve the pedestrian experience and useability of the centre by improving centre permeability and connectivity, especially the east-west connections between Gunnamatta Bay, the railway station and the beach.

   5. Improve the useability and appearance of the centre by creating a comfortable and attractive pedestrian environment.

   6. Improve the appearance and amenity of the centre with strengthened street tree planting and improvements to landscaping.

   7. Provide the needs of older people through more accessible housing, improved civic spaces, and good accessibility to shops, businesses and public transport.

   8. Encourage high quality architectural design in development that is appropriate to the scale and character of the different areas of the centre.

   9. Facilitate a sensible transition between new developments and heritage items in order to give them prominence in the centre and ensure their long term protection.
2. Centre Strategy

Cronulla is one of Sydney’s iconic seaside suburbs and is important both as a commercial centre and a tourist destination.

Cronulla Centre is a vibrant and attractive mixed-use centre characterised by its relaxed beachside atmosphere, landscaped public domain and beautiful natural environment. Cronulla Centre’s proximity to waterways and natural areas of high environmental and scenic value make it a popular place to both live and visit. The commercial centre offers a wide range of retail, business and community services. With good cafes, restaurants and parks close to the beach and direct rail links to the wider Sydney area, Cronulla is the Shire’s main tourist destination. At its heart is the pedestrian-friendly Cronulla Mall, which is a successful shopping and dining destination. The mall is also a critical element in the desirability of the centre. Cronulla is the area of highest residential density within Sutherland Shire and it is Sydney’s only beachside suburb which is accessible by rail.

The focus of the strategy for Cronulla Centre is to enhance the vitality of the centre and provide improvements to pedestrian amenity. The centre will provide a mix of housing, retail and commercial development, tourism facilities and community services. Redevelopment can deliver better quality commercial floor space along with residential units offering a high standard of amenity. More Shire residents want to live in Cronulla to enjoy its amenities. More quality units will meet some of this unmet demand while providing more customers for local businesses. Ground floor shops and cafes will further enliven the pedestrian environment, and improved landscaping will enhance the pedestrian experience of the centre. The strategy also seeks to improve the pedestrian movement between the railway station and the beach.

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

A key consideration when determining the appropriate building form for a site is assessing the likely impact on the public domain. It is of key importance to maintain a high standard of solar access for public areas of Cronulla centre if it is to be a pleasant place for pedestrians. This is particularly important for those footpaths and shopfronts where cafes and outdoor eating 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, particularly in winter. Building forms should also allow reasonable solar access to surrounding sites so that future redevelopment will also be able to achieve quality outcomes for commercial and residential uses.

Cronulla Centre’s primary retail and commercial focus will be centred on Cronulla Mall. A secondary area of retail and commercial uses is be created along the Kingsway east of Gosport Street and on Croydon Street. Development in the primary and secondary areas will typically provide active shopfronts. Mixed development will also occur along Gerrale Street.

In secondary areas, it is anticipated that ground floor uses will include cafes and restaurants, some with outdoor eating areas, with residential units above.
The unique beachside setting of Cronulla Centre makes it a valuable location, especially for prestige residential flat buildings. To address strong demand, the plan seeks to increase the centre’s redevelopment potential for residential units. New development has the potential to produce improvements to the built forms and public spaces of the centre, and to create a more active and modern commercial centre. However, it is important to retain the relaxed ambience of Cronulla and the pedestrian scale and amenity of Cronulla Mall. The strategy is to balance increased development with protection of the scenic, environmental and heritage values of Cronulla.

Surf Road is an important pedestrian link between shops and the surf. Pedestrian experience and comfort should be improved with improvements to paving, strengthened landscaping and more trees.

Surf Lane can also become an attractive street in its own right if new development provides attractive, active elements towards the lane. Redevelopment of properties should deliver large trees, landscaping and footpaths to Surf Lane to help to improve the environment for pedestrians and the amenity of existing and future residents.

Some of the distinct character and the sense of history in Cronulla arise from the centre’s remaining original buildings in the art deco style. The Cronulla Railway Station is listed on the State Heritage Register. Six buildings within Cronulla Plaza are listed as local heritage items. These early buildings give Cronulla a unique character. The scale of these buildings should be respected in any addition to the centre. The strategy for the Centre is to balance new development with the protection of these existing buildings of heritage significance.

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.
Open Space Strategy

The Cronulla Centre is located on a narrow peninsula with Cronulla Beach and North Cronulla Beach to the east and Gunnamatta Bay to the west. The peninsula has a width of only 400 metres at its narrowest point. Both the eastern and western waterfronts are characterised by extensive parklands, beaches and foreshore walks. It is this proximity to water that is fundamental to the landscape quality of Cronulla. Over the years, however, the connection between the bay and the beach has been weakened by development, and way finding is difficult.

Cronulla Centre contains significant areas of open space. On the ocean side, North Cronulla Beach, Dunningham Park, the Esplanade, Cronulla Park and Cronulla Beach form significant open space and recreation areas. The recreational areas of Cronulla are a key attraction of the region and are heavily used by both Shire residents, visitors from southern and south western Sydney and tourists during summer and weekend periods. On the Gunnamatta Bay side of Cronulla there are also a significant number of open spaces and recreational activities with Gunnamatta Park and Tonkin Park being the two most popular areas. In conjunction with these areas of open space, Cronulla centre also contains several parks and incidental areas of open space which form part of the attractiveness of the centre.
The streetscapes and public areas of the Cronulla Centre will be characterised by further landscape and public domain improvement works that will create a well-cared for, attractively landscaped streets and public spaces. The landscape treatments and improvements will complement new development throughout the Centre. It is envisaged that new development will be designed so that entry points clearly address those streets or spaces.

Because of its geography Cronulla has a highly constrained road network which relies primarily on Kingsway for access. The strategy is to improve the visibility and useability of the open spaces in Cronulla Centre. Future developments should improve the pedestrian experience, by allowing for improvements to roads and footpaths, creating new pedestrian ways and new public spaces.

The distinct seaside/holiday ambience of Cronulla is an important quality of the centre. It is particularly important for the centre to maintain a feeling of openness and connection to the natural environment. Good solar access to public spaces contributes to this quality, as do the generous sized parks on the waterfront, and the landscaping in public and private spaces. As a result of this, there is a strong concentration of outdoor eating establishments which are very successful year round.

While Cronulla has a plethora of attractions, way-finding is difficult throughout the centre, particularly between the Bay and Beach and throughout the Centre. At present any sense of beach to bay connection is largely absent from a visit to the centre. The railway line forms both a physical and visual barrier along the peninsula between Gunnamatta Bay on the western side and the commercial centre and beach on the eastern side. Pedestrian access ways from the railway station to the beach are not well marked or visible enough, so way finding is difficult without prior knowledge. The wide roads dominated by traffic are unwelcoming to a new arrival by train and a barrier to relaxed pedestrian use of the area. Pedestrian access from the commercial centre to Gunnamatta Park and the Bundeena Ferry Wharf is poor.

While the railway cannot be changed; work that will improve connectivity between Gunnamatta Bay and Cronulla Beach should be prioritised. All types of connections will improve the perception of the space whether they are visual connections, physical connections or habitat links. An element of the strategy is to facilitate an accessible path of travel between the Bundeena Ferry, the Railway Station and Cronulla Street to increase the ease of use of these assets.
3. Landscape Strategy

Prior to the settlement of Cronulla the prevailing sea breezes and soils types would have produced very different ecological communities on either side of the peninsula. The area exposed to the ocean would have most likely been Coastal Headland Banksia Heath (CHBH), with Woronora Sandstone Exposed Bloodwood Woodland (WSEBW) on the ridge reaching towards Gunnamatta Bay and River-Flat Eucalypt Forest (REFE) immediately adjacent to the bay. Today only a small section of River-Flat Eucalypt Forest still exists in Gunnamatta Park. It is protected as an endangered ecological community. Gunnamatta Park also contains the remnants of the Woronora Sandstone Exposed Bloodwood Woodland and it is these trees which provide the grand trees of the park.

Cultural plantings of Norfolk Island Pines and Date Palms also make a strong statement in Cronulla. The Norfolk Island Pines provide scale and strong form to the ocean front parks and help offset the scale of large buildings. The Norfolk Island Pines are critical for providing shade for visitors to the parks. The *Phoenix canariensis* (Date Palms) have been used as strong statements within the landscape and used to define main pedestrian pathways. However, the long term success of the Date Palms is jeopardised by fusarium wilt and many will die as a result. More recent cultural plantings have focused on indigenous species, particularly *Banksia integrifolia* (Coastal Banskia), *Cupaniopsis anarcioides* (Tuckeroo) and *Livistonia australis* (Cabbage Tree Palm).

A key strategy for future landscaping of the centre is to strengthen the existing landscape by overlaying the network of spaces and streets with tree plantings that reflect the three vegetation communities of Cronulla. Appropriate local species are:

**Coastal Headland Banksia Heath (CHBH) (oceanfront)**
- *Banksia ericifolia* subsp. *ericifolia* (Heath Banksia)
- *Banksia integrifolia* (Coastal Banksia)
- *Allocasuarina distyla* (Scrub She-Oak)
- *Angophora hispida* (Dwarf Apple)
- *Kunzea ambigua* (Tick Bush).

**Woronora Sandstone Exposed Bloodwood Woodland (WSEBW) (ridge)**
- *Corymbia gummifera* (Red Bloodwood)
- *Angophora costata* (Smooth Bark Apple)
- *Eucalyptus piperita* (Sydney Peppermint)
- *Eucalyptus punctata* (Grey Gum)
- *Banksia serrata* (Old Man Banksia).

**River-Flat Eucalypt Forest (REFE) (Gunnamatta Bay edge)**
- *Eucalyptus tereticornis* (Forest Red Gum)
- *Angophora floribunda* (Rough-Barked Apple)
- *Casuarina glauca* (Swamp Oak).

Large street trees are to be introduced to Nicholson Parade to visually drag the canopy trees of Gunnamatta Park towards Cronulla Park. This will improve the pedestrian experience and bring the presence of Gunnamatta Bay into the centre. Improved public domain and greater pedestrian amenity could also make Nicholson Parade function as an extension of the Esplanade walk, so that some residents add a loop of Gunnamatta Park into their exercise circuit.
Gunnamatta Park, Tonkin Park, Monro Park and Cronulla Park are all in very close proximity to one another yet appear as very separate spaces. New landscape elements should be introduced to visually expand the presence of the parks so that they strengthen the character of the place.

Council should also work with the Transport for NSW to rethink the entrance/exit to Cronulla railway station so that it improves the sense of arrival. This could be achieved by seeing the forecourt and bus/taxi area as part of a square with Monro Park, rationalising the amount of hard surface, making room for large trees to be planted and introducing new pavement treatment to give pedestrians greater priority.

Street tree planting and wider footpaths on Laycock Avenue would improve the pedestrian experience and visually build on the planting within Monro Park. Beach Park Avenue should be widened in conjunction with the redevelopment of adjoining lots to improve the pedestrian experience when moving from train to beach. Cafés and shops should line Beach Park Avenue.
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 and maintain solar access to surrounding areas, 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 façade 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 façade elements, their materials and detailing are all important considerations.

Some of the distinct character and sense of a place arises from the remaining original buildings. The heritage of an area largely determines the streetscape character. In order to maintain the existing fabric of an area, new development needs to complement existing heritage items by making these prominent items and emphasising their place in the streetscape.

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 Design Guidelines for Specific Sites show 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 Design Guidelines for Specific Sites, 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 new development has regard to the future development of adjacent land and respects the form and scale of heritage items.

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, which makes a positive contribution to the streetscape and the amenity of the centre.

5. Protect the high standard of solar access currently enjoyed by pedestrians in the Cronulla Mall.

6. Ensure sufficient solar access for occupants of existing and future adjacent residential buildings, adjoining development and public open space.

7. Create opportunities for incidental open spaces and public domain.

8. Create entrances which provide a desirable and safe identity for the development and which assist in visitor orientation and minimise potential conflicts between pedestrians and vehicles.

9. Establish a barrier free environment for all people who live, work and visit Sutherland Shire.

10. Create sensitive transitional relationships to surrounding heritage items.

11. Improve the visual amenity of the public domain.
4.2 Controls

1. Development must comply with the relevant building envelope where shown on the Design Guidelines for Specific Sites.

2. Where a development is proposed with a building envelope which varies from the Design Guidelines for Specific Sites, the applicant must demonstrate that the outcomes from the development are as successful, or better than those that would be achieved under the Design Guideline for the Specific Site in relation to:
   a. The buildings compliance with SEPP 65 including solar access, building separation and residential amenity.
   b. Whether the surrounding land will be able to achieve its full development potential without compromising its 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 Design Guideline for the Specific Site 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. Building design must have minimal impact on the extent of solar access to Cronulla Mall in mid-winter.

5. Development must be designed and sited so that it addresses the street and must have a clearly identifiable entry.

6. Development on Cronulla Street must maintain prime retail space to the Cronulla Street Frontage.

7. Development should acknowledge the established rhythm and scale of existing shopfronts/ small lot subdivisions in vertical facade proportions.

8. 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.

9. Where development has two 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.

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

11. 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 definition of gross floor area in SSLEP2015.

12. 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. 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.

13. Ground floor residential uses are only permitted subject to demonstration of satisfactory amenity for building occupants, particularly in relation to impacts from noise and traffic.

14. 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.

15. 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.

16. 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.
5. **Design Guidelines for Specific Sites**

*Cronulla Mall and Surf Lane (Northern End)*

![Diagram showing design guidelines for specific sites at Cronulla Mall and Surf Lane (Northern End).]
Surf Lane is potentially a precinct for redevelopment which can help revitalise the centre. Lots are very deep with prime retail uses to the mall. The prime retail frontage can continue to work with quality residential units setback from the mall, activating Surf Lane and potentially taking advantage of views to the ocean. A 12m setback to Cronulla Mall produces minimal additional overshadowing in the northern section of the mall even in winter. This is largely due to the north-south orientation of the Mall and the ability to achieve deep setbacks to the upper levels.

Redevelopments of the sites in this area would require the consolidation of lots. New development will assist in activating Surf Lane. A 6m setback to Surf Lane would allow for landscaping (in accordance with the Public Domain Design Manual) to be established, space for footpaths and better vehicle access. This would improve both vehicle and pedestrian safety. New development with increased setbacks and landscaping would create amenity to Surf Lane and complement the existing landscaping of the large residential unit blocks in Gerrale Street which currently forms part of the setting of Surf Lane.

5.1 Design guidelines for development of this site:

1. Maintain the street edge building form to Cronulla Mall, with a two storey wall height (10m) so there is consistency along the street (Preferred Built Form Map).

2. Preserve the sense of openness in the Mall.

3. Minimise any loss of sunlight to the Mall.

4. Maintain prime retail uses to the Cronulla Street frontage (Cronulla Centre Active Street Front Map).

5. Provide a 6m wide shared zone access way along Surf Lane. Dedicate 3m of this access way.

6. Provide two trees every 20m in 2x3 metre root cells in accordance with Public Domain Manual within the setback to Surf Lane.

7. Improve public domain frontage to the Surf Lane with landscaping and pedestrian areas.
Cronulla Mall and Surf Lane (Southern End)
Surf Lane is potentially a precinct for redevelopment which can help revitalise the centre. Lots are very deep with prime retail uses to the mall. The prime retail frontage can continue to work with quality residential units setback from the mall, activating Surf Lane and potentially taking advantage of views to the ocean. An 8m setback to Cronulla Mall produces minimal additional overshadowing in the southern section of the mall even in winter. This is largely due to the north-south orientation of the Mall and the ability to achieve deep setbacks to the upper levels.

Redevelopments of the sites in this area would require the consolidation of lots. New development will assist in activating Surf Lane. A 3m setback to Surf Lane would allow for landscaping (in accordance with the Public Domain Design Manual) to be established, space for footpaths better vehicle access.

5.2 Design guidelines for development of this site:

1. Maintain the street edge building form to Cronulla Mall, with a two storey wall height (10m) so there is consistency along the street (Preferred Built Form Map).

2. Preserve the sense of openness in the Mall.

3. Minimise any loss of sunlight to the Mall.

4. Maintain prime retail uses to the Cronulla Street frontage (Cronulla Centre Active Street Front Map).

5. Provide a 3m wide shared zone access way along Surf Lane. Dedicate 3m of this access way.

6. Improve public domain frontage to the Surf Lane with landscaping and pedestrian areas.
The block bounded by Croydon Street, Kingsway and Abel Place is a potential key development site that can help to revitalise the centre. Redevelopment of this area would require consolidation of a number of lots and the provision of basement car parking. Desirable site amalgamations are necessary and are shown on the Building Envelope Plan.

Being located at the northern end of Cronulla Mall, any proposed development on this land must maintain solar access to the entrance of Cronulla Mall and the footpath on the southern side of the Kingsway. The rear of the site is to contain a dedicated area of deep soil landscaping along common vehicle access on the northern boundary. This landscaping treatment will provide screening between new development to the existing development directly to the north, improving outlooks and privacy between buildings.
5.3  **Design guidelines for development of this site:**

1. Maintain the street edge building form to the Kingsway, with a two storey wall height (10m) so there is consistency along the street (Preferred Built Form Map).

2. Maintain solar access to the entrance of Cronulla Mall and the footpath on the southern side of the Kingsway.

3. Maintain an active ground floor to the Kingsway frontage (Cronulla Centre Active Streetfront Map).

4. Improve public domain frontage to the Kingsway with active uses, landscaping and pedestrian areas in accordance with the Public Domain Design Manual.

5. Provide a 10m wide shared zone access way along the rear of the site to provide a connection between Croydon Street and Abel Place and access to the basement car parking.

6. Provide 2m wide strip of deep soil landscaping to north to improve privacy and outlook between adjoin development to facilitate improved resident amenity. This is to be planted with indigenous trees in accordance with the Native Tree Selector.
The sites located along Beach Park Avenue, opposite from Monro Park, are a potential key development site that can help to revitalise the centre. Quality residential units can be achieved that have attractive outlooks to Monro Park and Gunnamatta Bay. Redevelopment of this area would require consolidation of a number of lots. Desirable site amalgamations are shown on the Building Envelope Plan.

Being located directly to the north of Monro Park, any proposed development on this land must carefully manage solar access to the Park to ensure winter solar access is to an acceptable level. A 3m setback is required at ground level in order to allow for areas for outdoor eating, reduce the overshadowing on to the adjoining park to the south and improve pedestrian access to the beach.
5.4 Design guidelines for development of this site

1. Maintain a 3m setback at ground level to Surf Lane and Beach Park Avenue, with the upper levels further setback to reduce overshadowing onto Monro Park to the south.

2. Maintain prime retail to the Cronulla Street frontage and Beach Park Avenue (Cronulla Centre Active Street front Map).

3. Preserve solar access to Monro Park.

4. Improve public domain frontage to the Cronulla Street, Surf Lane and Beach Park Avenue frontages with active uses, landscaping and pedestrian areas in accordance with the Public Domain Design Manual.
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 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 Cronulla Centre as shown in the Cronulla Centre Amalgamation Map. Sites which have been strata subdivided have generally not been included in amalgamation patterns.

6.1 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.

6.2 Controls

1. Redevelopment of land identified in the Cronulla 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 Cronulla Centre would result in an isolated site with a 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 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, and allows for building forms of varied height across the precinct, as shown in the Building Envelope Plan.

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. **Road Widening**

In order to improve the pedestrian connectivity in the centre and vehicular movements, road widening is required on certain land. In the Cronulla Centre this road widening is required on the lots show.

7.1 **Objectives**

1. Allow for safe vehicular, pedestrian and bicycle movements along Surf Lane.

7.2 **Controls**

1. Road widening is required in accordance with the road widening plan for any new development proposed on the lots identified in the road widening map.
8. 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.

The setback of a building largely influences its impacts on solar access to surrounding areas. Sensible setback controls can largely manage the overshadowing from a development with areas adjoining public open spaces often requiring increased street setbacks.

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 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.

8.1 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.
6. Manage the impacts to solar access on adjoining development and land.

8.2 Controls

1. Unless specifically identified in the Cronulla Building Envelope Plan and Design Guidelines for Specific Sites the first two storeys of new development must have a nil setback to the street.

2. Unless specifically identified in the Cronulla Building Envelope Plan or the Cronulla Centre Upper Level Setbacks Map, new development of greater than two storeys, shall have a two storey wall height (10m) to an active frontage, and a minimum setback of 4m for the upper storeys, above the two storey wall height.
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.

9.1 **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.

9.2 **Controls**

1. Unless specifically identified in the Cronulla Potential Built Form Plan, Cronulla ‘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.
10. Landscape

10.1 Objectives

1. Retain and enhance the existing tree canopy.

2. Increase the volume of indigenous trees so 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.

10.2 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 a ground floor setback is required, the setback shall provide indigenous trees capable of complementing the scale of the development.

4. 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.
5. 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.

6. 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.
11. **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 street lengths, 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 preferred but optional.

### 11.1 Objectives

1. Identify those places in Cronulla 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 front and others activities that attract people to the area;
   b. Outdoor eating or dining areas, whether connected to a particular use or available for general use that encourages people to stay in the area.

2. 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.

### 11.2 Controls

1. Active frontages at footpath level are to be provided in accordance with the Cronulla Centre Active Street Front Map.

2. Active frontages must be assured by orienting openings to the public domain.

3. Active frontages must be at footpath level along the full length of the building frontage. This may require the floorplate of development to step up/down with the topography to ensure that the floor level of the active frontage is at footpath level.

4. Places indicated on the map as semi-active are locations where active commercial premises or retail frontages are preferred but need not be continuous.

5. Vehicle entrances and service areas are not to be located in active street frontages.

6. 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.

7. Shop fronts are to be glazed to ensure visual interest, provide borrowed light and surveillance to the street.

8. Arcades must incorporate retail uses at ground floor.

9. Driveways are not to be located in active street frontages.

10. Vehicle access to new developments is not permitted from the Kingsway.
12. **Building and Site Layout**

Good design provides a building layout that maximise 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.

### 12.1 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.

### 12.2 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 in a forward direction at all times.

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

4. Non-residential and residential land uses in the same development shall be sited and designed to not adversely affect the residential amenity of building occupants.
13. **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 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 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 Cronulla Centre.

### 13.1 Objectives

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

2. Encourage 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 building design and dwelling layout provides a high level of resident amenity.

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

### 13.2 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:

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

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

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:

<table>
<thead>
<tr>
<th>Dwelling type</th>
<th>Minimum area</th>
<th>Minimum depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio apartments</td>
<td>4 m²</td>
<td>-</td>
</tr>
<tr>
<td>1 bedroom apartments</td>
<td>8 m²</td>
<td>2m</td>
</tr>
<tr>
<td>2 bedroom apartments</td>
<td>10 m²</td>
<td>2m</td>
</tr>
<tr>
<td>3+ bedroom apartments</td>
<td>12 m²</td>
<td>2.4m</td>
</tr>
<tr>
<td>Apartment at ground level or podium</td>
<td>15 m²</td>
<td>3m</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Dwelling type</th>
<th>Storage size volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio apartments</td>
<td>4 m³</td>
</tr>
<tr>
<td>1 bedroom apartments</td>
<td>6 m³</td>
</tr>
<tr>
<td>2 bedroom apartments</td>
<td>8 m³</td>
</tr>
<tr>
<td>3+ bedroom apartments</td>
<td>10 m³</td>
</tr>
</tbody>
</table>

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.
14. 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.

14.1 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.

14.2 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 $\leq 0.5$ 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.

### 14.3 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.

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

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**Note:**

For further details on the *Livable Housing Design Guidelines*, applicants are encouraged to visit [www.livablehousingaustralia.org.au](http://www.livablehousingaustralia.org.au).
15. **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 road and rail corridors and minimise the amenity and health impacts on future occupants.

15.1 **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. Minimise direct overlooking of windows and private open space so that the amenity of neighbours and intended occupants is respected.

15.2 **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*.

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**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.
16. 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.

16.1 Objectives

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

16.2 Controls

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

Note:

For further Information, refer to:
17. 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.

17.1 Objectives

1. Ensure all land uses and/or combination of activities provides sufficient parking on site to satisfy the demand for parking by different vehicle types generated by the development including Traffic Generating Development.

2. Minimise amenity impacts on neighbouring properties including streetscape, noise and light spill.

3. Provide off-street parking areas having regard to the area of the building, the number of employees, residents and visitors, the availability of public transport and use of bicycles.

17.2 Controls

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

<table>
<thead>
<tr>
<th>Residential Accommodation</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Flat Building</td>
<td>Minimum 1 space per unit – maximum 2 spaces No visitor parking</td>
</tr>
<tr>
<td>Shop Top Housing</td>
<td></td>
</tr>
<tr>
<td>Seniors Housing</td>
<td>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</td>
</tr>
<tr>
<td>Boarding House (not subject to the AHR SEPP)</td>
<td>1 space for every 3 bedrooms plus 1 space for any residential manager plus 1 space for every 2 employees working at any one time.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tourist/Visitor Accommodation</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bed &amp; Breakfast</td>
<td>1 space per guest room Note – This parking requirement is in addition to the parking required for the dwelling house.</td>
</tr>
<tr>
<td>Hotel or Motel accommodation</td>
<td>1 space per 4 rooms; plus, 1 space per 2 employees</td>
</tr>
<tr>
<td>Serviced Apartments</td>
<td>1 space per 2 units; plus, 1 space per 2 employees</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commercial Premises</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office and Business Premises</td>
<td>1 space per 30m² GFA</td>
</tr>
<tr>
<td><strong>Retail Premises</strong></td>
<td>1 space per 30m² GFA</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>Restricted premises</strong></td>
<td>Restricted Premises - 1 space per 30m² GFA</td>
</tr>
<tr>
<td><strong>Service stations</strong></td>
<td>Service stations:</td>
</tr>
<tr>
<td></td>
<td>• 6 spaces per service bay</td>
</tr>
<tr>
<td></td>
<td>• 1 space per 30m² of any convenience store within the service station</td>
</tr>
<tr>
<td></td>
<td>• 1 space per 8m² of gross floor area for any food shop within the service station</td>
</tr>
<tr>
<td><strong>Health Services Facilities</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Medical Centres</strong></td>
<td>1 space per 30m² GFA</td>
</tr>
<tr>
<td><strong>Health consulting rooms</strong></td>
<td>3 spaces per consultation room or surgery room</td>
</tr>
<tr>
<td><strong>Other Uses</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Childcare Centres</strong></td>
<td>1 space per 4 children in attendance</td>
</tr>
<tr>
<td></td>
<td>Provision for flexibility if:</td>
</tr>
<tr>
<td></td>
<td>• centre is near a public reserve</td>
</tr>
<tr>
<td></td>
<td>• centre is located on a corner block</td>
</tr>
<tr>
<td></td>
<td>• centre provides a safe drop off zone on the street</td>
</tr>
<tr>
<td></td>
<td>• the centres has a street frontage greater than 15 metres, or</td>
</tr>
<tr>
<td></td>
<td>• if the centre operates as a long day care centres.</td>
</tr>
</tbody>
</table>

2. Where a proposed development is not listed in these controls, or where the development proposal raises unique traffic and parking issues, or where a development is identified as Traffic Generating Development, then the parking requirement specified in the RMS Guide to Traffic Generating Development shall apply.

3. In addition to the car parking requirements, motorcycle parking shall be provided at a rate of 1 motorcycle space per 25 car spaces or part thereof. For example where 26 car parking spaces are required, then 2 motorbike parking spaces are to be provided. Motorcycle parking spaces shall comply with the relevant standards.

4. In addition to the car parking requirements, bicycle parking space must be provided at the rate of 1 space per 10 car parking spaces for first 200 car spaces, then 1 space per 20 parking spaces thereafter. In addition, 1 unisex shower is required per 10 employees.

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

6. 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.

7. 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.
8. 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.
18. Late Night Trading Premises

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

The guidelines for Late Night Premises are in Chapter 37: Late Night Trading of the DCP.
19. 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.

19.1 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.

19.2 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”.

19.3 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.