Appendix A

Sutherland Shire Development Control Plan 2015 Compliance Table **Chapter 5 – Multi Dwelling Housing**		
REQUIRED	**PROPOSAL**	**COMPLIANCE**
Cl.1.2 – Streetscape & Building Form		
Cl.1 Two or three storey development is only permitted on the front of an allotment and may extend to a maximum of 60% of the depth of the site measured from the property boundary.	2 storey development within the rear of site	No
Cl. 2 A minimum site width of 20m is required for multi dwelling development. Where a variation is proposed, Council must be satisfied that: a. The development provides safe and efficient vehicle and pedestrian access and allows vehicles to leave the site in a forward direction; and b. The development provides adequate vehicular parking, storage space and waste storage areas; and c. The development achieves a high standard of resident amenity and would have no greater impact on adjoining development that would otherwise be the case; and d. The development is compatible with the streetscape and the landscape setting of the locality.	Handle / Corridor (9.8m) Dimension of approximately 22.8m at the siting of the building	No Yes
Cl. 3 A smaller or narrower site width may not allow for the full FSR to be realised. 3. Development must be designed and sited so that it addresses the street and must have a clearly identifiable entry.	N/A	
Cl.4 Individual dwelling entries must be designed to ensure safe pedestrian access and easy way finding.	Building entry clearly defined	Yes
Cl.5 Driveways and other communal paved areas should enhance a sense of place through the use of quality treatments. Unit pavers or textured materials are to be used for hard surfaces; bitumen is not to be used.	Generally satisfactory – refer also to landscape below	Yes
Cl.6 Buildings are to be a maximum of three storeys when viewed from the street. Dwellings must be stepped down a steep site.	Building not perceived as 2 storey when viewed from Shackel Road	Yes
Cl.7		

Roof forms are to be designed to an appropriate size, mass and separation in order to be compatible with the scale and character of existing buildings and landscape elements.	Long / linear built and roof form questionably out of character of existing predominately single dwelling housing stock	No
Cl.8 The building form must be articulated to avoid large expanses of unbroken wall, and to visually reduce bulk.	Built form articulated with increased setback however remains of a long / broad built form	No
Cl.9 Facades are to be composed with an appropriate scale, rhythm and proportion, which respond to the desired character of a locality.	Façade composition inconsistent with prevailing low density residential / urban form	No
Cl.10 Developments on street corners should be designed to define and address both street frontages.	N/A	
Cl.11 Extensive use of highly reflective materials is not acceptable for roof or wall cladding.	Extensive glazing on northern elevation facing residential (i.e. Reception/office part of building and roof edge) Green walls otherwise included in design.	No
Cl.12 The need for additional building services (e.g., electricity kiosk/substation and fire services facilities) must be co-ordinated and integrated with overall design of the development.	Kiosk / substation considered. Ausgrid referral response provided	Yes
Cl.13 Development must be sensitively designed so that it is sympathetic to the amenities and view corridors of neighbouring public and private property and balances this with the amenity afforded to the new development.	View loss acceptable – refer to assessment	Yes
Cl.14 Private open space may be provided in the front setback, provided integrated into a well-designed landscape solution which offers resident amenity and contributes to streetscape quality.	N/A	
Cl.15 Where provided, communal driveways should be designed to provide visual variety and landscaping to reduce the monotony and scale of the pavement.	Entry driveway within access handle generally satisfactory. Limited relief	No

	provided between building and southern boundary.	
Cl.16 All basements must be designed so that vehicles can enter and leave safely in a forward direction.	Generally satisfactory	Yes
Cl.17 Basement car parking must not result in the building having a three storey appearance when viewed from the street.	Generally satisfactory	Yes
Cl.18 Where a basement car park extends above the natural ground level, it is to be designed to ensure that any podium or vehicular entry does not dominate the overall design of the building or the streetscape.	Generally satisfactory	Yes
Cl.19 Driveway walls adjacent to the entrance of a basement car park are to have a high standard of finish or are to be consistent with the external finish of the building.	Generally satisfactory	Yes
Cl.20 A 1m deep soil landscaped setback to neighbouring properties is to be provided along the driveways to basement car parks.	>1m	Yes
Cl.21 Basements must: a. Setback a minimum of 7.5m from the front boundary and 50% of the front setback is to be landscaped in order to contribute to the landscape quality of the streetscape. b. In order to minimise the visual impact of driveways to basements, cut shall be confined to less than one metre within the first 4 metres of the setback from the street. Landscaped terracing is to be relied upon to avoid the need to provide balustrading. Where site constraints make balustrading unavoidable, it is to be open form to minimise its visual intrusion into the streetscape. c. Natural ground levels surrounding the development and at property boundaries must be retained or reinstated to predevelopment levels. Basements must be designed to work with the slope of the land. d. Basements must not compromise the safety of the on-street or off-street environment for pedestrians, cyclists or vehicles. Ramps must have a maximum grade of -5% grade for the first 3m. Front and side boundary fences must be no higher than 1.2m within 3m of the basement ramp. Where safety and/or traffic conditions necessitate, vehicles are required to enter and exit in a forward direction. All multi dwelling development must ensure that vehicles enter and exit in a forward direction.	>7.5m N/A Property boundaries ground levels not retained. N/A	Yes No

Cl.2.2 – Building Setbacks		
Cl.1 Street, side and rear setbacks are measured perpendicular from the property boundary to the closest extent of the building, including balconies, awnings, podiums, sunscreens and the like (excluding eaves).	Noted	
Cl.2 <u>Front</u> 7.5m or established (primary street frontage) <u>Side</u> 0.9m for front 60% of site (ground floor) 4.0m for rear 40% of site (ground floor) 1.5m for front 60% of site (second storey) <u>Rear</u> 4.0m	 >7.5m 5.1m (north) 7.3m (south) 6m	 Yes Yes Yes Yes
Cl. 3 The side setback may be reduced to 1.5m in the rear 40% of the site if the development is single storey height in this rear 40% of the site.	N/A	
Cl. 4. For corner properties, the 7.5m street setback applies to the primary (narrowest) street frontage.	N/A	
Cl. 5. Despite any other clause, for multi dwelling housing on corner allotments, a variation to the rear setback may be considered by Council, but only where it can be demonstrated that a variation would achieve a better outcome than would strict compliance with the standard setback controls because of site constraints, implications stemming from the existing allotment pattern, building design, retention of existing significant vegetation, solar access or positioning of useable open space.	N/A	
Cl. 6. Any basement that extends beyond the foot print of the building must be setback a minimum of 3 metres from side boundaries unless it can be designed to mitigate overlooking between adjoining properties and make provision for landscaping at the side boundaries.	In majority exceeds 3m however parts of basement extend to the northern boundary	No
Cl. 7. Basement walls and roofs and associated vehicular entries must not dominate the overall design of the building or streetscape and are to be integrated into	Generally satisfactory	Yes

the finished building design and landscaped treatment of the site.		
Cl. 8. Where a development has a street setback of 7.5m or greater, building elements may encroach 1.5m into the front setback for a maximum of one third of the area of the façade, forming an articulation zone. Built form encroachments into the articulation zone can include open structure elements such as balconies and hoods, as well as elements which contribute to floor space ratio such as bay windows and room projections. Built form encroachments into the articulation zone must not include: • Garages, or • Lift shafts. Built form encroachments into the articulation zone must improve the design quality of the development with good façade articulation.	N/A	
Cl. 9. Garages and garage doors are not to be located in the articulation zone. These elements are to be located no closer than 7.5m to the front boundary and integrated with the building design.	N/A	
Cl. 10. At grade car parking must not be located within the primary or secondary setback to the street. An exception will only be accepted by Council where: a. It is directly associated with an adaptable/liveable dwelling and no reasonable alternative is possible; and b. The landscape design for the proposed development will still achieve a predominately landscaped setting that is compatible with the established streetscape.	N/A	
Cl. 11. Basement underground car parking may be allowed within the articulation zone of the street setback, provided the structure is considered in conjunction with the overall landscape design and does not detract from the merit of the development.	N/A	
Cl. 12. Where a second storey wall adjacent to a side boundary exceeds 15m in continuous length, the side setback shall be increased by a further 500mm or more for that part of the wall. Where the scale of the side elevation results in significant overshadowing and/or visual intrusion due to building bulk to an adjoining dwelling, an increased building setback is to be employed.	Articulation of form provided however linear bulk and massing presents unacceptable visual intrusion to neighbouring properties	No
Cl.3.2 – Landform		

Cl. 1. Developments should avoid any unnecessary earthworks by designing and siting buildings within the natural slope of the land.	Development generally responds to topography however imposes excessive cut adjoining the northern site boundary	No
Cl. 2. Natural ground level surrounding the development and at property boundaries must be retained or reinstated prior to the completion of works.	Generally satisfactory	Yes
Cl.4.2 – Landscaping		
Cl. 1. Hard surface areas within the street frontage shall be limited to a maximum of 50% of the area of the front setback, with the remaining 50% occupied by deep soil landscaping.	Frontage forms the access corridor / exceeds 50% hardstand but is necessary for vehicular access	No – Acceptable in circumstance presented
Cl. 2. Ground floor courtyards must not extend into the 3m landscape strip along the frontage of development.	N/A	
Cl. 3. Development should be designed to retain existing canopy trees in good health in the vicinity of side, rear and front setbacks, including on adjoining land.	Proposal inadequately demonstrates tree protection.	No
Cl. 4. A minimum of 2 indigenous canopy trees that will attain a minimum mature height of 5m must be planted within 3m of the front boundary and a minimum of 2 indigenous canopy trees that will attain a minimum mature height of 5m must be planted within 2m of the rear boundary.	Site coverage inhibits canopy planting.	No
Cl. 5. Where there are continuous overhead power lines, a minimum of 1 indigenous canopy street tree that will attain a maximum height of 4m, must be planted at a maximum spacing of 7.5m, at a minimum distance of 1 metre from the kerb and/or footpath, and or masonry fence or retaining wall. Street trees must be selected from the Council's technical specifications and Native Plan Selector available on Council's website.	N/A	
Cl. 6. Where there are no continuous overhead power lines, a minimum of 1 indigenous canopy street tree that will attain a minimum mature height of 6m, must be planted at maximum spacing of 7.5m, at a minimum distance of 1 metre from the kerb and/or footpath, and/or masonry fence or retaining wall. Street trees must be selected from Council's technical specifications and Native Plant Selector available on Council's website.	Existing tree proposed to be removed / shown as retained on landscape plan	Yes subject to driveway design in public domain and tree protection / replacement.
Cl. 7.		

Any privacy fencing must be appropriately landscaped with screen planting.	N/A	
Cl. 8. Appropriate paving must be provided to driveways, walkways, entries, fire egress points, garbage bin enclosures, letter boxes and clothes lines, and under pergolas.	Generally satisfactory	Yes
Cl. 9. Landscaping in the vicinity of a driveway entrance should not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.	Generally satisfactory	Yes
Cl. 10. Where planter boxes edge both sides of a pedestrian path or entrance, the vertical height of the planter shall not exceed a height greater than half the width of the pathway.	N/A	
Cl. 11. Where planting is proposed on that part of a basement which extends beyond the building footprint, roof tops or within planter boxes, the space to be planted must be designed and constructed to contain a minimum soil depth of: □ 450mm for grass and ground covers □ 600mm for shrubs □ 900mm for small trees □ 1200mm for large trees. Species selection must be suited to the future microclimate. Landscaping on basement roofs and planter boxes must be accessible for maintenance access.	Generally satisfactory subject to condition	Yes
Cl. 12. Where trees are proposed on roofs or planter boxes an area of 3m x 3m per tree must be provided. Planter boxes in this case must be stepped, mounded or set down in the slab to reduce their apparent height on the surface to 450mm.	Generally satisfactory subject to condition	Yes
Cl. 13. Where site levels allow, basement roof planting is to be integrated with surrounding deep soil landscaping and hard paved areas so the basement roof landscaping reads as an extension of the deep soil landscaping.	Generally achieved where immediately adjoining deep soil	Yes
Cl. 14. Where planter boxes edge both sides of a pedestrian path or entrance, the vertical height of the planter shall not exceed a height greater than half the width of the pathway.	N/A	
Cl. 15. A communal rainwater tank and pump should be located underground in common open space. Common open space areas must be provided with a water efficient irrigation system and taps at a minimum 25m intervals connected to the rainwater tank. Each private open space must be provided with a tap connected to the rainwater tank.	N/A	

Cl. 16. An external energy efficient lighting system is to be provided for pedestrian access and driveways located within communal open space.	Generally satisfactory subject to condition	Yes
Cl. 17. Internal driveways within the drip zone of existing trees should have a pervious surface treatment.	Pavement treatment not pervious within drip zone	No
Cl.18 Plant species selection should reduce the potential for invasive plant species to escape into bushland.	Generally satisfactory subject to condition	Yes
Cl.5.2 – Building Layout, Private Open Space & Solar Access		
Cl. 1. New developments shall be sited and designed to maximise direct sunlight to north-facing living areas, communal open space and private open space areas.	Generally satisfactory	Yes
Cl. 2. New developments shall incorporate passive solar building design, including the optimisation of sunlight access to living areas and the minimisation of heat loss and energy consumption, to avoid the need for additional artificial heating and cooling.	Generally satisfactory	Yes
Cl. 3. For at least 75% of residential units in a development, living rooms and private open spaces should receive a minimum of 3 hours direct sunlight between 9am and 3pm in midwinter.	N/A	
Cl. 4. Lightwells must not be used as the primary source of daylight in habitable rooms.	Generally satisfactory	Yes
Cl. 5. Each dwelling is to provide an area of private open space that has a minimum area of 36m2 with minimum dimension of 5m, of which 9m2 must be paved.	Open space introduced to western side on roof level for use.	Yes
Cl. 6. Private open space may be located within the front setback. In such instances a combination of fencing and hedging is to provide privacy for residents while also ensuring that the site makes a positive contribution to the landscaped character of the street. High solid fencing is unacceptable. Residents seeking to rely on the front setback for private open space must accept a lower level of privacy until landscaping matures. Front fencing must be in accordance with the provisions specified in Chapter 34 Ancillary Development: Fences.	N/A	
Cl. 7. The primary living area of a dwelling is to provide direct access to its private open space.	N/A	

Cl. 8. For the proposed multi dwelling development: a. Orientate the area of private open space to take advantage of the northern solar access, b. Ensure 10m2 of private open space has 3 hours of solar access between 9:00am and 3:00pm at the winter solstice (21 June). c. Overshadowing by vegetation should be ignored, d. Overshadowing by fences, roof overhangs and changes in level should be taken into consideration. a.	Generally satisfactory	Yes
Cl. 9. For the neighbouring dwellings: a. Ensure 10m2 of private open space has 3 hours of solar access between 9:00am and 3:00pm at the winter solstice (21 June); b. Ensure windows of living areas have 3 hours of solar access between 9:00am and 3:00pm at the winter solstice (21 June); c. Consideration will be given to reduced solar access where the proposed dwelling is generally compliant with all development standards and controls, and the extent of impact is the result of orientation, site constraints, and or existing built forms; d. Overshadowing by vegetation should be ignored; e. Overshadowing by fences, roof overhangs and changes in level should be taken into consideration. a.	Satisfactory due to site orientation	Yes
Cl. 10. Each dwelling is to provide a secure storage space, 50% of which is inside the dwelling. The storage requirement is as follows: a. One bedroom unit - 6m3 b. Two bedroom unit – 8m3 c. Three bedroom unit – 10m3.	N/A	
Cl. 11. Suitable clothes drying facilities shall be provided. They shall not be visible from a public place and shall have access to sunlight.	N/A	
Cl.6.2 – Visual & Acoustic		
Cl. 1. Locate, orientate and design new development to maximise the provision of visual privacy.	Large amount of opening orientated to boundary. The control of overlooking unknown/	No
Cl. 2. Use detailed site and building design elements to increase visual privacy without compromising access to light and air.	As above however access to light and air not compromised	Yes
Cl. 3.		

Living room, dining room and kitchen windows that provide a direct outlook to an adjacent property dwelling which leads to a loss of amenity, needs to consider the following: a. offset the edge of one window to the edge of the other window by a sufficient distance to limit the views into the adjacent windows; or b. provide sill heights of at least 1.6m; or c. have fixed obscure glazing or glass blocks in any part of the window below 1.6m. d. direct the outlook from all living rooms, dining rooms, bedrooms, kitchens and studies where possible towards the street, private open space on the development site, public open spaces, and waterways. e. where overlooking of adjacent living rooms, dining rooms, bedrooms, kitchens and studies or private open space is unavoidable then screening elements such as louvres and obscured glass must be used to preserve reasonable visual privacy for neighbours. a.	N/A	
Cl. 4. All noise generating equipment such as air conditioning units, swimming pool filters, fixed vacuum systems and driveway entry shutters must be designed to protect the acoustic privacy of residents and neighbours. All such noise generating equipment must be acoustically screened. The noise level generated by any equipment must not exceed an LAeq (15min) of 5dB(A) above background noise at the property boundary.	Generally satisfactory subject to condition	Yes
Cl. 5. Residential development adjacent to a rail corridor or a busy road as identified on the Road and Rail Noise Buffer Map should be sited and designed to include noise and vibration attenuation measures to minimise noise and vibration impacts. Refer to State Environmental Planning Policy (Infrastructure) 2007 and the NSW Department of Planning's Development near Rail Corridors and Busy Roads – Interim Guidelines.	Generally satisfactory subject to condition	Yes
Cl.7.2 – Parking – N/A refer to Chapter 38		
Cl. 1. Parking spaces shall be located behind the building line.	Generally satisfactory	Yes
Cl.2 Car parking for multi dwelling housing rates:	N/A refer to Chapter 38	
Cl. 3. One (1) visitor car park is to be provided for every 4 dwellings in a multi dwelling development.	N/A	
Cl. 4.		

Developments with 10 or more dwellings must also provide 1 designated carwash bay with minimum dimensions of 3m x 7.6m.	N/A	
Cl. 5. For developments in excess of 30 dwellings, car wash bays are required at a rate of one (1) per 20 dwellings.	N/A	
Cl. 6. The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and street trees, and is to maximise the availability of on-street parking.	Public domain design to determine scope of retention	Yes
Cl. 7. Developments should minimise potential conflicts between pedestrians and vehicles in the design and use of driveways, roadways and footpaths, and by separating pedestrian and vehicles movements.	Generally satisfactory	Yes
Cl. 8. The design of the all vehicle access ways shall enable all vehicles to enter and leave the site in a forward direction. Turning areas shall be provided to enable a maximum 3-point turn to achieve this egress.	Generally satisfactory	Yes
Cl. 9. The minimum vehicular crossing and driveway for a combined vehicular crossing (entry/exit) is 5.5m and 4m for a separate vehicular crossing with a minimum spacing between driveways of 3m.	Width of crossing to be determined based on swept path analysis	No
Cl. 10. Only one single driveway access per frontage is to be provided to the development. Where a variation is proposed Council must be satisfied that: a. each access driveway provides safe access; and b. the availability of on street car parking is not diminished, particularly where on street car parking demand is high; and c. access facilitates retention of existing street trees, rock outcrops or natural features where they occur; and d. site design facilitates greater resident amenity and solar access; and e. development is consistent with the spatial and landscape qualities of the streetscape - in this regard wider lots are appropriate; and f. car parking and garages do not dominate the streetscape. a.	Single / combined driveway proposed	Yes
Cl.8.2 – Adaptable Housing – N/A		
Cl.8.3 – Liveable Housing – N/A		

Cl.9.2 – Safety & Security – N/A		
Cl.1 A design for multi dwelling housings must demonstrate compliance with *Crime Prevention Through Environmental Design* guidelines.	Generally satisfactory subject to conditions	Yes
Cl.10.2 – Waste Management Requirements		
Cl. 1. Provision must be made for waste management, including storage and collection, in accordance with Sutherland Shire Council's "Waste Collection Policy for Multi-Unit Dwellings and Residential Flat Buildings".	On-site servicing Generally satisfactory	Yes
Chapter 36 - Parking Requirements		
1.2 Car parking shall be provided at a rate of 1 space per 30m² for Heath Service Facilities / Medical Centres Revised GFA approx. 2263m² = 75 spaces	54 spaces proposed	No
2.2.1. The dimensions of on-site car parking spaces shall be in accordance with Australian Standard – AS 2890.1 (as amended) and Australian Standard – AS 2890.6.	Generally satisfactory	Yes
2.2.2 All parking spaces shall be designed to comply with the dimensional and manoeuvring requirements of the 85th percentile vehicle as defined by AS2890.1 (as amended).	Generally satisfactory	Yes
2.2.3. Parking spaces shall have a minimum clearance of 2.2 m from the finished floor level of a parking space and adjacent driveway area to any structure over a parking space.	Generally satisfactory	Yes
2.2.4 . Parking spaces adjoining walls and other structures or within single garages shall be 5.5 m long and 3.0 m wide with a clear garage opening of 2.75m. The garage opening (doorway width) may be reduced to 2.4m wide where the driveway leads straight into the garage (as shown in Figure 1). A double garage in a residential development shall be 5.5 metres long and 5.7m wide with a clear garage opening of at least 5m.	Generally satisfactory	Yes
2.2.5 Parking spaces shall have a grade no greater than 1:20.	Generally satisfactory	Yes

Note: 2.4.4. Disabled parking spaces shall have a grade no greater than 1: 40, as detailed in AS2890.1.		
Chapter 37 Late Night Trading - The guidelines for Late Night Premises are in Chapter 37 - Late Night Trading.		
Low Activity Area Medical Centres - Low Activity Area - Base hours 6am-10pm - Extended hours 6am - midnight	24 hour	No - refer to assessment
Chapter 41 Social Impact -		
Social Impact Evaluation / Impact Statement required	Submitted / NSW Police response received with no objection	Generally acceptable – refer to assessment