2015SYE110 - 6 -14 Urunga Parade, Miranda

DA15/0947

ASSESSMENT REPORT APPENDICES

Appendix	A	Draft Conditions of Consent
	B	Pre-Application Discussion (PAD) letter dated 5 August 2015
	C	Summary of Public Submissions
	D	Architectural Review Advisory Panel (ARAP) Report dated 17 September 2015
	E	NSW Police Comments dated 14 October 2015

APPENDIX "A"

DRAFT CONDITIONS OF DEVELOPMENT CONSENT
Development Application No. DA15/0947

1. Approved Plans and Documents

The development must be undertaken substantially in accordance with the details and specifications set out on the Plan / Drawings:

Plan number	*Reference*	*Prepared by*	*Date*
Project No. 1518 Sheet 03 Issue E	Site Plan	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 04 Issue E	Basement 2A & 3	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 05 Issue E	Basement 1A & 2	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 06 Issue E	Ground Floor Plan	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 07 Issue E	Level 1	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 08 Issue E	Level 2	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 09 Issue E	Level 3	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 10 Issue E	Level 4	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 11 Issue E	Level 5	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 12 Issue E	Level 6	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 13 Issue E	Level 7	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 14 Issue E	Level 8	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 15 Issue E	Elevations	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 16 Issue E	Elevations	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 17 Issue E	Sections	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 18 Issue E	Sections	Couvaras Architects	Revised 29/10/15
Project No. 1518	Sections	Couvaras	Revised 29/10/15

Sheet 19 Issue E		Architects	
Project No. 1518 Sheet 20 Issue E	Construction Management Plan	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 21 Issue E	Adaptable Units Plan	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 22 Issue E	External Materials and Finishes	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 26 Issue E	Detailed Façade Sections	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 28 Issue E	Street Section	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 29 Issue E	Waste Management Plan	Couvaras Architects	Revised 29/10/15
Project No. 1518 Sheet 30 Issue E	Storage	Couvaras Architects	Revised 29/10/15
Job No. 150791 Sheet D200 1	Hydraulic Design Site Stormwater Plan	Jones Nicholson Consulting Engineers	Prepared 17/08/15
Job No. 150791 Sheet D100 1	Hydraulic Design Basement Stormwater Drainage Plan	Jones Nicholson Consulting Engineers	Prepared 17/08/15
Job No. 150791 Sheet D070 1	Hydraulic Design Stormwater Drainage Details	Jones Nicholson Consulting Engineers	Prepared 17/08/15
15-3019 L01 Revision A	Existing Tree Plan	Zenith Landscape Designs	Revised 29/10/15
15-3019 L02 Revision A	Landscape Plan	Zenith Landscape Designs	Revised 29/10/15
15-3019 L03 Revision A	Landscape Plan 1ST FLOOR	Zenith Landscape Designs	Revised 29/10/15
15-3019 L04 Revision A	Landscape Plan 2ND FLOOR	Zenith Landscape Designs	Revised 29/10/15
15-3019 L05 Revision A	Landscape Plan 3RD FLOOR	Zenith Landscape Designs	Revised 29/10/15

and any details on the application form and on any supporting information received with the application except as amended by the following conditions.

Note: The following must be submitted to Sutherland Shire Council prior to the commencement of any building work.

i) A Construction Certificate.
ii) Notification of the appointment of a Principal Certifying Authority and a letter of acceptance from that Principal Certifying Authority.

iii) Notification of the commencement of building works with a minimum of 2 days notice of such commencement.

2. Design Changes Required

A. Before Construction

The following design changes must be implemented:

i) A planter box must be constructed inside and along the entire western edge of the north-western balcony of Unit 33 on Level 3 (*i.e.* no reduction to the side setback of the balcony is permitted). The planter box must have a minimum soil width of 500mm and the sliding door on the western elevation of the adjacent lounge room must be reduced in width to suit, if necessary to clear the planter box.

ii) The proposed privacy screens along the eastern edge of the balconies of Units 69, 82, 95, 103 must terminate at the south-eastern corner of each bedroom so that they do not extend over the highlight window in the eastern wall of each bedroom. Furthermore, the privacy screens must be angled so that they only permit views in a south-easterly direction (*i.e.* 45 degrees). The balcony must not be trafficable on the eastern side of the bedroom wall (*i.e.* beyond the south-eastern corner of the bedroom).

iii) The 4 entry awnings at the front of the site, shown on the approved Sheet No. 07, must have a minimum front setback of 4.8m so that they extend no further forward of the side walls to the private courtyards of the ground level apartments that face the street. The awnings may be cantilevered or have a simple supporting structure that extends no more than 500mm above the height of each awning.

iv) The proposed On-Site Detention (OSD) Tank must be reduced in capacity to $30m^3$.

v) A $15m^3$ rainwater tank must be installed below the proposed driveway in line with the OSD Tank.

vi) Six (6) areas of turf within the front setback (as annotated on the approved landscape plan) must be deleted and replaced with mass planting, with a mix of low lying shrubs, grasses and ground covers. Two (2) seats within these areas must be relocated to the northern edge of the planted areas (*i.e.* adjacent to the front boundary), as annotated on the approved landscape plan.

vii) The exposed side walls of the driveway / vehicle entry into the basement must be treated so that the appearance is consistent with the external finish of the building.

viii) The rear communal open space area must incorporate coloured/textured surface treatment.

ix) Understorey planting of the rear deep soil landscaped area must occur at a rate of 4 plants per square metre.

Details of these design changes must be included in documentation submitted with the application for a Construction Certificate.

3. Requirements of Authorities

A Requirements from Other Authorities

The development must be undertaken in accordance with the requirements of Sydney Trains as follows:

i) Items A1 to A26 in Attachment A of the Sydney Trains concurrence letter dated 25 November 2015.

A copy of the concurrence letter is attached to this development consent. These requirements must be incorporated in the application for Construction Certificate where required.

4. Public Place Environmental, Damage & Performance Security Bond

A. Before Construction

Prior to the issue of a Construction Certificate, the person acting on this consent must provide security to Sutherland Shire Council against damage caused to any Council property and / or the environment as a consequence of the implementation of this consent. The security may be provided by way of a deposit with Council or a bank guarantee. A non refundable inspection / administration fee is included in the bond value.

It is the responsibility of the person acting on this consent to notify Sutherland Shire Council of any existing damage to public areas in the vicinity of the development site by the submission of a current dilapidation report supported by photographs. This information must be submitted to Council at least two (2) days prior to the commencement of works.

In the event that the dilapidation report is not submitted two days prior to commencement and the public area sustains damage the person acting on this consent may be held liable.

Should any public property and / or the environment sustain damage as a result of the works associated with this consent, or if the works put Council's assets or the environment at risk, Council may carry out any works necessary to repair the damage and / or remove the risk. The costs incurred must be deducted from the bond.

The value of the required bond is $5,200
Note: Bond amount includes a non refundable administration fee which must be paid separately.

Use of Bank Guarantee - As bond releases may occur under different timeframes only one bond amount / bond purpose is permitted on a Bank Guarantee. Multiple bonds will require multiply bank guarantees to be lodged.

B. After Occupation

A request for release of the bond may be made to Sutherland Shire Council after all works relating to this consent have been completed. Such a request must be submitted to Council on the 'Bond Release Request Form' signed by

the owner or any person entitled to act on the consent and must be accompanied by a current dilapidation report including photographs.

SECTION 94 CONTRIBUTIONS

The following dedication of land and/or monetary contributions have been levied in relation to the proposed development pursuant to Section 94 of the Environmental Planning and Assessment Act 1979.

The Contributions Plan may be viewed on line on Council's web page (search for S94 Contributions Plan). A copy may also be viewed or purchased at the Customer Service Counter in Council's Administration Centre, Eton Street, Sutherland during office hours.

5. Monetary Contribution for Shire-Wide Open Space and Recreational Facilities

A. Before Construction

Pursuant to Section 94 of the Environmental Planning and Assessment Act 1979 and Sutherland Shire Council's Contributions Plan - Shire Wide Open Space and Recreation Facilities 2005, a monetary contribution of $819,641.97 must be paid to Sutherland Shire Council toward the cost of land identified for acquisition and works contained in the Works Programme of the Contributions Plan.

This contribution has been assessed and calculated in accordance with the Shire Wide Open Space and Recreation Facilities 2005, Contribution Plan on the basis of 103 proposed Residential Flat Units, Apartments etc, with a concession for 5 existing allotments.

The contribution will be indexed on 1 July in each year in accordance with the Implicit Price Deflator for Gross Fixed Capital Expenditure - Private Dwellings, with amended rates being available from Council.

Payment must be made prior to the issue of the Construction Certificate.

6. Community Facilities, Shire Wide 2003 Plan

A. Before Construction

A monetary contribution of $137,661.20 must be made for the cost of providing community facilities.

This contribution has been assessed pursuant to s.94 of the Environmental Planning and Assessment Act, and the Sutherland Shire Contributions Plan - Community Facilities in the Sutherland Shire, after identifying the likelihood that this development will require or increase the demand for community facilities within the shire. It has been calculated on the basis of 103 proposed Residential Flat Units, Apartments etc, with a concession for 5 existing allotments .

The contribution will be indexed on 1 July in each year in accordance with the Implicit Price Deflator for Gross Fixed Capital Expenditure - Private Dwellings, with amended rates being available from Council.

Payment must be made prior to the issue of the Construction Certificate

7. S94 - Miranda Centre

A. Before Construction

Pursuant to Section 94 of the Environmental Planning and Assessment Act 1979 and Miranda Centre Open Space Embellishment Plan, a monetary contribution of $285,209.11 must be paid to Sutherland Shire Council toward the cost of works contained in the Works Programme of the Contributions Plan.

This contribution has been assessed and calculated in accordance with the Miranda Centre Open Space Embellishment Plan on the basis 103 proposed Residential Flat Units, Apartments etc, with a concession for 5 existing allotments.

The contribution will be indexed on 1 July in each year in accordance with the Implicit Price Deflator for Gross Fixed Capital Expenditure - Private Dwellings, with amended rates being available from Council.

Payment must be made prior to the issue of the Construction Certificate.

8. Approvals Required under Roads Act or Local Government Act

A. Before Construction

No occupation or works are to be carried out on public land (including a road or footpath) or access provided over a public reserve adjacent to the development site without approval being obtained from Sutherland Shire Council and the necessary fee paid under the Roads Act 1993 and/or the Local Government Act 1993.

Note: Approval under the Roads Act or Local Government Act cannot be granted by a Principal Certifying Authority or by a Private Certifier. Failure to obtain approval may result in fines or prosecution.

9. Design and Construction of Works in Road Reserve (Council Design)

A Design

Council has determined that the proposed development generates a need for the following works to be undertaken by the applicant in the road reserve. To this end an application under the Roads Act shall be submitted to Sutherland Shire Council, prior to the release of the Construction Certificate, for a road frontage design drawing and consent to undertake the required frontage works. This design will generally comply with the approved architectural design drawings, except where amended and/or addressing the following;

i) Establish the property alignment levels and crossing profiles,
ii) Construct a vehicle crossing,
iii) Construct retaining / slope stability walls where required,
iv) Road pavement construction,
v) Kerb & gutter/edge strip where required,
vi) Alter / install street signage where required,
vii) Regrade, topsoil, turf and landscape the footpath verge to final design

levels,
viii) Adjust public services infrastructure where required,
ix) Undergrounding of all existing power lines along the frontage,
x) Remove (number of or specific) street trees,
xi) Install nine (9) new street trees as shown on the approved Landscape Plan (Revision A, dated 29/10/15), and
xii) Ensure there are adequate transitions between newly constructed and existing infrastructure.

Evidence of the lodgement of this application must be provided to the PCA prior to the release of the Construction Certificate.

B. Before Construction

Prior to the release of the Construction Certificate property alignment levels and crossing profiles must be obtained from Sutherland Shire Council.

C. Before Occupation

Prior to the occupation of the building or the issue of an Occupation/Subdivision Certificate the following certification must be provided to Sutherland Shire Council:

i) The supervising engineer must certify the road frontage works were constructed to their satisfaction and in accordance with the development consent and associated Roads Act consent.
ii) The supervising arborist, landscape designer or landscape architect must certify the street trees are the correct species and were installed in accordance with the development consent and associated Roads Act consent.

10. Site Management Plan

A. Before Commencement of Works including Demolition

An Environmental Site Management Plan must accompany the application for a Construction Certificate. If demolition is to commence prior to the issue of a Construction Certificate the applicant must submit to Sutherland Shire Council a separate Demolition Site Management Plan. These plans must satisfy the Objectives and Controls of Sutherland Shire Development Control Plan 2015 relating to environmental site management and must incorporate the following throughout demolition and construction:

i) safe access to and from the site during construction and demolition
ii) safety and security of the site, road and footpath area including details of proposed fencing, hoarding and lighting
iii) method of loading and unloading excavation machines, building materials
iv) how and where, construction materials, excavated and waste materials will be stored.
v) methods to prevent material being tracked off the site onto surrounding roadways
vi) erosion and sediment control measures

B. During Works

The site management measures set out in the above plan must remain in place and be maintained throughout the period of works and until the site has been stabilised and landscaped.

11. Pre-commencement Inspection

A. Before Works

A Pre-commencement Inspection/meeting is to be convened by the Applicant on-site a minimum 5 days prior to any demolition and/or construction activity and between the hours of 8.00 am and 4.30 pm Monday to Friday. The meeting must be attended by a representative of Council's Civil Assets Branch, the Principal Certifying Authority, the builder/site manager of the building/civil construction company and where necessary the supervising engineer. The attendance of the owner is required when it is intended to use more than one builder/principal contractor throughout the course of construction.

The purpose of the meeting is to:

i) Ensure safe passage for pedestrians, Work and Hoarded Zones are maintained in accordance with Council requirements;
ii) Check the installation and adequacy of all traffic management devices;
iii) Confirm that the supervising engineer has a copy of Council's Specification for Civil Works Associated with Subdivisions and Developments.

Note: An inspection fee must be paid to Council prior to the lodgement of the Notice of Commencement. Please refer to Sutherland Shire Councils Adopted Schedule of Fees and Charges.

12. Supervising Engineer

A. Before Construction

The applicant must engage an Accredited Certifier in civil engineering works or a Charter Civil Engineer to supervise construction of any:
i) Road frontage works.
ii) Construction / installation of stormwater drainage.
iii) Rainwater harvesting & reuse.
iv) All other works that form part of a subdivision.

B. During Construction

The engineer must supervise the works as listed above to ensure compliance with:
i) All relevant conditions of development consent
ii) Any Consent issued under the Roads Act for this development

C. Before Occupation

The supervising engineer must certify the works required in “A” above were undertaken and completed in accordance with the requirements of this Development Consent and to their satisfaction.

13. Internal Driveway Profile

A. Before Construction

An Access Application must be made to Council to obtain footpath crossing and boundary alignment levels before commencing the final design of internal driveways, paths and car park area.

B. Design

The internal driveway profile must be designed to:

i) Provide adequate sight distance for the safety of pedestrians using the footpath area.
ii) Align with Council's issued footpath crossing levels.
iii) Comply with AS2890.1(2004) in relation to the design of vehicular access, parking and general manoeuvring for the B85 vehicle.
iv) Comply with AS2890.2(2002) in relation to the design of vehicular access, parking and general manoeuvring for the garbage vehicle.
v) The maximum longitudinal grade of the driveway must not exceed 25%.
vi) The entry to Basement Level 1 shall be 5.5m wide.

Certification by an appropriately qualified person to the effect that these design requirements have been met must accompany the application for a Construction Certificate.

14. Parking Areas and Access

A. Design

All vehicular access, parking and manoeuvrability including loading areas for the proposed development must be designed and constructed to comply with AS2890.1 - 2004.

The following specific requirements must be incorporated into the design:

All vehicular access, parking and manoeuvring areas including loading areas must be designed and constructed to comply with AS2890.1 - 2004.

The following specific requirements must be incorporated into the design:

i) All "one way" traffic aisles in the car parking area must be clearly identified by signposting and pavement marking.
ii) The ingress and egress crossing must be clearly identified by signage.
iii) The proposed loading and delivery area must be clearly defined with suitable signposting and pavement markings.
iv) The car park must be line marked to accommodate 168 vehicles (plus 5 car wash bays)
v) The internal driveway and car parking area must be paved using materials other than plain or exposed aggregate concrete.

B. Before Construction

Certification of the above must accompany the application for a Construction Certificate.

15. Basement Car Park Design

A. Design

The basement car park must be designed in accordance with AS 2890 and must incorporate the following:

i) A minimum headroom of 2.2m measured from the parking floor to the underside of any beam, ventilation duct or service conduit, or to the underside of any door including a security door and fittings when those doors are in an open position.
ii) Any garage must have a minimum width of 3m with a minimum door opening of 2.75m wide x 2.2m high clear of any necessary hinges, jambs or fixtures required for the operation of garage doors or any services within the garage area.
iii) The security door fitted to the car parking area entrance must be independently mounted on rubber pads to prevent vibration noise transmission through the concrete walls and / or columns.
iv) A parking bay within each double garage must have a clear width of 3.8m, a clear length of 5.4m and a head height clearance in compliance with figure 2.7 of AS2890.6:2009, and
v) Where a remote controlled garage door is fitted when fully opened it not encroach into the space envelope specified in figure 2.7 of AS2890.6:2009.

B. Before Construction

Certification of the above must accompany the application for a Construction Certificate.

16. Drainage Design - Detailed Requirements

A. Design

The stormwater drainage system must be connected to Council's existing piped system and designed in accordance with the approved stormwater drainage design drawing, Australian Standard AS3500.3:2003 and the BASIX Certificate issued for this development.

The design must include:

i) A detailed drainage design supported by drainage calculations.
ii) A layout of the drainage system showing existing and proposed pipe sizes, type, class, grades, lengths, invert levels, finished surface levels and location of all pipes with levels reduced to Australian Height Datum. Impacts on existing trees must be indicated on the plan.
iii) The rate of discharge of stormwater from the site to a drainage system under Council's control shall be controlled so that it does not exceed the pre-development rate of discharge.
iv) The OSD Tank must be reduced to $30m^3$.
v) A $15m^3$ rainwater tank must be installed below the driveway before the OSD Tank (overflow to OSD) and must be connected to all ground level and podium landscaped areas for irrigation purposes.

B. Before Construction

Certification issued by an appropriately accredited person to the effect that these design requirements have been met must accompany the application for a Construction Certificate.

C. Before Occupation

The above work must be completed in accordance with 'A' above to the satisfaction of the supervising engineer before the issue of any Occupation Certificate.

Note: Upon approval of the stormwater management designs a notation will be added to the 149 certificate in relation to any required detention facility or stormwater treatment device.

17. Noise Control During Construction and Demolition

To minimise the impact on the surrounding environment:

A. During Works

The LAeq sound pressure level measured over a period of 15 minutes when the construction or demolition site is in operation, must not exceed the ambient background level (LA90 15min) by more than 10dB(A) when measured at the nearest affected premises.

18. Damage to Adjoining Properties

A. Before Works

To minimise vibration damage and loss of support to buildings / structures and properties in close proximity to the development site, a Geotechnical Engineers Report must be prepared detailing constraints to be placed on earth moving and building plant and equipment and the method of excavation, shoring, underpinning and support. This report must be provided to the person undertaking the excavation and the Principal Certifying Authority.

B. During Works

The constraints and recommendations of the Geotechnical Engineers Report must be implemented.

19. Public Utilities

This condition is imposed to facilitate the provision of services to the development and reduce conflicts between services and lot boundaries, buildings or associated facilities.

A. Before Construction

Suitable arrangements must be made with all relevant utility service providers to ensure the development is appropriately serviced by electricity, gas, telecommunications and the like, and any necessary underground conduits are provided.

Note: Should these requirements result in any significant change to the approved design an application must be made to modify the consent under s.96 of the Environmental Planning and Assessment Act.

20. Allocation of Common Property

A. Ongoing

Common property must not be allocated by the Owners Corporation for the exclusive use of a proprietor. No modification may be made to a Plan of Strata Subdivision without the prior development consent of Council.

21. Approved Landscape Plan

A. Design Changes

The landscape works on the site must be carried out in accordance with the approved Landscape Plan except as amended by the following:

i) Delete the turf located between the front boundary and private courtyards (except where clearances are required near hydrant boosters) and reinstate with mass planting of shrubs, grasses and ground covers. Planting must occur at a rate of 4 plants/m² and the communal chairs are to be located to the periphery of the planting beds.
ii) Tube stock planting indicated along the southern boundary is to be planted at a minimum rate of 4 tube stock/m².
iii) A coloured/textured surface treatment must be applied to the communal open space located on slab to the south of the building to break up the expanse of paving.
ii) Tree Protection Zones (TPZ) must be shown on plan for all existing trees and/or natural site features to be retained and protected.
iii) The communal open space areas and all planter boxes on slab must be provided with a water-efficient irrigation system, connected to a pump and the rainwater/OSD tank, to enable effective landscape maintenance.
iv) The private open space of each dwelling must be provided with one tap with a removable water key, connected to a pump and the rainwater tank/OSD tank.

The applicant must engage a suitably qualified Landscape Designer or Landscape Architect to oversee any design changes to the approved Landscape Plan and amendments required above. Details of these design changes must be included in the documentation submitted with the application for a Construction Certificate.

Notes:

A Landscape Designer is a person eligible for membership of the Australian Landscape Designers and Managers and a Landscape Architect is a person eligible for membership of the Australian Institute of Landscape Architects as a Registered Landscape Architect.

If demolition works to occur prior to the Construction Certificate being issued, tree protection measures must be installed prior to commencement of demolition.

B. Prior to Occupation/Occupation Certificate

The landscape works must be completed in accordance with the approved Landscape Plan and amendments required by 'A' above. A Final Landscape Inspection must be carried out and a certificate issued by Council's landscape

officer prior to occupation or the issue of an occupation certificate (interim or final). This certificate is required to ensure that all landscaping works and the deep soil percentage requirements have been carried out in accordance with 'A' above, and that all new indigenous plants on the site and within the road reserve are the correct species.

To arrange a Final Landscape Inspection please phone 9710-0333 48 hours prior to the required inspection date. An inspection fee of $225 is required to be paid, prior to the inspection. Additional inspections will be charged at a rate of $150 each.

C. Ongoing

All landscaping works required by 'A' above must be maintained for 12 months following the final landscape inspection date.

Any plants found faulty, damaged, diseased or dead shall be replaced with the same species in the same sized container within one month with all costs borne by the owner.

Note: If difficulty is experienced sourcing suitable indigenous plants from other suppliers, plants grown from locally provenance seed may be available from:

Sutherland Shire Council Nursery
345 The Boulevarde, Gymea
Ph: 02 9524 5672

22. Trees on Private Land

A. Tree Removal

The removal of the following trees is approved:

i) Trees identified on the approved Landscape Plan- Existing Tree Plan (Revision A, dated 29/10/15) as "existing tree to be removed"

ii) Trees growing within the 3 metres of the building footprint of the approved structures.

iii) Any declared noxious plant. The applicant is to ensure that all noxious plants are properly identified and controlled/removed.

iv) Any tree species exempted by the Sutherland Shire Local Environmental Plan 2015.

All other vegetation that would require approval to be removed must be protected.

B. Design

i) Thirteen (13) trees are approved for removal as part of this consent. Where trees are proposed to be removed Sutherland Shire Council's Development Control Plan 2015 requires indigenous replacement canopy tree planting at a ratio of 4 to 1 on private land.

ii) Fourty-eight (48) replacement trees are required to be planted.

iii) A minimum number of Fourty-eight (48) indigenous trees must be planted on the site. The trees selected must be planted within 3m of the front or

rear setback of the subject property and not within 3m of a building or proposed building or swimming pool.

iv) Trees must have a minimum container size of 5 litres

An amended Landscape Plan/Tree Location Plan showing the location of all replacement trees on the site and/or in the street must be provided prior to the release of the Construction Certificate.

C. Prior to Occupation/Occupation Certificate

The replacement tree planting must be completed in accordance with the approved Landscape Plan/Tree Location Plan. A Final Landscape Inspection must be carried out and a certificate issued by Council's landscape officer prior to occupation or the issue of an occupation certificate (interim or final). This certificate is required to ensure that tree planting has been carried out in accordance with 'B' above, and that all new indigenous plants on the site and within the road reserve are the correct species.

To arrange a Final Landscape Inspection please phone 9710-0333
48 hours prior to the required inspection date. An inspection fee of $225 is required to be paid, prior to the inspection. Additional inspections will be charged at a rate of $150 each.

D. Ongoing

Trees required by this condition must be maintained and protected until they are covered by Council's Controls for Preservation of Trees and Bushland Vegetation (SSCDCP 2015 Chapter 38). Any replacement trees found damaged, dying or dead must be replaced with the same species in the same container size within one month with all costs to be borne by the owner.

Note: If you have difficulty sourcing suitable indigenous plants from other suppliers, plants grown from local provenance seed may be available from:

Sutherland Shire Council Nursery
345 The Boulevarde, Gymea
Ph: 02 9524 5672
Opening hours - Monday to Friday 7.00am-3.00pm (excluding public holidays)

23. Tree Retention and Protection

A. Before Works

Prior to the commencement of any demolition, excavation or construction works on site the applicant shall engage a suitably qualified and experienced Arborist to oversee the measures for the protection of existing trees as listed below.

Note: An Arborist is a person with a current membership of the National Arborist's Association of Australia at a grade of General Member, Affiliate Member or Life Member, or alternatively a person who has obtained an Australian Qualifications Framework AQF Level 5 in Arboriculture.

Prior to the commencement of any works, including demolition, the supervising

Arborist must oversee the protection of the following tree/s as listed in the table below / as marked on the Landscape Plan Dwg. No.15-3019 L01 prepared by Zenith Landscape Designs dated 29 10 15 to ensure the installation and adequacy of all tree protection measures.

Tree No.	Tree Species (botanical and common name)	Location
1	*Tristaniopsis laurina* (Water Gum)	North west boundary
4	*Liquidambar styracflua* (Liquidambar)	South west corner

The trees identified for retention must be protected by the following measures:

i) Protective fencing constructed of 1.8m high chain wire mesh supported by robust posts must be installed in accordance with the approved Landscape Plan Dwg. No.15-3019 L01 prepared by Zenith Landscape Designs Plan (Revision A, dated 29/10/15). Signage must be erected on the fence with the following words clearly displayed "TREE PROTECTION ZONE, DO NOT ENTER".
ii) The tree protection zone within the protective fencing must be mulched with a maximum depth 75mm of suitable organic mulch (woodchips or composted leaf chip mulch) and kept regularly watered for the duration of the works subject to this consent.
iii) No development or associated activity is permitted within the fenced tree protection zone for the duration of works subject to this consent. This includes vehicular or pedestrian access, sheds, washout areas, excavations, backfilling, installation of services (including stormwater), removal of top soil, stockpiling of soil or building materials.
iv) Where site access/egress is required over the roots of trees identified for retention and protection, provide hardwood rumble boards over a 200mm thick layer of wood chip.

B. During Construction

i) The tree protection measures detailed in 'A' above must be maintained during construction.
ii) The supervising Arborist must be present during any approved hand excavation or under boring works within the Tree Protection Zone (TPZ) of any tree identified for retention and protection and have the authority to direct works to ensure the trees long term preservation;
iii) The supervising Arborist must strictly supervise that there is no disturbance or severing of roots greater than 30mm diameter and to cleanly cut those roots between 10-30mm in diameter.
iv) If the tree/s identified for retention in 'A' above are damaged or destabilised during construction then works must cease and Council's Tree Assessment Officer (ph. 9710 0333) must be contacted to assess the tree/s and recommend action to be taken.

24. Car Wash Bays

To prevent contamination of the stormwater drainage system, 5 car wash bays must be provided within the basement levels as shown on the approved architectural drawings.

A. Design

The wash bays must be graded to an internal drainage point and connected to the sewer.

B. Before Construction

Details of the design satisfying 'A' above must accompany the application for a Construction Certificate.

C. Before Occupation

The Principal Certifying Authority must be satisfied that

i) 'A' above has been complied with and

ii) any discharge to the sewer from the premises is in accordance with the requirements of Sydney Water.

D. Ongoing

All car-wash, engine degreasing and steam cleaning must be conducted in the wash bays detailed in 'A' above. Wastewater must be treated in accordance with the requirements of Sydney Water.

25. Garbage, Recycling and Green-waste Storage Areas

To ensure the proper storage of waste from the premises:

A. Design

The garbage and recycling storage areas must have a smooth impervious floor that is graded to a floor waste. A tap and hose must be provided to facilitate regular cleaning of the bins and all waste water must be discharged to the sewer in accordance with the requirements of Sydney Water. Garbage bins must be designed to prevent the escape of any liquid leachate and must be fitted with a lid to prevent the entry of vermin.

B. Before Construction

Details of compliance with 'A' above must form part of the documentation accompanying the applications for a Construction Certificate.

C. Before Occupation

The works must be completed prior to the issue of any Occupation Certificate.

D. Ongoing

All waste and recycling bins must be stored wholly within the approved waste storage areas. The bins must only be put out for collection in the evening prior to pick-up and returned to the storage areas as soon as possible after pick-up.

26. External Lighting - (Amenity)

To ensure that any lighting on the site does not cause a nuisance to neighbours or motorists on nearby roads:

A. Design

All lighting must be designed in accordance with Australian Standard AS4282 - Control of the Obtrusive Effects of Outdoor Lighting.

B. Ongoing

All lighting must be operated and maintained in accordance with the Standard above.

27. Noise Control - Design of Plant and Equipment (General Use)

To minimise the impact of noise from the development, all sound producing plant, equipment, machinery, mechanical ventilation system or refrigeration systems:

A. Design

All plant and equipment must be designed and / or located so that the noise emitted does not exceed an LAeq sound pressure level of 5dB above the ambient background level when measured at the most affected point on or within any residential property boundary.

Note: The method of measurement of sound must be carried out in accordance with Australian Standard 1055.1.

B. Before Occupation

Certification must be provided by a qualified acoustic engineer that all work associated with the installation of the acoustic measures has been carried out in accordance with 'A' above.

C. Ongoing

All plant and equipment must be operated and maintained in accordance with 'A' above.

28. Rail Noise and Vibration Design Criteria (Residential & Noise Sensitive Receivers)

To minimise the impact of noise on the occupants from the adjoining rail corridor:

A. Design

The building must be designed to meet the internal noise level criteria provided in:

i) State Environmental Planning Policy (Infrastructure) 2007; and,
ii) 'Development near Rail Corridors and Busy Roads - Interim Guideline' produced by the NSW Department of Planning.

B. Before Construction

Details of the acoustic attenuation treatment required to comply with 'A' above, must be prepared by a qualified acoustic engineer. These details must accompany the application for a Construction Certificate.

C. Before Occupation

Certification must be provided by a qualified acoustic engineer that all work associated with the installation of the acoustic measures has been carried out in accordance with 'A' above.

29. Road Noise Design Criteria

To minimise the impact of noise and vibration from the nearby major road on the occupants of the development:

A. Design

The building must be designed to meet the internal noise level criteria provided in:

i) State Environmental Planning Policy (Infrastructure) 2007; and,
ii) 'Development near Rail Corridors and Busy Roads - Interim Guideline' produced by the NSW Department of Planning.

External changes required in order to comply with the abovementioned criteria must be limited to glazing, soffits and masonry. No external screening or architectural features that would increase the visual bulk of the building are permitted to be installed.

B. Before Construction

Details of the acoustic attenuation treatment required to comply with 'A' above, must be prepared by a qualified acoustic engineer. These details must accompany the application for a Construction Certificate.

C. Before Occupation

Certification must be provided by a qualified acoustic engineer that all work associated with the installation of the acoustic measures has been carried out in accordance with 'A' above.

30. Noise and Vibration Control - Residential Car Park

To minimise noise and vibration from use of the security door in the car park:

A. Design

The security door fitted to the car parking area entrance must be independently mounted on rubber pads or otherwise installed to prevent vibration noise transmission through the concrete walls and / or columns.

B. Before Occupation

The Principal Certifying Authority must be satisfied that 'A' above has been complied with.

31. Car-Park Ventilation

To ensure adequate ventilation for the car park:

A. Design

The car-park must be either mechanically ventilated by a system complying with AS1668.2 -1991 or alternatively, the natural ventilation system must be certified by a qualified mechanical ventilation engineer to the effect that the system is adequate. The certification shall confirm that the system will protect the health of occupants of the car park at anytime it is used and satisfies the atmospheric contaminate exposure rates specified in the Worksafe Australia document: Workplace Exposure Standards for Airborne Contaminants.

B. Before Construction

Details of compliance with 'A' above must form part of the application for a Construction Certificate.

C. Before Occupation

Certification must be provided by a qualified mechanical ventilation engineer that the installation of the ventilation system has been carried out in accordance with 'A' above.

D. Ongoing

The ventilation system must be operated and maintained in accordance with 'A' above.

32. Demolition Work

To ensure that demolition of structures is carried out in an environmentally acceptable and safe manner:

A. Before Commencement

If works involve the removal of more than 10 square metres of asbestos material, a bonded asbestos licence is required. A friable asbestos licence is required to remove, repair or disturb any amount of friable asbestos. For further information contact the NSW Workcover Authority.

B. During Works

i) The demolition of the existing building must be carried out strictly in accordance with Australian Standard 2601 - The Demolition of Structures.
ii) The applicant must ensure that the demolition contractor has a current public risk insurance coverage for a minimum of $5 million. A copy of the Policy must be submitted to the Council prior to demolition.

To ensure that the removal and transportation of any asbestos material, regardless of the quantity, is carried out in an environmentally acceptable and safe manner, all work must comply with the following:

a) Work Health and Safety Act 2011;
b) Work Health and Safety Regulation 2011;
c) Safe Work Australia Code of Practice - How to Manage and Control Asbestos in the Workplace;
d) Code of Practice for the Safe Removal of Asbestos 2nd Edition [NOHSC:2002(2005)];
e) Workcover NSW 'Working with Asbestos - Guide 2008';
f) Protection of the Environment Operations Act 1997; and
g) Protection of the Environment Operations (Waste) Regulation 2005.

Asbestos waste in any form must be disposed of at a waste facility licensed by the Department of Environment Climate Change & Water to accept asbestos waste.

33. Dilapidation Report - Adjoining Properties

A. Before Works

To assist in the resolution of any future disputes about damage to properties adjoining the development site, prior to commencement of any work on site the Applicant or principal contractor must provide dilapidation reports on the adjacent buildings at 4 Urunga Parade and 16-20 Urunga Parade, including any basements and ancillary structures. The reports must be provided to the Principal Certifying Authority and to the owners of the properties that are the subject of the report.

The reports must be prepared by a suitably qualified and experienced person, such as a structural engineer.

34. Design Requirements for Adaptable Housing

A. Design

A report prepared by a suitably qualified Adaptable Housing Specialist must be submitted with the Construction Certificate, demonstrating that the development complies with the requirements of AS4299 - Adaptable Housing. The report must contain a completed checklist (Appendix A - AS4299) demonstrating compliance with the requirements of a Class C Adaptable House.

35. Verification of Design for Construction - SEPP 65

A. Design

Design verification must be provided by a registered Architect pursuant to SEPP 65 stating that the design intent approved by the Development Consent has been maintained in the building / architectural plans submitted with the Construction Certificate. This must accompany the application for a Construction Certificate.

B. Before Occupation

Prior to the issue of the final Occupation Certificate design verification must be provided in accordance with SEPP 65.

36. Certification Requirement of Levels

A. During Construction

At the following stages of construction:

i) Prior to the pouring of each floor or roof slab,
ii) Upon completion of the roof frame.

A registered surveyor must provide the Principal Certifying Authority with Certification that the stage of structure complies with the development consent in respect of levels.

B. Before Occupation

The certification referred to above must form part of the application for an Occupation Certificate.

37. Sydney Water Tap in™ & Compliance Certificate

A. Before Construction

The plans approved as part of the Construction Certificate must be submitted to a Sydney Water Tap in™ to determine as to whether the development will affect Sydney Water's sewer and water mains, stormwater drains and / or easements, and if further requirements need to be met. Customers will receive an approval receipt. Please refer to the web site www.sydneywater.com.au.

B. Before Occupation / Prior to issue of Subdivision Certificate

A Compliance Certificate under s73 of the Sydney Water Act, 1994, must be submitted to Council by the Principal Certifying Authority. Sydney Water may require the construction of works and/or the payment of developer charges.

Sydney Water Advice on Compliance Certificates:

An application must be made through an authorised Water Servicing Coordinator. For details see the Sydney Water web site at www.sydneywater.com.au\customer\urban\index\ or by telephone 13 20 92.

Following application a "Notice of Requirements" will be forwarded detailing water and sewer extensions to be built and charges to be paid. Please make early contact with the Coordinator, since building of water / sewer extensions can be time consuming and may impact on other services as well as building, driveway or landscaping design.

38. Dial Before You Dig

A. Before Construction

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial Before You Dig at www.1100.com.au or telephone on 1100 before excavating or erecting structures (this is the law in NSW).

It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.

39. Noise Control and Permitted Hours for Building and Demolition Work

A. During Works

To minimise the noise impact on the surrounding environment:

i) The LAeq sound pressure level measured over a period of 15 minutes when the construction or demolition site is in operation, must not exceed the ambient background level (LA90 15min) by more than 10dB(A) when measured at the nearest affected premises.

ii) All building and demolition work must be carried out only between the hours of 7.00am and 6.00pm Monday to Friday inclusive, 8.00am and 3.00pm Saturdays. No work must be carried out on Sundays and Public Holidays.

40. Toilet Facilities

A. During Works

Toilet facilities must be available or provided at the work site at a ratio of one

toilet plus one additional toilet for every 20 persons employed at the site before works begin and must be maintained until the works are completed.

Each toilet must:
i) be a standard flushing toilet connected to a public sewer, or
ii) have an on-site effluent disposal system approved under the Local Government Act 1993, or
iii) be a temporary chemical closet approved under the Local Government Act 1993

41. Street Numbering and Provision of Letter Box Facilities

A. Before Occupation

i) Street / unit numbers must be clearly displayed.
ii) Suitable letterbox facilities must be provided in accordance with Australia Post specifications.
iii) All letterboxes must be located within the secure entry foyers behind the metal gates.
iv) The dwellings must have the following street address format:

Units 1-8 must be known as G01-G08 / 6 Urunga Parade Miranda
Units 9-19 must be known as 101-111 / 6 Urunga Parade Miranda
Units 20-32 must be known as 201-213 / 6 Urunga Parade Miranda
Units 33-45 must be known as 301-313 / 6 Urunga Parade Miranda
Units 46-58 must be known as 401-413 / 6 Urunga Parade Miranda
Units 59-71 must be known as 501-513 / 6 Urunga Parade Miranda
Units 72-84 must be known as 601-613 / 6 Urunga Parade Miranda
Units 85-97 must be known as 701-713 / 6 Urunga Parade Miranda
Units 98-103 must be known as 801-806 / 6 Urunga Parade Miranda

42. Car Parking Allocation

A. Before Subdivision

Car parking must be allocated to individual strata lots as part of their unit entitlement.

Visitor parking facilities and/or car wash bays must be designated as common property on any strata plan.

Parking must be allocated on the following basis:
- Residential dwellings: 142 spaces
- Residential visitors: 26 spaces
- Car wash bay(s): 5 spaces

B. Ongoing

The car-parking provided must only be used in conjunction with the dwellings and/or tenancies contained within the development and not for any other purpose.

43. Basement Car Park Security Requirements

A. Design

The following design requirements must be satisfied:

i) Security shutters / roller door must be installed at the main entry to the basement car park levels. An intercom system must be installed for visitors to gain entry.
ii) Storage rooms within the basement car park levels must be fitted with deadlocks.
iii) The basement car park levels must be painted white to reflect light (thereby improving security), appear larger and more spacious and reduce the number of lights required to illuminate the basement.

44. Closed Circuit Television (CCTV)

To increase resident safety and security, a CCTV system must be installed to monitor all common areas, the access / exit driveway and all basement car park levels including lift areas.

45. Undergrounding of Power Lines

B. Before Occupation

All power lines along the frontage of the site (Urunga Parade) must be placed underground and street lighting installed to the satisfaction of Ausgrid prior to the issue of any Occupation Certificate. A copy of certification from Ausgrid that the works have been completed to Ausgrid's satisfaction must accompany an application for any Occupation Certificate.

END OF CONDITIONS

Martin Southwell - 9710 0250
File Ref: PAD15/0057

5 August 2015

Winworth Construction
333 Sussex Street
SYDNEY NSW 2000

Dear Sir/Madam

Pre-Application Discussion No. PAD15/0057
Proposal: Demolition of the existing dwellings and construction of a new residential flat building comprising of 103 units
Property: 6 – 14 Urunga Parade, Miranda

Council refers to the pre-application meeting (PAD) held on 16 June 2015 regarding the above development proposal. Carine Elias (Team Leader) and Martin Southwell (Environmental Assessment Officer), attended the meeting on behalf of Council and Peter Couvaras, Felix Antonius, Jade Fardouly and Lyndall Wynne attended on behalf of the applicant.

The proposal was also considered by Council's Architectural Review Advisory Panel (ARAP) on 18 June 2015. Please refer to the Report from ARAP (dated 7 July 2015) that is provided separately for further comments in relation to the proposal.

The purpose of this letter is to provide a summary of the issues discussed at the meeting and provide information that will assist you should you proceed with preparing a development application (DA). Council cannot provide you with certainty on the determination of the proposal until a DA has been lodged and assessed.

Your DA will need to be supported by a Statement of Environmental Effects addressing all relevant Environmental Planning Instruments, and the detailed planning controls contained in Council's Draft Development Control Plan.

<u>The Site and Proposal:</u>

The site is located on the southern side of Urunga Parade adjacent to the Cronulla railway line. It consists of 5 separate allotments occupied by 5 detached dwelling houses. The frontage width is 80.77m and the depth is 47.87m, yielding a total site area of 3,670m^2 according to the submitted plans.

The site has a fall of about 5m from the south-eastern corner to the north-western corner according to Council's map contours. There are a number of existing trees on the site, particularly in the south-western corner adjacent to the railway.

Adjoining the site to the west is an existing residential flat building constructed in the late 1990s. To the east of the site and opposite the site to the north are detached dwelling houses that are likely to be redeveloped in the near future to the recent upzoning of this site.

The proposal is to develop a residential flat building (RFB) with a height of 8 storeys and containing 103 units. The property is within Zone R4 High Density Residential under the provisions of Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015). The proposed *residential flat building* is a permissible form of development within this zone.

SSLEP 2015 indicates that the south-western corner of the site is mapped as being Class 5 Acid Sulfate Soils. These specific characteristics of the site will need to be taken into consideration when preparing your DA.

Comments on the Proposal:

The following comments are provided in respect to the concept plans presented for consideration at the meeting. For further comment in relation to the architectural merits of the proposal, please refer to the Report from ARAP dated 7 July 2015.

1. Architectural Design

   The proposal presents as a streetwall building that has been articulated with steps in the façade to account for the angled street boundary, with the side elevations running parallel to the side boundaries of the site. Council shares the view of the ARAP that this is not the best design outcome due to its overbearing visual impacts. Alternative methods to break up the massing of the building should be explored. In particular, measures to minimise the scale of the building must be employed as this will be one of the first redevelopments in an area that is going through a transitional period.

   An amended design scheme (albeit fairly conceptual) was submitted to Council on 7 July 2015. The amended design scheme differs from the original scheme in that it is aligned parallel to the street boundary with an increased setback to the upper levels. As such, the amended design does appear to be a valid response to the comments from ARAP in relation to streetscape and building form.

2. Building Setbacks

   The side setbacks of the proposal (4.5m) appear to be based on assumptions about future development next door. This may restrict adjoining new development (particularly to the east) to provide non-habitable rooms adjacent to the shared boundary. Please refer to p3 of the Report from ARAP for further discussion in relation to this matter and a suggested solution.

The Draft Sutherland Shire Development Control Plan 2015 (DSSDCP 2015) requires a minimum 3m side setback to the basement level, which has not been provided on the western side. The proposal should be amended to comply.

3. Landscaping

The landscape plan that was submitted is very conceptual and needs to be refined. Insufficient information has been provided to enable Council to provide further comment at this stage, except to say that consideration must be given to the landscape quality of the streetscape and communal spaces.

Council expects new development to comply strictly with the development standards of SSLEP 2015. At least 30% deep soil landscape area is required, and the information submitted to Council indicates that 30% has been achieved. However, some hard paved areas have not been discounted from the deep soil landscape calculations; the overall landscape area percentage may drop below 30% once these areas have been excluded.

4. Vehicular Access and Parking

The following comments are made with respect to vehicular access and parking:

a) Council recommends that a Driveway application be submitted to Council as soon as practicable as the current wait time for the issuing of levels is 6 weeks minimum.
b) The basement layout, manoeuvring, aisle width and parking space dimensions must comply with Australian Standard 2890.1 and AS2890.6. The entry ramps into the basement shall be two-way with a minimum width of 5.5m in accordance with AS2890.1.
c) A minimum of 163 spaces (137 residential and 26 visitor) are required under DSSCP 2015. The proposal includes 183 spaces which is acceptable. However, please note that additional car parking spaces will count towards the FSR of the development in accordance with the definition of gross floor area under SSLEP 2015.
d) A minimum of 5 car wash bays must also be provided.
e) Bicycle parking rates shall be provided in accordance with Councils DCP.
f) Adaptable parking spaces shall comply with AS2890.6 or AS4299 including 2.5m clearance headroom. The allocated spaces and associated shared zone must be free of obstructions at all times including columns.
g) A Traffic and Parking Impact Assessment Report and construction site management plan and report shall be undertaken and provided with the DA submission. The report must include details about internal ramps, location of any mirrors etc, manoeuvring within the basement and ramps.
h) A loading bay is proposed within Basement 1; details of proposed vehicle size must be outlined within a traffic report. The loading bay dimensions must comply with AS2890.2 for the proposed vehicle.
i) Details of garbage collection and deliveries, to be carried out within the site, shall be provided within the traffic report.

5. Stormwater Management

The required concept stormwater drainage design shall be undertaken by a qualified Civil Engineer. This design shall detail the Interlot drainage system including detention, connection location into Councils existing kerb inlet pit within Urunga Parade in front of No. 14, water sensitive urban design principles and treatment devices in accordance with Councils DCP and stormwater specification.

6. Utilities and Infrastructure

You are advised to make enquiry early with the various infrastructure and utility providers to ensure relevant considerations for the provision of services have been taken into account early in the building design. Urban infrastructure and utilities are reaching, or have reached maximum capacity in some localities. Electricity substations are required on occasion to ensure sufficient power to buildings and to meet flow requirements for sprinkler systems; NSW Fire has required substantial water tanks in other instances. Infrastructure to support these requirements will not be approved in the front boundary set back, or at the expense of landscaping or parking requirements.

7. Other Relevant Matters

The site is located within both the Rail Noise Buffer area and the 20,000-40,000 Annual Average Daily Traffic (AADT) Road Noise Buffer Area. An acoustic assessment report must be submitted with the DA and address the relevant provisions of the DCP.

Concurrence from the NSW state rail authority will be required as part of the DA process as the proposal involves greater than 2m excavation within 25m of the rail corridor, in accordance with Cl.86 of SEPP (Infrastructure) 2007.

Conclusion:

The proposal is for the construction of a residential flat building over 5 existing allotments and containing 103 units with basement car parking. The proposal is permissible under SSLEP 2015.

The design of the proposal will visually dominate the streetscape due to its massing and scale. As such, the proposal should be redesigned. Detailed architectural comments have been provided within the Report from ARAP dated 7 July 2015. Consideration should be given to defining a top and bottom of the building, for example by providing an increased setback to the upper levels.

An amended conceptual design was provided to Council on 7 July 2015. This appears to be a valid response to the comments provided by ARAP in relation to streetscape impacts and scale but further design development must be undertaken.

It is important to note that the information provided in this letter is based on the planning instruments applicable at the time of writing. You should make yourself

aware of any subsequent changes to legislation or local planning controls before lodging your development application.

For detailed information about how to prepare and lodge a development application, please refer to the "Development" section of Council's website (www.sutherlandshire.nsw.gov.au).

On the web page a “DA Guide” is available and an online tool called “Development Enquirer” which searches the applicable planning instruments for the planning controls relevant to your site and development.

Council’s Development Enquiry Officers are also available to assist you with the lodgement requirements for your application (9710 0520).

Please contact Council if you believe any of the above information to be incorrect or if you need clarification of the advice provided. Your initial point of contact should be Martin Southwell (9710 0250) as this is Council’s Environmental Assessment Officer who will most likely be responsible for the assessment of your DA.

Yours faithfully

Carine Elias
Acting Manager – Projects and Development Assessment
for J W Rayner
General Manager

Appendix B – List of Public Submissions to DA15/0947

Location	Date	Summary of Main Issues Raised
5 Connels Road, Cronulla (owner of 18/16-20 Urunga Parade, Miranda)	11/09/2015	• Size of building relative to the street. • Additional population density and traffic generation. • Adverse visual impacts to streetscape due to scale. • Potential visitor parking problems due to existing street parking shortfall in the area. • Privacy impacts to the 2 houses to the east and the houses across the road due to overlooking of backyards. • Large buildings like this should be on main roads. • Out of character with the Sutherland Shire which has many open spaces and trees. • Buildings in this area should be limited to 3 stories as they were originally planned.
9/16-20 Urunga Parade, Miranda	22/09/2015	• Street parking is already at a premium in the area due to City Rail commuters, Juliana Village (aged care) employees and the introduction of timed parking at Westfield; a tradesperson recently cancelled an appointment due to lack of street parking within walking distance - timed parking and resident permits would help to alleviate parking congestion. • The increased in vehicle numbers as a result of the proposal will make access to/from Kingsway (via Miranda Road & Gurrier Avenue) difficult and unsafe – traffic lights should be installed at the intersection of Kingsway and Miranda Road to alleviate this issue.
14/16-20 Urunga Parade, Miranda	16/09/2015	• Street parking is already at a premium in the area due to City Rail commuters and the introduction of timed parking at Westfield; a tradesperson recently cancelled an appointment due to lack of street parking within walking distance - timed parking and resident permits would help to alleviate parking congestion. • The increased in vehicle numbers as a result of the proposal will make access to/from Kingsway (via Miranda Road & Gurrier Avenue) difficult and unsafe – traffic lights should be installed at the intersection of Kingsway and Miranda Road to alleviate this issue. • There is an existing aged care facility in Miranda Road which will present a parking conflict for families, visitors and emergency vehicles.
16/16-20 Urunga Parade, Miranda	22/10/2015	• Street parking is already at a premium in the area due to City Rail commuters and the introduction of timed parking at Westfield; a tradesperson recently cancelled an appointment due to lack of street parking within walking distance - timed parking and resident permits would help to alleviate parking congestion. • The increased in vehicle numbers as a result of the proposal

		will make access to/from Kingsway (via Miranda Road & Gurrier Avenue) difficult and unsafe – traffic lights should be installed at the intersection of Kingsway and Miranda Road to alleviate this issue.
21/16-20 Urunga Parade, Miranda	16/09/2015	• Street parking is already at a premium in the area due to City Rail commuters and the introduction of timed parking at Westfield; a tradesperson recently cancelled an appointment due to lack of street parking within walking distance – timed parking and resident permits would help to alleviate parking congestion. • The increased in vehicle numbers as a result of the proposal will make access to/from Kingsway (via Miranda Road & Gurrier Avenue) difficult and unsafe – traffic lights should be installed at the intersection of Kingsway and Miranda Road to alleviate this issue.
22/16-20 Urunga Parade, Miranda	16/09/2015	• Street parking is already at a premium in the area due to City Rail commuters and the introduction of timed parking at Westfield; a tradesperson recently cancelled an appointment due to lack of street parking within walking distance – timed parking and resident permits would help to alleviate parking congestion. • The increased in vehicle numbers as a result of the proposal will make access to/from Kingsway (via Miranda Road & Gurrier Avenue) difficult and unsafe – traffic lights should be installed at the intersection of Kingsway and Miranda Road to alleviate this issue.
23/16-20 Urunga Parade, Miranda	16/09/2015	• Street parking is already at a premium in the area due to City Rail commuters and the introduction of timed parking at Westfield; a tradesperson recently cancelled an appointment due to lack of street parking within walking distance - timed parking and resident permits would help to alleviate parking congestion. • The increased in vehicle numbers as a result of the proposal will make access to/from Kingsway (via Miranda Road & Gurrier Avenue) difficult and unsafe – traffic lights should be installed at the intersection of Kingsway and Miranda Road to alleviate this issue.
24/16-20 Urunga Parade, Miranda	16/09/2015	• Street parking is already at a premium in the area due to City Rail commuters and the introduction of timed parking at Westfield; a tradesperson recently cancelled an appointment due to lack of street parking within walking distance - timed parking and resident permits would help to alleviate parking congestion. • The increased in vehicle numbers as a result of the proposal will make access to/from Kingsway (via Miranda Road & Gurrier Avenue) difficult and unsafe – traffic lights should be installed at the intersection of Kingsway and Miranda Road to alleviate this issue.

16-20 Urunga Parade (Owners Corporation for SP57163)	16/09/2015	• Street parking is already at a premium in the area due to City Rail commuters and the introduction of timed parking at Westfield - timed parking and resident permits would help to alleviate parking congestion. • The increased in vehicle numbers as a result of the proposal will make access to/from Kingsway (via Miranda Road & Gurrier Avenue) difficult and unsafe – traffic lights should be installed at the intersection of Kingsway and Miranda Road to alleviate this concern. • All 27 lots within SP57163 (and common areas) should form part of a Dilapidation Report prepared prior to construction and provided to each lot owner. • Each lot owner should be notified in writing in Asbestos is identified in any of the properties that are being demolished and advice on how this will be managed. • Four (4) lots within SP57163 (Lots 21, 22, 24 & 25) may be impacted by the proposal in relation to overshadowing and privacy – consideration should be given to fewer levels on the western end of the development.
71 Miranda Road, Miranda	23/09/2015	• The proposal exceeds the maximum 25m building height limit. • The 25m height limit should be a theoretical maximum not an entitlement. • Nearby buildings are up to 4 storeys high only; the proposal will be twice as high and there is no sensitivity in the scale and bulk of the proposal. • The proposal is out of character in Miranda • The proposal is likely to overshadow the objectors' property but the shadow diagrams do not depict the extent of overshadowing as it stops at the railway line.
73 Miranda Road, Miranda	23/09/2015	• The proposal exceeds the maximum 25m building height limit. • The 25m height limit should be a theoretical maximum not an entitlement. • Nearby buildings are up to 4 storeys high only; the proposal will be twice as high and there is no sensitivity in the scale and bulk of the proposal. • The proposal is out of character in Miranda • The proposal is likely to overshadow the objectors' property but the shadow diagrams do not depict the extent of overshadowing as it stops at the railway line.

Architectural Review Advisory Panel

Proposal:
Demolition of 5 dwellings and construction of residential flat building
Property:
6-14 Urunga Parade MIRANDA NSW 2228
Applicant:
Joanne Thelma Bezzina
File Number:
DA15/0947

The following is the report of the Architectural Review Advisory Panel Meeting held on 17 September 2015 at the Administration Centre, Sutherland Shire Council, Eton Street, Sutherland. The report documents the Panel's consideration of the proposed development described above.

1. **"DA15/0947 – Demolition of the Existing Structures and Construction of an Eight (8) Storey Residential Flat Building Containing 103 Units and Three (3) Split Levels of Basement Car Parking at 6-14 Urunga Parade, Miranda – JRPP Application**

Council's David Jarvis, Carine Elias, Martin Southwell and Stevie Medcalf outlined the proposal for the Panel, including providing details of Council's relevant codes and policies.

Peter Couvaras, Felix Antonius, Joanne Bezzina, Jason Quigley and Lyndall Wynne addressed the Panel regarding further development of the proposal and how they have addressed the issues raised by the Panel at the previous meeting.

Description of the Site and the Proposal:
This DA is for the demolition of the existing structures and construction of an eight (8) storey residential flat building containing 103 Units and three (3) split levels of basement car parking.

The site is an amalgamation of five lots within a Zone R4 - High Density Residential (SSLEP 2015) and has a maximum FSR of 2:1, maximum allowable height of 25m and minimum 30% landscape area (1101 sqm).

Key Controls:
Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015)
Draft Sutherland Shire Development Control Plan 2015 (DSSDCP 2015)

Applicant's Submission
The functions and responsibilities of the Panel were explained to the Applicant. The application is subject to State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development (Amendment No. 3), June 2015 and the Apartment Design Guide, June 2015.

The Panel noted that that the proponent has attended a PAD meeting (PAD15/0057) and an ARAP meeting (ARAP 15/0011) prior to lodgement. This application is to be assessed by Council and determined by the JRPP.

PRINCIPLE 1 – CONTEXT & NEIGHBOURHOOD CHARACTER

The site is on the upper slope of Urunga Parade adjoining the rail easement so it has high visibility from the south. Given the proximity to the Royal National Park, there is some concern that the increased height on ridge-lines will compromise the visual integrity within some northern areas the National Park. As this is considered the world's oldest national park, this visual integrity is of high significance.

To minimise the visual impact of proposed development of this height and bulk, it is advisable that the ridgeline be densely planted with large trees. There are existing large trees however they are proposed to be removed. The proposal adjoins the Shire's Greenweb restoration area, which requires 100% indigenous tree planting.

The site is 5 trapezoidal lots now zoned for 8 storeys and 2:1 FSR, in a lower-rise housing precinct undergoing dramatic uplift. The railway line at the rear poses both landscape opportunities and acoustic constraints, and forms a second view of the building from the public domain. The top floor will have views towards the city and National Park. The 2 lots adjacent to the east and lots opposite are also about to be redeveloped to eight storeys. The challenge here is to design such a large development to a human scale and to integrate with the stepped lower forms of the development to the west.

PRINCIPLE 2 – SCALE & BUILT FORM

The proposal has been revised from the pre-DA stage to align with the street frontage, resulting in a better public domain and simpler form-making. The 4 lift cores allow almost half of the units to be dual aspect, through units.

The impact of an 8 storey street wall has been mitigated by vertically grouping the middle 4 floors with an expressed roof and a base podium of 2 floors (2 +1+ 4 +1). As well, the storeys have been grouped in the horizontal direction to express 4 pods on Urunga Parade and 3 pods on the south elevation. While this strategy breaks down the scale of the large building mass to an extent, the resultant expression is somewhat mechanical. The Panel's view is that the bulk and scale need further modulation on the street frontage, not just to reduce visual impact but also to better adapt a large scale building into its specific context.

The applicant should consider the following measures:

- Replacing the Level 7 uplifted roof with a setback horizontal awning, to reduce the apparent height and bulk.
- Different grouping of elements ie. Perhaps leaving three pods as is and expressing an end pod like the base – thereby reducing the relentlessness of the façade.
- Using site conditions to influence expression (eg street opposite).
- Setting back all dual aspect units and their balconies to further articulate the pods.
- Expressing the two storey high base as double height units.
- Reducing the balconies generally – or incorporating them into building volume - to minimize bulk.

- Reduce the size of apartments to minimize bulk.
- Provide more legible entries, utilizing awning or massing strategies.
- The applicant should consider the scale of the DA recently lodged to the east , which presents 8-10m wide modules to the street.

There has been extremely limited formal analysis of the surrounding context. The main formal drivers of the design are quite generic and lacking in site specific gestures that could better adhere the proposal to the site. The proposal also lacks formal integration or design control on the east and west flanks.

A 9m setback from the boundary is required above 4 levels to facilitate 18m separation between living spaces; however this very large development is proposing 4m to the west and 4.5 to the east. This does not appear to be adequate unless all windows to side elevations are highlights. The upper level solution to the south side [level 8] where it steps in height seems accidental and clumsy; separation between the 2 parts of the proposal is weak and unconvincing.

There is a wasteful use of lifts at the ends with only 2 and 3 apartments being serviced. A better scheme would propose 3 lift cores servicing the 13 units per floor. The development could perhaps protrude more to the street and closer to the railway on the south to assist with deeper modelling of the built form to the east, north and west.

The proposed adjoining building to the east is drawn incorrectly on the proposal drawings and does not show the increased setback it has above level 3. This design should respond in a similar fashion.

Deletion of the reverse skillion roof feature on level 8 will further reduce bulk/vertical emphasis and would allow the planters above to create a landscaped brow. Alternatively, double height units with increased setback could help lighten the top of the building.

PRINCIPLE 3 – DENSITY

The density for the proposal generally complies, however the setbacks on the east and west boundaries do not comply with the requirements of the ADG. Notably, the DA for the adjoining site proposes habitable rooms and balconies facing the boundary.

PRINCIPLE 4 – SUSTAINABILITY

The proposed dual aspect units ensure that sufficient solar access and cross-ventilation will be achieved. Though not required by BASIX, the Panel recommends that extensive planting is introduced on roofs and podium and that rainwater is harvested and re-used for irrigation. While timber screens are supported, maintenance may be a burden for residents in the future.

PRINCIPLE 5 – LANDSCAPE

The scale of the building and its location on a highly visible ridge require strong tree planting to ameliorate its visual impact, particularly on the southern ridge. This proposal has focussed on increasing the deep soil in the street setback. While this contributes to the street amenity, the southern boundary in this precinct is of wider regional significance. By adjusting the setbacks to increase the area to the south, the existing mature trees can be retained and the linear nature of the railway line could be reinforced with the suggested strong tree planting.

Street Landscape
The street tree selection and density will contribute significantly to the neighbourhood character. The use of STIF species is appropriate however the Panel would suggest replacing *Eucalyptus punctata* (grey gum) with *E. paniculata* (ironbark). The strength of the landscape and its integration with the street would be improved if the understorey hedging were removed so that the street and frontage read as a generous grassed area with groves of large trees. Similarly the double privacy hedging for the courtyards could be reduced. This would enable 1.5m of setback to be contributed to the rear setback to become 5.5m and save the existing trees. As the site is in a restoration Greenweb area the trees must be 100% indigenous so the use of *Fraxinus oxycarpa 'Raywoodii'* is inappropriate; if deciduous trees are required suggest *Melia azedarach*

Rear Podium
This area is in shade most of the time so it is suggested that the two planters with sub-tropical trees be enlarged to at least 4mx 6m for each in order to create stronger modulation of the space and provide a more pleasant outlook from above. This will require dropping the ceiling in the car park by 400mm for increased soil depth in those locations.

South Boundary Planting
As stated above in Principle 1 - Context, the treatment of this area has regional significance. The species selection for the planting should be a double row of STIF tree species which increase in width to fill the SE corner with a dense forest. This will require relocating the children's play area further north.

2nd, 3rd & 4th Floor Planting
Appropriate screen planting should be introduced along the northern balconies, however, it is not clear how south planting across the void can be achieved and serviced.

8th Floor Terrace
The concept of communal roof terrace intersected with three private terraces is intriguing, but it may need more resolution for privacy. The *Tristaniopsis laurina* as a shade tree for the sun lounges is unlikely to survive the harsh sun and wind; *Banksia integrifolia* would be more suitable. Landscape elements in the Ground Floor communal open space, such as the pool, could be simpler, reflecting the linear nature of the adjacent railway line.

PRINCIPLE 6 – AMENITY
The 4 lift lobbies proposed will mean fewer units accessing them per floor, which will promote safety and a sense of community. Two of the lift lobbies have natural light; it would be better if all could have access to natural light and ventilation. While there is a back-up lift solution at roof level in case of breakdown, it may be better to look at pairing lifts.

The studio units on the Ground Floor appear to be too deep – the ADG recommends 8m maximum depth for habitable space. More opportunity could be taken of the amenity of corner locations – e.g. units in the SE corner could be re-planned to have the living room on the corner and take advantage of highlight windows for more sun and ventilation to this room. Balconies to these units need to be screened on the eastern side for privacy

from the eastern neighbour. South-facing units on the top floor could have skylights for more solar access and day lighting to the living room.

While fixed timber screening to the north elevation is supported, it is curious that balustrades run behind; surely, these balustrades are not required. Rooftop communal open space will enjoy sun and views, but will need shade structures. Community garden planters on the roof terrace will be welcome but to work well, these gardens will need a small storage area for gardening equipment. A children's playground will also be a welcome amenity and will work just as well moved north of the new urban forest to the south-east.

Garbage rooms are conveniently accessed from Ground Floor lobbies except for the west one, which should be adjusted.

PRINCIPLE 7 – SAFETY

There is good street surveillance from units and foyers. A security fence is needed to both sides of the building at the street frontage. Anonymity might be a security issue in such a large and dense development.

PRINCIPLE 8 – HOUSING DIVERSITY & SOCIAL INTERACTION

The generous common open space will allow for social interaction. 1 and 2 bed units are in the majority and will provide more affordable housing since they are efficient in size, but the applicant needs to meet minimum ADG unit sizes, including area provisions for extra bathrooms. Adapted unit plans do not show sufficient circulation space at the foot of the bed and adaptation should be achieved with minimal plumbing changes rather than the extent shown.

PRINCIPLE 9 – AESTHETICS

As noted in the 'Scale and Built Form' section above, the massing and modulation of the proposal need to be further developed to create a legible and amenable expression that can successfully bridge the very large scale with this low scale street. The sheer size of the building is clearly a challenge for the architect and needs a lot more work than what is evident so far. It is recommended that the architect use reference projects that correspond with this particular scale rather than rely on mere vignettes from smaller projects.

Within the modules created, the architectural expression is more confident, with clear framing supporting timber infill. However, it is evident that balconies are oversized; it would be preferable for size to be constrained and more effort be given to reducing bulk. The base of the building is not legible and the top of the building very heavy. Generic expression does not sufficiently infuse architecture into this proposal.

The landscape aesthetic - in the form of groves of tall trees in grassland - needs to be much stronger, particularly along the eastern boundary and on the entire length of the southern boundary.

RECOMMENDATIONS/CONCLUSIONS:

This proposal has improved from the pre-DA proposal. It is now aligned to the street, the façade has been better resolved, and foyers are now secure and enclosed. However,

further improvements need to be made to make the proposal a building rather than a mere diagram.

To create a compelling streetscape and mediate its huge scale with context, the proposal requires a greater consideration of site opportunities. While it is technically competent, the proposal still feels quite bulky and clumsy on the site, requiring further design finessing of its compositional qualities to more comfortably sit within its context.

A building of this new scale in this part of the Sutherland Shire will rely heavily on strong plantings of large trees, both at the street frontage and at the rear. There is an opportunity for this development to be an exemplar of robust and appropriate landscaping to the public domain, with effective street tree planting, undergrounding electricity at the street frontage, high quality pavements and furniture, and planting at the rear to reinforce wildlife corridors along the railway line as well as modulate long views from the south. Retaining mature trees will assist in more quickly establishing amenity for the increase in density."

Brendan Randles
ARAP Chairman

06 October 2015

MSO

DA15/0947

NSW Police Force
www.police.nsw.gov.au

ISSUE:
Submission regarding Development Application No. DA15/0947 at 6-14 Unrunga Parade, Miranda, submitted by Leading Senior Constable Christopher Shade, Reg'd No: 27402.

BACKGROUND:
See attached file.

COMMENT:
Demolition of 5 dwellings and construction of a 8 level building consisting of 103 residential apartments.

Development Application No.: DA15/0947

Proposal:
Demolition of 5 dwellings and construction of an 8 level building consisting of 103 residential apartments with a 2 level underground parking.

Property:
6, 8, 10, 12 & 14 Urunga Parade, Miranda

Police Ref: D/2015/0947

We refer to your development application which seeks approval for the development of an 8 level residential apartment building comprising 103 units with a 2 level basement car park for vehicles. The proposed development will result in an increase in activity, both in and around the location. Such activity will subsequently increase the risk of crime, along with increasing crime opportunities and potential offenders to the development and its surroundings.

After perusing the paperwork the following suggested treatment options are submitted for consideration including a number of Crime Prevention through Environmental Design (CPTED) factors that should be considered in this development.

Miranda Local Area Command
34 Kingsway, Cronulla
Telephone 02 9527 8199 Facsimile 02 9527 8137 E/Net 58199 E/Fax 58137 TTY 9211 3776 (Hearing/Speech impaired)
ABN 43 408 613 180

Surveillance

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would-be offenders are often deterred from committing crime in areas with high levels of surveillance.

- **Lighting and Technical Supervision**

Lighting should meet minimum Australian standards. Effective lighting contributes to safety by improving visibility, increasing the chance that offenders can be detected and decreasing fear. Special attention should be made to lighting the entry and exit points from the buildings, pathways throughout the site, car park and access/exit driveways.

The access/exit driveways need to be adequately lit to improve visibility and increase the likelihood that offenders will be detected and apprehended. At the same time throughout the site transition lighting is needed to reduce vision impairment, i.e. reducing a person walking from dark to light places.

Security lighting should not illuminate observers or vantage points. Within the residential complex, observers are likely to be "inside" dwellings. Light should be projected away from buildings towards pathways and gates – not towards windows and doors. Additionally, the central pathway through the complex should provide adequate lighting for pedestrian safety. The attached development application does not specify such lighting considerations.

- **Landscaping**

The safety objective of "to see and be seen" is important in landscaped areas. Research and strong anecdotal evidence suggests that vegetation is commonly used by criminals to aid concealment through the provision of entrapment pockets. Dense vegetation can provide concealment and entrapment opportunities.

Species can be selected for different locations on the basis of their heights, bulk and shape. A safety convention for vegetation is: lower tree limbs should be above average head height, and shrubs should not provide easy concealment. It is recommended that 3-5m of cleared space be located either side of residential pathways. Thereafter, vegetation can be stepped back in height to maximise sightlines.

Given the inclusion of shrubs and trees throughout the site within the proposed development, it must be emphasised that the vegetation be kept trimmed and maintained at all times.

Access Control

Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property.

Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. The proposed development application does not specify access control measures throughout the development. It is, however, crucial that these access control measures be considered.

Consideration should be given to installing security shutters at the entry to the underground car park area. It is noted that the following 'can be conditioned' - "*where security measures to car parks are provided an intercom system shall be installed for visitors to gain entry. This system shall incorporate a CCTV system to ensure that the visitor space availability can be determined"* (Annexure B, SSDCP 2006 Compliance Table, p.15). **This security control measure should strongly be considered prior to approval of this development application**.

Police would recommend that all residents are allocated access cards to provide temporary activation of security shutters to the basement area. This security access control measure could also be used to gain access into the pool area – access/safety control measures are not specified within the development application.

The proposal does not specify the type of locks to be fitted to roller doors within the basement car park area. Police would recommend that garage doors are designed and installed to the Australian Standards, fitted with quality locks. Within the local area, a common modus operandi of break and enter offenders whilst targeting premises of similar nature, is to access the residential premise via the garage area Hence, quality deadlock sets should be fitted to internal doors leading from the garage area into individual townhouses. Storage doors within the garage area should also be fitted with quality deadlocks.

Police recommend that the underground car parking areas be painted white to greatly help to reflect light. Painted facilities not only look larger and more spacious than unpainted car parks, but can greatly reduce the number of lights required to illuminate the car park and on-going energy costs.

Police would suggest the use of CCTV to monitor the common areas, access/exit driveways and underground car parks to ensure resident safety and security.

Internal residential entrance doors and frames should be of solid construction. These doors should be fitted with quality deadlock sets, which comply with the Australian/New Zealand standards and Fire Regulations (Australian Building Code) to enable occupants to escape in emergency situations such as a fire. Consideration should be

given to installing key operated locks to windows. In addition to this, consideration should be given to installing locks that allow for windows and doors in a partially open position.

Territorial Reinforcement

With few exceptions, criminals do not want to be detected, challenged or apprehended. For offenders, the capability of guardianship (to detect, challenge or apprehend) is an important consideration. It is argued that residents are more effective as guardians (crime deterrents) than passing members of the community.

Territorial reinforcement can be achieved through:

- ✓ Design that encourages people to gather in public space and to feel some responsibility for its use and condition
- ✓ Design with clear transitions and boundaries between public and private space
- ✓ Clear design cues on who is to use the space and what it is to be used for. Care is needed to ensure that territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures.

- **Environmental Maintenance**

Clean, well-maintained areas often exhibit strong territorial cues. Rundown areas negatively impact upon perceptions of fear and may affect community confidence to use public space and ultimately, it may affect crime opportunity. Vandalism can induce fear and avoidance behaviour in a public space, therefore the rapid repair of vandalism and graffiti, the replacement of car park lighting and general site cleanliness is important to create a feeling of ownership. Ownership increases the likelihood that people will report or attempt to prevent crime.

Many graffiti vandals favour porous building surfaces, as 'tags' are difficult to remove. Often a ghost image will remain even after cleaning. Easily damaged building materials may be less expensive to purchase initially, but their susceptibility to vandalism can make them a costly proposition in the long term, particularly in at-risk areas. This should be considered when selecting materials for construction.

The overall design of the outdoor "common areas" should include low barrier vegetation, bright/even lighting, wide/even paving, effective guardianship and an absence of entrapment opportunities. In addition to visible street numbering at the entrance to the complex, and throughout, this development should contain clearly signposted directional signage to assist both visitors and emergency services personnel.

Other Matters

Lighting
Offenders within the area target this type of development, both in its construction phase and when the units are occupied. Police would recommend the use of security sensor lights and a security company to monitor the site while construction is in progress.

Car Park Security
One of the major issues that have been brought to Police attention in this Local Government Area is the prevalence of offenders breaching the security access to the car park areas, and breaking into the vehicles. Due to the isolation of the garages, these offences are not usually noticed by the owners until much later. It is suggested that this area be monitored by CCTV and appropriately sign-posted to deter potential offenders.

Way-finding
Way-finding in large environments such as this proposed development site can be confusing. Design and definitional legibility is an important safety issue at these locations. Knowing how and where to enter and exit, and find assistance within the development, can impact perceptions of safety, victim vulnerability and crime opportunity. Signage should *reinforce*, but not be an alternative to legible design.

Letter Boxes
Mail theft/indentify theft costs to the community millions of dollars annually and due to the size of this proposal (132 units) and the volume of mail that will be delivered, it is highly recommended the letter boxes are secured in the foyer area with access via 'swipe card' or the entry door be fitted with quality locks that are approved by Australian Standards. Multi storey residential apartments are a prime target for mail and identity theft offenders. Letter boxes that are positioned on the outside of the unit complex are easily accessible by a 'master key' or residents leaving the letter boxes unlocked.

Windows
Chemically hardened glass, toughened laminated glass with PVB interlayer na transparent polycarbonate sheeting can be an effective alternative to 'normal' glass in certain high risk applications. When properly fitted, they are resistant to breakage. Older style polycarbonates can be negatively effected by UV and scratching. New protective films have reduced this problem.

The NSW Police Force (NSWPF) has a vital interest in ensuring the safety of members of the community and their property. By using recommendations contained in this evaluation any person who does so acknowledges that:

- *It is not possible to make areas evaluated by the NSWPF absolutely safe for the community and their property*

- *Recommendations are based upon information provided to, and observations made by the NSWPF at the time the evaluation was made*
- *The evaluation is a confidential document and is for use by the Council or the organisation referred to on page one*
- *The contents of this evaluation are not to be copied or circulated otherwise than for the purpose of the Council or the organisation referred to on page one.*
- *The NSWPF hopes that by using recommendations contained within this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that the area evaluated will be free from criminal activity if its recommendations are followed.*

RECOMMENDATION:
Forwarded through the Chain of Command for comment then to the General Manager, Sutherland Shire Council.

Christopher Shade
Senior Constable
Crime Prevention Officer
Miranda Local Area Command
14 October 2015

1) Sergeant Millington - Crime Co-ordinator, Miranda LAC
Submitted for information and attention SSC.
[illegible] Sgt 15/10/15.

2) Detective Chief Inspector Woolbank - Crime Manager, Miranda LAC

Shane Woolbank
Detective Chief Inspector
15/10/15

3) Superintendant O'Toole – Miranda Local Area Commander

FORWARD.

Michael O'Toole
Superintendent
Commander
Miranda LAC
19.10.15.

4) General Manager – Sutherland Shire Council

D/2015/504965

Martin Southwell – 9710 0250
File Ref: DA15/0947

11 September 2015

NSW Police Service
Miranda Local Area Command
34 Kingsway
CRONULLA NSW 2230

Dear Sir/Madam

Development Application No. DA15/0947
Proposal: Demolition of 5 dwellings and construction of residential flat building
Property: 6-14 Urunga Parade, Miranda

This letter is to advise that Council has received the above development application.

The application was received by Council on 26 August 2015 and will be on public exhibition from 03 September 2015 to 24 September 2015. It is being referred to NSW Police Service for a Crime Risk Assessment in accordance with the protocol established between Council and NSW Police (copy enclosed). A copy of the application form and internal floor plans are attached. Other supporting plans and information can be accessed from Council's website at www.sutherlandshire.nsw.gov.au, go to Track / Development Applications.

The application seeks to demolish all existing structures and construct a new residential flat building comprising 103 units.

Your comments are requested in relation to Crime Prevention through Environmental Design (CPTED) and 'Safer by Design' aspects of the proposal in addition to any general local policing issues which may be relevant in considering the application.

In making any recommendations to Council, NSW Police should be aware that Council can only request changes to a proposal or impose conditions which are *directly* related to the current proposal. For example, Council cannot use an application for additions to an existing hotel as an opportunity to retrospectively reduce approved hours of operation.

In your response please clearly indicate whether NSW Police supports the proposal or has an objection to it being approved. If supporting the proposal, please specify any modifications or conditions of consent that you consider appropriate. In accordance with the enclosed protocol, if no response is received within 21 days, Council will assume NSW Police do not have any objections to the proposal.

If you need further information or wish to meet with Council staff to discuss the proposal please contact Martin Southwell on 9710 0250 or email msouthwell@ssc.nsw.gov.au and quote the application number in the subject.

Yours faithfully

Martin Southwell
for J W Rayner
General Manager

Please reply to: General Manager
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