

Planning Proposal Justification Report

23 Kiora Road & 2-6 Willock Avenue, Miranda

Amendments to the *Sutherland Shire Local
Environmental Plan 2015*

Height of Building and Floor Space Ratio development
standards



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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Version No.	Date of issue	Prepared by	Approved by
1.0 (DRAFT)	04/10/2023	LS/KV	BH
2.0 (DRAFT)	09/10/2023	LS/KV	BH
3.0 (FINAL)	14/12/2023	LS/KV	BH

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Contents

Executive Summary	7
1.0 Introduction.....	1
2.0 Background.....	2
2.1 About The Salvation Army.....	2
2.2 About Formus.....	3
2.3 The Development Partnership.....	3
2.4 Project Vision	3
2.5 Pre-Lodgement Consultation.....	4
2.6 Strategic Planning Context.....	5
3.0 Site Context and Description	13
3.1 Site location and context	13
3.2 Site description	13
3.3 Existing development.....	15
3.4 Access and transport.....	15
3.5 Surrounding development.....	16
3.6 Future context.....	17
4.0 Current Planning Controls	18
4.1 Sutherland Shire Local Environmental Plan 2015	18
4.2 Sutherland Shire Development Control Plan 2015.....	21
5.0 Proposed Development Opportunity.....	22
5.1 Key Design Principles.....	22
5.2 Landscaping	34
6.0 Part 1 – Objectives and intended outcomes.....	37
6.1 Objective	37
6.2 Intended Outcomes	37
7.0 Part 2 – Explanation of Provisions	38
7.1 Amendments to the Sutherland Shire LEP 2015.....	38
8.0 Part 3 – Justification of strategic and site-specific merit	39
8.1 Strategic merit	39
8.2 Site-specific merit	53
9.0 Environmental Assessment.....	55
9.1 Built form and urban design	55
9.2 Landscaping	61
9.3 ‘Better Placed’ and ‘Greener Places’ Assessment.....	65
9.4 Arboriculture Assessment.....	66

9.5	Infrastructure Provision	67
9.6	Stormwater Management	68
9.7	Overshadowing	68
9.8	Amenity.....	69
9.9	Traffic and Parking	69
9.10	Social and Economic Impacts	72
10.0	Part 4 – Mapping.....	75
11.0	Part 5 – Community Consultation.....	76
12.0	Part 6 – Project Timeline	77
13.0	Conclusion.....	78

Figures

Figure 1	Sydney areas worst affected by rent rises.....	5
Figure 2	Completed and approved dwellings by type and density 2021-22.....	6
Figure 3	Locational Context	13
Figure 4	Lot Composition.....	14
Figure 5	Site Aerial Map.....	14
Figure 6	Existing Road and public transport infrastructure.....	16
Figure 7	Extract of Land Use Zoning Map	19
Figure 8	Extract of Maximum Height of buildings Map.....	20
Figure 9	Extract of Maximum Floor Space Ratio Map.....	20
Figure 10	Extract of Heritage Map.....	21
Figure 11	View from the corner of Kiora Road and Willock Avenue	24
Figure 12	View from Willock Avenue looking East.....	25
Figure 13	View from Kiora Road looking North West.....	25
Figure 14	Willock Avenue road (footpath) widening	26
Figure 15	Willock Avenue road (footpath) widening	26
Figure 16	Proposed Building Envelope Plan.....	27
Figure 17	Basement 1.....	28
Figure 18	Basement 2.....	29
Figure 19	Basement 3.....	29
Figure 20	Ground Level Floorplate	30
Figure 21	Residential Entry Level	31
Figure 22	Floor mix throughout the proposed development aligned with the unit mix table.....	33
Figure 23	Ground Floor and Sunken Courtyard Plan	35
Figure 24	Level 1 Detail Plan – The Landscape Terrace.....	35
Figure 25	Level 1 Detail Plan – The Communal Hub.....	36
Figure 26	Rooftop Communal Terrace	36
Figure 27	Consistent datum line along Willock Avenue	56

Figure 28 View from Kiara Road looking North West.....	57
Figure 29 Willock Avenue Shopfront Entrance.....	60
Figure 30 Podium Level Landscape Plan.....	61
Figure 31 Deep Soil Area Diagram	62
Figure 32 Intensity of economic activity (jobs).....	73
Figure 33 Proposed LEP Map – Maximum Building Height	75
Figure 34 Proposed LEP Map – Maximum Floor Space Ratio.....	75

Tables

Table 1 Improved public benefits.....	9
Table 2 Council Consultation.....	4
Table 3 Relevant elements of the updated draft Sutherland Shire Local Housing Strategy	7
Table 4 Forecasted dwelling and development growth within Sutherland Shire.....	12
Table 5 Site Description	13
Table 6 Existing Development	15
Table 7 Current controls and provisions applying to the site under the SSLEP 2015.....	18
Table 8 Key principles informing the vision for the site.....	22
Table 9 Reference scheme basement car parking.....	27
Table 10 Apartment typologies.....	32
Table 11 Proposed SSLEP 2015 Amendments.....	38
Table 12 Consistency with GSRP directions.....	40
Table 13 Consistency with the South District Plan	41
Table 14 Assessment against Sutherland Shire Local Strategic Planning Statement 2020	43
Table 15 Assessment against the Sutherland Local Housing Strategy 2031	46
Table 16 Consistency with Future Transport Strategy 2056.....	48
Table 17 Consistency with State Environmental Planning Policies	49
Table 18 Assessment of Section 9.1 Directions.....	50
Table 19 Assessment of the reference scheme against Clause 6.16 of the SSLEP 2015	62
Table 20 Assessment of the reference scheme against Clause 6.17 of the SSLEP 2015	64
Table 21 ‘Better Placed’ and ‘Greener Places’ design principles informing the vision of the site	65
Table 22 Proposed Development Traffic Generation	70
Table 23 Sutherland Shire DCP 2015 Parking Rates.....	71
Table 24 Reference scheme basement car parking.....	71
Table 25 Local Workers in Miranda 2022.....	73
Table 26 Stakeholder Summary.....	76
Table 27 Anticipated Project Timeline.....	77

Appendices

Appendix	Title	Author
A.	Urban Design Report	<i>Turner Studio</i>
B.	Architectural Plans	<i>Turner Studio</i>
C.	Landscape Report	<i>Land and Form</i>
D.	Landscape Plans	<i>Land and Form</i>
E.	Survey Plan	<i>Wumara Group</i>
F.	Traffic and Parking Impact Assessment	<i>McLaren Traffic Engineering & Road Safety Consultants</i>
G.	Civil Engineering Return Brief	<i>Intrax Projects</i>
H.	Arboricultural Impact Assessment	<i>Sydney Landscape Consultants</i>
I.	Visual Impact Assessment	<i>Turner Studio</i>
J.	Services Impact Assessment	<i>Intrax Projects</i>
K.	Stakeholder Communication and Engagement Plan Framework	<i>Left Field Communications</i>
L.	Urban Design Peer Review	<i>Matthew Pullinger Architect</i>
M.	Social and Economic Impact Assessment	<i>ATX Consulting</i>

Executive Summary

Introduction

This planning proposal justification report has been prepared by Ethos Urban on behalf of Formus Miranda Pty Ltd and The Salvation Army (TSA). It relates to a Planning Proposal to amend the *Sutherland Shire Local Environmental Plan 2015* (SSLEP 2015) as it applies to 23 Kiora Road and 2-6 Willock Avenue Miranda. Specifically, the Planning Proposal seeks to amend the following development standards:

- **Height** – Increase the maximum building height development standard from 25m to 60m; and
- **Floor Space Ratio** – Increase the maximum Floor Space Ratio (FSR) development standard from 2:1 to 5.5:1.

These amendments are required to realise the delivery of a new, purpose-built holistic community centre to deliver TSA services to the community. The proposal will provide an integrated mixed-use development that will not only deliver a brand-new holistic community centre, it will also provide a well-considered residential development, including affordable housing, that contributes to achieving the objectives of Council's draft Housing Strategy 2041, and more broadly addressing the significant need for new housing in the Sutherland Shire and Sydney.

The Site

The land that is the subject of this planning proposal is located on a prominent corner across four lots at 23 Kiora Road and 2-6 Willock Avenue, Miranda. The site is currently occupied by the existing Salvation Army Miranda headquarters, covering an area of 2,447m². The site is situated in the north-eastern corner of the Miranda strategic centre, acting as a gateway site to the centre. It sits approximately 160m to the north of Westfield Miranda and 400m north of the Miranda train station. The site is approximately 23km south of the Sydney CBD.

The existing TSA centre on the site currently has significant limitations which is leading to operational challenges, preventing TSA from meeting the current and growing needs of the community. These challenges include:

- poor quality buildings with inadequate thermal performance, solar access, and ventilation;
- lack of adequate space to accommodate the range of community services; and
- spaces that are not fit for purpose for the specialised services provided by TSA.

The facility is in immediate need of renewal given the physical and operational constraints of the existing buildings.

The Project and Vision

The vision for the Miranda TSA site is to transform the site into a vibrant mixed-use community and residential development that caters to the evolving needs of the local community.

At its heart, the proposal involves constructing a brand new, purpose-built holistic community centre that provides essential services to continue to support the vulnerable and disadvantaged individuals throughout the region. The new holistic community centre will be a purpose-built facility allowing TSA to connect to a wider range of community groups and provide greater support for more people, with an aim to reduce the duration of crises experienced by those vulnerable individuals and families by providing them with the critical support they require in a timely manner. This significant community benefit will be funded by the income generated by the residential apartments, with the scale of the project being directly correlated to the ability to deliver the facility. In this regard, a Public Benefit Offer has been prepared to accompany the planning proposal comprising the following:

- Works in Kind:
 - TSA community facility, including emergency assistance, rehabilitation services, disaster relief, youth programs, job training, housing assistance, and counselling facilities;
 - Public domain and footpath upgrades;
- Footpath widening via easement for public access;
- Monetary Contributions:
 - Housing and Productivity Contribution;

- Affordable Housing Contribution; and
- Sustainability commitments.

Additionally, the project will incorporate new residential apartments of superior quality in accordance with the Apartment Design Guide, which will complement the renewed Salvation Army facilities. The residential dwellings located above the TSA community facility will then provide the much-needed diverse housing options and affordability, situated in proximity to public transport, retail shops, schools, and other amenities. The future apartments will offer a diverse range of housing options including a proportion of key worker (affordable) housing situated in proximity to public transportation, retail shops, schools, and other amenities.

The overall mixed-use development is designed to meet the changing needs of the growing population of Sutherland Shire and the Miranda Centre.

Strategic Justification

The Planning Proposal has been prompted by Council's recent investigations into updating the endorsed Sutherland Shire Local Housing Strategy, with a draft Housing Strategy update 2041 reported to Council in early 2023. Council's update to the Housing Strategy identifies a strategic intent to address forecast population growth and the fact that the current planning controls are preventing feasible developments from addressing the community's housing demands. With this in mind, the viability of the proposal has informed the amendments sought to the floor space and height development standards.

The draft Housing Strategy makes explicit note of opportunities to deliver housing in centres, including Miranda which is acknowledged as a priority. The draft Housing Strategy directly promotes proposals such as the subject Planning Proposal, stating:

“Increasing housing options in and close to centres can help improve the viability and vitality of centres. The careful placement of larger buildings can help reduce impacts while also delivering new spaces that can help to revitalise the public domain...”

Council will prioritise the two strategic centres outlined in the South District Plan of Sutherland-Kirrawee and Miranda.”

In this context, the proposal seeks to address the site's unrealised potential as a gateway site to a key strategic centre within the Sutherland Shire in accordance with the strategic planning framework for the area and deliver an improved built form outcome on the site, as well as the renewal of a key piece of community infrastructure in the locality. More broadly, the Planning Proposal has been informed by a comprehensive Urban Design Report (refer to **Appendix A**) and other technical studies and reports (refer Table of Contents).

The following key strategic plans and policies have also informed the proposed amendments:

- *Greater Sydney Region Plan: A Metropolis of Three Cities;*
- *South District Plan;*
- *Sutherland Shire Local Strategic Planning Statement (LSPS);*
- *Draft Sutherland Shire Local Housing Strategy 2041; and*
- *Future Transport Strategy 2056.*

These plans and policies illustrate that the South District and Sutherland Shire LGA is expected to experience a significant increase in population. In particular, the population of Miranda is expected to grow at a rate of 16.88% between 2023 and 2036, which is 5.44% faster than the Sutherland Shire overall. Similarly, forecasted dwellings and development in Miranda is expected to grow by 25.6% between 2021 and 2036, which is 12.1% faster than the rate of the Sutherland Shire overall.

The proposed amendments will facilitate the delivery of housing to directly address these strategic demands, and more broadly contribute to addressing Sydney's housing crisis. This housing will also directly contribute to funding the new TSA fit-for-purpose holistic community centre that can serve the region to replace the existing TSA centre, which is currently limited by operational challenges including poor quality buildings, inadequate space, and spaces that are not fit for purpose. Key Assessment Matters

Pre-lodgement meetings were held with Council's officers on five occasions to discuss the potential of the site and the pathway to support uplift. It was established that a Proponent-led planning proposal would be the most appropriate pathway to unlock the potential of this site, and a number of key assessment matters were agreed.

This Planning Proposal is accompanied by various technical reports and studies that have assessed the relevant environmental, social and economic issues related to the proposed amendments to the SSLEP 2015, including the following:

- Built Form and urban design;
- Landscaping;
- Arboricultural impacts;
- Infrastructure provision;
- Stormwater management;
- Traffic and access;
- Overshadowing;
- Heritage assessment;
- Economic impacts; and
- Social impacts.

These technical studies illustrate that the anticipated redevelopment of the site can be supported and will not result in any unacceptable impacts on the environment or surrounding context. Furthermore, the design proposal has been independently reviewed by Matthew Pullinger, with confirmation that the proposal “represents a compelling, logical and positive renewal of the site, bringing with it a significant range of public benefits”.

Public Benefits

The Planning Proposal will deliver significant public benefits, including:

- The provision of a renewed 1,500m² Salvation Army holistic community facility that will significantly increase the capacity of the charity’s operations within the Sutherland Shire. This improvement will act as a substantial injection of investment into community infrastructure within the locality and assist TSA in catering for the escalating critical social needs of the Sutherland Shire. The provision of a community facility for TSA is critical to the proposal and will be a significant public benefit to the Sutherland Shire and beyond. With a renewed, operationally successful, and fit-for-purpose facility, TSA will be able to implement long term strategies with an established presence in the Sutherland Shire. **Table 1** below highlights the improvement in public benefits resulting from the renewed community centre when compared to the existing centre.

Table 1 Improved public benefits

Community facility floor space type	Current (sqm)	Proposed (sqm)
Multipurpose space including storage	390	1,500
Salvo’s Store	None	350 (included with the above 1,500 square metres).
Kitchen	None	High quality (non-commercial kitchen for meals, functions and Training).
Administration, community support and outreach spaces	88 sqm shared with counselling Rooms.	674 sqm of purpose built and dedicated counselling room space, compliant with standards for accessibility and safety.
Garden	Limited to backyard of Willock Avenue property.	Designed and landscaped outdoor area including children’s play and quiet, respite space.
Medical/ allied health	None	Space provided for medical and allied health. Part of income generation space.
Worship	Shares multipurpose space.	Will share larger multipurpose Space.

- Residential apartments providing diverse housing at a site within the Miranda Strategic Centre that is within walking distance to public transport, employment, services, and education. The proposal will provide a boost to Miranda's housing supply and meet the demand for housing within a location that can utilise existing infrastructure effectively – directly aligned with Council's draft Housing Strategy.
- Fulfilment of the beginnings of the Council's draft Housing Strategy, with the proposal setting a benchmark for new development in the prioritised centre of Miranda. The proposal is able to demonstrate how density can be delivered sensitively and appropriately within centres, aligning with Council's intended growth structure.
- A proportion of key worker (affordable) housing, which equates to five (5) apartments based on the current indicative scheme (5% of uplift floor space minus the community facility). The provision of these key worker apartments will be delivered in addition to the new community centre, and are intended to be owned and managed by TSA as a registered community housing provider. The provision of these affordable apartments and the holistic community centre all allow TSA to continue to fulfill their mission and the critical role they play within the surrounding region.
- The project will deliver a total of 13,454m² of GFA. Of this total, 14% will deliver floor area for the purpose of community benefit (comprising the key worker apartments and a 1,500m² holistic community centre). Compared to the existing under-developed TSA facilities present on the site, which comprise poor quality buildings, inadequate space, and buildings that are not fit for purpose, the proposed uplift will enable a significant increase in community benefit for the Sutherland Shire.
- Increased and improved public domain on Willock Avenue, with a future easement for public access to be provided along the entirety of the northern boundary of the site, providing a consistent public domain treatment which will align with the existing paving pattern on Willock Avenue.
- As highlighted by the Social and Economic Impact Assessment provided in **Appendix M**, the proposal will result in *"a significant increase in the value of the additional services that are proposed to be enhanced through the development of the site and the expansion of the community facility floor space in particular"*.
- The overall community benefit of the TSA holistic community centre and affordable housing equates to 21.6% of the development over and above the 2:1 FSR currently permissible on the site.
- Increased monetary contributions associated with the proposed development, delivered in the form of the Housing and Productivity contribution.
- Positive employment benefits from the enhanced operations in the new community facility. The number of full time equivalent employees will increase from 5 to 25. This encompasses employment through the Salvos retail outlet and counselling rooms. Additionally, regular sessional volunteers are estimated to increase from 15 to 40-50.

The proposal exhibits planning merit and public benefits associated with the site's redevelopment, and therefore justifies the request for a planning proposal to be prepared for Gateway Determination.

1.0 Introduction

This planning proposal report forms part of a rezoning request submitted to the Sutherland Shire Council (Council) in support of proposed amendments to the *Sutherland Shire Local Environmental Plan 2015* (SSLEP 2015). The proposed amendments will facilitate the future redevelopment of 23 Kiora Road & 2-6 Willock Avenue, Miranda (the site). The planning proposal has arisen from a need to renew the existing TSA facility on the site, as well as directly addressing the identified opportunity Council has placed on uplifting the planning controls in the Miranda centre to address the need for new housing.

The objective of this planning proposal is to enable the redevelopment of the site to accommodate a mixed-use offering, commensurate in scale with the site's location in the Miranda strategic centre. The future anticipated mixed-use development will consist of:

- a four-level podium comprising:
 - A holistic community facility for The Salvation Army on the ground floor, encompassing:
 - A kitchen and back-of-house facilities;
 - Community support and outreach office premises;
 - Loading, parking, and services;
 - Consulting rooms;
 - Family services;
 - A multi-purpose community centre; and
 - An outdoor communal garden.
 - Three levels of residential apartments; and
- a residential building above the podium including a mix of apartment types with communal facilities on the rooftop. A percentage of these apartments will be provided as key worker housing; and
- three basement levels comprising car parking, bicycle storage, waste storage, utility rooms, and residential storage cages.

This planning proposal requests that Council initiate an LEP amendment process to SSLEP 2015 to make the following changes:

- **Height** – Increase the maximum height of building development standard from 25m to 60m; and
- **Floor Space Ratio** – Increase the maximum Floor Space Ratio (FSR) development standard from 2:1 to 5.5:1.

As required by Section 3.33 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), and in reference to the Local Environmental Plan Making Guideline, this planning proposal report includes:

- a statement of the objectives or intended outcomes of the proposed instrument (**Section 6.0**);
- an explanation of the provisions that are to be included in the proposed instrument (**Section 7.0**);
- the justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will comply with relevant directions under Section 9.1 of the EP&A Act) (**Section 8.0**);
- maps containing sufficient detail to indicate the substantive effect of the proposed amendments (**Section 10.0**);
- details of community consultation (**Section 11.0**); and
- project timeline (**Section 12.0**).

This planning proposal report describes the site, the proposed amendments to SSLEP 2015 and provides an environmental assessment of the proposed reference design. The report should be read in conjunction with the Urban Design Report prepared by Turner Studio (refer to **Appendix A**) and specialist consultant reports appended to this proposal.

2.0 Background

2.1 About The Salvation Army

The Salvation Army (TSA) is a Christian organisation that operates in over 130 countries, providing a range of services to people in need. Their primary mission is to assist individuals and families overcome a wide array of social challenges and to offer spiritual guidance and support. Through numerous programs and community services, TSA makes a significant contribution to supporting communities, including the following:

- **Emergency Assistance:** TSA provides emergency assistance to individuals and families in crisis such as food, clothing and shelter.
- **Rehabilitation Services:** TSA operates drug and alcohol rehabilitation programmes to help those struggling with addiction.
- **Disaster Relief:** TSA responds to natural disasters and other emergencies, providing food, shelter and other forms of support to those affected.
- **Youth Programs:** TSA provides spiritual guidance and counselling to those seeking support and guidance.
- **Job Training:** TSA offers job training and placement services to help individuals find employment and achieve financial stability.
- **Housing Assistance:** TSA provides housing assistance to homeless individuals and families, including transitional housing and permanent supportive housing.

Overall, the Salvation Army plays a vital role in supporting communities by addressing immediate needs, whilst also providing resources for long-term stability and success. TSA's operations in Miranda and the broader Sutherland Shire champion the above services, with a range of faith and connection groups for people of all ages, and social support services including crisis assistance, financial counselling, transitional housing and rehabilitation services. The Salvation Army (TSA) have a strong presence in the Sutherland Shire serving the most vulnerable in the community. The social challenges faced by residents of the Sutherland Shire are unfortunately continuing to increase each year, further stretching the capacity of the existing TSA facility.

In the Sutherland Shire, TSA provide the following community services:

- **Hampers and hot meals**
- **Drop-in centre**
- **Transitional housing**
- **Crisis assistance**
- **Moneycare financial counselling** – Financial crisis and budgeting support.
- **Reconnect** – A service committed to helping young people (12-18 years old) and their families restore healthy relationships within the family and wider community.
- **Community Co-op** – Bring people together to provide charitable services to the community.
- **Drive for Life Programme** – Training and mentoring to help vulnerable youth attain their driver's licence.
- **You're the Boss Programme** – Financial education program for 16-25 year olds comprising 1:1 and group support
- **Counselling Facilities to support:**
 - Domestic violence
 - Drug and alcohol case workers
 - Crisis housing and emergency relief services
 - Other critical social and support programmes
 - Financial relief and counselling (Doorways and Moneycare), employment assistance (Employment Plus)
 - Youth services including education, training and employment assistance.

The proposal will allow TSA to continue achieving and expand their mission in the Sutherland Shire, securing the long-term operations of TSA in the region.

2.2 About Formus

Formus Property Pty Ltd (Formus) is an experienced property development organisation with a strong track record of partnering with community-based organisations to deliver property development solutions that support and enhance each organisations core purpose. The Formus Directors are recognised for successfully delivering quality landmark mixed use developments in the Sutherland Shire and surrounds, in projects such as Woollooware Bay Town Centre and the Kogarah RSL developments.

2.3 The Development Partnership

TSA undertook an exhaustive 12-month Expression of Interest process to find a partner that aligned with its principles, mission and vision for the site. Following this process, TSA appointed experienced development specialists Formus, to deliver an integrated mixed-use- residential and holistic community multi-purpose facility in collaboration with architects, Turner Studio and town planners, Ethos Urban.

The Formus development team have worked closely with not-for-profit organisations such as TSA to help guide critical change and deliver long term sustainable community benefits like the Salvos Miranda project.

2.4 Project Vision

The site comprises an existing Salvation Army centre, where TSA have a long history of supporting the community of the Sutherland Shire. This has been provided without government support and through the goodwill of the community and its volunteers. The current facility has evolved over time and the TSA team have utilised these existing improvements on the site beyond their intended capacity.

This provides a unique opportunity for the site to be transformed into a fit for purpose holistic community centre that can serve the region, whilst the residential tower can respond to the local demand for diverse housing provision in the Sutherland Shire. In this context, the project vision for the Miranda Salvation Army site is to transform it into a vibrant mixed-use development that caters to the evolving needs of the local community.

The new self-funded facilities will allow TSA to provide greater support for more people, with an aim to reduce the duration of crises experienced by individuals and families by providing them with the support they require. The residential dwellings intend to provide diverse housing options situated in proximity to public transport, retail shops, schools, and other amenities.

2.5 Pre-Lodgement Consultation

To foster an open and cooperative planning approach to the site's redevelopment, pre-lodgement consultation with Council has taken place over a period of 9 months. **Table 1** outlines the consultation which has taken place with Council officers.

Table 2 Council Consultation

Dates	Meeting Summary
24 th February 2022	<p>The meeting included an overview of:</p> <ul style="list-style-type: none"> • The Salvation Army including its Vision and Mission. • The services currently being provided by TSA from the site. • The operational limitations and challenges posed by the lack of "fit-for-purpose" facilities. • The aspirations for the site. <p>Feedback from the meeting was that there is merit in exploring a proposal on the site which delivers a community facility and residential dwellings. Council identified that an update to the Housing Strategy is underway, and Place Plans will also be developed for key centres.</p>
30th March 2023	<p>The meeting highlighted the site's potential and the opportunities for:</p> <ul style="list-style-type: none"> • Redevelopment to enable the delivery of enhanced community services. • Complementing and activating Council's proposed Housing strategy. • The built form context surrounding the site. <p>Feedback from the meeting was that specific built form outcomes should be defined. Council staff identified that there may be a pathway through a broader rezoning of the Miranda centre associated with the Place Plan, or a Proponent-led rezoning.</p>
31 st May 2023	<p>The meeting covered the following information:</p> <ul style="list-style-type: none"> • The Salvation Army's primary objective for the project, being the delivery of enhanced community services. • Site analysis and constraints. • Discussion regarding the planning pathways that could be pursued. • Introduction of initial building massing options that are appropriate for this location. <p>Feedback from the meeting was accepting of the selected pathway of a Proponent-led rezoning, and acknowledgment of the proposed height and massing. Council staff identified the need for a Proponent-led rezoning to be clear on the public benefits proposed and key assessment matters such as overshadowing, surrounding amenity and urban design merit.</p>
3 rd July 2023	<p>This meeting was held with Council's strategic planners:</p> <ul style="list-style-type: none"> • Confirmed documentation deliverables for the planning proposal. • Confirmed anticipated timeline through until DA lodgement. <p>Feedback from the meeting was agreement that due to timing uncertainty, a Proponent-led Planning Proposal is beneficial and the right way to move forward.</p>
22 August 2023	<p>A further meeting was held with Council's strategic planners to discuss the implications of the portion of land on the Willock Avenue frontage of the site earmarked for the purpose of road (footpath) widening. The conclusion of this meeting was that the proposed development will maintain a ground plane setback suitable to allow for the intended public footpath along Willock Avenue, with a cantilever design on the upper storeys of the elevation to ensure that the upper floorplates are not compromised.</p> <p>Additionally, Council confirmed that the basement was not required to be setback to the same extent as the ground plane, and that the basement excavation would not need to be reduced. To facilitate the above, Council confirmed that an easement would be an acceptable planning mechanism and that dedication of the land would not be required. Further discussion on the design of the Willock Avenue elevation is provided in the Urban Design Report prepared by Turner (see Appendix A).</p>

2.6 Strategic Planning Context

Numerous State and Federal government initiatives have been developed in recent years to assist in alleviating the pressure of the current housing affordability and supply crisis in NSW, all of which have a common goal of delivering significantly greater housing supply in key locations. The Proponent's strategy for the site has stemmed from this broader strategic context.

The strategic planning frameworks described below have assisted in providing context and informing the vision for the site. A further discussion on the strategic merit of the proposal is provided in **Section 8.1**.

2.6.1 Sydney's Housing Crisis

Due to the severe housing supply shortage in Australia and lack of delivery and approvals, NSW is experiencing a severe housing affordability crisis. The chronic housing affordability pressures are evidenced through the Demographic International Housing Affordability (2022 Edition), which ranks Sydney as the second least affordable major capital city among a total of 92 surveyed worldwide. This was found to be due to house prices, cost of a deposit, loan serviceability, rental affordability, and the demand for social and affordable housing.

ABS Census Data from 2021 shows that there are almost twice as many people under rental stress than there are under mortgage stress, which is defined as spending more than 30% of household income on rental or mortgage payments. The Sutherland Shire especially demonstrates this trend, with its annual change in weekly rent rising by 30.2% between February 2022 and January 2023 (SQM Research). With the Sutherland Shire's rental vacancy rate sitting at a record low of 1%, the rental prices are not likely to resolve any time soon as demand outweighs availability. This is confirmed in data provided from Everybody's Home, which highlights the 10 worst areas affected by the rental crisis in Sydney (see **Figure 1**).

Sydney areas worst affected by rent rises			
Region	Asking rent – Feb 2023	12-month change in weekly rent	Vacancy rate – Jan 2023
1. Eastern Suburbs	\$ 1,073	\$ 351 or 48.6%	1.2%
2. Lower North Shore	\$ 1,097	\$ 338 or 44.5%	1.7%
3. Sydney CBD	\$ 1,027	\$ 303 or 41.8%	2.9%
4. Canterbury Bankstown	\$ 603	\$ 167 or 38.3%	0.7%
5. Inner West	\$ 714	\$ 184 or 34.8%	1%
6. St George	\$ 641	\$ 163 or 34%	1.1%
7. Upper North Shore	\$ 848	\$ 209.55 or 32.8%	2%
8. Parramatta	\$ 579.54	\$ 136 or 30.7%	1.1%
9. Northern Beaches	\$ 1,082	\$ 251 or 30.2%	1.3%
10. Sutherland Shire	\$ 744	\$ 172.54 or 30.2%	1%
11. Western Sydney	\$ 565.58	\$ 123 or 27.8%	1.3%

Figure 1 Sydney areas worst affected by rent rises

Source: Everybody's Home

Furthermore, a survey of 1,500 people conducted by the Property Council of Australia (PCA) in November 2022 found that 81% of the people believed that there is a lack of housing that is affordable in their area. The survey revealed data highlighting this problem:

- 52% of respondents rent as they have no other choice and one third of the renters believe they will not be able to purchase a home in the next five years as they cannot overcome the deposit gap.
- 30% of renters enjoy renting as they have financial freedom and flexibility, however, one in five renters are forced to share the rent with other people to be able to afford it.

In addition to the above, there has been a large decline in home ownership across all generations, particularly in younger people. The ABS 2021 data has found that the rate of home ownership among 30–34-year-olds has fallen from 64% in 1971 to 50% in 2021, and among 25–29-year-olds, it fell from 50% to 36% in the same period. Due to these declining home ownership rates, it has forced people into the rental market, with approximately 60% of people aged under 35 renting.

These are alarming statistics that proliferate the pressure to provide diverse housing that enhances housing choice to meet the demands of our population, and greater housing supply to ease the affordability crisis.

Furthermore, almost half of dwelling approvals in 2021-2022 were low density housing, which has had a significant impact on housing affordability. Medium / high density apartments are considerably cheaper to rent in Greater Sydney, and property data shows that the average rent for property in September 2022 was \$700 for houses and \$529 for units.

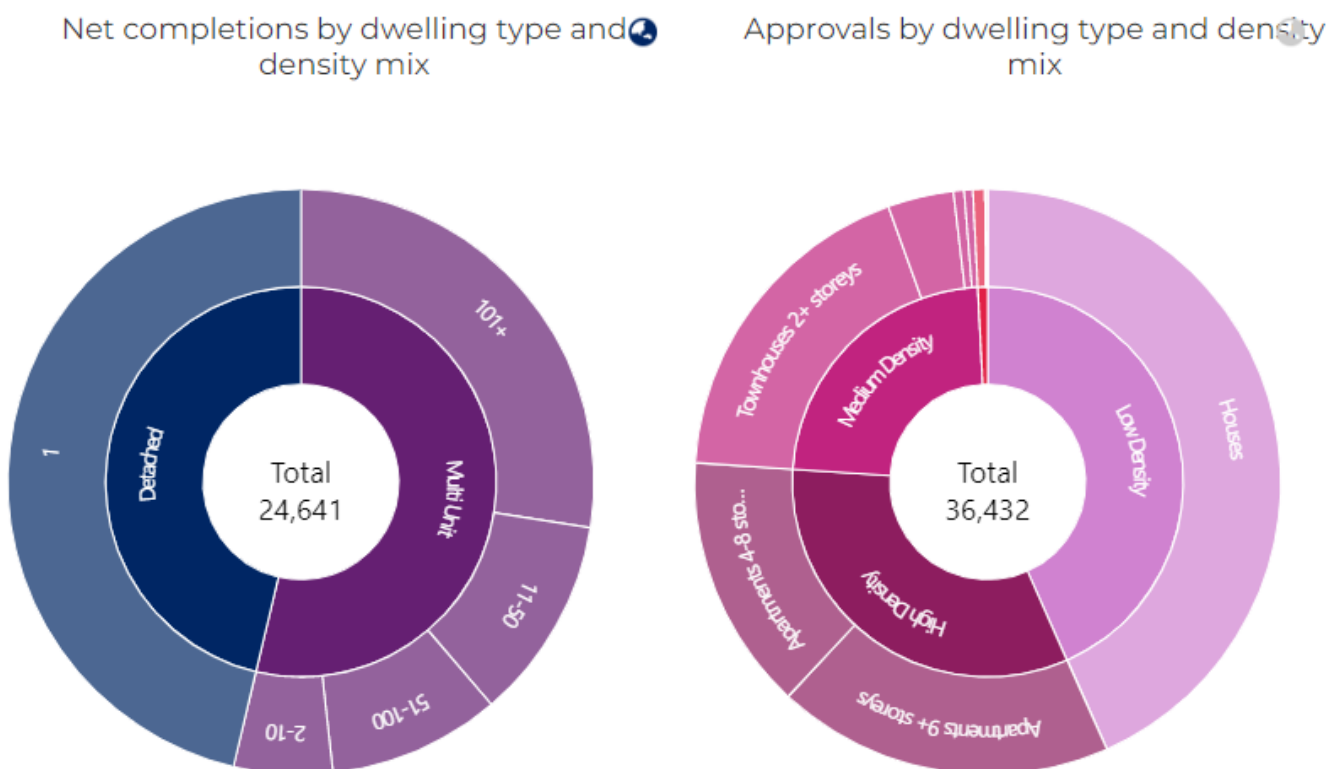


Figure 2 Completed and approved dwellings by type and density 2021-22

Source: NSW Government Urban Development Program Dashboard

Based on the above statistics, it can be argued that high density residential housing has the potential to breach the accessibility and affordability concerns surrounding sprawling low density development, providing a typology that satisfies the growing demand for housing in locations that are accessible to employment, services, and recreation. Ultimately, high density residential housing has greater public benefit and assists in the achievement of many state government housing objectives across several strategic planning frameworks in NSW. Further discussion on this is provided in **Section 8.1**.

Particularly, Sutherland Shire Council is adopting this higher density residential housing solution in the Sutherland Shire Local Housing Strategy (the Housing Strategy), which was prepared in 2020 to guide the delivery of housing across the Sutherland Shire to 2036. In 2022, an updated Draft Housing Strategy ("Draft Sutherland Shire Local Housing Strategy 2041") was prepared in accordance with the Department of Planning and Environment (DPE)'s guideline to modernise housing targets and the approach to achieving these targets.

Overall, the updated strategy emphasises that areas with greatest access to regular public transport services and the highest levels of walkability are the most optimal locations for future housing supply. Simultaneously, the updated strategy notes Miranda as a strategic location to accommodate this growth, with a forecasted dwelling growth of +25.6% between 2021 and 2036 (ABS Census of Population and Housing, 2021). Community engagement associated with the update noted that feedback received highlights the opportunity and urgency for more high-quality affordable housing options close to transport nodes for people to live in.

2.6.2 Draft Sutherland Shire Local Housing Strategy 2041

This planning proposal seeks to provide accessible housing options in high demand in the Sutherland Shire, consistent with the objectives of the draft Sutherland Shire Local Housing Strategy 2041. On 24 July 2023, Council's ordinary meeting considered the draft Strategy where it was concluded that the report be referred to the Planning and Growth Standing Committee for further scrutiny and that an additional report be prepared which addresses the issues raised in the Public Forum at the meeting held that evening. Notwithstanding this, Council's Planning and Growth Standing Committee have yet to receive and consider the draft Strategy to date, and it therefore remains under development with Council.

In the context of this planning proposal, the draft Housing Strategy makes explicit note of increased opportunities to develop residential flat buildings in selected centres by increases to principal development standards. Specifically, the strategy notes:

"Opportunities for increases in dwelling density have been made in areas which are close to the centres of Sutherland, Jannali, Miranda, Caringbah and Cronulla, and in the area between Sutherland Hospital and Caringbah centre."

The importance of developing residential apartments in mixed use buildings in centres is also encouraged in order to ensure safe and lively shopping streets with active street fronts. The planning proposal caters for this through an activated ground floor with the upgraded TSA headquarters and a communal courtyard.

In May 2023, an update to the Housing Strategy was prepared to be presented to Council, which included statements such as:

"Increasing housing options in and close to centres can help improve the viability and vitality of centres. The careful placement of larger buildings can help reduce impacts while also delivering new spaces that can help to revitalise the public domain..."

Council will prioritise the two strategic centres outlined in the South District Plan of Sutherland-Kirrawee and Miranda."

The elements of the draft Strategy that are relevant to the planning proposal have been summarised in **Table 3**. Further detailed analysis of the planning proposal against the draft 2041 Strategy is provided in **Section 8.1.2**.

Table 3 Relevant elements of the updated draft Sutherland Shire Local Housing Strategy

Direction/Priority	Summary
Section 2: Vision and Objectives	
1. Support residents' choice to live in the form of housing they want as their life circumstances change, in locations where they can maintain community connections.	Highlights that the Sutherland Shire should offer a variety of future housing forms to provide the community options in terms of how they live and where they live. It stresses the residents should be able to move to larger or smaller homes without leaving their community. Overall, Council is striving to provide a mix of housing preferences to meet the community's needs, with one third of new homes to compromise dual occupancies, one third medium density housing and one third apartments.
2. Plan for enough homes for our community as it grows and changes	Emphasises that the continual low population growth rate in the Sutherland Shire will result in a slow increase in the number of people living in the area. This is anticipated to be characterised by an ageing population, with young people moving out of home, resulting in more single person and couple only households. Therefore, the rate for demand for housing is greater than the rate of population increase. Council estimates that an additional 22,375 dwellings between 2016 and 2041 will be required with an aim for nominal completion of 910 dwellings per year during this period. Delivery of these dwellings will need to be co-ordinated with appropriate infrastructure investment.
3. Manage Change to keep valued landscape and scenic qualities	Community engagement reaffirmed the value of green, leafy landscape character and the scenic qualities of Sutherland Shire. The strategy aims to focus changes and density in and around centres in the LGA to assist in retaining the landscape character of residential neighbourhoods and minimise impacts on areas of scenic quality and environmental sustainability. It was also emphasised that the locality's urban tree canopy and landscaped character in its residential areas contributes to the sense of place of Sutherland Shire.

Direction/Priority	Summary
4. Recognise that people have differing needs and circumstances and support opportunities for affordable and secure housing	The draft housing strategy seeks to implement opportunities for housing that is affordable, stable, and supportive of residents' aspirations and wellbeing. This includes the priority to deliver more social housing, recognising affordable dwellings as essential social infrastructure and committing to an affordable dwelling policy.
5. Ensure new homes do not expose residents to known natural hazards and allow residents to cope with changing climate and adopt emerging technologies	Housing should respond to its environment, our changing climate, and natural hazards. The draft Strategy will not increase the number of homes and people in locations that are known to be vulnerable to bushfire and flooding. Design should address extreme heat and optimise energy use to provide homes and precincts that are safe and comfortable.

Section 3: Planning Approach

3.1 – Planning for a mix of housing typologies in the right locations

3.1.5 – Apartments

As noted above, community engagement recognised that a significant portion of the community expressed their preference for almost one third of additional dwellings to be provided in the form of apartments around centres. The strategy emphasised that when identifying areas for increased height and density, the impact on surrounding land and the public domain must be a key consideration.

In light of this, the strategy commits Council to creating capacity for new apartments, especially through changes to height and floor space. The strategy also anticipates that this growth would be focused along the central transport spine in the eastern section of the Sutherland Shire, enabling future residents to benefit from easy access to retail, employment, schools and services.

Apartment buildings above 6 storeys

As well as lower scale apartment buildings, the strategy also identifies that throughout the Sutherland Shire, existing apartment buildings that are above 6 storeys are concentrated in established centres. It continued to note that increasing housing options in, and close to, centres can improve the viability and vitality of centres, with carefully placed larger buildings able to reduce impacts whilst delivering new spaces to assist in revitalising the public domain.

Subsequently, Council aims to focus this growth through Place Plans for key centres such as Miranda. It is expected that Council will prioritise Miranda as one of two strategic centres in Sutherland Shire earmarked for higher density housing.

The following objectives and actions are proposed to be pursued as part of the draft Strategy. This only includes objectives and actions that are relevant to the planning proposal.

Objective	1. Support residents' choice to live in the form of housing they want as their life circumstances change, in locations where they can maintain community connections.
Action	1.1 Prepare Place Plans with housing options aligning growth with infrastructure for the centres of Miranda, Sutherland-Kirrawee and Caringbah.
	1.5 Amend SSLEP2015 to accommodate opportunities for taller apartment buildings on the options provided in the Place Plans
	1.7 Work with the NSW Government to understand the timing of infrastructure delivery, implications for housing development, and to advocate for improved infrastructure and services for the local community.
Objective	3. Manage change to keep valued landscape and scenic qualities.
Action	3.2 Manage change by focusing high density developments in and around centres to preserve the local character and natural environment of low-density neighbourhoods.

Direction/Priority	Summary								
	<table border="1"> <tr> <td style="background-color: #000080; color: white;">Objective</td> <td>4. Recognise that people have differing needs and circumstances and support opportunities for affordable and secure housing</td> </tr> <tr> <td>Action</td> <td>4.4 Amend SSLEP2015 to include a height bonus in the R4 High Density Residential zone and the centre zones for all housing forms that utilise State Environmental Planning Policy floor space ratio bonuses to provide affordable dwellings.</td> </tr> <tr> <td style="background-color: #000080; color: white;">Objective</td> <td>5. Ensure new homes do not expose residents to known natural hazards and allow residents to cope with changing climate and adopt emerging technologies.</td> </tr> <tr> <td>Action</td> <td>5.2 Review SSDCP2015 provisions to encourage additional water storage capacity and re-use options to meet appropriate stormwater management outcomes and promote water conservation and reuse.</td> </tr> </table>	Objective	4. Recognise that people have differing needs and circumstances and support opportunities for affordable and secure housing	Action	4.4 Amend SSLEP2015 to include a height bonus in the R4 High Density Residential zone and the centre zones for all housing forms that utilise State Environmental Planning Policy floor space ratio bonuses to provide affordable dwellings.	Objective	5. Ensure new homes do not expose residents to known natural hazards and allow residents to cope with changing climate and adopt emerging technologies.	Action	5.2 Review SSDCP2015 provisions to encourage additional water storage capacity and re-use options to meet appropriate stormwater management outcomes and promote water conservation and reuse.
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3.2 Planning for different needs and circumstances

3.2.2 Affordable Dwellings	<p>In coordination with Council's overall sentiment to support the uptake of affordable dwellings, the following objectives and actions are proposed to be pursued as part of the amended housing strategy.</p> <table border="1"> <tr> <td style="background-color: #000080; color: white;">Objective</td> <td>1. Support residents' choice to live in the form of housing they want as their life circumstances change, in locations where they can maintain community connections.</td> </tr> <tr> <td rowspan="2" style="vertical-align: top;">Action</td> <td>1.1 Prepare Place Plans with housing options aligning growth with infrastructure for the centres of Miranda, Sutherland-Kirrawee and Caringbah.</td> </tr> <tr> <td>1.6 Amend SSLEP2015 to introduce mechanisms for an affordable dwellings contribution scheme.</td> </tr> <tr> <td style="background-color: #000080; color: white;">Objective</td> <td>4. Recognise that people have differing needs and circumstances and support opportunities for affordable and secure housing</td> </tr> <tr> <td rowspan="9" style="vertical-align: top;">Action</td> <td>4.1 Prepare an Affordable Dwelling Policy which incorporates a target of 5% of all dwelling approvals.</td> </tr> <tr> <td>4.2 Prepare an affordable dwellings contributions scheme that establishes how, where and at what rate development contributions will be collected by Council for affordable dwellings.</td> </tr> <tr> <td>4.3 Advocate to State and Federal government for improved affordable dwelling and social housing delivery.</td> </tr> <tr> <td>4.4 Amend SSLEP2015 to include a height bonus in the R4 High Density Residential zone and the centre zones for all housing forms that utilise State Environmental Planning Policy floor space ratio bonuses to provide affordable dwellings.</td> </tr> <tr> <td>4.5 Review SSLEP2015 and amend as required to identify the most appropriate locations for bonus height and FSR for affordable housing dwellings.</td> </tr> <tr> <td>4.6 Amend SSDCP2015 to reduce the requirements for parking for affordable dwellings to match the requirements in the <i>State Environmental Planning Policy (Housing) 2021</i>.</td> </tr> <tr> <td>4.7 Work in partnership with Community Housing Providers, the not-for-profit sector, the State and Commonwealth Governments, the private sector, other councils and the financial sector to support affordable dwelling delivery.</td> </tr> <tr> <td>4.8 Develop a program of community engagement and education targeted at improving the Sutherland Shire community's understanding of affordable dwellings.</td> </tr> <tr> <td>4.9 Host a series of professional development sessions for council officers and councillors facilitated by the Community Housing</td> </tr> </table>	Objective	1. Support residents' choice to live in the form of housing they want as their life circumstances change, in locations where they can maintain community connections.	Action	1.1 Prepare Place Plans with housing options aligning growth with infrastructure for the centres of Miranda, Sutherland-Kirrawee and Caringbah.	1.6 Amend SSLEP2015 to introduce mechanisms for an affordable dwellings contribution scheme.	Objective	4. Recognise that people have differing needs and circumstances and support opportunities for affordable and secure housing	Action	4.1 Prepare an Affordable Dwelling Policy which incorporates a target of 5% of all dwelling approvals.	4.2 Prepare an affordable dwellings contributions scheme that establishes how, where and at what rate development contributions will be collected by Council for affordable dwellings.	4.3 Advocate to State and Federal government for improved affordable dwelling and social housing delivery.	4.4 Amend SSLEP2015 to include a height bonus in the R4 High Density Residential zone and the centre zones for all housing forms that utilise State Environmental Planning Policy floor space ratio bonuses to provide affordable dwellings.	4.5 Review SSLEP2015 and amend as required to identify the most appropriate locations for bonus height and FSR for affordable housing dwellings.	4.6 Amend SSDCP2015 to reduce the requirements for parking for affordable dwellings to match the requirements in the <i>State Environmental Planning Policy (Housing) 2021</i> .	4.7 Work in partnership with Community Housing Providers, the not-for-profit sector, the State and Commonwealth Governments, the private sector, other councils and the financial sector to support affordable dwelling delivery.	4.8 Develop a program of community engagement and education targeted at improving the Sutherland Shire community's understanding of affordable dwellings.	4.9 Host a series of professional development sessions for council officers and councillors facilitated by the Community Housing
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Direction/Priority	Summary
	Industry Associated NSW to raise awareness and understanding of affordable dwellings.
Objective	5. Ensure new homes do not expose residents to known natural hazards and allow residents to cope with changing climate conditions and adopt emerging technologies.
Action	5.2 Review SSDCP2015 provisions to encourage additional water storage capacity and re-use options to meet appropriate stormwater management outcomes and promote water conservation and reuse.

3.3 Planning to ensure a supply of housing

3.3.2 6–10-year housing target (FY2021/22 – FY2025/26)	<p>The current Department of Planning and Environment 5-year housing supply forecast for 2021/22 to 2025/26 suggests a medium growth scenario of 5,125 dwellings in the pipeline.</p> <p>Council's data suggests that the current housing development pipeline of dwellings already under construction and approvals yet to be acted on, together with continuation of current trends in development application lodgement and construction rates, will deliver approximately 3,800 dwellings in the five years to June 2026.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #003366; color: white;">Objective</td> <td>2. Plan for enough homes for our community as it grows and changes</td> </tr> <tr> <td style="background-color: #003366; color: white;">Action</td> <td>2.1 Work with the Greater Cities Commission and the Department of Planning and Environment to confirm acceptance of a target of 3,800 additional dwellings between 2021/22 and 2025/26.</td> </tr> </table> <p>The following statistics predict that the population of Miranda is expected to grow at a rate of 16.88% between 2023 and 2036, which is 5.44% faster than the Sutherland Shire overall.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #003366; color: white;"> <th colspan="3">Sutherland Shire Council</th> </tr> <tr style="background-color: #e0f0ff;"> <th>2023</th> <th>2036</th> <th>% Change between 2023 and 2036</th> </tr> </thead> <tbody> <tr> <td>236,197</td> <td>257,531</td> <td>+ 11.44%</td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #003366; color: white;"> <th colspan="3">Miranda</th> </tr> <tr style="background-color: #e0f0ff;"> <th>2023</th> <th>2036</th> <th>% Change between 2023 and 2036</th> </tr> </thead> <tbody> <tr> <td>19,472</td> <td>22,759</td> <td>+ 16.88%</td> </tr> </tbody> </table> <p>Similarly, forecasted dwellings and development in Miranda is expected to grow by 25.6% between 2021 and 2036, which is 21.2% faster than the rate of the Sutherland Shire overall.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #003366; color: white;"> <th>Area</th> <th>2021</th> <th>2036</th> <th>% Change between 2021 and 2036</th> </tr> </thead> <tbody> <tr> <td>Sutherland Shire Council</td> <td>90,910</td> <td>103,194</td> <td>+ 13.5%</td> </tr> </tbody> </table>	Objective	2. Plan for enough homes for our community as it grows and changes	Action	2.1 Work with the Greater Cities Commission and the Department of Planning and Environment to confirm acceptance of a target of 3,800 additional dwellings between 2021/22 and 2025/26.	Sutherland Shire Council			2023	2036	% Change between 2023 and 2036	236,197	257,531	+ 11.44%	Miranda			2023	2036	% Change between 2023 and 2036	19,472	22,759	+ 16.88%	Area	2021	2036	% Change between 2021 and 2036	Sutherland Shire Council	90,910	103,194	+ 13.5%
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3.3.3 10–20-year housing capacity target	<p>The housing strategy highlights that based on population projections from DPE in June 2022, a 10–20-year housing target of 18,900 dwellings should be established, with a goal of 22,375 dwellings by 2041. This translates to a need for an additional 910 – 945 additional dwellings annually.</p> <p>Strategy Capacity Target</p> <p>As well as an indicative housing target, the amended housing strategy commits to a strategic capacity target of 22,000 additional dwellings to 2036. This means ensuring that there will be enough capacity under the planning controls to accommodate 22,000 additional dwellings. Ultimately, this provides an option to ensure capacity is built into the planning framework.</p>																
3.3.5 Affordable dwelling target	<p>The amended housing strategy commits to a target of 5% of all dwelling approvals for the period between 2021 to 2041 to be adopted as affordable housing. Between 2016 and 2022, affordable dwellings made up 3% of housing delivery. Therefore, to support the 5% approvals target, the strategy will be guided by the following objective and actions:</p> <table border="1"> <tr> <td>Objective</td> <td>4. Recognise that people have differing needs and circumstances and support opportunities for affordable and secure housing</td> </tr> <tr> <td rowspan="2">Action</td> <td>4.1 Prepare an Affordable Dwelling Policy which incorporates a target of 5% of all dwelling approvals.</td> </tr> <tr> <td>4.2 Prepare an affordable dwellings contributions scheme that establishes how, where and at what rate development contributions will be collected by Council for affordable dwellings.</td> </tr> </table>	Objective	4. Recognise that people have differing needs and circumstances and support opportunities for affordable and secure housing	Action	4.1 Prepare an Affordable Dwelling Policy which incorporates a target of 5% of all dwelling approvals.	4.2 Prepare an affordable dwellings contributions scheme that establishes how, where and at what rate development contributions will be collected by Council for affordable dwellings.											
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Section 4: Actions

4.1 Implementation and delivery plan

Overall, the planning proposal is consistent with the relevant objectives and actions intended to be sought within the draft Sutherland Shire Local Housing Strategy.

2.6.3 Draft Sutherland Shire Affordable Housing Contribution Scheme

In November 2022, Council resolved to prepare a Draft Affordable Housing Contribution Scheme, which was to investigate the most appropriate mechanisms for delivering additional affordable housing supply across the Sutherland Shire. This investigation included a scheme to seek affordable housing contributions on sites where residential uplift is approved by way of a planning proposal. The specific contribution rate is yet to be determined and is expected to be resolved in the rezoning process for specific centres.

On 26 June 2023, Council's Ordinary Meeting considered the Draft Affordable Housing Contribution Scheme, but it was referred to Council's Planning and Growth Standing Committee for deliberation at its meeting on 4 September 2023. Notwithstanding this, the Planning and Growth Standing Committee's meeting on 4 September 2023 did not consider the Draft Affordable Housing Contribution Scheme nor has it been considered at any meetings since. Therefore, it is anticipated that the Scheme is still being developed by Council. Despite this, the planning proposal proposes to include a portion of key worker housing within the unit mix, aligning with the broader strategy of Council to deliver additional housing options across the Sutherland Shire.

2.6.4 Miranda Centre Place Plan

The Housing Strategy and Sutherland Local Strategic Planning Statement (Sutherland LSPS) both allude to the creation of centre-specific 'Place Plans' which will allocate future dwellings across the centres of the Sutherland Shire. This additional density will be distributed with consideration of existing transport and community infrastructure that services the centres. This is anticipated to ensure that actions across all informing strategies will be embedded in a consolidated place, with future options for increased housing capacity to be provided in the Place Plan.

Whilst these Place Plans are yet to be reported to Council and are therefore not publicly available, the Sutherland LSPS and draft Housing Strategy both identify Miranda as a key centre for additional housing supply in higher density development settings, commensurate with its role as a strategic centre. This is evident within **Table 4**, which illustrates Miranda having a growth rate **12.1%** higher than the overall Sutherland Shire Council area.

Table 4 *Forecasted dwelling and development growth within Sutherland Shire*

Area	2021	2036	% Change between 2021 and 2036
Sutherland Shire Council	90,910	103,194	+ 13.5%
Miranda	7,850	9,863	+ 25.6%

Source: ABS Census of Population and Housing, 2021

Community engagement carried out for the Sutherland Shire Local Housing Strategy 2041 produced feedback that stressed the importance and urgency to produce high quality, affordable housing options close to public transport nodes for people to live in. The draft Strategy notes that this feedback received during the initial housing engagement will inform options developed as part of the various Place Plans to be prepared. It is understood that Council is currently working with the community to develop a shared vision and plan for their 'place', articulating the future Place Plan as a pathway for that vision. Essentially, each Place Plan will inform the community about Council's vision for the next 10 years to improve the local centres and neighbourhoods in the Sutherland Shire.

This planning proposal will contribute to the vision for Miranda under the anticipated Place Plan. The proposal will establish a benchmark for high quality and thoughtful development that sensitively provides for density in the strategic centre of Miranda, leveraging the locational and infrastructure attributes of the centre. Given the qualities of the proposal and the detailed analysis which has informed the built form outcome, it is expected that the proposal can be a demonstration of quality outcomes and therefore inform the broader Place Plan.

3.0 Site Context and Description

3.1 Site location and context

The site is located at 23 Kiara Road & 2-6 Willock Avenue, Miranda, in the Sutherland Shire Local Government Area (LGA). The site is in the north-eastern corner of the Miranda Town Centre, one of two strategic centres in the Sutherland Shire (the other being Sutherland-Kirrawee), which is situated approximately 5km west of the site. In this location, the site is in immediate proximity to a diverse mix of commercial, retail and medium to high density residential land uses, as well as schools and open space. The main services hub which acts as a concentration of these uses is Westfield Miranda, which is located approximately 200 metres south of the site. The site is highly connected by public transport, proximate to heavy rail services at Miranda train station (a 400m or 6 minute walk from the site), which service the remainder of the Sutherland line to the east and Sydney CBD to the north. The site's locational context is shown at **Figure 3**.

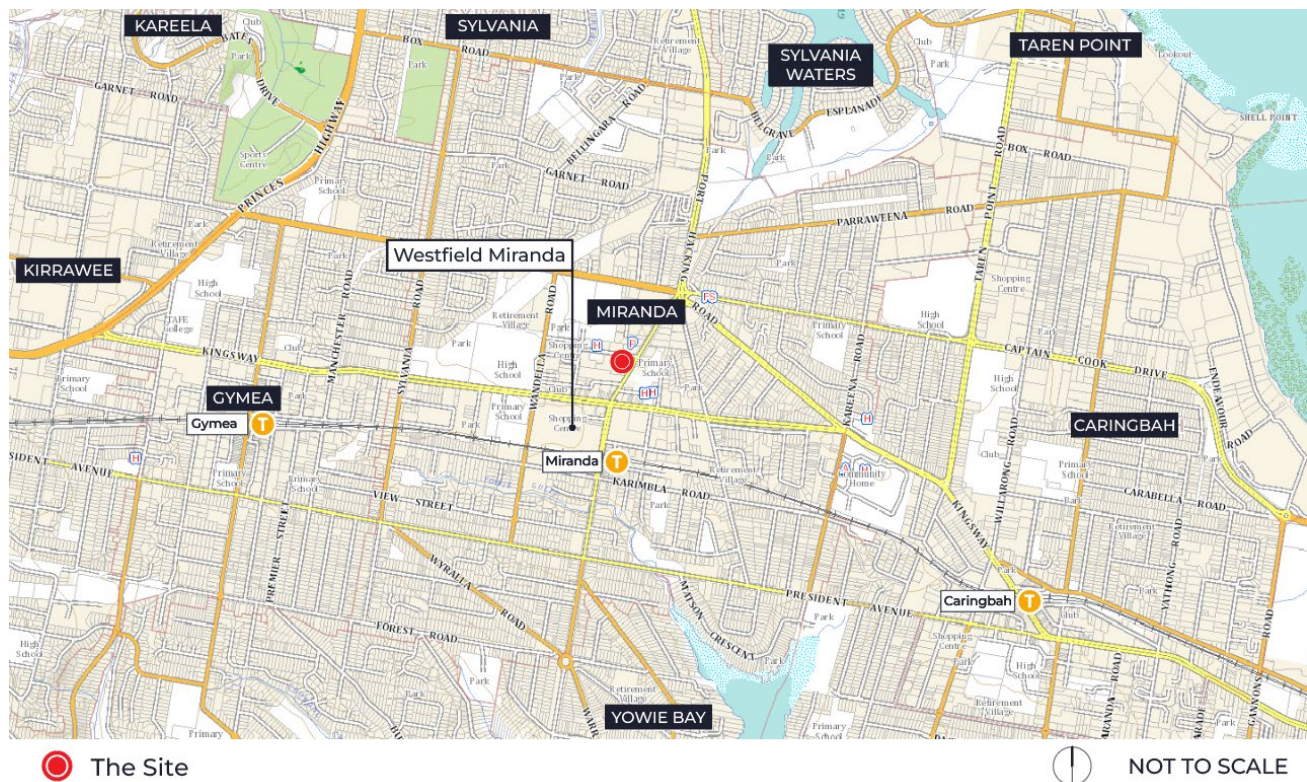


Figure 3 Locational Context

Source: SIX Maps, edits by Ethos Urban

3.2 Site description

The site has a total area of 2,447.1m². It is trapezoidal in shape and is bounded by Willock Avenue to the north and Kiara Road to the east (which is classified as a regional road). The legal description of the lots comprising the site are provided in **Table 5**.

Table 5 Site Description

Street Address	Lot No. and DP	Area (m ²)
23 Kiara Road	Lot 2 DP359422	575.4m ²
2 Willock Avenue	Lot 3 DP21777	600.7m ²
4 Willock Avenue	Lot 4 DP21777	588.1m ²
6 Willock Avenue	Lot 5 DP21777	682.9m ²
TOTAL AREA		2,447.1m²

The lot composition of the site is illustrated in **Figure 4**.

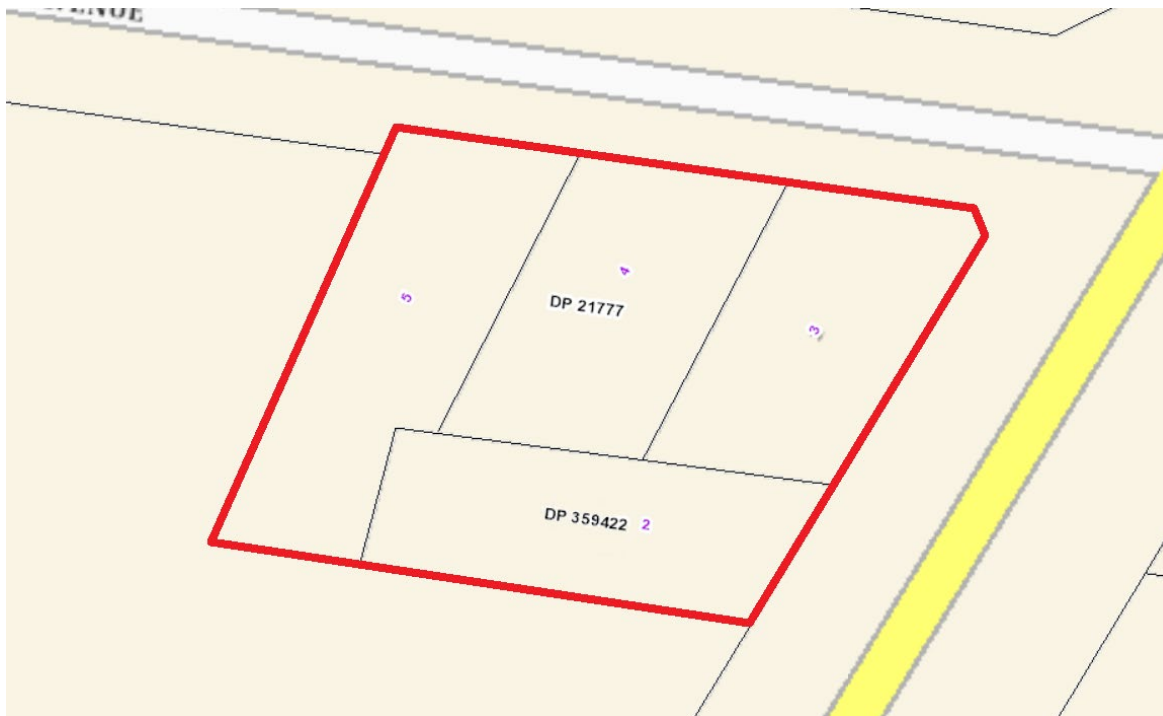


Figure 4 Lot Composition

Source: SIX Maps, edits by Ethos Urban

Collectively, these lots and addresses are referred to as the ‘site’ throughout this report. The boundaries of the site are illustrated in an aerial view in **Figure 5**.



 The Site

 NOT TO SCALE

① Lot 3 DP 21777: 2 Willock Avenue ③ Lot 5 DP 21777: 6 Willock Avenue

② Lot 4 DP 21777: 4 Willock Avenue ④ Lot 2 DP 359422: 23 Kiora Road

Figure 5 Site Aerial Map

Source: Nearmap, edits by Ethos Urban

3.3 Existing development

The site currently comprises two existing buildings, both of which are anticipated to be demolished under a separate application to facilitate the renewal for the new mixed-use development. Three heritage listed street trees are present along the Kiora Road frontage of the site (see **Appendix H**). The existing development is detailed further in **Table 6**.

Table 6 Existing Development

Building	Description
23 Kiora Road	Comprises the existing TSA community centre, which is a two-storey building. The centre includes ancillary ramp access to an outdoor, undercover seating area, with a highly accessible frontage to Kiora Road. This building acts as the main core of TSA operations for its Miranda location.
2 Willock Avenue	Directly adjoined to the existing TSA community centre is a hardstand car parking area. This supports the parking needs of the TSA with vehicle access provided from both Kiora Road and Willock Avenue. The car park generally occupies the remainder of the Kiora Road frontage as well as the corner of Kiora Road and Willock Avenue.
4 Willock Avenue	An additional parking area is provided directly adjacent, with vehicular access provided from Willock Avenue. The lot is made up of exposed gravel with a shipping container currently in its south eastern corner.
6 Willock Avenue	Contains the second building of the site, which is a former dwelling house fronting Willock Avenue and is now used for on-site administration purposes by TSA. Grassed lawns occupy the front and rear setback of the lot with dedicated vehicle access leading to a garage area provided off Willock Avenue.
Heritage significant street trees	The Brush Box and Camphor Laurel street trees fronting Kiora Road are also listed under local heritage item 3102 in Schedule 5 of the SSLEP2015. These trees will be retained as part of the planning proposal and incorporated into the future public domain and streetscape elements of the site.

3.4 Access and transport

The site is located in the Miranda strategic centre, specifically on the northern edge of the centre. The site benefits from excellent access to public transport and existing infrastructure and services. This includes three public bus routes, providing access to Cronulla station, Miranda Westfield and Southgate shops, with one bus stop directly in front of the site on Kiora Road, and four others in a 300-metre proximity. Furthermore, the site is also serviced by Miranda train station, located approximately 400-metres south, which is served by the T4 Eastern Suburbs and Illawarra Line. This adds significant connectivity to the Sydney CBD and other surrounding suburbs in Sutherland Shire.

Kiora Road is a regional road with moderate to high traffic volumes throughout the day, linking the site to other major roads such as the Kingsway, The Boulevard and President Avenue, as well as to the core of the Miranda Strategic Centre. Our Lady Star of the Sea Primary School is also provided vehicular and pedestrian via Kiora road, to the east of the site. Willock Avenue is a local street linking the site to Port Hacking High School and Wandella Road. There are three existing vehicular entry/egress points to the site, with two from Willock Avenue and one from Kiora Road. The pedestrian access points are located on Kiora Road and Willock Avenue, with the circulation pattern in the site characterised by the existing northern and eastern street frontages.

A Traffic and Parking Impact Assessment has been prepared by McLaren Traffic Engineering and Road Safety Consultants and is included at **Appendix F**.

The road and public transport connections to the site are shown in **Figure 6**.

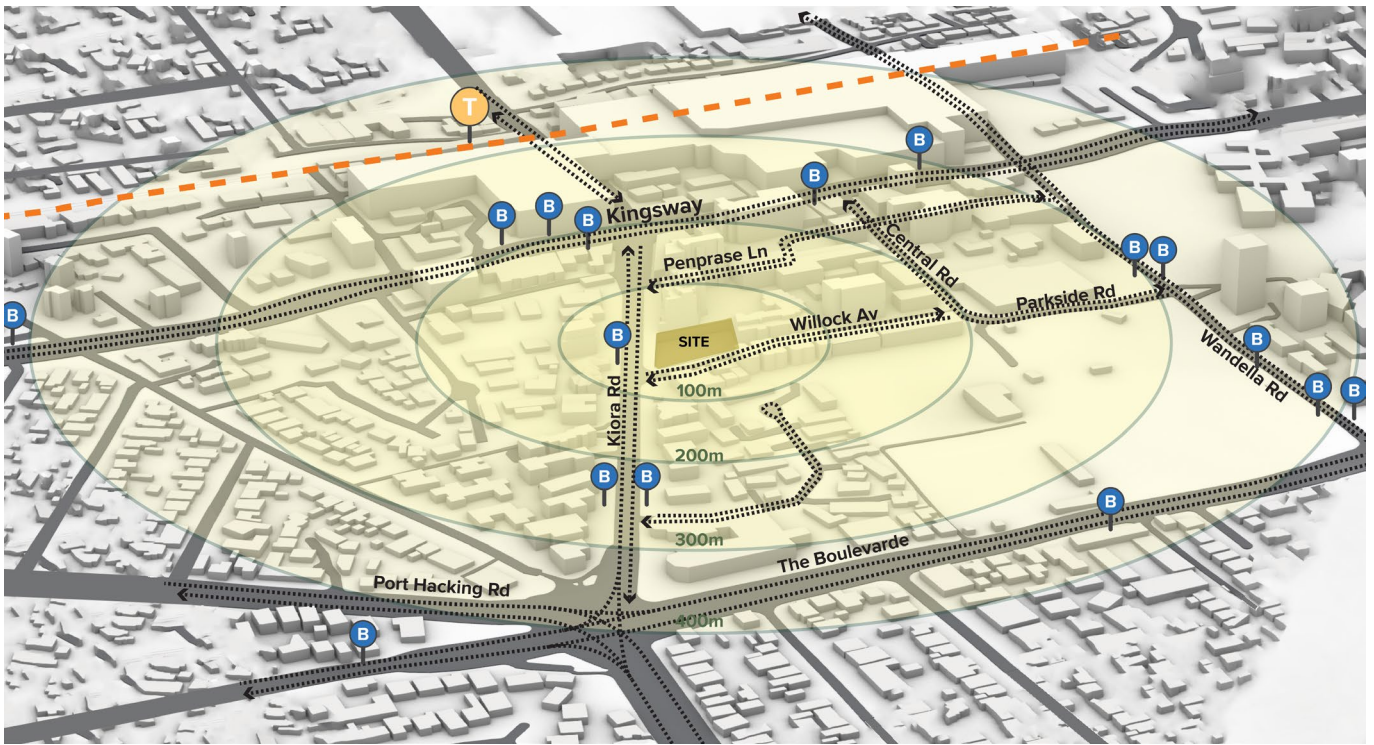


Figure 6 Existing Road and public transport infrastructure

Source: Turner Studio

3.5 Surrounding development

The surrounding context is predominantly characterised by residential development, with retail / commercial uses nearby and schools and open space in close proximity to the site.

North

To the north of the site, across Willock Avenue, is the Miranda Police Station, whilst further afield the area is generally categorised by detached dwellings and multi-dwelling houses. This lower density built form acts as a major contribution to the locality’s predominant suburban character outside of key centres. Approximately 300m to the north of the site is a car dealership, which is situated on a prominent corner at the five-ways intersection – the junction of Kiora Road, the Boulevard, and Port Hacking Road.

South

To the south of the site is a row of residential flat buildings ranging from 7 storeys to 2 storeys starting at the commercial and retail shop top development that lines the Kingsway, being the main vehicular thoroughfare of Miranda. This represents the gradual transition of low scale to higher density residential development in the Miranda Strategic Centre. Westfield Miranda, a major shopping centre, is located approximately 150m south of the site.

East

Immediately east, across Kiora Road, is Our Lady Star of the Sea Primary School. Adjacent to the school is a series of higher density residential developments, ranging between 2 and 6 storeys. These sites mark the end of the higher density built form to the east, with continual low-density residential development lying further beyond.

West

The west of the site is generally characterised by residential flat buildings and mixed-use development ranging from 4 to 7 storeys. A large proportion of these developments include ground level business premises and health services. Approximately 250m to the west at the intersection of Willock Avenue and Central Road is Miranda Mall, which comprises a variety of shops and retail premises including a Coles supermarket.

3.6 Future context

The Miranda Centre represents one of the two strategic centres in the Sutherland Shire as identified in the Sutherland LSPS. Given its status as a strategic centre, the LSPS notes that Miranda is at the forefront of various planning initiatives including a concentration of jobs and economic growth, improved transport infrastructure, higher density residential developments, and mixed-use development opportunities. A number of planning priorities (discussed further in **Section 8.1.2**) allude to these initiatives and more broadly, Miranda's significance to the Sutherland Shire.

Updates to the draft Housing Strategy are consistent with the LSPS with reference to the preparation of a Miranda Centre Place Plan. As summarised in **Section 2.6**, the draft Housing Strategy identifies the creation of centre-specific 'Place Plans' to accommodate additional density in proximity of existing transport and community infrastructure. Particularly, for apartments buildings above 6 storeys, the Place Plans for key centres such as Miranda will commit to creating 1,306 dwellings in the short term (0-2 years after gazettal). This directly correlates with the expectation for the future Miranda Place Plan to deliver higher density residential developments around key infrastructure.

Whilst the Miranda Place Plan is not yet publicly available, it will encourage uplift for additional housing supply in the centre through higher density residential development. This is commensurate with Miranda's role as a strategic centre, serviced by good public transport and heavy rail, and leverages a significant portion of the LGA's housing supply targets.

4.0 Current Planning Controls

4.1 Sutherland Shire Local Environmental Plan 2015

The current development standards applying to the site under Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015) are outlined in **Table 7** and illustrated in the LEP map extracts at **Figure 7 – Figure 10**.

Table 7 Current controls and provisions applying to the site under the SSLEP 2015

Clause	Provision / Standard	Comment
Clause 2.3 <i>Objectives and Land Use Table</i>	The site is zoned E2 Commercial Centre. Refer to the extract at Figure 7 .	Development for the purpose of the proposed development is permissible with consent in the E2 zone.
Clause 4.3 <i>Height of Buildings</i>	The site is subject to a maximum height of buildings of 25m. Refer to the extract at Figure 8 .	This planning proposal requests to amend the maximum height of buildings standard from 25m to 60m to reflect the highest and best use of the site in accordance with its strategic intent. This is intended to be generally consistent with the maximum height limits within other strategic centres within the Sutherland Shire, but lower than similar centres across Sydney serviced by rail infrastructure.
Clause 4.4 <i>Floor Space Ratio</i>	The site is subject to a mapped FSR of 2:1. Refer to the extract at Figure 9 .	This planning proposal requests to amend the maximum floor space ratio standard from 2:1 to 5.5:1 in order to accommodate the proposed development uplift of the site and the viability of community facility.
Clause 5.1A <i>Development on land intended to be acquired for public purposes</i>	Development consent must not be granted to any development on land identified on the Land Reservation Acquisition Map.	Whilst the site is not identified on the Land Reservation Acquisition Map, however, a 2.5m strip of land along the northern boundary of the site has been identified for road (footpath) widening in a meeting resolution of Council held on 9 May 2005 (Minute No. 1170, Report No. WKS188-05), namely to create a public footpath for pedestrians along Willock Avenue. At a pre-lodgement meeting held on 22 August 2023, Council provided feedback that the proposed design should maintain a ground plane setback suitable to allow the intended public footpath along Willock Avenue, with a cantilever design (see Figure 11) on the upper storeys of the elevation to ensure that the upper floorplates are not compromised. Additionally, Council confirmed that the basement was not required to be setback to the same extent as the ground plane, and that the basement excavation would not need to be reduced.
Clause 5.10 <i>Heritage Conservation</i>	Development consent is required for erecting a building on land which a heritage item is located.	The site is not identified as a heritage item, but directly adjoins local heritage item 3102 – “ <i>Street trees, alternate planting of Lophostemon confertus (Brush Box) and Cinnamomum camphora (Camphor Laurel)</i> ”. Refer to the extract at Figure 10 .
Clause 6.13A <i>Green Grid Links</i>	The consent authority must consider the extent to which a proposed development (a) retains and enhances tree canopy cover, and (b) facilitates and prioritises pathways for pedestrians and cyclists.	The eastern boundary of the site, fronting onto Kiora Road, is identified in the Green Grid Map in the LEP. The proposal seeks to retain the existing heritage-listed street trees and provide public domain improvements to allow for better pedestrian access into and around the site.
Clause 6.16 <i>Urban Design – General</i>	In deciding whether to grant development consent for any development, the consent authority must consider several urban design principles. This is assessed in more detail in Section 9.2.2 .	The reference scheme subject to this planning proposal takes into account the design quality principles applicable to the site as required under clause 6.16. Further discussion is provided in Section 9.2.2 .

Clause	Provision / Standard	Comment
<p>Clause 6.17 <i>Urban Design – Residential Accommodation</i></p>	<p>In deciding whether to grant development consent for development for the purposes of residential accommodation, the consent authority must consider the urban design principles specified in Clause 6.17. This is assessed in greater detail in Section 9.2.3.</p>	<p>The reference scheme subject to this planning proposal takes into account the design quality principles applicable to the site as required under clause 6.17. Further discussion is provided in Section 9.2.3.</p>

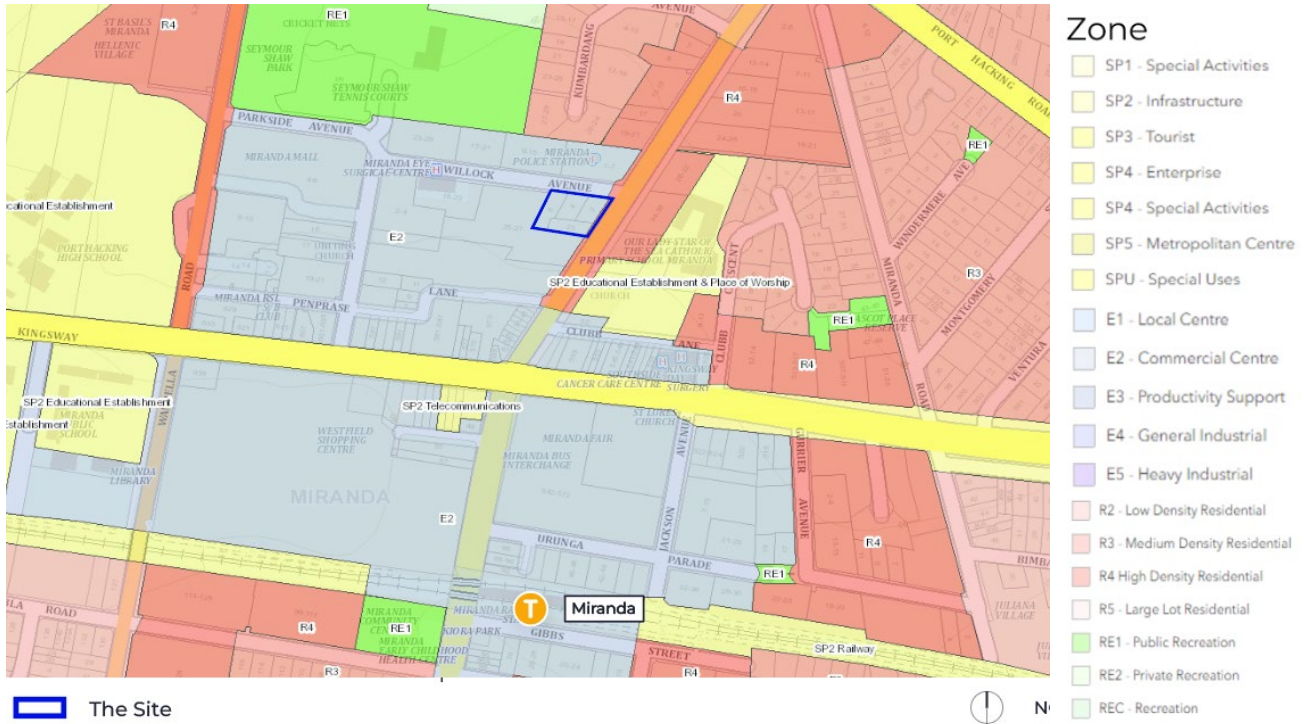


Figure 7 Extract of Land Use Zoning Map

Source: SSLEP 2015 / Ethos Urban

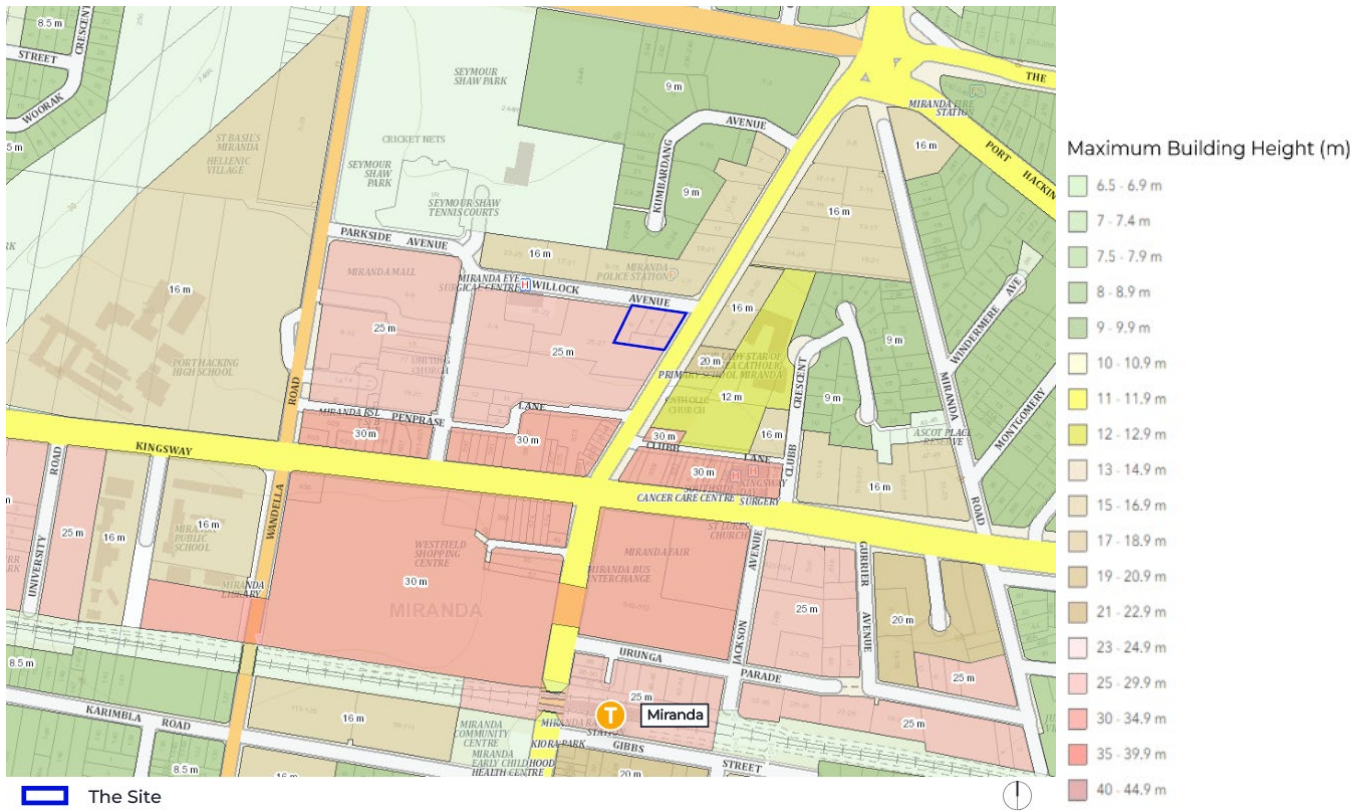


Figure 8 Extract of Maximum Height of buildings Map

Source: SSLEP 2015 / Ethos Urban

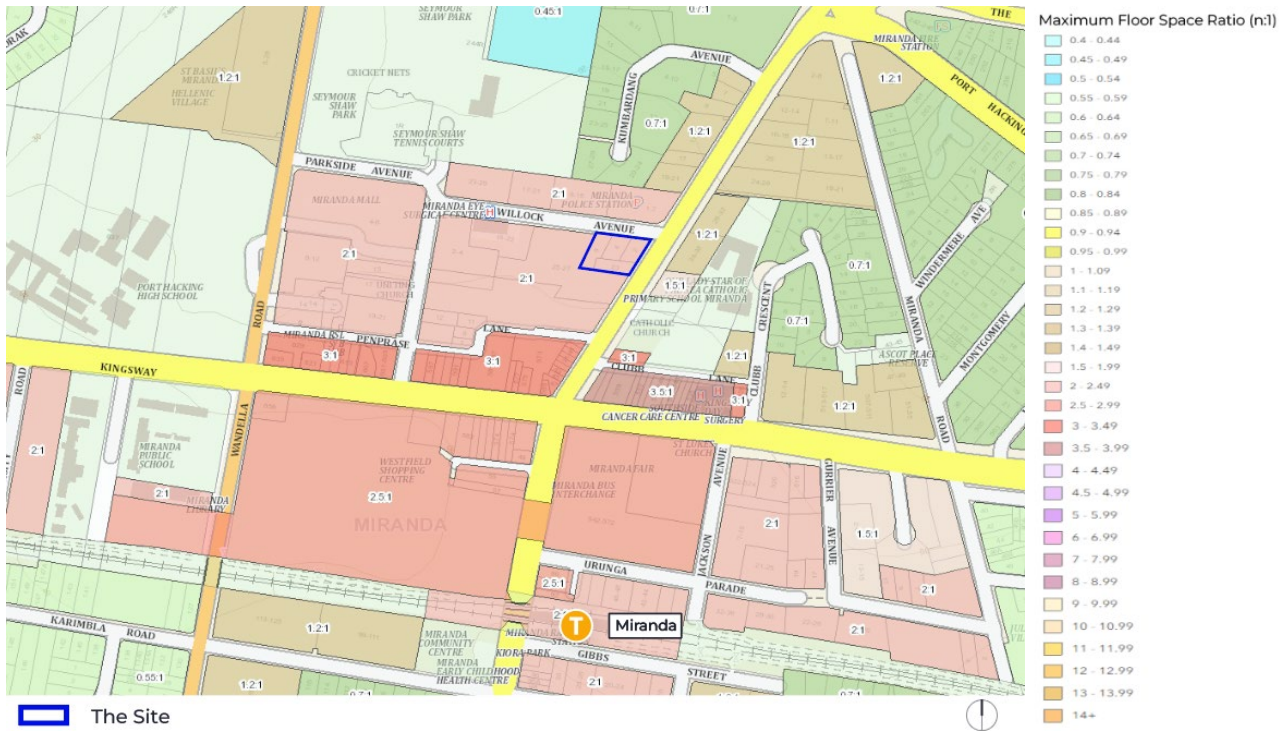


Figure 9 Extract of Maximum Floor Space Ratio Map

Source: SSLEP 2015 / Ethos Urban

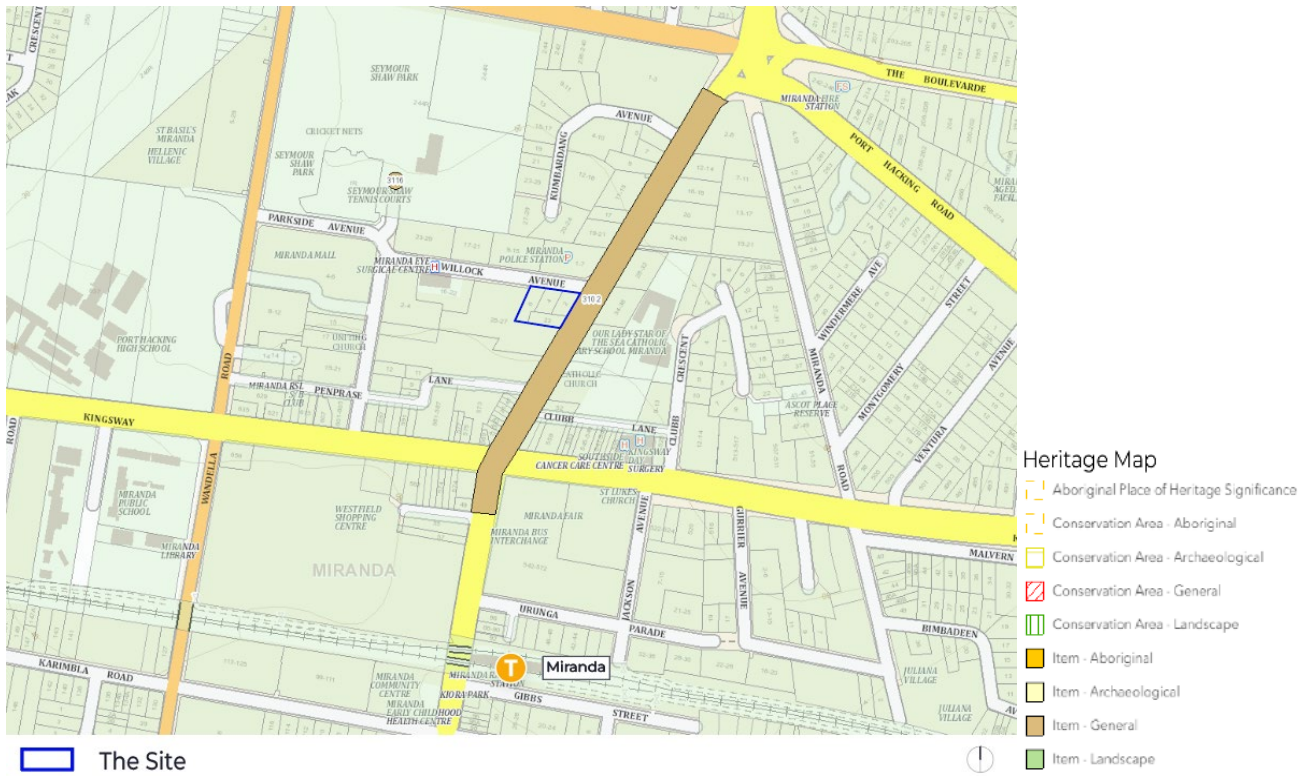


Figure 10 Extract of Heritage Map

Source: SSLEP 2015 / Ethos Urban

A discussion of the proposed changes to the SSLEP 2015 development standards sought under this planning proposal is provided in **Section 7.0**. The proposed changes will seek to align the site with its future context and unique strategic merit, as discussed in **Section 8.1** and **Section 8.2**.

4.2 Sutherland Shire Development Control Plan 2015

The Sutherland Shire Development Control Plan 2015 (SSDCP 2015) provides detailed development controls which apply to land across the Sutherland Shire local government area. The site is located in the Miranda strategic centre, which includes the Miranda commercial core, and is therefore subject to the built form controls relating to street frontage heights, setbacks and building bulk under Chapter 22 of SSDCP 2015. The key controls applicable to the site will require amendment to reflect the proposal.

5.0 Proposed Development Opportunity

The site represents a key entry into the Miranda strategic centre and provides an opportunity to provide a new TSA community facility whilst also adding to diverse housing stock in the Sutherland Shire. The following section outlines the anticipated built form outcome for the site and describes the indicative reference scheme that has been prepared to demonstrate that the built form outcome is acceptable and appropriate for the site.

To support this, an Urban Design Report has been prepared by Turner Studio and is included at **Appendix A**. The Urban Design Report includes a proposed envelope and indicative reference scheme for the site.

To reflect the building envelope of the reference scheme, the planning proposal elicits site-specific amendments to the relevant built form controls in Chapter 22 of SSDCP 2015.

5.1 Key Design Principles

Eight key urban design principles have been developed for the site which consider the existing and future surrounding context, and in light of the site's renewal opportunity. These principles seek to improve the built form and ground plane of the site, as summarised in **Table 8** and detailed in the Urban Design Report at **Appendix A**.

Table 8 Key principles informing the vision for the site

Key Design Principle	Diagram
Built Form Principles	
<p>1. <i>Corner Site / Key Marker</i></p> <p>Capitalise on the site's exposure to multiple viewpoints as the corner site of the Miranda strategic centre, and dual street frontage on the corner of an existing adjoining residential complex.</p>	
<p>2. <i>Response to Existing Context</i></p> <p>Articulate a built form that represents a key marker of the northern edge of the Miranda Centre, whilst preserving cultural heritage, promoting visual amenity, and ensuring functional and sustainable built forms. It is anticipated that this approach enhances the overall quality of the built environment and improves the well-being of the community.</p>	
<p>3. <i>Distinct Building Shape</i></p> <p>Embrace a distinct building shape, delivering a development that could become an iconic symbol and significant contributor to the overall built environment.</p>	

Key Design Principle

Diagram

4. *Driven by quality of living and amenities*

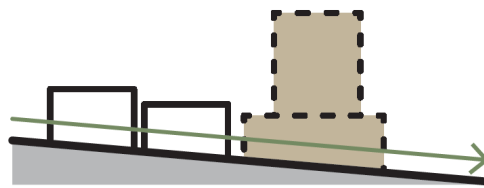
Delivering quality amenities throughout the building fabric that enhance user experience, promote social interaction, attract occupants and contribute to a high-quality market positioning and branding.



Ground Plane Principles

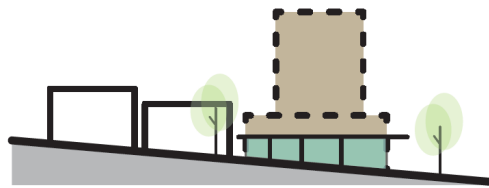
5. *Response to Topography*

Considering the fall in topography in the design to establish a harmonious relationship with the development's natural surroundings, unlocking new possibilities that enhance the overall quality and functionality of the built form.



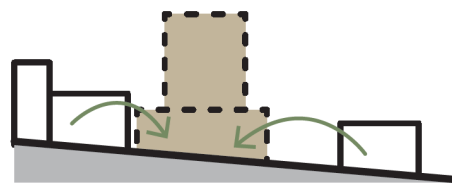
6. *Activated Ground Plane*

Activate the ground floor level to create an engaging, social and economically vibrant environment that leverages the site's gateway location to the Miranda strategic centre. This seeks to promote social interaction, community building (especially in the TSA), pedestrian friendly spaces and a distinct sense of place.



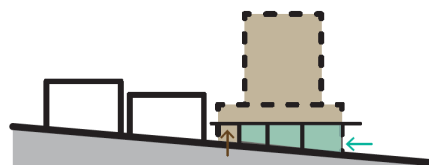
7. *Community Centric*

Seek to create a community centric building that fosters a sense of belonging, encourages social interaction, supports local economy, enhances well-being, promotes collaboration and civic engagement and strengthens neighbourhood identity.



8. *Defined Building Entries*

Establish clear building entries throughout the dual street frontage to enhance safety and security, prioritise accessibility, facilitate functional flow through the TSA and communal courtyard.



5.1.1 Proposed Building Envelope

The planning proposal will provide a better use of the site and an appropriate marker for the northern edge of the Miranda strategic centre. The proposed building envelope seeks to capitalise on the site's gateway location into the Miranda strategic centre, whilst appropriately responding to the surrounding conditions of the lower density development on the border of the catchment to the precinct. The proposed envelope achieves a balance between delivering custom built community facility floor space, integrated with residential apartments above. The planning framework seeks to provide capacity for a future high-quality architectural design that significantly improves the existing streetscape, while not compromising the amenity of the public domain in terms of solar access and views. Public domain views are provided in the Urban Design Report prepared by Turner in **Appendix A**.

In meeting these objectives and in the context of the eight design principles identified in **Table 8**, a general building envelope has been created which reflects a maximum building height of 60 metres and a maximum FSR of 5.5:1. The building envelope accounts for key setbacks from the street at podium level, with further setbacks above the podium. It also includes a degree of filigree and articulation to the building form, ensuring the future detailed building is highly articulated and contributes positively to the Miranda centre.

The proposed building envelope that will be facilitated through the amended development standards of the SSLEP 2015 is illustrated in the 3D massing views at **Figure 11** to **Figure 13**.

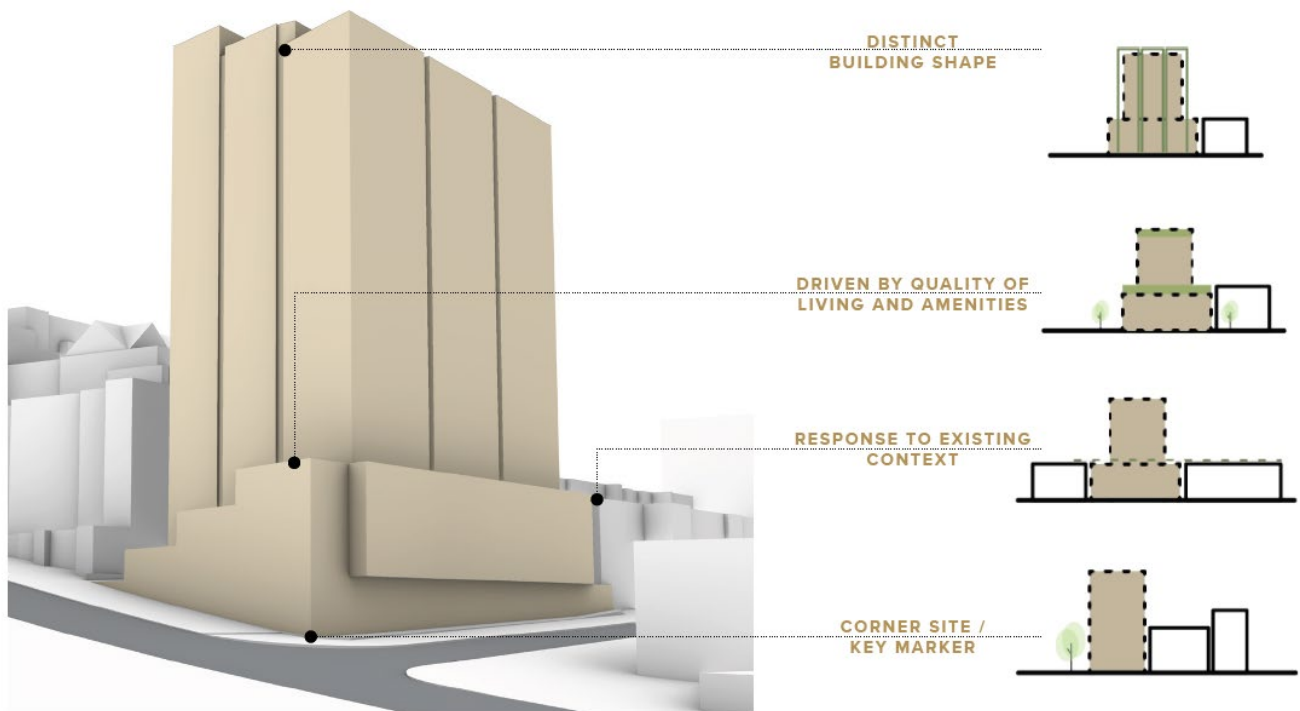


Figure 11 View from the corner of Kiora Road and Willock Avenue

Source: Turner Studios

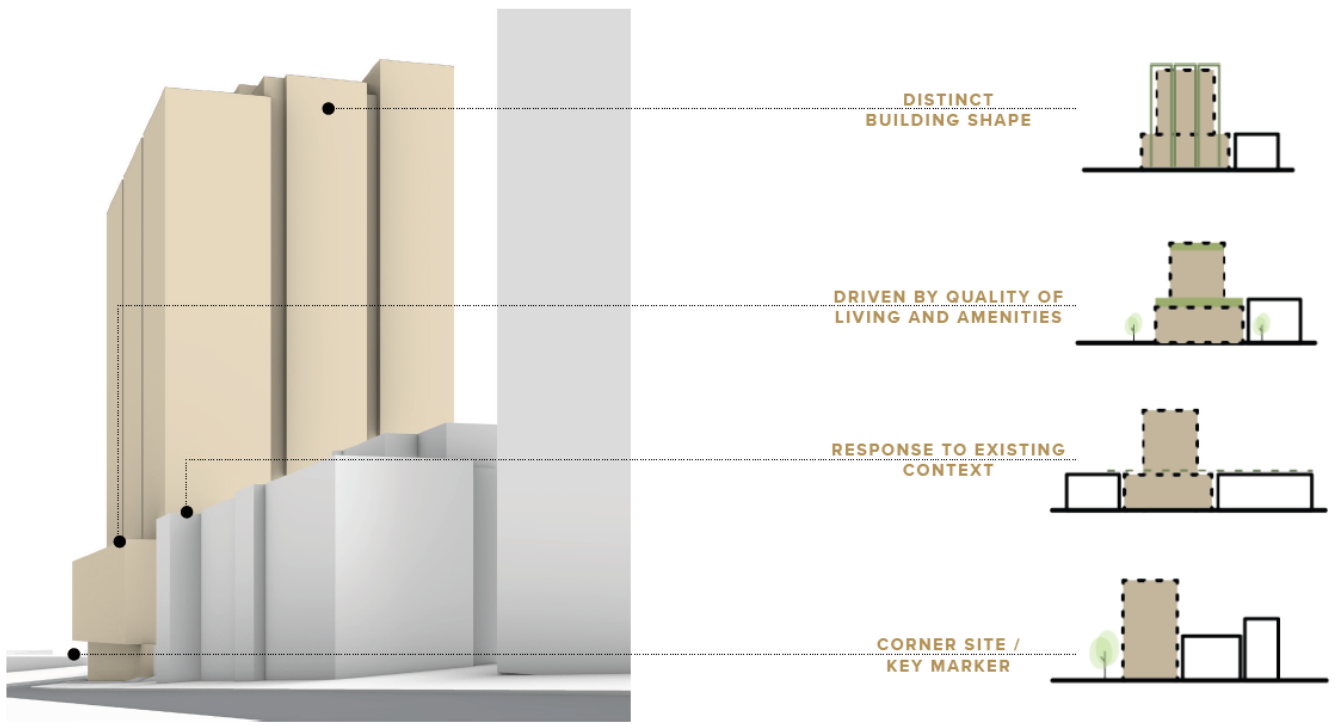


Figure 12 View from Willock Avenue looking East

Source: Turner Studios

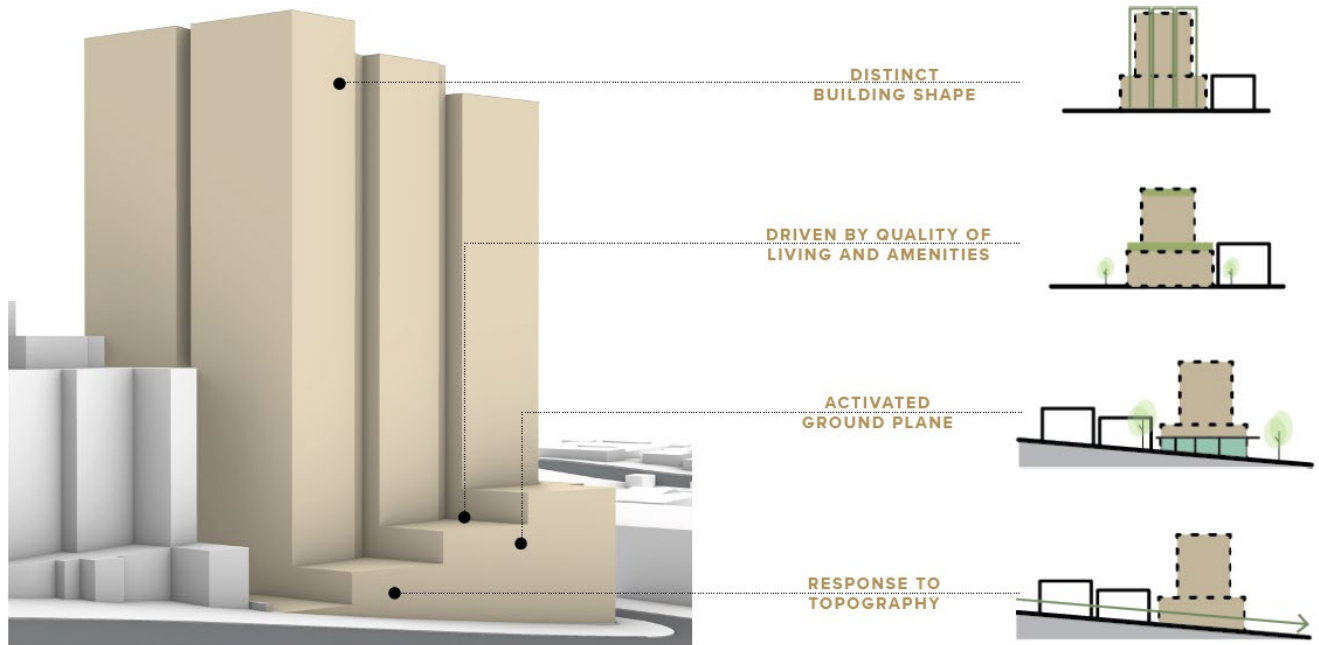


Figure 13 View from Kiara Road looking North West

Source: Turner Studios

Podium

The podium envelope has been informed by the site's surrounding built form context which offer a variety of cues for a contextual design outcome. The building envelope adopts a traditional podium design with general built-to-boundary setback conditions from the ground plane up to Level 3. The only exception to these setback conditions is along the Willock Avenue frontage, where a 2.5 metre setback is proposed along the ground level of the frontage to allow for an extension of the footpath. Above the ground level, the podium form will then step back out to a built-to-boundary condition, reinforcing the datum line of other podium forms along Willock Avenue.

In particular, the corner location of the site represents an opportunity for the podium to provide an engaging active frontage along both Kiora Road and Willock Avenue. The Kiora Road and Willock Avenue frontage podium heights respect and integrates with the surrounding building form to ensure a contextual response which is appropriate for the street character of the site.

In particular, the Willock Avenue podium frontage has been designed in response to a road (footpath) widening requirement that was resolved at the meeting of Council held on 9 May 2005 (Minute No. 1170, Report No. WKS188-05). where a 2.5m wide strip of land along the northern boundary of the site is required by Council for the purpose of "road widening", namely to create a public footpath for pedestrians along Willock Avenue (see **Figure 14** and **Figure 15**).

At a pre-lodgement meeting held on 22 August 2023, Council provided feedback that the proposed design should maintain a ground plane setback suitable to allow the intended public footpath along Willock Avenue, with a cantilever design (see **Figure 11**) on the upper storeys of the elevation to ensure that the upper floorplates are not compromised. Additionally, Council confirmed that the basement was not required to be setback to the same extent as the ground plane, and that the basement excavation would not need to be reduced.

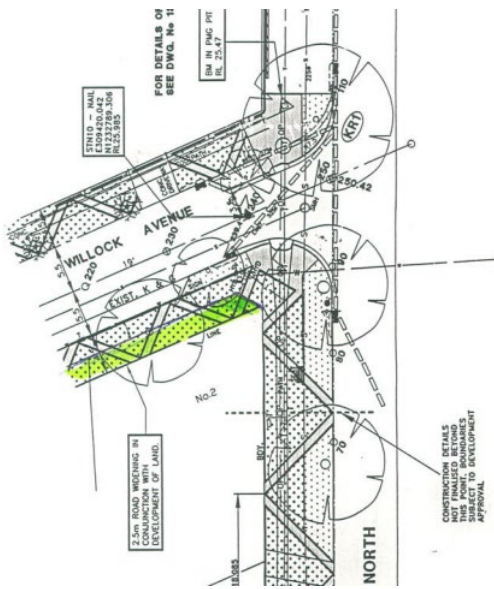


Figure 14 Willock Avenue road (footpath) widening

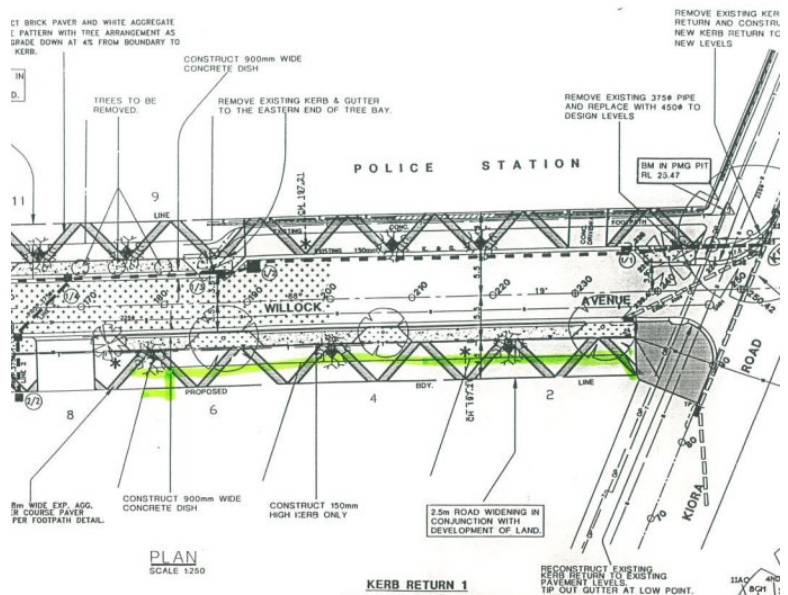


Figure 15 Willock Avenue road (footpath) widening

The podium proportions establish an appropriate scale that anticipates the expected future built form of the area and will not give rise to an overbearing bulk or scale impact, particularly having regard for the ground plane courtyards in the southern part of the site.

Tower

At its lowest topographical point on the site, the building envelope has a maximum height of 60 metres in height (noting the future building will vary in height given the topography of the site). This height has been determined based on a contextual analysis, and a desire to reinforce the site as a gateway to the Miranda strategic centre. This is discussed in further detail in **Section 9.0** of this report.

The proposed tower floor plate envelope has been developed with the protection of solar access, ventilation, privacy and views in mind for surrounding buildings. Public domain views are provided in the Urban Design Report prepared by Turner in **Appendix A**.

The tower envelope has been shaped by these key environmental considerations, with a setback and tapered form that specifically allow for adequate solar access to be achieved to the existing residential building to the south. **Figure 17** illustrates these key controls which have produced the tower floor plate envelope.

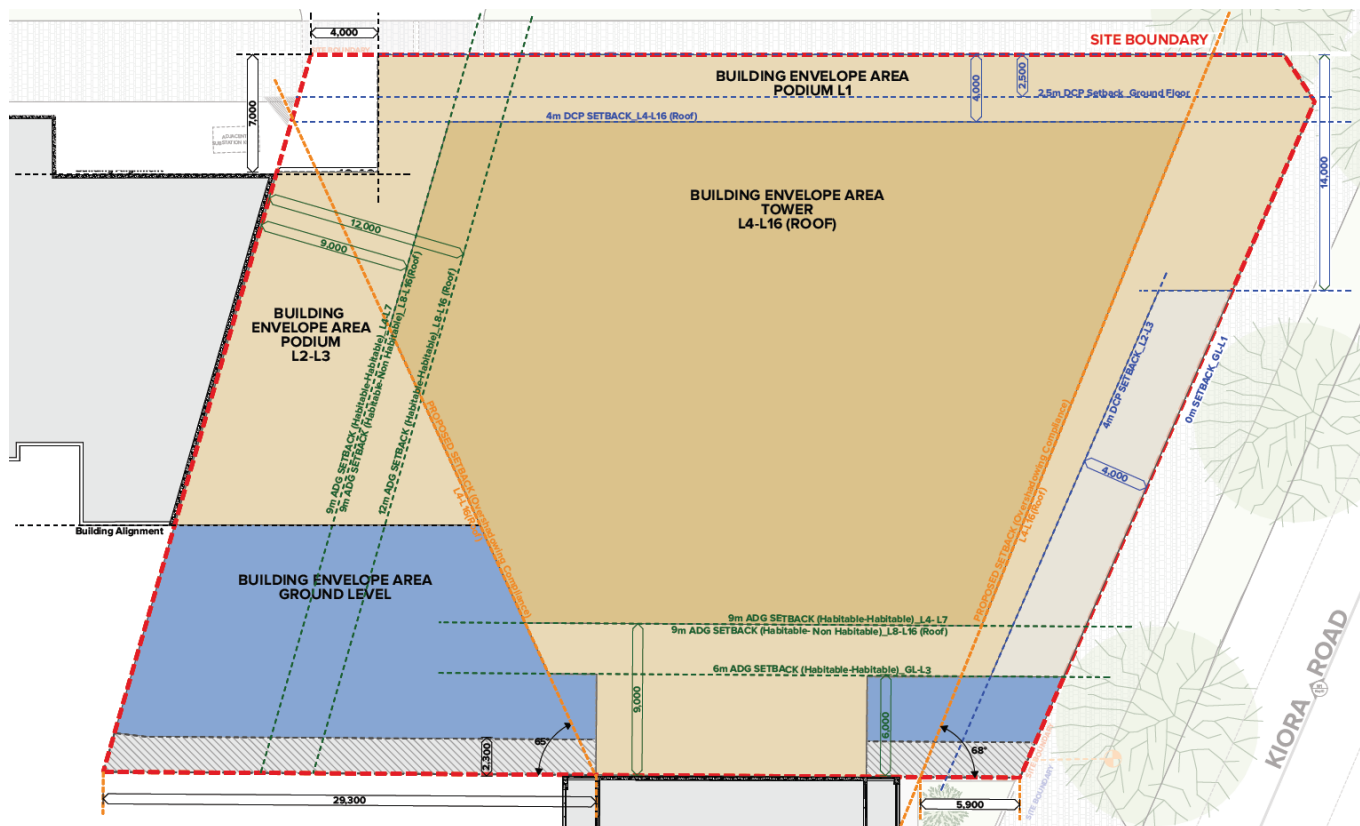


Figure 16 Proposed Building Envelope Plan

Source: Turner Studios

5.1.2 Reference Scheme

The planning proposal seeks to amend the controls to establish a high-quality built form outcome on the corner gateway to the Miranda strategic centre. A reference scheme has been prepared to support the building envelope and planning proposal. The scheme is only one outcome that the planning proposal can adopt in the context of the proposed development standards. These standards recognise that the site can functionally and physically support development uplift and not only relate to the existing surrounding development but accommodate for the future potential mixed-use uplift throughout the Miranda strategic centre. The analysis in **Appendix A** demonstrates the best use scenario where the proposed development standards can be translated into a sustainable built form outcome on the site. The main elements of the reference scheme design are discussed below.

Basement

The reference scheme proposes three levels of basement for the purpose of car parking, residential storage, and utilities/services. The car parking provision is summarised in **Table 9** below.

Table 9 Reference scheme basement car parking

	Residential Apartments	The Salvation Army	Total
Basement 1	25	20	45
Basement 2	57	0	57

	Residential Apartments	The Salvation Army	Total
Basement 3	62	0	62
Total	144 (120 regular + 24 accessible)	20	164

Additionally, 16 motorbike parking spaces are provided in the basement.

The storage cages are connected to residential car spaces, with the lift core and stairway placed in the centre of the floor plate, allowing efficient use of basement floor area and accessibility to the upper levels. The basement vehicular access is provided at the western side of the basement levels via a curved ramp which then connects to Willock Avenue at the ground plane, adjacent to the truck entry and loading dock.

The majority of utilities and services are provided across the three basement levels, including a grease arrestor room, electrical main switch room, communications room, rainwater and OSD tank, potable cold-water room, and fire booster riser. The basement level configurations are illustrated at **Figure 17** to **Figure 19** and in the architectural plans prepared by Turner Studios in **Appendix B**.

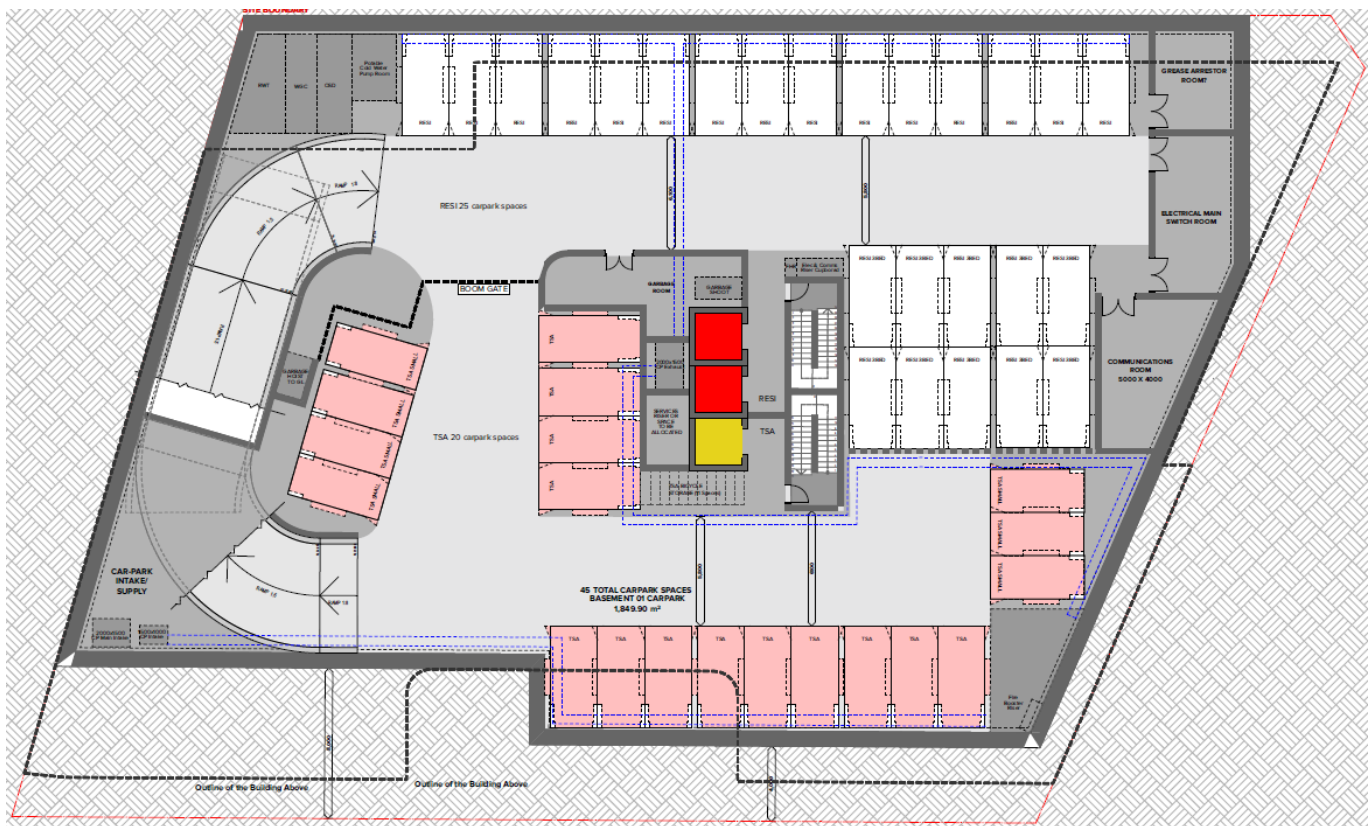


Figure 17 Basement 1

Source: Turner Studios



Figure 18 Basement 2

Source: Turner Studios

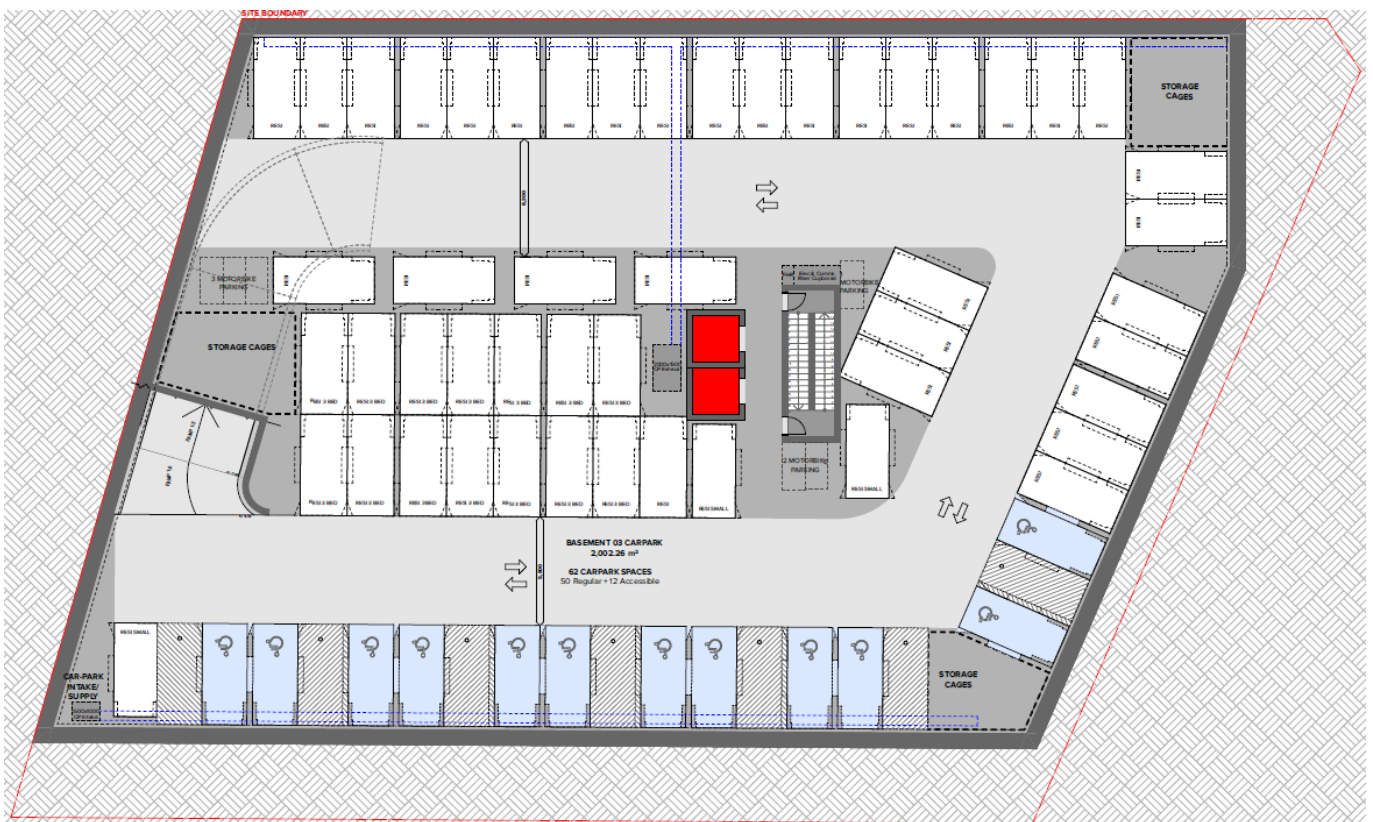


Figure 19 Basement 3

Source: Turner Studios

Ground Level

The ground level largely comprises the TSA community facility, which makes use of the dual street frontage to Willock Avenue and Kiora Road. There are five pedestrian access entry doors located off Willock Avenue: two entering the multipurpose room, one entering the main TSA entry, and two entering the co-op dignity store. Each of these entrances are setback 2.5m from the northern site boundary to allow for the future easement and public footpath along Willock Avenue. This setback creates a cantilever design of the podium, where the entries are located beneath the undercroft to provide undercover entrances that connect seamlessly with the Willock Avenue street frontage.

The vehicular access to the site is from two gated entrances in the north-western corner of the site adjoining Willock Avenue: one is a truck entry into the ground plane loading dock whilst the other connects to a curved vehicular ramp into the basement carparking levels below. The truck entry is designed to provide a clearance height of 4.5m with a turning ratio of 10 degrees to allow a truck to reverse in and accelerate forward out of the loading dock onto Willock Avenue.

Behind the ramp and loading dock are storerooms for TSA use, which connect to a back-of-house corridor accessing the TSA kitchen, additional storage, utilities, and vertical circulation. The rear (south) portion of the ground plane provides a community support and outreach space which is accessible to members of the public and incorporates a landscaped courtyard.

These design features are illustrated in the extract of the Ground Level Floor Plan in **Figure 20**. Also identified are the heritage listed trees along the Kiora Road Street frontage and intersection with Willock Avenue. These street trees contribute to the activation of the eastern frontage activation and podium urban design and provide tree canopy for shading and pedestrian comfort.

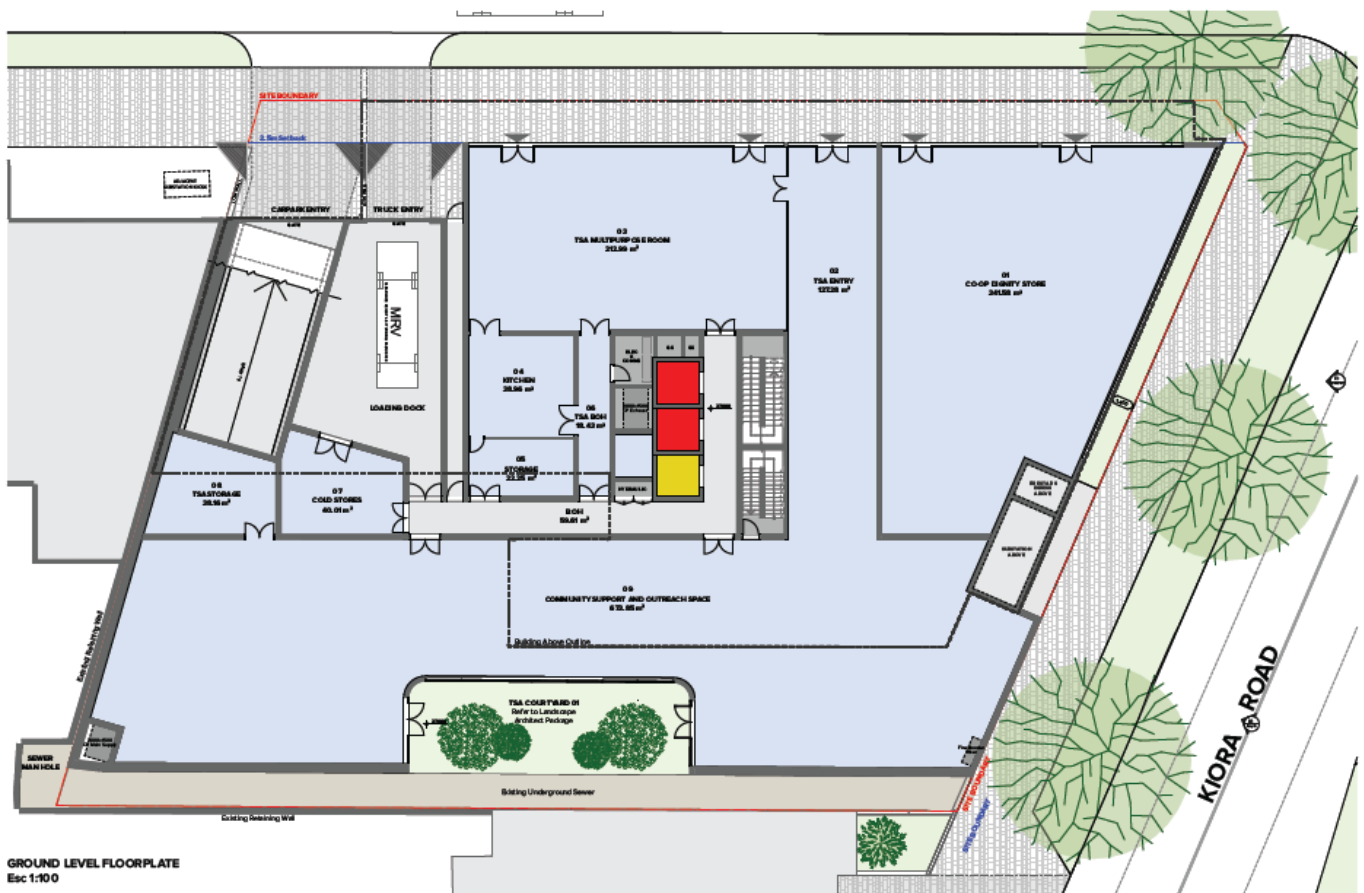


Figure 20 Ground Level Floorplate

Source: Turner Studios

Level 1 Residential Entry

Pedestrian residential access to the development is provided from Kiora Road towards the south-eastern corner of the site. The residential entry, incorporated with a 1:14 gradient access ramp, is complemented by landscaping and leads to a larger residential lobby corridor. Adjacent to this lies an area dedicated to communal facilities, which is incorporated into an expansive Level 1 communal courtyard. The courtyard runs along the site's southern boundary, with a large void to allow sunlight access to the TSA courtyard below.

The courtyard also incorporates concrete paving in its centre, linking direct access to the private open spaces of three residential apartments. Level 1 contains 10 residential apartments (7 x one-bedroom and 3 x two-bedrooms). A large portion of the Level 1 floor plate is occupied by the hydraulic plant room, lift core, and utilities rooms.

An illustration of the proposed Level 1 is provided at **Figure 21**.



Figure 21 Residential Entry Level

Source: Turner Studios

Upper Residential Levels

Above the ground level, 15 further residential levels are proposed including a mixture of apartment layouts and typologies. Levels 2 – 3 provide residential apartments within the podium, whilst Level 4 and above comprise the building's tower form with a reduced floor plate. All levels are serviced by a central lift core and stair, allowing apartments to orientate outwards to maximise solar access, cross ventilation, views and outlook.

Levels 16 and Roof

Level 16 contains a large, landscaped, communal outdoor terrace fronting onto Willock Avenue which provides a common recreational space for residents to access. Also on Level 16, behind the lift core, are mechanical plant rooms and condenser farms to service the residential and TSA spaces throughout the building.

The roof holds a smaller floor plate comprising the lift overrun and a communal amenity roof space for residents to use. To be resolved at DA stage, this roof space may function as a gym, lounge, kitchen, meeting room, or BBQ area, intended to encourage group gatherings that can allow intentional and coincidental social interactions between residents. Furthermore, there is potential for this space to also accommodate a shared workspace or co-working area, allowing professionals working remotely.

Apartment mix

The residential component of the reference scheme comprises 116 apartments over 15 residential levels, ranging from 1 bedroom to 3+ bedroom sizes. The proposed apartment typology mix is summarised in **Table 10** below.

Table 10 Apartment typologies

Apartment type	Number	Mix
1 bedroom	19	16%
2 bedrooms	71	61%
3+ bedrooms	26	22%
Total	116	100%

There will be 5 key worker housing dwellings allocated within this mix. As this planning proposal seeks to increase the permissible FSR standard on the site from 2:1 to 5.5:1, this is an FSR uplift of 3.5:1 which is approximately 10,000m² of additional GFA. When excluding the 1,500m² to be allocated to the TSA community facility, the proposed key worker dwellings represent 5% of this proposed residential floor space uplift.

The provision of these 5 key worker apartments is significant when considered in the context of the proposed community facility, which together will provide an invaluable public benefit to the Sutherland Shire community. Furthermore, between 2016 and 2022, affordable housing made up only 3% of housing delivery in the Sutherland Shire. By providing 5 affordable housing dwellings as part of the proposed uplift, this delivers well beyond what would be expected for a development of this nature.

The allocation of 1- and 2-bedroom apartments is attributed to the growing trend for smaller household sizes. In this regard, a comparison of census data between 2016 and 2021 illustrates a 9.8% increase in one- and two-person households to 54.8% of household sizes in the Sutherland Shire.

The apartment mix will cater for the transition of families into higher density living. In particular, the 3-bedroom apartments will cater to families who are downsizing from a larger family home to reduce upkeep whilst still retaining enough bedroom space for the family. As evident in **Figure 22**, the apartments are provided between Level 1 and Level 15, with a higher concentration of dwellings allocated on the lower floors. The one-bedroom dwellings are to be accommodated on the lower levels, with larger 2- and 3-bedroom dwellings spread throughout the levels above.

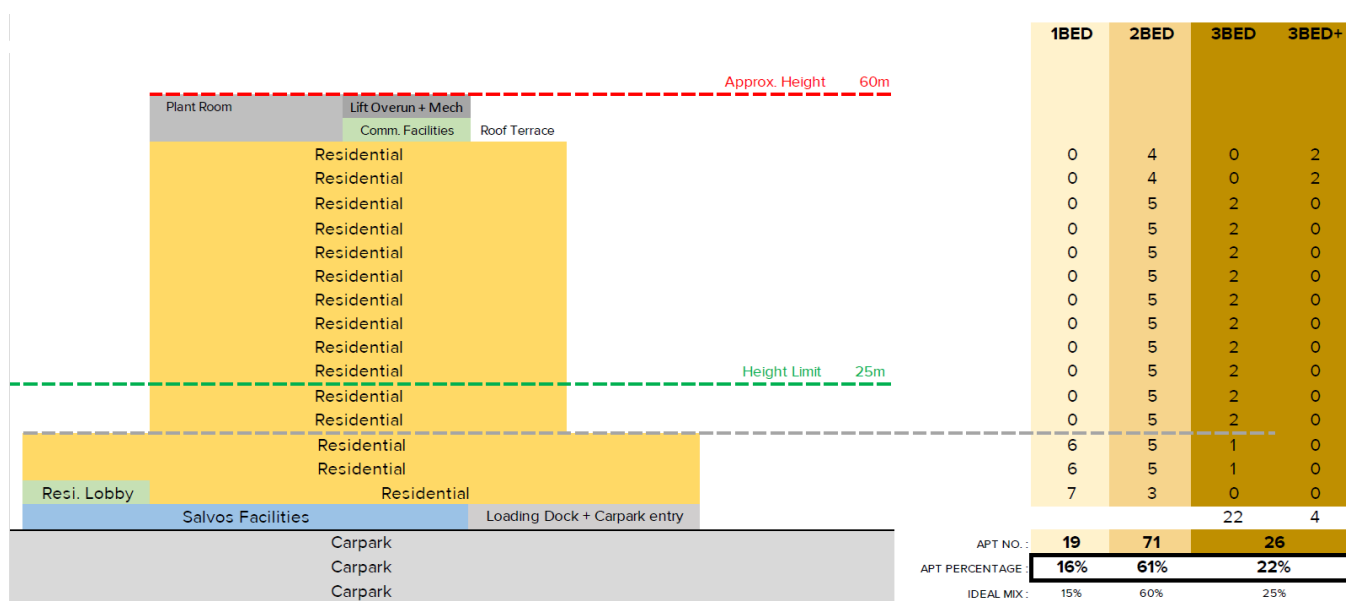


Figure 22 *Floor mix throughout the proposed development aligned with the unit mix table*

Source: Turner Studios

5.2 Landscaping

The landscape architecture report prepared by Land and Form (refer to **Appendix C**) outlines the landscaping intent to deliver a local neighbourhood precinct with an activated ground plane and public domain for residents and visitors to the TSA community centre. To provide the development with a unique sense of place in Miranda, the landscape scheme seeks to implement landscaping that promotes a highly pedestrianised environment. The landscape strategy for the site has been developed utilising the conditions in the Sutherland Shire Environmental Specification 2023 and the Urban Tree and Bushland Policy.

The proposed landscaping will incorporate the following design intent features:

- **Public Domain and Streetscapes:** A publicly accessible ground plane that offers a high-quality civic environment with active frontages to both Kiora Road and Willock Avenue.
- **Access, Egress & Connectivity:** The pedestrian links act as the primary connectivity spines with finer grain permeability promoted throughout the ground plane maximising access and circulation. All fire exits are located near or adjacent to key pathways, pedestrian links and streetscapes promoting safe egress and evacuation if and when required.
- **CPTED, Safety & Visibility:** All raised edges & planter walls are at seating height or lower allowing clear sight-lines and visibility throughout the ground plane. Trees are used to frame spaces and ensure clear visibility to and from the streetscape at all times. Regular congregation spaces and retail activation enables passive surveillance to all areas, discouraging undesired behaviour and possible blind spots.
- **Universal Access and DDA Compliance:** The ground plane seeks to offer full universal accessibility to all lobby areas at maximum 1:14 grades allowing access from the street to communal spaces.
- **Deep Soil, Soil Depths on Podiums & Permanent Planting:** All planters have a minimum soil depth of 450-600mm with slab set downs and permanent planter boxes provided for on level 1 and to the other rooftop/communal areas in the development. Additional mounding is provided for tree planting depth where needed as per ADG Part 4P Planting on structures guidelines. All noted planted areas in the design is permanent planting.

These design intent features have been incorporated into each of the main landscaped areas of the proposed development. A summary of each area is provided below:

Ground Floor and Sunken Courtyard Plan

The ground floor and sunken courtyard is supported by verge planting to the street frontage. The integration and activation of the ground level with landscaping has been achieved, with the Willock Avenue footpath widening, introduction of planting areas along Kiora Ave frontage and the retention of the Kiora Road Heritage Trees. These spaces will ensure that an established area for congregation will exist throughout both street frontages, contributing to the community centric intent of the proposal. The sunken courtyard and social space in the TSA community centre is heavily landscaped and acts as a communal space that visitors can enjoy. Deep soil planting along the southern edge of the site serves as an effective buffer between the tower and the existing surrounding buildings. This compliments the use of native planting to enhance privacy and screening (refer to **Figure 23**).

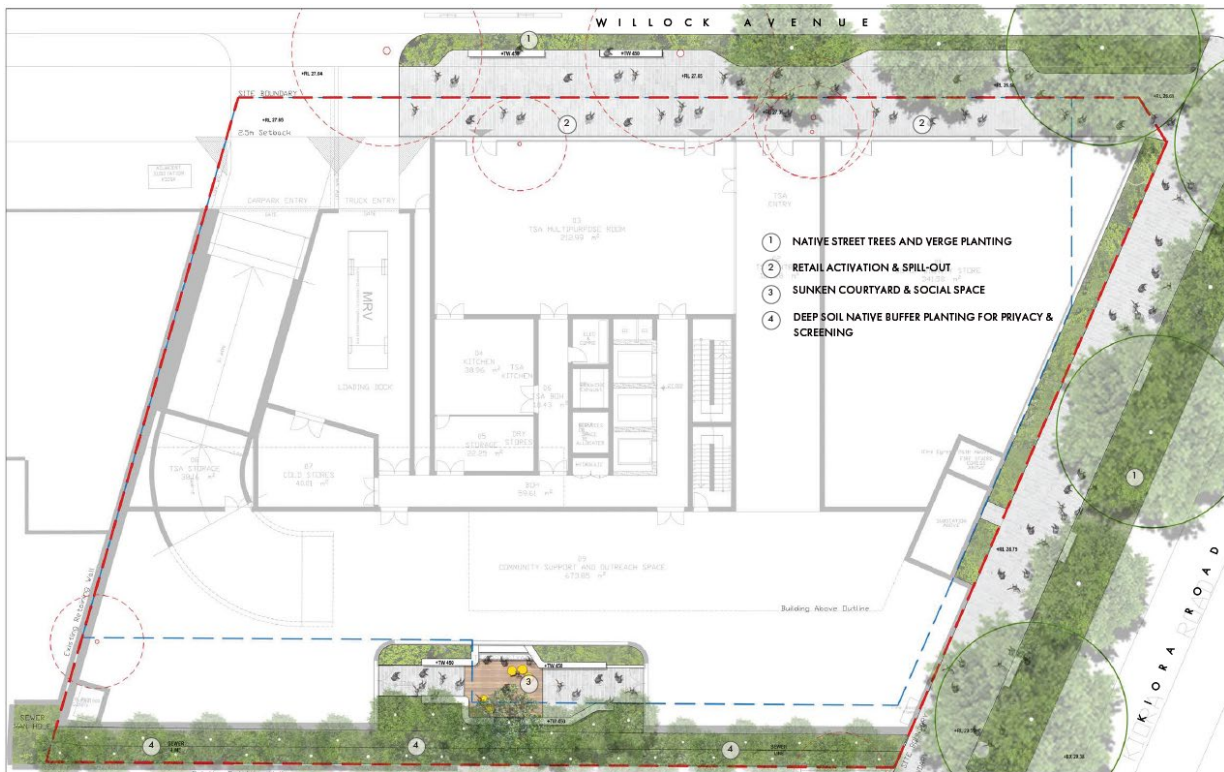


Figure 23 Ground Floor and Sunken Courtyard Plan

Source: Land and Form

Level 1 Landscape Plan

The Level 1 landscape plan includes a significant concentration of mass native planting in deep soil areas. This is anticipated to act as an integral privacy screening measure, whilst aiding substantial shading to areas in the residential lobby. This level is divided into two key locations, the landscape terrace and the communal hub. Both are summarised below.

The Landscape Terrace

The landscape terrace entry into the residential lobby will be pivoted by landscaped stairs, with feature embankment planting bordering the main entrance and 1:14 gradient walkway. This embankment planting extends into the communal hub and complements the privacy and external amenity of the space. The terrace will also involve streetscape upgrades to Kiora Road, aiding the creation of a throughfare that people can utilise as a meeting place. **Figure 24** illustrates these elements on the ground plane of the proposal's residential lobby entrance.

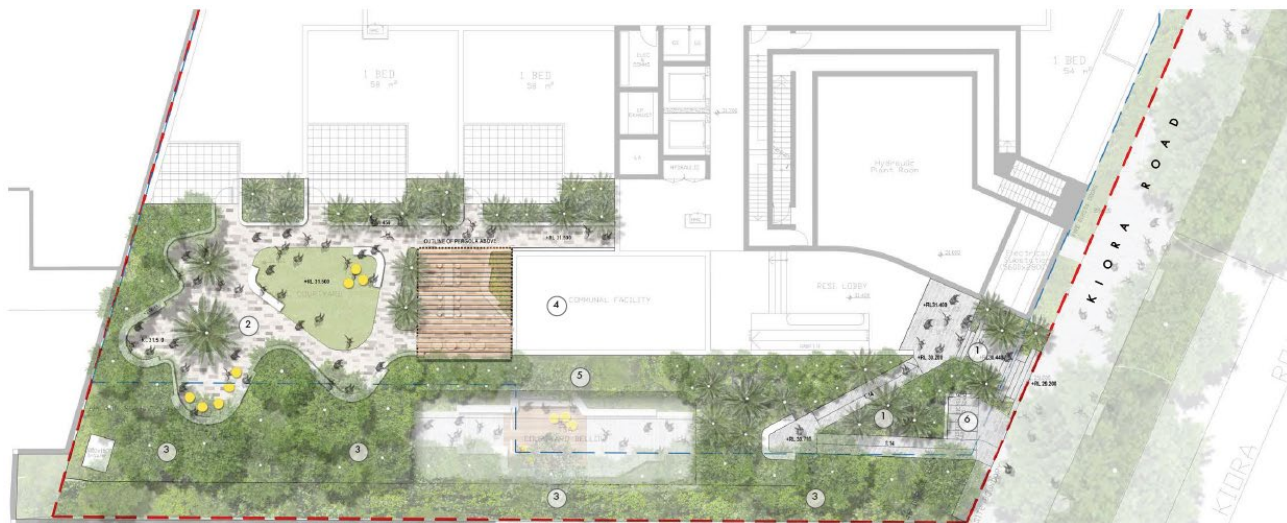


Figure 24 Level 1 Detail Plan – The Landscape Terrace

Source: Land and Form

The Communal Hub

The communal hub includes more established seating areas, with seating nooks supported by feature planters with native palm trees situated around a flexible lawn for active recreation. Both direct and incidental social interaction is also encouraged in the social quarter and pergola. Direct access to these spaces is also anticipated to be provided into the hub. The private setting and comfort of the communal hub is aided by mass native planting in deep soil areas surrounding the space. These elements of the space are illustrated in **Figure 25**.



Figure 25 Level 1 Detail Plan – The Communal Hub

Source: Land and Form

Rooftop Communal Terrace

The rooftop communal terrace acts as an adaptive space providing a high quality communal open space capitalising on wide views of the Sydney CBD skyline for residents. It also plays a critical role in mitigating the urban heat island effect and improving air quality. The space leverages these factors with a viewing rooftop bar, gym breakout space and an outdoor kitchen and undercover area for rest. Direct social interactions are encouraged with the central lawn including a decked amphitheatre. These elements of the rooftop communal terrace are supported with adequate lower scale vegetation and a feature tree. Overall, the space mitigates the exposure of concrete, ensuring a large proportion of the terrace is occupied by green space, therefore mitigating the detrimental elements of the urban heat island effect. This space is illustrated in **Figure 26**.



Figure 26 Rooftop Communal Terrace

Source: Land and Form

6.0 Part 1 – Objectives and intended outcomes

6.1 Objective

The objective of the planning proposal is to amend the SSLEP 2015 to enable the renewal of the existing TSA headquarters in the Sutherland shire and to deliver housing, both market and key worker housing which are in high demand in the Miranda strategic centre. The proposed amendments to the SSLEP 2015 will facilitate a better development outcome at 23 Kiora Road & 2-6 Willock Avenue, Miranda, that respects the site's existing characteristics and future demand for housing, whilst catering for the growing charitable services of TSA in the locality.

6.2 Intended Outcomes

The intended outcomes of the planning proposal are to:

- Facilitate the renewal of the site by improving TSA's community services operations offering, while also providing for residential apartments to address the identified need for additional housing supply in the Sutherland Shire LGA and more broadly across Sydney.
- Deliver diverse housing options to address key demographic trends in the Sutherland Shire, including key worker housing through a range of dwelling types and sizes.
- Support the 30-minute city concept by growing employment and housing in an established centre with a high level of existing amenity and infrastructure, including proximity to transport services.
- Apply a maximum building height and FSR standard that is more commensurate with Miranda's role and function as a strategic centre and its identification as a location to deliver additional housing opportunities.
- Leverage the site's strategic corner location to deliver a legible entrance point to the Miranda strategic centre, framing the intersection of the commercial and residential areas.

7.0 Part 2 – Explanation of Provisions

7.1 Amendments to the Sutherland Shire LEP 2015

The SSLEP 2015 sets out the planning controls that apply to the site. This planning proposal seeks to amend the SSLEP 2015 to facilitate a better outcome for the site and support the injection of market and key worker housing and renewal of the TSA Sutherland shire headquarters to meet population growth pressures and the community needs of the locality. The proposed amendments to the SSLEP 2015 controls are outlined below and justification is provided in **Section 8.0**.

Table 11 Proposed SSLEP 2015 Amendments

Planning Controls	Existing Development Controls	Proposed Controls/Provisions
Clause 2.2 – Zone	E2 – Commercial Core	No Change
Clause 4.3 – Maximum Height of Buildings	25m	60m
Clause 4.4 – Floor Space Ratio	2:1	5.5:1

Land Use Zoning

This planning proposal seeks to retain the existing zoning across the site as E2 – Commercial Centre. The objectives of the Sutherland Shire LEP 2015 E2 – Commercial Centre zone aligns with the objectives of the planning proposal and the land uses proposed for the site are permissible with consent in the E2 zone. The objectives of the E2 zone encourage the role of community and cultural activities that facilitate active street frontages associated with the commercial core, whilst contributing to retail and residential offerings with a high level of accessibility and amenity for residents and pedestrians in the Miranda Strategic Centre.

Height of Buildings

The proposed maximum height of building development standard is proposed to be amended to 60m. This increase is appropriate to cater for the delivery of housing in Miranda, whilst improving the operations of TSA in the Sutherland Shire. A 60m maximum height will contribute to the enhancement of the Miranda Strategic centre on account of the site's location, where the proposal will provide a legible entrance point to the centre and better framing the intersection of the commercial and residential areas surrounding the site.

The proposed amendment seeks to apply a maximum building height standard that will be commensurate with Miranda's function as a strategic centre in Sutherland, acting as a guide for future redevelopment in the immediately surrounding sites to the south and west. An amended maximum height of building LEP map is provided in **Section 10.0**.

Floor Space Ratio

This planning proposal seeks to increase the maximum FSR across the site to 5.5:1. This is commensurate with the proposed maximum height of building, catering for a redevelopment that is consistent with the intent and desired outcomes identified for the Miranda Strategic Centre. An amended maximum floor space ratio LEP map is provided in **Section 10.0**.

8.0 Part 3 – Justification of strategic and site-specific merit

8.1 Strategic merit

8.1.1 Section A – need for the Planning Proposal

Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

The planning proposal has been informed by a comprehensive Urban Design Analysis (refer to **Appendix A**), other technical studies and reports (refer to **Appendices**) and in consultation with Council's strategic planning team. While this planning proposal responds to the strategic context and framework for the site, the proposed development standards are not directly informed by any strategic plan or policy but responds to the Draft Sutherland Shire Local Housing Strategy 2041. The proposal seeks to address the site's unrealised potential for the integration of market and key worker housing apartments in an established strategic centre, leveraged with the significant improvement of a key charity provider in TSA throughout the locality.

Simultaneously, the proposal will also deliver housing and community services in line with the greater strategic planning framework for the area and deliver an improved built form outcome that illuminates the site's presence on a strategic corner location together with public benefits. The planning proposal will respond to these matters through providing strategic justification to the intent of the following documents:

- *The Greater Sydney Region Plan – A Metropolis of Three Cities*;
- *The South District Plan*;
- *Housing 2041 – NSW Housing Strategy*;
- *Sutherland Shire Local Strategic Planning Statement (LSPS)*;
- *Draft Sutherland Shire Local Housing Strategy 2041*; and
- *Future Transport Strategy 2056*.

The alignment of this planning proposal with the objectives of these documents is discussed in **Section 8.1.2**.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The planning proposal is the best means of achieving the objectives and intended outcomes for the site. The proposed height and FSR would not be supported under the existing planning framework.

8.1.2 Section B – relationship to the strategic planning framework

Q3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

A Guide to Preparing Planning Proposals sets out that in order to answer this question, a planning proposal needs to justify that it meets the Strategic Merit Test. The consistency of this planning proposal with the mandated assessment criteria is set out below.

(a) Does the proposal have strategic merit?

Yes. The strategic merit of the proposal is demonstrated to be consistent with relevant strategic planning documents, as discussed in the following sections.

Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan (GSRP) is the overarching strategy for growing and shaping the Greater Sydney Area. It sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic, and environmental matters. The plan was adopted in March 2018, with the site and seeks to reposition Sydney as a metropolis of three cities – the site is located in the Eastern Harbour City.

The proposal is consistent with the following directions under the Plan, which govern growth and development in Sydney (refer to **Table 12**).

Table 12 Consistency with GSRP directions

Direction	Consistency of the proposal with the Direction
A city supported by infrastructure	The proposal benefits from existing public transport infrastructure, particularly benefitting from Miranda Train Station, as well as several bus routes which provides easy connectivity throughout the Sutherland Shire and other suburbs. Further, in conjunction with the residential dwellings, community serving uses will be delivered on-site to support TSA's mission.
A city for the people	<p>The future development scheme incorporates a range of community serving uses, aligning with TSA's operations as a Christian organisation committed to assisting those in need. Further, through enhanced facilities, TSA will be better able to conduct their various programs, including job training, rehabilitation services and emergency assistance.</p> <p>At its core, the planning proposal and future redevelopment scheme are envisaged to foster greater community cohesion and ensure that the community's changing needs are addressed.</p>
Housing the city	The proposal will deliver approximately 116 apartments of varying sizes and typologies in a strategic location. Principally, the delivery of market and key worker housing will align with numerous strategic initiatives to ensure an adequate delivery of diverse housing options to suit numerous demographics.
A city of great places	The proposed development will include recreational space on the rooftop to support residents and workers, in addition to the community serving uses in the podium which are typical of TSA's operations. This will contribute to the vibrancy and amenity of a truly mixed-use precinct. Further, the site is located in the Miranda strategic centre, where significant employment opportunities, including retail, health and entertainment are concentrated.

The plan forecasts that an additional 83,500 dwellings will be required to be delivered by 2036 in the South District. The proposed amendments to the SSLEP 2015 will support and facilitate the direction of the Greater Sydney Region Plan. Specifically, the site will support the vision of boosting Greater Sydney's liveability, productivity and sustainability, closely aligning with the key priorities of the region plan by:

- creating opportunities for high density affordable housing without adverse impacts on the low density character of other parts of the Sutherland Shire;
- increasing the diversity of dwelling types to support the population's changing needs in an accessible location;
- supporting social and community wellbeing and resilience through the significant improvement of TSA Miranda; and
- integrating a diverse range of services on site.

South District Plan

The South District Plan underpins the Greater Sydney Region Plan and sets the 20-year vision for the District through 'Planning Priorities' that are linked to the Region Plan. The South District Plan echoes the Region Plan in that it identifies the importance of providing services and social infrastructure to meet people's changing needs, as well as additional housing supply in appropriate locations with access to jobs, services and public transport.

The District Plan urges that the creation of new housing capacity must be concentrated in areas with significant access to local infrastructure. This is identified in the Sutherland Shire, with forecasted dwelling completions from 2016-2021 being concentrated along key nodes of the Sutherland Train line, especially in Miranda and Sutherland train stations. Subsequently, this presents a significant opportunity for the development uplift of the

site to deliver community serving uses and delivery of additional diverse housing options in a 400m catchment of Miranda train station.

Accordingly, the planning proposal directly aligns with various objectives and actions included in the District Plan to deliver on the planning outcomes for the South District. The site's size and locational characteristics make it a prime example of a development-ready site that is well suited to meet the objectives of the Plan. The consistency of the proposal with the District Plan is assessed in **Table 13**.

Table 13 Consistency with the South District Plan

Priority	Description	Comment
Liveability		
S3	Providing services and social infrastructure to meet people's changing needs	<p>Priority S3 aims to ensure that services and infrastructure are transitioned to cater for the changing composition of population groups in local places and provide services and social infrastructure that meet the changes in people's wellbeing. Coupled with significant population growth, the district plan notes that existing and proposed community facilities and social infrastructure must be accessible with direct walking and cycling connections. Also, safety, accessibility and inclusion must be further promoted by co-locating activities benefits for all residents and visitors. The planning proposal will directly align with this priority in that it will:</p> <ul style="list-style-type: none"> • Increase the existing capacity of the TSA headquarters in Sutherland Shire, which will co-locate services ranging from emergency assistance, rehabilitation services and disaster relief to youth programs, family and domestic violence services, job training and housing assistance; • Deliver an improved social infrastructure and community facility offering in the improved TSA headquarters which will reflect the ranging needs of the community in the present and future; and • Allow accessibility to existing public transport, social infrastructure and services, with urban design reflecting an outcome that will be accessible for people of all ages to utilise.
S4	Fostering healthy, creative, culturally rich and socially connected communities	<p>Priority S4 seeks to recognise the cultural richness and diversity of the South District to encourage place-based planning that will focus on the local inter-relationships between healthy, creative, culturally rich and socially connected communities. Specifically, the District Plan highlights the importance of supporting social connections through building social infrastructure in tandem with universal design to improve individual and community health. The District Plan also illuminates that places with high concentrations of social connectors are characterised by:</p> <ul style="list-style-type: none"> • Access to trains or high frequency bus routes • High levels of volunteering • Access to education and learning • A diverse housing mix (in terms of density, tenure and affordability). <p>The planning proposal will foster a socially connected community in that it will:</p> <ul style="list-style-type: none"> • Cater for the expansion of the TSA, which will offer youth programs, job training and volunteering opportunities and provide a mix of affordable and standard unit offerings in a 400m catchment from Miranda train station; • Provides a ground plane and public domain that enriches the pedestrian experience. • Strengthen social connections in the surrounding community through the provision of an upgraded TSA providing opportunity to connect with the community of Miranda and the broader locality.
S5	Providing housing supply, choice and affordability, with access to jobs, services and public transport.	<p>Priority S5 aims to ensure housing choices are available with an increase of housing supply and affordability proximate to jobs, services and public transport. Particularly, the District Plan notes that there is a priority to meet affordable rental housing targets in the overall district housing target being 23,250 (2021). In this total, it is expected that 5,200 of these dwellings will be located in the Sutherland Shire.</p> <p>The planning proposal directly aligns with Planning Priority S5 as it will support the locality's contribution to affordable rental housing targets for a cross section of key workers. This is particularly apparent in the site's location on the edge of the Miranda Strategic Centre, which will ensure key and skilled workers have prime accessibility to</p>

Priority	Description	Comment
		<p>services and public transport infrastructure. As discussed above, the urban renewal of the site aligns with the aims of Planning Priority S5 in that:</p> <ul style="list-style-type: none"> • It will provide residents access to services and facilities in a largely 500m catchment proximate to public transport and Miranda Strategic Centre. • Provide housing choice through a diverse housing mix ranging from smaller 1-2-bedroom apartments to 3 bedroom + offerings to accommodate expected changes to household structure (from families to lone person households). • Cater for a significant injection of affordable housing dwellings in the Sutherland Shire, aligning with the affordable rental housing targets of the district.
S6	Creating and renewing great places and local centres, and respecting the Districts heritage	<p>Priority S6 aspires to create great places that bring people together, whilst conserving and enhancing the existing environmental heritage of the locality. Specifically, the district plans emphasise the importance of renewing street's as great places that encourage walkable, leisurely travel as well as providing social infrastructure that caters for a range of authentic local experiences and opportunities for social interaction and connection. It also seeks to promote place-based planning for centres, which will need to consider how additional housing and community facilities can be integrated in the urban fabric. Moreover, the conservation of heritage is also urged to take priority, with sympathetic built form controls combining heritage with modern design identified as a potential pathway for a sustainable urban design outcome.</p> <p>The planning proposal will renew the existing site concentrated with place-based principles and respect of surrounding heritage in that it will:</p> <ul style="list-style-type: none"> • Increase the provision of affordable and standard residential apartments in walkable distance of Miranda Strategic Centre; • Deliver transit-oriented development a co-locate facilities and social infrastructure in the ground floor level and podium; and • Respect the heritage value of the adjacent local heritage item 3102 – Street trees planted along Kiara Road and enhance their role in an improved walkable local street.
Productivity		
S9	Growing investment, business opportunities and jobs in strategic centres.	<p>Priority S9 seeks to create local centres that stimulate economic activity and innovation through the co-location of activities, providing jobs closer to where people live, utilising infrastructure more efficiently. Particularly, the district strategy emphasis that housing should be delivered in a walkable distance of strategic centres, which can contribute to active transport and a sense of vibrancy, whilst not constraining the ongoing operation and expansion of commercial and retail activities. It also stresses the urgency that a balance must be maintained in providing adequate mixed-use or residential zoned land around a commercial core zone to ensure new residential development can benefit from access and services in centres (which are not just for economic exchange, but where communities gather and recreational, cultural, and educational pursuits are located).</p> <p>The planning proposal directly aligns with Planning Priority S9 in that it will:</p> <ul style="list-style-type: none"> • Deliver housing in the catchment of the Miranda Strategic centre, whilst ensuring that floor space associated with TSA is maintained and enhanced to contribute to the greater capacity of its ongoing operations; • Provide a mixed use offering that will ensure affordable and standard residential apartments can benefit from extensive access to the services and infrastructure in the Miranda Strategic centre; • Does not significantly limit the opportunity for commercial and retail activities in the Miranda Strategic centre to innovate; and • Co-locate affordable residential housing offerings with a key community facility in TSA that serves the greater Sutherland Shire area.
S12	Delivering integrated land use and transport planning and a 30-minute city.	<p>Priority S12 aims to deliver a 30-minute city, improving connections between strategic centres, especially providing housing and community facilities in them, in order to ensure more people will have public transport access to their closest metropolitan or strategic in 30 minutes.</p>

Priority	Description	Comment
		<p>The planning proposal will ensure that new housing dwellings and community facilities will be delivered in the existing Miranda strategic centre allowing the redevelopment to benefit from:</p> <ul style="list-style-type: none"> • Potential train improvements on the T4 Sutherland Shire Line; • Improved service frequencies, especially for access to strategic centres; • On demand bus services on selected local bus routes, currently being trialled in the Sutherland Shire, to improve the efficiency of the transport network and provide more choices for first and last mile access to the train network; and • Adequate walking connections to employment, services and public transport infrastructure in the Miranda Strategic centre catchment.

The planning proposal is in full alignment with the abovementioned priorities and by extension, the South District Plan given that it seeks to deliver community serving uses in a key location which will foster and support a healthy, connected community. Furthermore, the proposal's delivery of additional and diverse housing options is a key benefit that directly aligns with Planning Priority S5 to provide housing choice and affordability.

Housing 2041 – NSW Housing Strategy

Housing 2041 is the NSW Government's 20-year vision for the delivery of housing across the state. Released in 2021, *Housing 2041* sets the framework for delivering more housing in the right locations, more diverse housing options that suit diverse demographics, as well as high amenity housing. Housing 2041 establishes four pillars which underpin the future of housing, and the planning proposal is closely aligned with each of these pillars in the following manner:

- **Supply:** The proposal will deliver approximately 116 additional residential dwellings to contribute to the shortfall in housing supply in the South District.
- **Diversity:** The proposal will incorporate a diverse range of housing types, as well as different sized dwellings so as to appeal to a broad residential market and ensure that all household demographics have a place in the development.
- **Affordability:** Consistent with TSA's mission as a Christian organisation that seeks to provide services to people in need, the proposal will incorporate a provision of key worker housing.
- **Resilience:** The proposal will align with the principles of ecologically sustainable development, contributing to a development outcome that is highly sustainable.

Q4. Is the Planning Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Sutherland Local Strategic Planning Statement

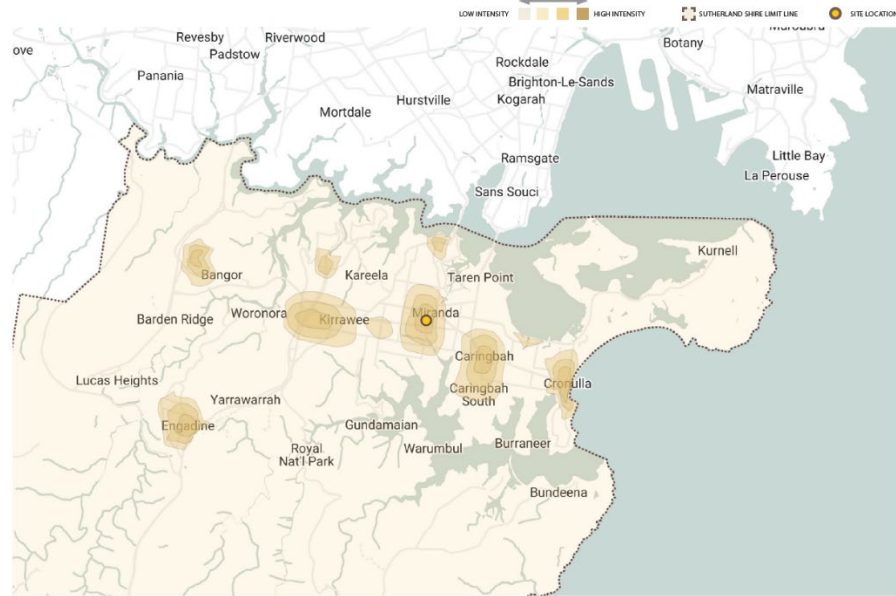
The *Sutherland Local Strategic Planning Statement* (the LSPS) is the principal strategic planning document guiding land use planning and development in the Sutherland Shire Local Government Area (LGA). The LSPS represents Council's 20-year vision and strategy for the LGA's future direction, and contains directions about infrastructure, liveability, productivity and sustainability. The LSPS draws from the Greater Sydney Commission's Greater Sydney Regional Plan and South District Plan and implements the planning priorities identified from these larger strategic documents at a local level.

The LSPS identifies four (4) key themes, each with a suite of planning priorities. Of relevance to the planning proposal is the theme of 'Liveability'. An assessment of the planning proposal as a mixed-use development has been made against the relevant planning priorities in 'Liveability' is detailed in **Table 14**.

Table 14 Assessment against Sutherland Shire Local Strategic Planning Statement 2020

Planning Priority (PP)	Assessment	Consistency
Planning Priority 7 - Respect Local Character	The LSPS highlights that when considering where to locate new development, community preference supports a concentrated approach to housing density. Specifically, it urges for higher density located around town centres, instead of a dispersed model which would increase residential density over a larger suburban area.	Yes

Planning Priority (PP)	Assessment	Consistency
	<p>In locating higher density development in strategic centres, the priority also aims to conserve the landscape character of the locality through preserving extensive street tree planting, much of which is on wide landscaped verges.</p> <p>The planning proposal directly aligns with Planning Priority 7 – Respect Local Character by way of the following:</p> <ul style="list-style-type: none"> • Seeks to contribute to the concentration of high-density mixed-use development in the Miranda Strategic centre, assisting the maintenance of established, low density landscape character suburbs (through strategically guiding development elsewhere). • Aims to preserve and respect the heritage value of the adjacent local heritage item 3102 – Street trees planted along Kiora Road, through siting the building envelope set back from Kiora Road. This will ensure key landscape heritage character is retained throughout the podium level of the development. 	
<p>Planning Priority 8 – Open Space and Sporting Needs</p>	<p>The LSPS aims to better understand how open spaces and sports facilities are used, the community's future needs, and optimise the use and management of existing assets to meet this challenge and acquire new open spaces where existing assets cannot meet changing needs.</p> <p>Specifically, the LSPS aims to provide open space in a 5-minute walk of homes in higher density residential areas. This is especially considered in the Miranda strategic centre.</p> <p>Whilst the planning proposal not specifically creating a new open space, it is consistent with Planning Priority 8 – Open Space and Sporting Needs in that it will provide residential accommodation within a 5-minute walk of Seymour Shaw Park. It is also noted that there is a plethora of other open spaces in a 1km walking catchment of the site.</p>	<p>Yes</p>
<p>Planning Priority 9 – Community Connections</p>	<p>The LSPS seeks to strengthen community connections by providing a range of facilities and support for community activities and services to bring people together. Specifically, Council aims to support a range of community building activities (including volunteering) in multi-purpose centres. Particularly, flexible, modern/refurbished, and well-maintained facilities will be sought which are co-located near transport interchanges in areas where population density is expected to increase.</p> <p>The planning proposal is coordinated with Planning Priority 9 – Community Connections by way of the following:</p> <ul style="list-style-type: none"> • Will provide a purpose built and expanded headquarters for TSA in the Sutherland Shire, simultaneously increasing its capacity to cater for volunteering in emergency assistance, rehabilitation services, disaster relief, youth programs job training and housing assistance. • Ensure that a newly developed TSA is in proximity of the Miranda train station in the edge of the Miranda Strategic centre, which is anticipated to absorb a significant proportion of the population growth attributed to the Sutherland Shire. This will result in a significant increase in population density in the centre, with a large amount of existing dwelling approvals being located in Miranda. 	<p>Yes</p>
<p>Planning Priority 10 – Housing Choice</p>	<p>The LSPS aims to provide the community with housing choice through increasing the available opportunities for a range of housing sizes and types in each community. Particularly, council has implied that a demand for 15,000 new dwellings will be required in the locality by 2036.</p> <p>Planning for a mix of housing forms and densities acts as a significant priority in the LSPS, aiming to balance growth whilst preserving natural environmental qualities. This is anticipated to be delivered through increasing density close to strategic centres, to ensure new dwellings are in easy walking distance of a public transport hub, community facilities, shops, services, and employment. Ultimately, as can be seen below, residential development is concentrated in Miranda, and the LSPS notes that this centre will continue to support residential opportunities.</p>	<p>Yes</p>



Source: Turner Studios

Furthermore, the LSPS provides statistics and demographic information regarding housing supply and affordable which the proposal aligns with, including the following:

- By 2036, 28% of the Sutherland Shire population will be over 60, increasing the demand for single person households.
- In September 2017, only 16% of rental stock in Sutherland Shire was affordable for low/very low-income households.
- The Sutherland Shire will run out of land appropriately zoned to provide apartments close to centres by 2031.
- To meet projection population growth, the Sutherland Shire must provide 22,500 additional dwellings by 2041.
- Small households are forecasted to make up 50% of all households by 2041.

The planning proposal is coordinated with Planning Priority 10 – Housing Choice by way of the following:

- Contribute a mixture of 116 market and key worker apartments that are accessible to local infrastructure and services to the Sutherland Shire housing supply.
- Recognise the importance of Miranda to the Sutherland Shire and its ability to deliver housing growth.
- Seek to increase the proportion of affordable rental stock in the Sutherland Shire available for low/very low-income households.
- Cater for a diverse array of apartment sizes which will address the increase in small and single person households.
- Contribute to the Sutherland Shire’s housing supply and avoid exhausting the current capacity of transport infrastructure.
- Provide residential apartments as a housing typology which is experiencing increased demand in the Sutherland Shire, which has traditionally been made up of detached dwelling houses on large residential lots.
- Provide possible options for housing diversity in the form of co-living housing, aligning with a key aspect of TSA’s mission to provide housing assistance to those in need.

Planning Priority 11 – Attractive and Distinctive Centres and Places

The LSPS aims to create attractive and distinctive centres and public places that are welcoming, safe, distinctive, and enjoyable for residents and visitors. Particularly, it aims to enrich the experience of a place through expressing qualities such as heritage, local landscape character, and landform in the design of built elements and planting.

Yes

Planning Priority (PP)	Assessment	Consistency
	<p>The Miranda Strategic centre is identified as an area where place-based planning will be undertaken.</p> <p>The planning proposal directly aligns with Planning Priority 11 – Attractive and Distinctive Centres and Places through the following:</p> <ul style="list-style-type: none"> • Provides a design that will enrich the local character, materials, landscape, and environmental context of Miranda, through siting the building envelope set back from Kiora Road to protect the heritage listed street trees. The southwest corner of the site will also be landscaped to complement the Level 1 residential entrance from Kiora Road. • Understands the importance of community cohesion, through ensuring the TSA can operate at a larger capacity to cater for volunteering commensurate with anticipated population growth. • Aids communal gathering through the provision of the TSA multipurpose room. 	

Sutherland Local Housing Strategy

The Sutherland Local Housing Strategy was adopted in 2020 to create a framework that will deliver housing to meet the existing and future needs of the Sutherland Shire Community. The Strategy seeks to guide housing development and supply towards 2031 to ensure that demographic trends are addressed, and population growth can be adequately catered for. There are 8 objectives which underlie the Housing Strategy, assessment against the relevant objectives is provided in **Table 15**.

Table 15 Assessment against the Sutherland Local Housing Strategy 2031

Objective	Assessment	Consistency
3. To meet current and future needs of smaller sized households	<p>The Housing Strategy emphasises the growing trend for smaller household sizes, highlighting that 45% of households in 2016 comprised of only one or two people (ABS 2016). This proportion has since grown to 54.8% of households in 2021 (ABS, 2021).</p> <p>The proposal provides an appropriate mix of apartments. A portion of 1-bedroom apartments are proposed to cater to smaller households, whilst the 2- and 3-bedroom apartments cater to non-traditional mixed households arising from an ageing population and downsizing trends.</p>	Yes
4. To meet the community need for increased housing choice	<p>Council emphasises the need to cater for smaller dwellings close to centres in contrast to traditional low-density development in order to:</p> <ul style="list-style-type: none"> • Create more affordable dwellings to assist younger people leaving home, and young families in larger apartments. • Enable key workers to live close to workplaces. <p>Simultaneously, the Housing Strategy stresses that the main intention of Council is to retain the established low-density housing with substantial landscaping, with housing supply to be concentrated in higher density precincts adjacent to town centres.</p> <p>The planning proposal directly aligns with this objective, as it seeks to provide a diverse mix of 116 market and key worker apartments on a prime gateway site on the edge of the Miranda strategic centre. This ensures that the proposed redevelopment is accessible to key public transport infrastructure, employment, and services. Furthermore, by providing a significant proportion of 2- and 3-bedroom apartments, the proposal encourages housing diversity by catering to residents in blended households and intergenerational households.</p>	Yes
5. To encourage redevelopment to promote the revitalisation of centres	<p>The Housing Strategy aims to attract customers to local businesses, well-designed mixed-use buildings to add new shops, cafes, restaurants, and other businesses.</p> <p>The planning proposal directly aligns with this objective, providing a revitalised, activated ground floor frontage with the TSA headquarters for the Sutherland Shire</p>	Yes

Objective	Assessment	Consistency
	and a communal courtyard to an existing, underutilised gateway site to Miranda strategic centre.	
6. To facilitate the use of public transport and the efficient utilisation of existing and future infrastructure	<p>The benefits of transit-oriented development are echoed in the Housing Strategy. It emphasises the potential to take increased pressure off the road network whilst reduction greenhouse gas emissions. It also highlights that concentrated housing forms in established strategic centres have environmental benefits over the dispersed housing model that dominates the locality. Overall, it stresses that new development utilise existing and future public transport infrastructure in the most efficient manner.</p> <p>The planning proposal aligns with this, as it seeks to deliver 116 apartments in a 400m radius of the Miranda train station and the main commercial core. Ultimately, it is anticipated that this will create significant demand for walking and cycling as main active transport choices, feeding into the broader heavy rail and bus network.</p>	Yes

The Housing Strategy also makes explicit note of there being increased opportunities to develop residential flat buildings in selected centres by increases to principal development standards. Specifically, the strategy notes:

“Opportunities for increases in dwelling density have been made in areas which are close to the centres of Sutherland, Jannali, Miranda, Caringbah and Cronulla, and in the area between Sutherland Hospital and Caringbah centre.”

The importance of developing residential apartments in mixed use buildings in centres is also encouraged, in order to ensure safe and lively shopping streets with active street fronts. The planning proposal caters for this through an activated ground floor with the upgraded TSA headquarters and a communal courtyard.

In May 2023, an update to the Housing Strategy was prepared to be presented to Council, which included statements such as:

“Increasing housing options in and close to centres can help improve the viability and vitality of centres. The careful placement of larger buildings can help reduce impacts while also delivering new spaces that can help to revitalise the public domain...”

Council will prioritise the two strategic centres outlined in the South District Plan of Sutherland-Kirrawee and Miranda.”

The update expands upon this by noting that new apartments will be focused along the central transport spine in the eastern part of the Sutherland Shire, which includes Miranda. Higher-scale apartment buildings, being those taller than 6 storeys, will be focused in Caringbah, Miranda and Sutherland-Kirrawee. Through these three (3) higher densities centres, the Strategy notes a target of creating capacity for 1,306 dwellings in the next two (2) years.

Further, the strategy update also identifies the following headline figures for the delivery of additional housing across the Sutherland Shire:

- 6-10 year housing target (FY2021/22 – FY2025/26) of 3,800 additional dwellings.
- 10-20 year housing target of 22,000 additional dwellings to 2036.
- Target of 5% affordable dwellings by 2041.
- Dual occupancies/secondary dwellings, multi dwelling housing, and residential flat buildings will make up approximately 1/3 of new dwellings each, respectively.

In responding to the housing demands of Miranda, the proposal addresses the 6–10-year housing target of the draft Sutherland Shire Housing Strategy. In particular, the following statistics predict that the population of Miranda is expected to grow at a rate of **16.88%** between 2023 and 2036, which is **5.44%** faster than the Sutherland Shire overall.

Sutherland Shire Council		
2023	2036	% Change between 2023 and 2036
236,197	257,531	+ 11.44%

Sutherland Shire Council		
Miranda		
2023	2036	% Change between 2023 and 2036
19,472	22,759	+ 16.88%

Similarly, forecasted dwellings and development in Miranda is expected to grow by **25.6%** between 2021 and 2036, which is **21.2%** faster than the rate of the Sutherland Shire overall.

Area	2021	2036	% Change between 2021 and 2036
Sutherland Shire Council	90,910	103,194	+ 13.5%
Miranda	7,850	9,863	+ 25.6%
Kirrawee	4,635	5,668	+ 22.3%
Sutherland	5,768	7,423	+ 28.7%
Caringbah	5,985	8,084	+ 35.1%

Given the heightened need for the delivery of housing in Miranda, the planning proposal is in full alignment with the Housing Strategy as well as its draft update, given that it will contribute to the identified need for additional housing supply, and will also deliver affordable housing in Miranda.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Future Transport Strategy

The Future Transport Strategy (FTS) 2056 sets out the NSW government's vision for transport in a growing and changing state. It guides the community on strategic directions for future planning integrated with evolving transport networks throughout the Sydney metropolitan area and the state. The strategy delivers a framework that informs place-based planning and policy decisions to achieve successful outcomes, aiming to connect community to the city and state shaping infrastructure and services pipeline.

The planning proposal is consistent with the following directions under the strategy, which seek to agglomerate growth and development around key public transport nodes (refer to **Table 16**).

Table 16 Consistency with Future Transport Strategy 2056

Objective	Assessment	Consistency
C1 – Connectivity is improved across NSW	<p>The FTS emphasises the importance of the 30-minute connection between metropolitan centres in Greater Sydney. Specifically, it attributes the application of this through the integration of transport and land use planning. Especially, it encourages urban renewal and local infill development around strategic centres and public transport corridors. It summarises that enforcement of this will facilitate improved access to key destinations, maximising usage of existing infrastructure and ensuring growth is responsibly managed to support housing supply and affordability.</p> <p>The planning proposal directly aligns with this, as it seeks to deliver 116 apartments in a 400m radius of Miranda train station, whilst acting as a gateway site to the Miranda Strategic Centre. This will provide a significantly accessible apartment offering to greater Sydney, with the train network providing connections to several metropolitan centres such as Wollongong and the Sydney CBD. Furthermore, the provision of a mix of affordable apartments will also support the proposal's contribution to housing affordability in the locality.</p>	Yes

Objective	Assessment	Consistency
Priority 1.2 – Support growth around public transport	<p>The FTS continues to encourage the growth of housing around public transport infrastructure, on top of transport agency holdings. Ultimately the strategy encourages councils to promote higher density development in public transport corridors to cater for the transition to more sustainable transport patronage.</p> <p>Similar to the above, the planning proposal is consistent with this objective as it seeks to contribute to a mixed use, 116 apartment development that adds to the agglomeration of employment and services in the Miranda strategic centre. The 500m distance to Miranda train station and direct access to local bus routes will encourage residents to utilise public transport options to access their daily needs.</p>	Yes
C2.1 – Support car-free, active sustainable transport options	<p>The strategy recognises council's role in delivering consistent, functional and walkable neighbourhoods and centres to support car-free, sustainable transport options.</p> <p>The planning proposal continually seeks to contribute to the walkability objectives which council must consider in their place making frameworks. As stated above, the provision of 116 apartments on the edge of the Miranda Strategic centre, integrated with local bus routes and just 400m from Miranda train station will encourage residents to adopt active transport options when accessing services and employment.</p>	Yes

Q6. Is the Planning Proposal consistent with applicable State Environment Planning Policies?

The State Environmental Planning Policies directly applicable to the planning proposal are identified in **Table 17**.

Table 17 Consistency with State Environmental Planning Policies

SEPP	Consistent			Comment
	Yes	No	N/A	
State Environmental Planning Policy (Biodiversity and Conservation) 2021			✓	Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008			✓	Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Housing) 2021	✓			<p>The planning proposal is consistent with the broader aims of the Housing SEPP 2021 as it proposes amendments to the existing development controls on the site that will enable the residential uplift and delivery of housing in a location that will make efficient use of existing and planned public transport and social infrastructure and services.</p> <p>The design principles and development standards provided in the Housing SEPP 2021 will be further addressed part of the detailed development application subsequent to this planning proposal.</p>
State Environmental Planning Policy (Industry and Employment) 2021	✓			The future development of the site, including ground floor uses in the TSA Miranda headquarters will have signage that is compatible with the desired amenity and visual character of the Miranda Strategic Centre.

SEPP	Consistent			Comment
	Yes	No	N/A	
				The design principles for signage provided in Schedule 5 of the Industry & Employment SEPP 2021 will be further addressed as part of the detailed development application after this planning proposal.
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	✓			Nothing in this amendment will prevent a future DA's ability to comply with SEPP 65
State Environmental Planning Policy (Planning Systems) 2021			✓	Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Precincts—Central River City) 2021			✓	Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	✓			Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Precincts—Regional) 2021			✓	Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021			✓	Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Primary Production) 2021			✓	Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Resilience and Hazards) 2021	✓			Nothing in this amendment will prevent a future DA's ability to comply with the Resilience and Hazards SEPP.
State Environmental Planning Policy (Resources and Energy) 2021			✓	Not relevant to the proposed LEP amendment.
State Environmental Planning Policy (Sustainable Buildings) 2022			✓	Any development application lodged as a result of the proposed uplift will be subject to the development standards of the Sustainable Buildings SEPP. Nothing in the planning proposal will prevent a DA from complying with these standards.
State Environmental Planning Policy (Transport and Infrastructure) 2021	✓			Nothing in this amendment will prevent a future DA's ability to comply with the Transport and Infrastructure SEPP.

Q7. Is the Planning Proposal consistent with the applicable Section 9.1 Directions?

Yes. An assessment of the Planning Proposal against applicable Section 9.1 Directions is set out in **Table 18**.

Table 18 Assessment of Section 9.1 Directions

Ministerial Direction	Consistent			Comment
	Yes	No	N/A	
Focus area 1: Planning Systems				

Ministerial Direction	Consistent			Comment
1.1 Implementation of Regional Plans	✓			As discussed in Table 12 the planning proposal is consistent with the Greater Sydney Region Plan.
1.2 Development of Aboriginal Land Council land			✓	The planning proposal does not seek to develop on Aboriginal Land Council land.
1.3 Approval and Referral Requirements	✓			The planning proposal does not comprise designated development and does not require external agency concurrence.
1.4 Site Specific Provisions	✓			The proposed amendments to SSLEP 2015 are uncomplicated and will not impose unnecessarily restrictive planning controls on the site. The proposed amendments will not require site specific provisions under Schedule 1 of the SSLEP 2015.

Focus area 1: Planning Systems – Place-based

1.5 Parramatta Road Corridor Urban Transformation Strategy			✓	The site of the planning proposal is not located in the Parramatta Road Corridor.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan			✓	The site of the planning proposal is not located in the North West Priority Growth Area.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	The site of the planning proposal is not located in THE Greater Parramatta Priority Growth Area.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	The site of the planning proposal is not located in the Wilton Priority Growth Area.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor			✓	The site of the planning proposal is not located in the Glenfield to Macarthur Urban Renewal Corridor.
1.10 Implementation of Western Sydney Aerotropolis Plan			✓	The site of the planning proposal is not located in the Western Sydney Aerotropolis.
1.11 Implementation of Bayside West Precincts 2036 Plan			✓	The site of the planning proposal is not located in any of the Bayside West precincts.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct			✓	The site of the planning proposal is not located in the Cooks Cove precinct.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan			✓	The site of the planning proposal is not located in the boundaries of the St Leonards and Crows Next Plan.
1.14 Implementation of Greater Macarthur 2040			✓	The site of the planning proposal is not located in the boundaries of the Greater Macarthur 2040 plan.
1.15 Implementation of the Pyrmont Peninsula Place Strategy			✓	The site of the planning proposal is not located in the boundaries of the Pyrmont Peninsula Place Strategy.
1.16 North West Rail Link Corridor Strategy			✓	The site of the planning proposal is not located in the North West Rail Link Corridor.
1.17 Implementation of the Bays West Place Strategy			✓	The site of the planning proposal is not located in the Bays West Precinct.
1.18 Implementation of the Macquarie Park Innovation Precinct			✓	The site of the planning proposal is not located in Macquarie Park.
1.19 Implementation of the Westmead Place Strategy			✓	The site of the planning proposal is not located in Westmead.

Ministerial Direction	Consistent			Comment
1.20 Implementation of the Camellia-Rosehill Place Strategy			✓	The site of the planning proposal is not located in Camellia, nor Rosehill.
1.21 Implementation of South West Growth Area Structure Plan			✓	The site of the planning proposal is not located in the South West Growth Area.
1.22 Implementation of the Cherrybrook Station Place Strategy			✓	The site of the planning proposal is not located in the Cherrybrook station precinct.
Focus area 2: Design and Place				
Focus area 3: Biodiversity and Conservation				
3.1 Conservation Zones			✓	The site is not subject to any environmental conservation zones.
3.2 Heritage Conservation	✓			The planning proposal respects the heritage items surrounding the site, including the listed trees on Kiara road.
3.3 Sydney Drinking Water Catchments			✓	Not relevant to the proposed LEP amendment.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs			✓	The site of the planning proposal is not located in the Far North Coast area.
3.5 Recreation Vehicle Areas			✓	The site of the planning proposal is not located in a Recreation Vehicle Area.
3.6 Strategic Conservation Planning			✓	The site of the planning proposal is not located in an area that requires Strategic Conservation Planning.
3.7 Public Bushland			✓	The site of the planning proposal is not located in an area of Public Bushland.
3.8 Willandra Lakes Region			✓	The site of the planning proposal is not located in the Willandra Lakes Region.
3.9 Sydney Harbour Foreshores and Waterways Area			✓	The site of the planning proposal is not located in the Sydney Harbour Foreshores and Waterways Area.
3.10 Water Catchment Protection			✓	The site of the planning proposal is not located in a Water Catchment Protection zone.
Focus area 4: Resilience and Hazards				
4.1 Flooding			✓	The site of the planning proposal is not located in a flood planning area, nor is it identified as flood prone land.
4.2 Coastal Management			✓	The site of the planning proposal is not located in a coastal management area.
4.3 Planning for Bushfire Protection			✓	The site of the planning proposal is not located in a bushfire prone land area.
4.4 Remediation of Contaminated Land			✓	The site of the planning proposal is: <ul style="list-style-type: none"> • Not in an investigation area; • Has not been previously used for a potentially contaminating purpose; and • Is suitable for the inclusion of residential uses.
4.5 Acid Sulfate Soils			✓	The site of the planning proposal is not identified as having acid sulfate soils present.

Ministerial Direction	Consistent			Comment
4.6 Mine Subsidence and Unstable Land			✓	The site of the planning proposal is not located in land identified as mine subsidence or unstable land.
Focus area 5: Transport and Infrastructure				
5.1 Integrating Land Use and Transport	✓			The planning proposal improves access to housing and jobs by walking, cycling and public transport taking into consideration the proximity of the site to existing networks.
5.2 Reserving Land for Public Purposes			✓	Not relevant to the proposed LEP amendment.
5.3 Development Near Regulated Airports and Defence Airfields			✓	Not relevant to the proposed LEP amendment.
5.4 Shooting Ranges			✓	Not relevant to the proposed LEP amendment.
Focus area 6: Housing				
6.1 Residential Zones	✓			The proposal will encourage a variety and choice of housing typologies to provide for existing and future housing needs, efficiently utilise existing infrastructure and services, and minimise environmental impacts.
6.2 Caravan Parks and Manufactured Home Estates			✓	Not relevant to the proposed LEP amendment.
Focus area 7: Industry and Employment				
7.1 Business and Industrial Zones	✓			The planning proposal will maintain and enhance the employment generating uses on the site and support the viability of the Miranda strategic centre.
7.2 Reduction in non-hosted short-term rental accommodation period			✓	Not relevant to the proposed LEP amendment.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast			✓	The site of the planning proposal is not located along the Pacific Highway or North Coast.
Focus area 8: Resources and Energy				
8.1 Mining, Petroleum Production and Extractive Industries			✓	Not relevant to the proposed LEP amendment.
Focus area 9: Primary Production				
9.1 Rural Zones			✓	The site of the planning proposal is not located in a Rural Zone.
9.2 Rural Lands			✓	The site of the planning proposal is not identified as Rural Lands.
9.3 Oyster Aquaculture			✓	Not relevant to the proposed LEP amendment.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast			✓	The site of the planning proposal is not identified as Farmland, nor is it located in a regional area.

8.2 Site-specific merit

8.2.1 Section C – Environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site's location on the edge of the urbanised Miranda strategic centre significantly limits its exposure to critical habitat or threatened species, as well as the populations or ecological communities that are associated with them. As addressed in the Biodiversity and Conservation Ministerial Directions in **Table 18**, the site of the planning proposal:

- is not located in, or in proximity to, any C2 Environmental Conservation or C3 Environmental Management land;
- is not located in an area that requires strategic conservation planning;
- is not located in an area of Public Bushland; and
- is not located in a Water Catchment Protection Zone.

Therefore, it is considered that the renewal and redevelopment of the site can be achieved without resulting in adverse impacts to the flora and fauna identified in the site and surrounding area. The Arborist Report, prepared by Sydney Landscape Consultants (refer to **Appendix H**) also confirms that the proposed trees to be removed on the site are not identified as critically endangered species.

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

A detailed assessment of the environmental effects as a result of this request for a planning proposal is identified in **Section 9.0** of this report. Relevant management measures are identified where appropriate and, on this basis, no unacceptable impacts are likely to result for a planning proposal or future development on the site.

Q10. Has the planning proposal adequately addressed any social and economic effects?

Yes. The economic and social impacts arising from this request for a planning proposal have been fully identified and addressed by specialised reports which are assessed at **Section 9.10**. The planning proposal will contribute to several positive social and economic effects, including:

- providing a significant upgrade of the TSA community facility, which represents a key community infrastructure contributor to the Sutherland Shire and is in need for renewal;
- providing for improved activation and accessibility of the site in the Miranda Strategic centre, and adjoining public domain, delivering increased foot traffic, as well as improved amenity and safety for the public; and
- provision of 116 residential apartments (including 5 key worker housing dwellings) in proximity of public transport infrastructure and key services in the Miranda Strategic centre.

8.2.2 Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the Planning Proposal?

The future redevelopment of the site will be serviced by the existing public infrastructure and services including connections to power, telecommunications, water and sewerage. This is addressed in more detail in the Services Impact Assessment prepared by Intrax Projects at **Appendix J**.

8.2.3 Section E – State and Commonwealth Interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

The site of the request for a planning proposal is located in the catchment of the Miranda strategic centre, which is serviced by significant transport infrastructure. Where necessary, further consultation with relevant authorities will be undertaken as required in accordance with the Gateway Determination. State and Commonwealth authorities will have the opportunity to provide comment on the planning proposal as part of its formal exhibition.

9.0 Environmental Assessment

This section provides an environmental assessment of the proposed planning controls and the indicative reference scheme that those controls are capable of accommodating.

9.1 Built form and urban design

The proposed planning envelope seeks to capitalise on the site's gateway location into the Miranda strategic centre, whilst appropriately responding to the surrounding conditions of the lower density development on the border of the catchment to the precinct. The proposed envelope achieves a balance between delivering improved community infrastructure floor space, integrated with residential apartments above. The planning framework seeks to provide capacity for a future high-quality architectural design that significantly improves the existing streetscape, while not compromising the amenity of the public domain in terms of solar access and views.

The Urban Design Report prepared by Turner Studios at **Appendix A** details the design approach for the redevelopment of the site and describes the key built form parameters.

Additionally, an Urban Design Peer Review has been carried out by Matthew Pullinger Architect (see **Appendix L**), whose role in the project has been to contribute to the refinement of the planning proposal in discussion with the wider design team. This peer assessment has resulted in the following design outcomes:

- The key siting strategy adopted by the proposal is the completion of the existing perimeter block form evident on the site today.
- This built form strategy marries up with the two existing adjacent properties to create a coherent street alignment and also situates proposed open space to augment that of the neighbouring properties - consolidating open space within a central courtyard.
- This fundamental siting strategy also extends the existing scale of street walls evident on Kiora Road and Willock Avenue resolving these around the corner site.
- A significant community facility - representing significant public benefit - is provided along the north-facing street level, will be operated by the Salvation Army to provide critically important community support services and serves to provide activation and identity for the site.
- The proposal will provide public domain improvements along both street frontages and provide distinct, separate residential and community addresses.
- The built form strategy introduces a residential tower, set back from the prevailing street wall alignments, adopting a form which eliminates all overshadowing of neighbouring apartments.
- This tower seeks a maximum height of 60m, approximately 16 storeys, which is based on careful analysis of topography, overshadowing and privacy impacts, local character and precedents, and the site's visual prominence.
- Acknowledging the site's strategic planning value, which is derived from its close proximity to Miranda Station and to retail and commercial services, this proposed building height is appropriate for a proposal that is configured to provide increased residential density with high amenity along with community support facilities and a component of affordable housing.
- No unreasonable overshadowing impacts arise from the proposed building form or its height, analysis included with the proposal demonstrates that neighbouring properties and the local school all retain appropriate levels of solar access during mid-winter.
- The tower presents as a distinctive, regular form occupying a prominent corner site at the edge of the Miranda town centre.
- The resultant Floor Space Ratio (FSR) sought by the Planning Proposal has been accommodated on the site while providing high quality urban renewal and without generating unreasonable environmental impacts.
- The resultant FSR is also broadly equivalent to comparable sites identified for intensification elsewhere across the metropolitan area where these sites have good proximity to transport links, employment, education, services and open space assets.

The most pertinent matters are discussed further below.

9.1.1 Podium

The podium design has been developed in the context of the existing built form along both Willock Avenue and Kiora Road. In particular, the prevailing datum line along Willock Avenue has been adopted for the top of podium height, ensuring consistency of the podium form along Willock Avenue and reinforcing a clear street wall. **Figure 28** illustrates this consistent datum line with the existing residential buildings located on Willock Avenue. Furthermore, at the ground level, a setback of 2.5 metres has been provided on the ground level to accommodate footpath widening. This setback is further discussed in **Section 9.1.3**.

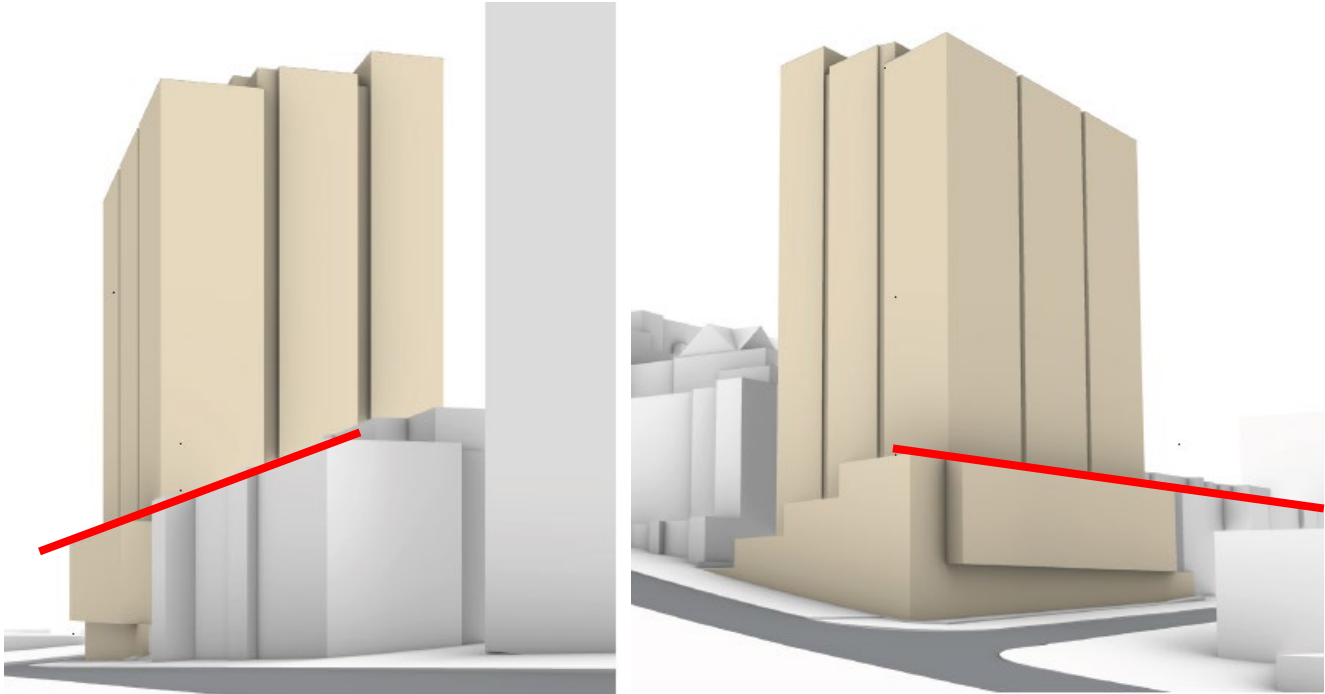


Figure 27 Consistent datum line along Willock Avenue

Source: Turner Studios

Along Kiora Road, a stepped podium form is adopted which is in keeping with the stepped form of existing buildings further south along the street. The stepped form provides an opportunity for articulation and defined architecture which will have the benefit of framing the key entry off Kiora Road. **Figure 29** illustrates the stepping of the podium form in the context of the adjoining building which includes similar stepping.

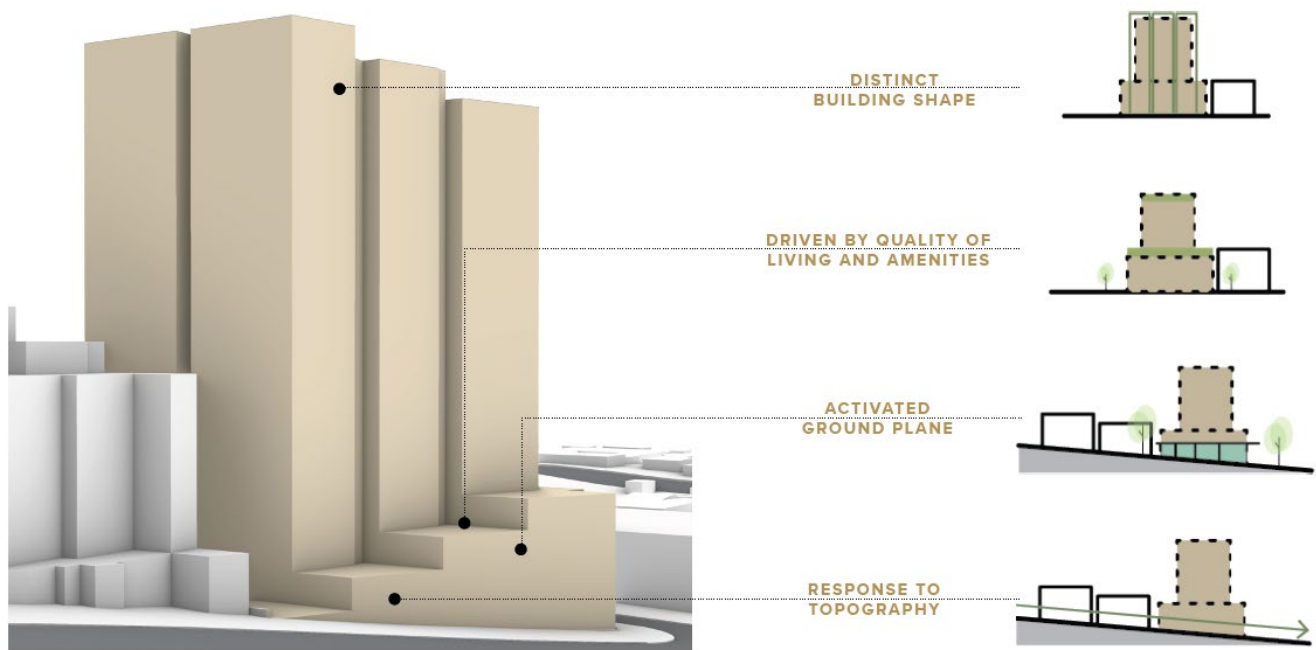


Figure 28 View from Kiora Road looking North West

Source: Turner Studios

Whilst the site does not adjoin any heritage items, the development of the podium design has maintained cognisance of the surrounding built environment and streetscapes by establishing a strong contextual approach to upgrade the site. The podium frontage height along Kiora Road and Willock Avenue are capped at the fourth storey to ensure that these frontages respect and integrates with the built form scale and massing context.

The site's prominent street corner location at the intersection of Kiora Road and Willock Avenue allows for a unique podium design that anchors and emphasises the street corner. The podium design has been developed by balancing the need for an appropriate floor plate for The Salvation Army to carry out their important community work whilst providing amenity in the form of public domain and landscaping.

The podium proportions and street presentation set an appropriate basis upon which the residential tower is situated. Together, the scale of the development is a key visual landmark which will improve the built environment of the edge of Miranda.

9.1.2 Tower

The height, massing, and orientation of the tower has been driven by solar access, building separation and amenity aspirations, and a desire to provide a marker in the Miranda centre. The key gateway location of the site has been a key consideration in the urban design analysis of the site and determination of opportunity for the site to contribute to the future character of the Miranda strategic centre. In effect, the proposed tower form and height has sought to capitalise on the opportunities of the site while ensuring residential density is provided to support and fund the TSA community facility.

In addition to the Urban Design Report prepared by Turner Studios (refer to **Appendix A**), an Urban Design Review has been carried out by Matthew Pullinger Architect (see **Appendix L**). This review provides comment on and support for the proposed massing of the proposal, including the tower design, with further analysis provided in the following section.

Height

The location and orientation of the site allows for a built form that limits potential for adverse amenity impacts on the surrounding environment, including overshadowing, on its immediate context. While the proposal seeks a new height in the strategic centre, it is proposed in the context of expected change to be facilitated through the updated Housing Strategy and Miranda Place Plan.

More broadly across the Sutherland Shire, an analysis has been carried out which confirms an established upper limit of towers up to 16 storeys in key centres as follows:

- Kirrawee Brick Pit South Village (DA15/1134): the tallest building is in Stage 3A of the project, comprising 14 storeys and a height of 49.4m.
- Woolooware Bay Town Centre (DA18/1448) (Concept Approval MP10_0229 as modified): the tallest building is Building B, comprising 15 storeys and a height of 55.07m.

As anticipated by Council's updated draft Housing Strategy, Miranda is evolving into a key strategic centre in the Sutherland Shire. Accordingly, a new tower height datum is expected for Miranda over time to represent the significance of its status as a strategic centre and to accommodate the required density to realise the housing needs of the community. Therefore, the proposed height of the tower form reflects an appropriate scale of a lower rise tower that is prevalent in strategic centres more broadly across Sydney, and anticipated in Miranda.

The proposal's location at the threshold to the Miranda strategic centre offers a significant gateway opportunity to provide a key marker to the entry of the centre. Considering that the prominent corner of Kiora Road and Willock Avenue is the lowest point of the strategic centre, the proposal allows for prominence in the corner, anchoring the strategic centre. There is a strong architectural desire to ensure this corner is accentuated and provides a clear marker to the centre, with the corner strongly held in the final building design. The nature of this key marker intent would fail to be realised without the tower height proposed to act as a landmark to the Miranda centre and to contribute to the Miranda skyline.

Furthermore, the Urban Design Peer Review provided by Matthew Pullinger (see **Appendix L**) supports the form and scale of the tower as a key site marker in the following terms:

- *A building form that reflects the anticipated scale and nature of renewal in the Miranda centre,*
- *Acknowledging the site's strategic value, which is derived from its close proximity to Miranda Station and to retail and commercial services, this proposed building height is appropriate for a site that is configured to provide increased residential density with high amenity along with community support facilities and a component of affordable housing.*
- *The tower presents as a distinctive, regular form occupying a prominent corner site, which sits in the foreground against a backdrop of taller and denser development making up the Miranda town centre.*

In terms of being a marker in the centre, the proposed maximum 60m building height is circa 1-2 storeys above the existing tallest building in the centre (Westfield Miranda), ensuring that the building sits within the general range of height, but is slightly separate as a taller building to signify the gateway to the centre.

The proposal's location in the corner of the established Miranda strategic centre is also supported by its proximity to quality public transport, schools, healthcare, parks, retail and dining. These factors contribute to a significant opportunity for greater density, which will be facilitated through a taller building form that achieves adequate separation to existing buildings. The draft Sutherland Shire Housing Strategy 2041 supports the opportunity for Miranda to become a strategic centre which can deliver higher density residential flat buildings as follows:

"Opportunities for increases in dwelling density have been made in areas which are close to the centres of Sutherland, Jannali, Miranda, Caringbah and Cronulla, and in the area between Sutherland Hospital and Caringbah centre."

In summary, the proposed 60 metre height limit has been established based on the following factors:

- **Topography:** The site is 15 metres lower than the Kingsway where the Westfield Shopping Centre is located. This creates an opportunity of height for the site, accounting for topography, that does not dominate its wider context but is visible as a clear gateway entry into the precinct. The proposed 60m tower sits in a similar height range, when accounting for topography to that of Westfield and other buildings within Miranda and aligns with the maximum height established elsewhere in the LGA.
- **Gateway opportunity:** The site is well-located at the threshold of the Miranda strategic centre, offering an opportunity to provide a signifying building that holds the corner of the centre and is a clear marker at the prominent entry to the centre.

- **Location:** The site is located within E2 Commercial Centre zone and along the Kiora Road gateway corridor into Miranda strategic centre. The location of the site is appropriate at the threshold to the centre to provide a building that signifies entry into the centre.
- **Diversity:** The proposed height will not only accommodate the TSA community facility which requires generous floor to ceiling heights, it will allow for a density that facilitates diverse housing options in the centre within a single taller building.
- **Solar access:** The proposed 60 metre height has been the result of extensive solar and overshadowing analysis (discussed further in **Section 9.7**). The overshadowing anticipated to arise from the proposed building height is limited to Kiora Road and non-recreational parts of the local primary school (the existing car park) at Our Lady Star of the Sea Catholic Primary School. Furthermore, the majority of overshadowing will be avoided at the school during recess or lunch times. Furthermore, the proposal also allows for a minimum of two hours of solar access to be achieved to nearby residential apartments in line with the design criteria of the ADG.
- **Housing Strategy** - Aligns with the objectives of Sutherland Shire Councils Housing Strategy to deliver greater density in the strategic centre of Miranda in close proximity to public transport and amenity.

Setbacks

The tower envelope is proposed consistent with the building separation design criteria established under the ADG. The adoption of these compliant setbacks ensure the objectives of the ADG are achieved, and enables a building form that will not impact the amenity of surrounding residences and a high level of amenity will be achieved for apartments within the new building on the site.

Furthermore, the setbacks of the tower form have been developed to allow an adequate floor plate to provide residential dwellings of a high quality, whilst being set back far enough from the street frontages so as not to create an overbearing “wall” appearance from the ground plane.

In effect, the tower floor plate provides for the maximum developable area taking into account the key guidance of the ADG and the surrounding conditions. The reference scheme supporting the proposal further illustrates this floor plate scale and size is appropriate to deliver a building with high amenity apartments.

9.1.3 Street Frontages

Section 9 in Chapter 22 of the Sutherland Shire DCP 2015 highlights the need for active frontages to be undisturbed by vehicle entrances and shop fronts to be glazed to ensure visual interest. The proposal’s dual street frontage to Willock Avenue and Kiora Road directly responds to this objective. In particular, the Willock Avenue frontage incorporates a 2.5 metre setback at the ground level to accommodate and prioritise an established public domain entrance to the TSA community facility. The increased public domain on Willock Avenue will be secured by a future easement for public access along the entirety of the northern boundary of the site, as well as the provision of a public domain treatment aligning with the existing paving pattern of the street.

The vehicle car park and loading dock entry on this street frontage is anticipated to be small in scale, and limited to the north-west corner of the site, to not disrupt foot traffic along Willock Avenue. This street edge is anticipated to be supported by widened footpaths, encouraging people to walk and spend time throughout the streetscape. Ultimately, this street edge will aim to be visually engaging with the TSA retail shopfront, creating an activated space. These qualities in the Willock Avenue Street frontage are displayed in **Figure 29**. Overall, the street frontage associated with the podium provides a unique opportunity to reinvigorate both the Willock Avenue and Kiora Road Street frontage of the site.

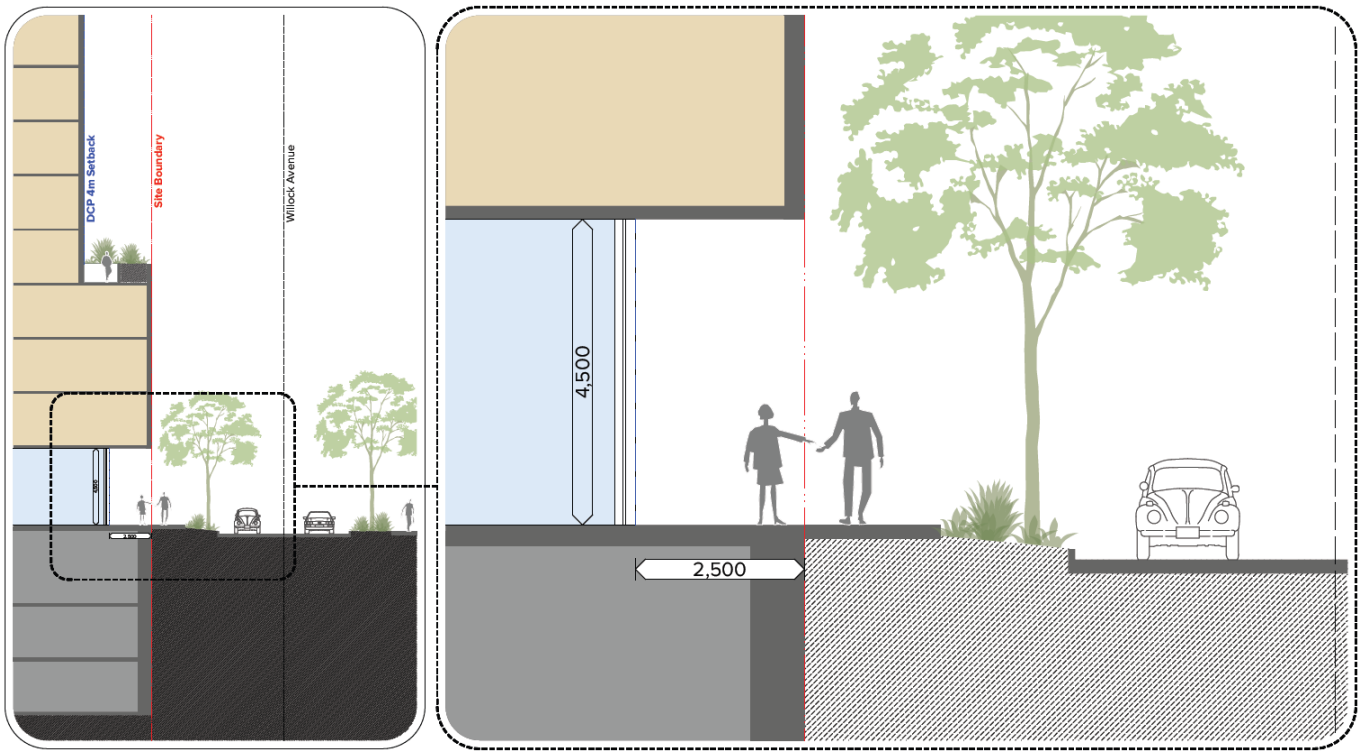


Figure 29 Willock Avenue Shopfront Entrance

Source: Turner Studios

9.2 Landscaping

Landscape and pedestrian amenities have been incorporated throughout the Kiora Road frontage, facilitating an activated and interesting thoroughfare. In addition to the protection of significant street trees, landscaping and pedestrian amenities have been incorporated into the residential entry on Kiora Road, upper ground level and east-facing boundary. Ultimately, the residential lobby, integrated with a landscaped terrace creates an inviting and aesthetically pleasing environment for residents whilst providing a favourable activated street frontage.

The maintenance of existing street trees will continue to contribute to this pedestrian friendly environment. Combined with aiding a visually engaging street edge, this environment will encourage direct and indirect social occasions, as an established meeting area and place for incidental interactions. It is anticipated that these measures throughout the streetscape can encourage an initial sense of community, which will continually evolve as an individual immerses with the different elements in the proposal. An illustration of these landscaped elements is provided in **Figure 30**.

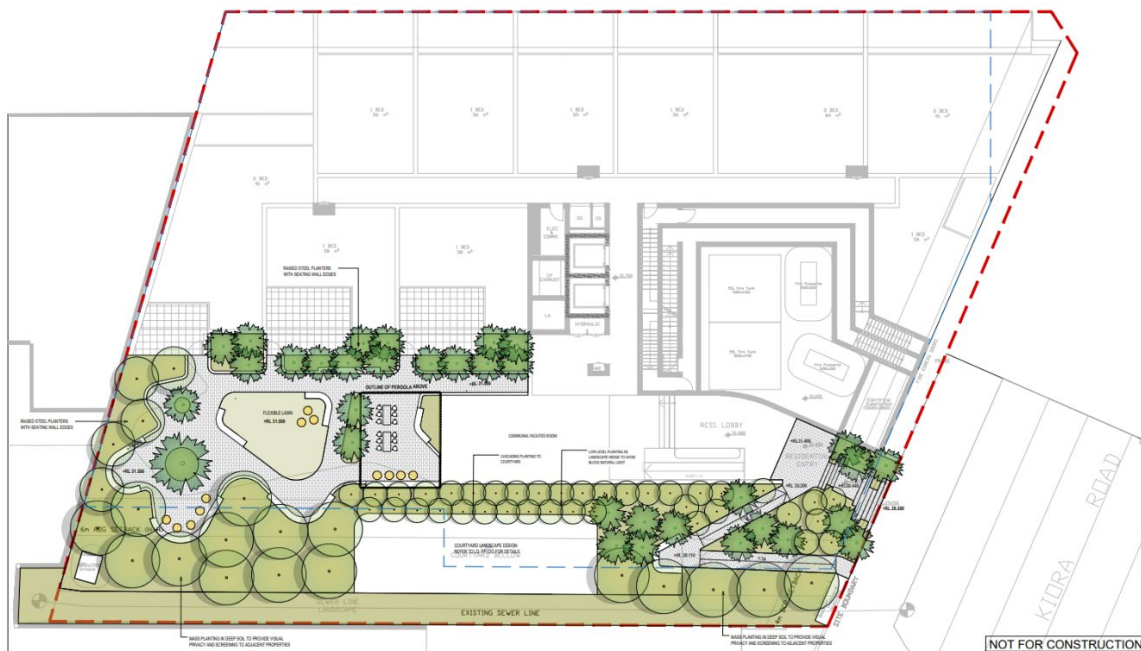


Figure 30 Podium Level Landscape Plan

Source: Land and Form

9.2.1 Deep Soil

The site's proportion of deep soil aids the opportunity for native vegetation planting along the site boundaries. Whilst the proposal is compliant with the ADG minimum design criteria of 7% of the site area to be allocated to deep soil (8.6% provided), the dimensions of the deep soil locations are less than the recommended six metre width set out in the ADG. In this regard, the ADG acknowledges that achieving the minimum deep soil requirements is not always possible on account of unique site constraints. The TSA community facility needs to encompass a ground plane floor plate of 1,500m² for accessibility, security, and site management reasons, appropriate utilities infrastructure to support the use of the site. This results in the proposed landscaping on the site having lesser dimensions than the 6m width required by the ADG. Furthermore, Objective 3E-1 recognises that compliance with deep soil zone design criteria may not be possible on sites in centres and that where this is the case, acceptable stormwater management and alternative forms of planting should be accommodated.

The future areas of deep soil have been provided in consolidated locations, both within the site, and with existing deep soil locations off-site (i.e. adjacent to the road verge). This will ensure that the deep soil zones contribute to healthy tree growth, protecting existing trees where possible and ensuring new trees can grow to contribute to a higher canopy cover on the site. This is an appropriate solution where the proposal will provide adequate landscaping and deep soil zones under the site constraints, despite having width dimensions less than those required under the ADG. The sections of deep soil provided throughout the site are illustrated in **Figure 31**.

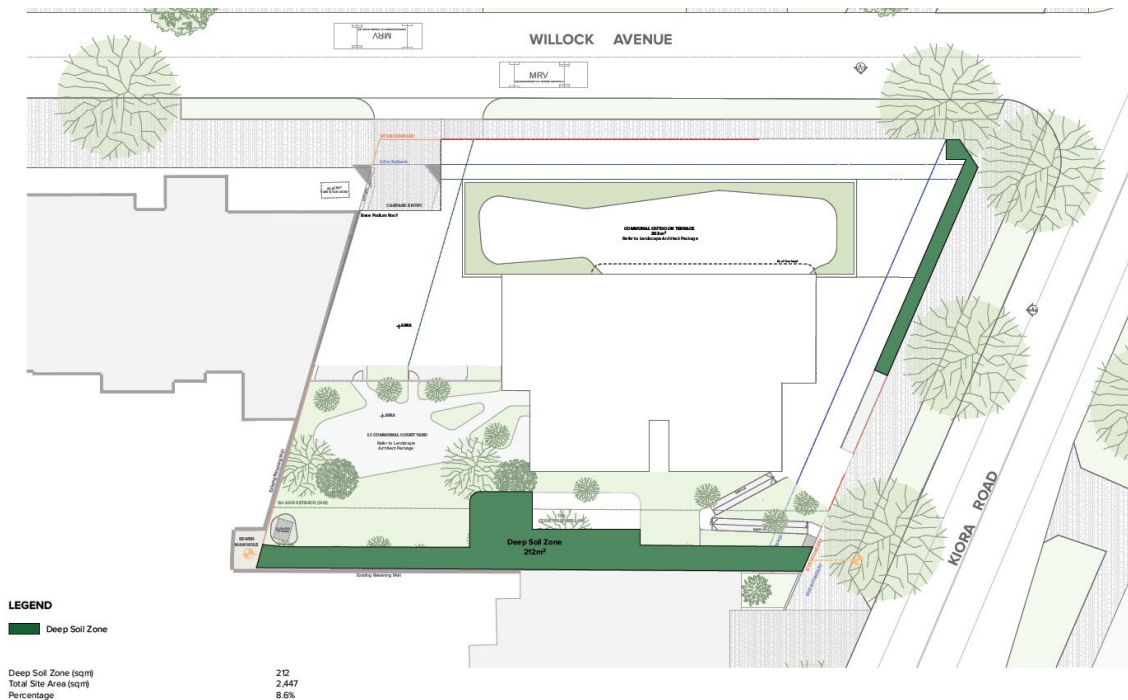


Figure 31 Deep Soil Area Diagram

Source: Land and Form

9.2.2 Clause 6.16 Assessment

Clause 6.16 of SSLEP 2015 provides a set of urban design matters for consideration in assessing a development proposal. The reference scheme has been designed to ensure integration with the current and future urban fabric of Miranda. These urban design matters have been considered in the context of the reference scheme to demonstrate that the proposed planning framework is acceptable (refer to **Table 19**).

Table 19 Assessment of the reference scheme against Clause 6.16 of the SSLEP 2015

Control	Proposal	Compliance
(1) In deciding whether to grant consent for any development, the consent authority must consider the following –		
a. The extent to which high quality design and development outcomes for the urban environment of Sutherland Shire have been attained, or will be attained, by the development,	The proposal has been thoughtfully designed to ensure the development displays design excellence and provides a high-quality outcome to the surrounding urban environment of Miranda. To support this, an urban design peer review of Turner’s design has been undertaken by Matthew Pullinger Architect (see Appendix L). Feedback from this peer review process has been adopted to finesse the final design details to ensure design excellence is demonstrated in the proposal.	Yes
b. The extent to which any buildings are designed and will be constructed to – i. strengthen, enhance or integrate into the existing character of distinctive locations, neighbourhoods and streetscapes, and ii. contribute to the desired future character of the locality concerned,	The proposed design has been developed with respect to the site’s location at the intersection of low density residential developments with higher density mixed use development, including commercial and retail land uses such as the Westfield Centre.	Yes
c. the extent to which recognition has been given to the public domain in the design of the development and	The urban design development has considered the treatment of the public domain and street frontage relationship. In particular, the design of the Willock Avenue elevation utilises a cantilever design which allows an increased setback to facilitate the ground	Yes

Control	Proposal	Compliance
the extent to which that design will facilitate improvements to the public domain,	plane public footpath. This allows the development to retain an active frontage and pedestrian connectivity. Furthermore, the design of the ground level for The Salvation Army community centre and ancillary uses allows for the development to actively engage with the public domain and create an inviting and interesting building entrance.	
d. the extent to which the natural environment will be retained or enhanced by the development,	The design takes into account the natural environment of the site to create a development that minimises the environmental footprint on the site. To achieve this, green courtyards have been created for The Salvation Army and for residents, in addition to a green link on the southern border of the site. To complement this landscaping approach, planting is also provided on the tower roof terraces and podium datum line.	Yes
e. the extent to which the development will respond to the natural landform of the site of the development,	The topography slope from the junction of The Kingsway and Kiora Road to the junction of The Boulevard and Kiora Road is approximately 32m. The site slope along Kiora Road from the corner of 25-27 Kiora Road to the corner of Kiora Road and Willock Avenue has a difference of 6m in topography. As a result of the slope in the topography and low rise development towards the northern side of the site, the design has been developed to take advantage of the opportunity for a long distance view towards the Sydney CBD and Georges River.	Yes
f. the extent to which the development will preserve, enhance, or reinforce specific areas of high visual quality, ridgelines, and landmark locations, including gateways, nodes, views and vistas,	A detailed site analysis has been carried out by Turner to ensure the building envelope respects the surrounding topography and view lines to the site. This includes acknowledgement of the site being a corner site and the opportunity to create a visual landmark that enhances connectivity and views towards Sydney CBD and Georges River.	Yes
g. the principles for minimising crime risk set out in Part B of the Crime Prevention Guidelines and the extent to which the design of the proposed development applies to those principles	<p>Surveillance</p> <ul style="list-style-type: none"> • Clear sightlines have been created between the private and public domain by using the corner site to create a natural deterrence. • Landscaping and lighting will be implemented to create a safe and attractive environment for residents and users of the community centre. <p>Access control</p> <ul style="list-style-type: none"> • The corner location of the site encourages high pedestrian permeability and encourage casual gathering spaces. • Fencing, landscaping, and security measures prevent access to internal areas and car parking is located in the basement with limited access. <p>Territorial reinforcement</p> <ul style="list-style-type: none"> • The boundaries between public and private spaces will be defined by landscaping and fencing. • The residential and community centre courtyards will encourage casual gathering and establish a sense of responsibility for the maintenance and use of the common spaces. • Wayfinding signage and design cues will communicate a clear message of the intended uses of the public and private spaces on the site. <p>Space management</p> <ul style="list-style-type: none"> • Both the residential and community elements of the site will be well managed through appropriate security management, waste management, and ongoing landscaping maintenance. 	Yes

9.2.3 Clause 6.17 Assessment

Clause 6.17 of SSLEP 2015 provides a set of urban design principles for consideration in assessing a development for the purpose of residential accommodation. These design principles have been considered in the context of the reference scheme in **Table 20** below.

Table 20 Assessment of the reference scheme against Clause 6.17 of the SSLEP 2015

Control	Proposal	Compliance
(a) the extent to which recognition has been given in the design of the development to the needs of the diverse and changing population of Sutherland Shire,	The proposed apartment mix has been designed to respond to the housing demands of the Sutherland Shire, including for key worker housing.	Yes
(b) the extent to which any adverse impacts of the development on adjoining land and open space, in terms of overshadowing, overlooking, views, privacy and visual intrusion, will be minimised,	The potential environmental impacts of the proposed reference scheme have been considered throughout this report. The built form has been appropriately designed to consider impacts on the natural and built environment from an amenity perspective.	Yes
(c) the extent to which the quality of the streetscape concerned will be improved by the development,	The proposal incorporates public domain works, landscaping, street tree retention, and an easement for a public footpath. This will contribute to a positive streetscape appearance. Furthermore, the design of the podium results in appropriate street wall heights fronting onto Kiora Road and Willock Avenue, therefore creating active frontages without resulting in an unacceptable bulk.	Yes
(d) the extent to which there will be private open space of a sufficient area and dimensions to enable proposed and required activities,	Private balconies are proposed to connect to each residential apartment. Furthermore, a rooftop communal space will be provided for residents to access for recreational purposes.	Yes
(e) the extent to which any adverse impacts of the development on adjoining land, in terms of size, bulk, height, scale and siting, will be minimised,	The bulk and scheme of the building has been carefully considered in the design development process, particularly relating to the adjoining land to the south and west. Setbacks and building separation distances are consistent with the design criteria of the ADG, overshadowing impacts are minimal, and privacy impacts are minimal.	Yes
(f) the extent to which the residential accommodation concerned integrates with a well-designed landscaped setting,	The proposed landscape and public domain design is detailed in Appendices C and D . The design incorporates a well-considered landscaping to complement the proposed community facility and residential uses on the site.	Yes
(g) any opportunities for the provision of affordable housing.	The proposal seeks to provide a proportion of key worker (affordable) apartments to meet the housing demands of the local community.	Yes

9.3 'Better Placed' and 'Greener Places' Assessment

The proposed indicative scheme design has been heavily informed by the 'Better Placed' design guide and 'Greener Places' design principles produced by the Government Architect New South Wales. These are integrated into the proposal to ensure a valuable design is delivered through its architecture and public spaces, whilst ensuring these networks are healthier, more liveable and sustainable. An assessment against these principles is provided in **Table 21** below and detailed in the Urban Design Report at **Appendix A**.

Table 21 'Better Placed' and 'Greener Places' design principles informing the vision of the site

Key Design Principle	Summary
Better Placed Design Guide	
<i>Better Fit</i> – Contextual, local and of its place	Located on the edge of the Miranda strategic centre, between the threshold of existing low density residential and emerging high-density apartments provides a unique opportunity to provide amenities and employment opportunities in the future surrounding context.
<i>Better Performance</i> – Sustainable, adaptable, and durable	Utilising the medium sized scale and proximity to an established residential area to its advantage, the planning proposal can provide opportunities for community interaction and enhance the street tree canopy to deliver a positive urban design outcome.
<i>Better for Community</i> – Inclusive, connected, and diverse	Provide a suitable built form arrangement compared to the streetscape, public domain, and open space facilitates passive surveillance and overlooking throughout the development fabric. The TSA and café offering on the ground floor encourages consistent activity throughout the day, promoting positive interactions and reducing the opportunities for unsafe environments.
<i>Better Working</i> – Functional, efficient, and fit for purpose	Improvement of a unique community provider in TSA that will have greater capacity to respond to the social issues present throughout the Sutherland locality, balancing a mix of retail and volunteering activity. This diverse make-up can create a successful urban environment complimented by restoration of existing street trees and other soft landscaping.
<i>Better Value</i> – Creating and adding value	A response to the evolving nature of the Miranda strategic centre future employment demands, from a purely commercial centre to a range of mixed use offerings, supporting the growing affordable housing demand of the Sutherland locality.
<i>Better Look and Feel</i> – Engaging, inviting and attractive	A diverse built form that will contribute to a variety of heights and built forms to provide an articulated Miranda skyline and active ground plane that aims to signify the threshold between the low-density residential presence and Miranda strategic centre. This enhances the proposals contribution to the existing and future context of Miranda.
Greener Places Principles	
<i>Integration</i> – Combine green infrastructure with urban development and grey infrastructure.	Landscaping and planting are deeply integrated in the proposal and design detail enhancing the enjoyment of space, but also contributing to local biodiversity and reducing water run-off implementing key water sensitive urban design strategies.
<i>Connectivity</i> – Create an interconnected network of open space	The proposal will aim to provide a pedestrian focused ground plane with active frontages to promote walkability, connectivity and collaboration from the site to the surrounding Miranda strategic centre. It is anticipated that this will reinforce and integrate additional connections to the existing urban fabric, promoting innovative ways to live, work and play.
<i>Multifunctionality</i> – Deliver multiple ecosystem services simultaneously	The proposal will contribute to a mixed-use centre, providing the TSA centre on the ground floor, integrated with landscaping and expansive public open space, as well as residential offerings on the floors above woven into communal open space areas.

These eight design principles have been translated into the detailed design for the redevelopment of the site. The Urban Design Report (**Appendix A**) establishes the potential built form outcomes as a basis for the proposed amendments to planning controls for the site. Furthermore, it also identifies the initial public benefits associated with the expanded TSA facility, catering for the increasing demand throughout the Sutherland community.

9.4 Arboriculture Assessment

An Arboricultural Impact Assessment Report has been prepared by Sydney Landscape Consultants and is made available at **Appendix H**. The report identified a total of 18 trees wholly located in the site, adjacent sites and those trees upon Council's Street verge.

Recommendation	Number of Trees
Retained and protected	8
Remove and replace in the site	10
TOTAL	18

9.4.1 Heritage Street Trees

As outlined in **Appendix H**, there are three trees fronting the site along Kiora Road which comprise local heritage item 3102 in Schedule 5 'Environmental Heritage' of the SSLEP 2015. These trees will be retained and protected in the proposal, with each tree's condition summarised below:

- Tree 2: *Cinnamomum camphora* has been assessed as displaying low vigour and a thinning canopy. Observation of the tree revealed that it had declined further in health, with an increasingly thinning canopy, as well as evidence of possum chewing new leaves on the canopy. However, despite these concerns, the tree will be retained and protected.
- Tree 3: *Lophostemon confertus* – This tree being upon Council's Street verge, has a TPZ of 11.4m radially out from its trunk. The basement plan demonstrates that the basement is setback from the boundary of 1.4m, whilst the Ground Level Plan demonstrates the building façade at the same 1.4m out from the boundary and located directly above the 1.4m setback of the basement. The incursion calculated of the basement to this trees' growing environment is 8.54% and is a minor incursion. Coupled with the existing driveway that is located to the South of this tree, is proposed to be removed and returned back to grass and an improvement, to this trees' growing environment. Arboricultural Hold Points and Certifications are recommended.
- Tree 4: *Cinnamomum camphora* – This tree being upon Council's Street verge fronting Kiora Rd, but located close to the corner of Kiora and Willock, has a calculated TPZ of 11.4m radially out from its trunk. This tree has adapted over its lifetime with the existing OSD being located within its most Western TPZ. With this OSD being removed, the corner of the proposed building will replace this OSD incursion and constitutes a Minor encroachment. Arboricultural Hold Points and Certifications are recommended.

9.4.2 Other Notable Non- Heritage Street Trees

- Tree 5: *Lophostemon confertus* grows on Willock Avenue and is approximately 3m from the boundary of the site. In the site and close to the boundary corner is an existing underground OSD tank. It can be assumed that no roots from this tree pass the tank into the site. Therefore, Tree 5 has adapted to this OSD tank being built in its TPZ.
- Tree 8: *Lophostemon confertus* has an approximate incursion of 24% into its tree protection zone. Root mapping assessment has concluded that a total of 10 roots have been exposed in depths of 300mm, constituting impregnable soil and hard pan clay. No roots over 40mm were found within the trenching performed. Tree 8 is considered to have fair vigour and structure based on its crown density, habit, form and tenacity and on that basis, Tree 8 would be considered more resilient to root severance, coupled with the lack of large structural roots and findings within the root mapping assessment conducted.
- Tree 11 has been proposed to be removed as its location conflicts with the proposed driveway and is a total loss under this proposal. The opportunity to retain this tree was discussed with the stakeholders, which resulted in the decision that the proposed location of the driveway would require removal of Tree 11. Furthermore, the existing brick wall fronting Tree 11 is severely, structurally compromised and dangerous, and it can therefore be assumed that tree roots have caused changing levels inside the site compared to Council's street verge levels. An opportunity exists in the location of the existing driveway fronting Willock Ave asphalted carpark to plant a new *Lophostemon confertus* tree at minimum 100 litre pot/bag to offset the loss of tree 11.

9.5 Infrastructure Provision

A Building Services Due Diligence Report has been prepared by Intrax Projects and is included at **Appendix J**. The report identifies and summarises the key components of the electrical, communication, stormwater drainage, sanitary drainage, potable cold water and natural gas services required to facilitate the proposed renewal and redevelopment.

9.5.1 Electrical Services

The proposal will include a new Ausgrid mini-chamber substation to supply the site. A certified Level 3 Accredited Service Provider (ASP) will be required to undergo the chamber substation design and to undergo an investigation for the most effective location for the substation to connect with the existing Ausgrid electricity network.

Furthermore, the due diligence report also notes that there are two high voltage cabling infrastructure points along Willock Avenue and Kiora Road that may require further upgrading. Confirmation from Ausgrid will be required for this to confirm whether any upgrades to the Ausgrid network are required due to the additional load. Further discussion is provided at **Appendix J**.

9.5.2 Communications Services

The proposal is in the vicinity of sufficient NBN Street Infrastructure available to provide fibre communications services to the development. There is communications pit and pipe infrastructure identified to be available along Willock Avenue and Kiora Road to enable NBN reticulation to the proposed development site. Further discussion is provided at **Appendix J**.

9.5.3 Stormwater Drainage Services

Existing stormwater mains have been identified in the adjacent Willock Avenue and Kiora Road.

It is anticipated that there will be no stormwater drainage infrastructure upgrade works required, however the typical council policy requirements for site stormwater drainage facilities will apply including;

- Water quality control measures,
- On-site stormwater detention,
- Rainwater Re-use (in addition to BASIX requirements)

Further discussion is provided at **Appendix J**.

9.5.4 Sanitary Drainage Services

The existing site is serviced with connections into the Sydney Water sanitary drainage infrastructure in the locality of the development site. There are currently three Sydney Water sewer mains located in the development site. It is anticipated that an out-of-scope building approval with Sydney water will be required to utilise an existing 225mm sewer main in the site boundary. This is expected to be issued in the DA stage of the development. Further discussion is provided at **Appendix J**.

9.5.5 Potable Cold-Water Services

The due diligence report highlights that Sydney Water provide potable cold-water infrastructure (including fire services water supply) in the locality of the subject site. Whilst Sydney Water will determine the available capacity of their network and the suitability of existing mains for connection of the development, it is anticipated that both of the existing 150mm mains adjacent to the site would have adequate capacity to service the proposal. Further discussion is provided at **Appendix J**.

9.5.6 Natural Gas Services

The due diligence report highlights that Jemena are the authority that provide natural gas services in the locality of the development site. Currently, there are two natural gas mains located in proximity to the development site, described as follows:

- **Willock Avenue (75)** – an existing 75mm nylon 210kPa gas main runs on the northern side of Willock Avenue, parallel with the site's northern boundary. The main is accessible for the entire length of the site's northern boundary.
- **Kiora Road (40)** – an existing 40mm nylon 210kPa gas main runs on the eastern side of Kiora Road, parallel with the site's eastern boundary. The main is accessible for the entire length of the site's eastern boundary.

Jemena will determine the available capacity of their network and the suitability of existing mains for connection of the development to the network. Whilst it is not possible to estimate the capacity in the Jemena gas network, it is anticipated that the existing 40mm and 75mm gas mains adjacent to the site will have adequate capacity to service the proposed development. Further discussion is provided at **Appendix J**.

9.6 Stormwater Management

A Civil Engineering Return Brief has been prepared by Intrax Projects and is included at **Appendix G**. The report identifies and summarises the stormwater drainage infrastructure present in the locality of the site, provides preliminary designs for the OSD tank location and stormwater network for the proposal, and instigates a high level overview of the flooding requirements that apply to the site.

9.6.1 Applicable Flooding Requirements

Current flood mapping provided by Sutherland Shire Council indicates that the subject site of the proposal is situated outside of the floodplain, where it is above mainstream and local drainage flood planning levels. Therefore, the proposal must be free from overland flow path and flooding up to and including 1% of the Annual Exceedance Probability. Overall, the proposal is not affected by the floodplain.

9.6.2 Onsite Detention Requirements

The proposal's OSD location in the northwest corner of Basement Level 1 (B1), with a discharge location to the new proposed stormwater kerb inlet pit is permissible with the relevant requirements in the Sutherland Shire DCP 2015, Chapter 38, Section 1.3.

9.6.3 Building Code and Access

The future development of the site will be capable of complying with the BCA and accessibility requirements in the DCP and Disability Discrimination Act 1992. Detailed BCA and access assessments will be prepared to accompany a future development application at the appropriate stage in the planning process.

9.7 Overshadowing

Turner Studios have prepared a shadow analysis which is provided at **Appendix A**. This analysis demonstrates the shadow cast by the proposed envelope at the winter solstice between 9:00am and 3:00pm, therefore demonstrating the worst-case overshadowing scenario on adjacent open space, adjacent buildings and the primary school.

In the context of Sutherland Shire Council's objectives to maximise density within key strategic centres, some reduction in sunlight to communal open space is inevitable as smaller, older buildings are replaced with new buildings designed to increased height of building and floor space ration development standards. The future detailed design of the building is anticipated to be articulated within the planning envelope and there will likely result in a reduced shadow impact.

The shadow study illustrates that adjacent communal open space will receive at least 2.5 hours of direct natural sunlight between 9:00am and 3:00pm during mid-winter. Furthermore, between 9:00am to 3:00pm on the winter solstice, the neighbouring buildings are able to obtain a minimum of 2-hour solar access, consistent with ADG objective 3B-2.

The overshadowing analysis also includes an assessment of the potential overshadowing to be cast onto the nearby primary school. This analysis demonstrates that the proposed height will not result in significant overshadowing on areas utilised by students, therefore the height is appropriate.

9.8 Amenity

Amenity outcomes have strongly influenced the design of the proposed envelope and proposed planning framework. Specifically, achieving a high level of solar access, cross ventilation, minimising overshadowing, good building separation, and quality communal open space have acted as key design features for the proposal. The supporting reference scheme prepared by Turner illustrates one outcome that can be delivered within the proposed planning framework, demonstrating that a high level of amenity can be achieved. These key features are outlined below.

9.8.1 Solar Access and Cross Ventilation

ADG design criteria 4A-1 Solar Access recommends that living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9am and 3pm at midwinter. The proposed development scheme is anticipated to provide 71% of apartments receiving a minimum of 2 hours solar access on June 21.

ADG design criteria 4B-3 Ventilation recommends that at least 60% of apartments are capable of providing natural cross ventilation in the first 9 storeys of the building. The proposed development results in 65% of apartments achieving cross ventilation.

Solar access and cross ventilation diagrams are included at **Appendix A**.

9.8.2 Communal Open Space

ADG design objective 3D-1 recommends that communal open space has a minimum area equal to 25% of the site and developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9:00am and 3:00pm during mid-winter. The proposed development scheme is anticipated to provide 52% of the total site area as communal open space which receives a minimum of 2 hours of sunlight during mid-winter.

A communal open space diagram is included at **Appendix A**.

9.8.3 Building separation

As outlined above, the proposed envelope achieves minimum building separation distances recommended in the ADG. This ensures that multiple objectives of the ADG are achieved and a high level of visual and acoustic privacy will be achieved for existing residential apartments and new apartments delivered on the site.

9.9 Traffic and Parking

A Traffic and Parking Impact Assessment has been prepared by McLaren Traffic Engineering and Road Safety Consultants and accompanies this planning proposal at **Appendix F**. It provides an assessment of the proposed development on access, parking, and traffic matters with respect to the following standards:

- Sutherland Shire Council's Development Control Plans;
- Transport for NSW adopted traffic generation rates (RTA's Guide to Traffic Generating Developments, October 2002 including updated technical directions); and
- Australian Standards.

Existing Traffic Environment

A combination of recent data and utilisation of traffic generation rates for mixed use development in the RMS Guide to Traffic Generating Development (2002) was implemented to create a Traffic Generation Survey. The potential traffic generation rates from the planning proposal amendments are detailed in **Table 22**.

Table 22 Proposed Development Traffic Generation

Use	Time	In	Out	Combined
High Density Residential	AM Peak Hour	4 vph	18 vph	22 vph
	PM Peak Hour	14 vph	3 vph	17 vph
TSA Co-Op / Dignity Store	AM Peak Hour	10 vph	9 vph	19 vph
	PM Peak Hour	9 vph	10 vph	19 vph
TSA Community Services	AM Peak Hour	10 vph	1 vph	11 vph
	PM Peak Hour	1 vph	8 vph	9 vph
Total	AM Peak Hour	24 vph	29 vph	52 vph
	PM Peak Hour	24 vph	21 vph	45 vph

Source: McLaren Traffic Engineering and Road Safety Consultants

In consideration of the above, the additional level of traffic generation in the Strategic centre of Miranda is anticipated to be divided between visitors, staff and residents and would not specifically all occur in the site driveway at once. Rather, they would occur throughout the suburb of Miranda, given the extent of short-term time-restricted parking and public car parks available in the Miranda town centre. Subsequently, the proposed site car parking will be restricted to staff car parking and residents, visitors to the TSA facilities are expected to utilise nearby on-street parking.

Furthermore, the above traffic generation of the site has been overestimated, as the site is located in a strategic centre in proximity of optimal public transport infrastructure and high-density residential dwellings. Therefore, it is anticipated that the site will benefit from passing pedestrian traffic and existing vehicular visitor traffic flow, with the interaction of different transport modes (especially private vehicles) throughout the town centre expected to generate congestion. Simultaneously, this can spur the trend discouraging the use of private vehicles and promoting active and public transport usage.

There are currently no future planned road or public transport changes that will affect traffic conditions in the immediate vicinity of the subject site. It is anticipated that 25% of the estimated traffic for the proposal will be through the nearby intersections listed below:

- Kiora Road / The Boulevard / Port Hacking Road;
- Kiora Road / Kingsway;
- Wandella Road / Kingsway; and
- Wandella Road / The Boulevard.

It is expected that movements through the intersections listed above will be in the order of ten (10) trips during the peak hour period, which is considered to be a low impact. Therefore, within daily vehicle fluctuations it is determined that there will be no adverse traffic impact.

Car Parking

The off-street parking provisions have been established in accordance with the Sutherland Shire DCP 2015 – Chapter 22: B3 Commercial Core Miranda (see **Table 23**).

Table 23 Sutherland Shire DCP 2015 Parking Rates

Land Use	Scale	Rate	Spaces Required
1 Bedroom Apartments	19 Units	1 space per unit (minimum)	19
2 Bedroom Apartments	71 Units	1 space per unit (minimum)	71
3 Bedroom Apartments	26 Units	1 space per unit (minimum)	26
Visitor (Residential)	116 Units	Nil	0
Residential Subtotal			116 (minimum)
TSA Community Services	673.85m ²	1 per 30m ² GFA	22.46
TSA Co-op/Dignity Store	341.58m ²		11.39
TSA Multipurpose Area	212.99m ²		7.10
Other Component Subtotal			41 (minimum)
Total			157 spaces (minimum)

Source: McLaren Traffic Engineering & Road Safety Consultants

Given that the DCP does not provide parking rates which reflect the non-residential land use proposed for the TSA community centre, McLaren has undertaken a demand analysis which considers the anticipated demand for the proposed development for a more accurate assessment to confirm that the proposed parking provision will be adequate to meet the demands of the proposed mixed land uses.

The provision of parking in the basement of the reference scheme is summarised in **Table 24**.

Table 24 Reference scheme basement car parking

Level	Residential Apartments	The Salvation Army	Total
Basement 1	25	20	45
Basement 2	57	0	57
Basement 3	62	0	62
Total	144 (120 regular + 24 accessible)	20	164

Source: McLaren Traffic Engineering & Road Safety Consultants

With regard to sustainable transport options, the car parking provision includes the potential for a proportion of spaces to include electric vehicle charging stations and explore possible car share (e.g. GoGet) spaces. The details of this can be resolved at a future DA stage in the development process.

Bicycle and Motorcycle Parking Requirements

Chapter 24 – B3 Commercial Core of SSDCP 2015 provides the following bicycle and motorcycle parking requirements within the Miranda Commercial Core:

Bicycle Parking

1 space per 10 car parking spaces for the first 200 car spaces then 1 space per 20 parking spaces thereafter.

Motorcycle Parking

1 motorcycle space per 25 car spaces or part thereof.

Therefore, the proposed development would require 16 bicycle spaces and 7 motorcycle spaces. Ultimately, the indicative scheme details a total of 11 staff allocated bicycle parking spaces on basement level 1 and 12 motorcycle spaces, as well as 5 visitor bicycle spaces on level 1 bordering the Kiora Road frontage. Therefore, the proposal is compliant with Council's bicycle and motorcycle parking requirements.

Disabled Parking

Sutherland Shire Council does not outline any provision of disabled car parking spaces for residential or non-residential development. The common practice of providing a disabled space for every adaptable dwelling has been adopted in this planning proposal. Reference is made to Chapter 13 of the Sutherland Shire DCP 2015, Chapter 22: B3 Commercial Core Miranda which outlines the following requirements for adaptable housing.

13.2 Controls for Adaptable Housing

Development of 6 or more dwellings – 20% adaptable

In accordance with the above, 24 disabled car parking spaces designed sympathetically with AS2890.6:2009 have been provided. However, the proposal does not comply with the *Building Code of Australia* controls, which outlines a rate of 1-2% of retail and commercial parking to be provisioned as disabled parking. Utilising the provision of 20 TSA spaces, the site would demand two (2) disabled parking spaces. It is noted in this regard that the site provides a surplus of parking in respect to the Sutherland Shire DCP 2015 and RTA Guide, therefore it is anticipated that there is adequate space to provide two (2) additional accessible car parking spaces in the TSA component to comply with the BCA requirement.

Servicing and Loading

Servicing and loading facilities will be provided at the access driveway from Willock Avenue, adjacent to the circulation roadway/ramp for access to, and egress from, the on-site car parking provision. This is in accordance with the Sutherland Shire Council requirements. The proposed development will include a single consolidated driveway. This will be facilitated with the removal of other crossovers to provide for two future on-street kerbside parking spaces. A loading dock management plan has been prepared McLaren Traffic Engineering and forms part of the Traffic and Parking Impact Assessment provided in **Appendix F**.

9.10 Social and Economic Impacts

9.10.1 Economic Impacts

The Sutherland Shire has a diverse and vibrant economy, with significant activity in industries such as health care, retail, hospitality, and construction. Specifically, the proposals' location on the edge of the Miranda strategic centre has placed it in proximity of a wide range of services and amenities, aided by the highly diverse employment nature of Miranda (which caters for retail, health and commercial industries and access to several transport nodes. In 2021, the Miranda strategic centre counted 5,717 jobs, accounting for the largest concentration of employment throughout the Sutherland Shire. Specifically, the most predominant industries which hired local workers in Miranda in 2021 are summarised in **Table 25**.

Table 25 Local Workers in Miranda 2022

Industry	Number	Percentage of employment
Retail Trade	2,318 people	40.5%
Health Care and Social Assistance	1,008 people	17.6%
Accommodation and Food Services	554	9.7%
Professional, Scientific and Technical Services	359	6.3%
Education and Training	308	5.4%

Source: National Institute of Economic and Industry Research (NIEIR), 2022.

These economic influences are evident in **Figure 32**.

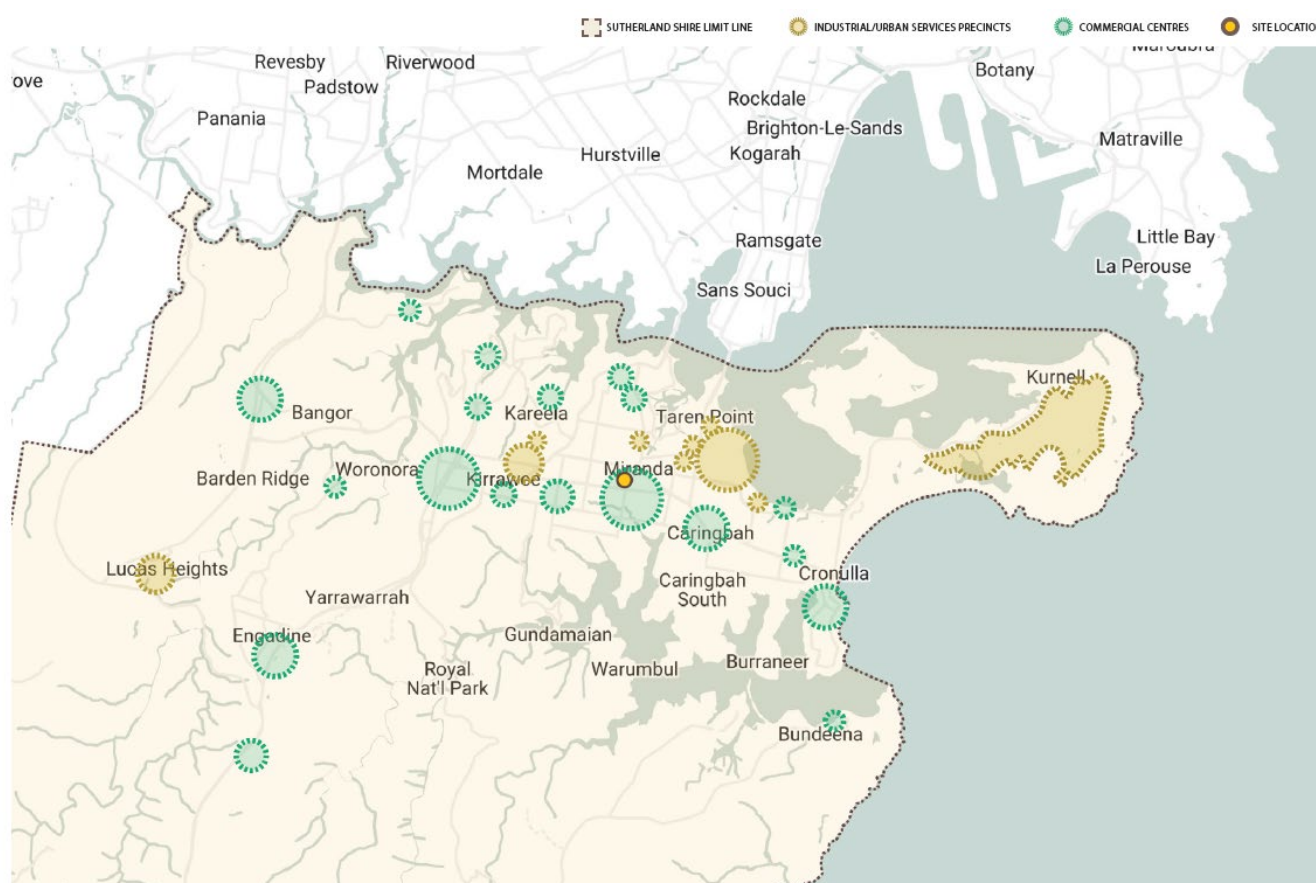


Figure 32 Intensity of economic activity (jobs)

Source: Turner Studios

The proposal will contribute to the continued development of these economic influences. In particular, the proposal will act as a contributor to increased foot traffic, usage of services, amenities and employment in the Miranda strategic centre. The site’s access to public transport connections (with a focus on heavy rail) also has potential for future residents to access employment opportunities throughout the Sutherland Shire, especially in the nearby Caringbah, Kirrawee and Cronulla commercial centres.

Furthemore, the proposal addresses the shortage of key worker housing in Sutherland Shire, and Greater Sydney, through the provision of diverse housing options. The demand for key worker housing, particularly in Miranda, is apparent, especially with industries such as Health Care and Social Assistance (17.6%) and Education and Training (5.4%) contributing to 23% of the workforce in Miranda. These industries are also dominant in the broader Sutherland Shire economy, with Health care and social assistance contributing to 16.5% and Education and Training providing 10.7% of the LGAs employment makeup. Subsequently, the proposal’s affordable housing provision also caters for the 31.0% of the Sutherland Shire workforce that live outside of the LGA (ABS, Census of Population and Housing 2021).

The planned revitalisation of the TSA community facility will provide a significant positive economic outcome. The role of TSA as a key community service provider in the Sutherland Shire providing youth programs, job training, housing assistance and rehabilitation services is integral, especially in addressing the growing housing, homelessness and rising cost of living pressures. Particularly in the unstable economic climate in the aftermath of the COVID-19 pandemic, the services TSA provide are critical in contributing to financial and housing reprieve for key workers and vulnerable members of society, whilst aiding the growth of key industries in the Sutherland Shire economy.

A Social and Economic Impact Assessment (SEIA) has been prepared by ATX Consulting in relation to the proposal (refer to **Appendix M**) and provides an assessment of the existing baseline situation, an identification of potential impacts arising from the proposal, an assessment of significance of potential impacts, and monitoring recommendations.

The SEIA concludes that the majority of impacts likely to be generated by the proposed development are positive and of high significance, based on analysis which demonstrates that there is a significant increase in the value of the additional services that are proposed to be enhanced through the development of the site and the expansion of the community facility.

With regard to the TSA community facility, the SEIA observes that the following features will result in positive impacts:

- The expansion of floor area will enable improvements in TSA service delivery in a number of ways, including:
 - The increase in space will enable more services to be delivered and provide the opportunity for services that cannot currently be accommodated on site to be provided.
 - The creation of fit-for-purpose space will enhance service delivery and quality.
 - More space will enable more streamlined service delivery. One of the impacts of the physical constraints of the current site is that people in need cannot access a required service or the appropriate support as the space cannot accommodate all the required services. People in need have to be referred on or asked to come back on another day when that service is scheduled to be available.
 - The greater space will also enable TSA to strengthen and extend its partnerships with other community service organisations who would have greater opportunity to utilise space in the proposed facility for their own service delivery.
- A Salvo's retail store which may be provided on site is an important component of integrated service delivery in the Salvation Army model. The store not only brings in income to support service delivery but it also provides volunteer opportunities. The store is also an opportunity for 'soft entry' for people in need of access to the services, programs and support that is available through the Salvation Army on site.
- Outdoor space that will include an area for children to play and also a quiet, contemplation area for both clients and staff.
- Beyond the functional spaces, the new facility will be designed to comply with contemporary safety and accessibility requirements. This is important for both clients and staff. The current configuration of spaces on site creates situations which are inefficient, inaccessible and unsafe.

With regard to the residential apartments, the SEIA acknowledges that there is currently no housing on the site. By providing 116 residential apartments, a proportion of which will be key worker apartments, this is a positive impact by providing good quality, diverse housing to local residents amidst a nation-wide housing demand crisis. In relation to the proposed affordable housing, these apartments will be designated units to be managed by the Salvation Army through "Salvos Housing". The housing will provide longer term supported accommodation, linked to training and employment outcomes, for young people and women with dependent children who are experiencing domestic and family violence. As a result, the socioeconomic impacts of the residential component of the development are very positive and of high significance.

10.0 Part 4 – Mapping

As referred to in **Section 7.0**, the planning proposal will require an amendment to the following:

- Height of Buildings Map – amend the maximum height of building control to 60m.
- Floor Space Ratio Map – amend the maximum floor space ratio control to 5.5:1.

The proposed LEP maps are set out in **Figure 33** and **Figure 34** and respectively.

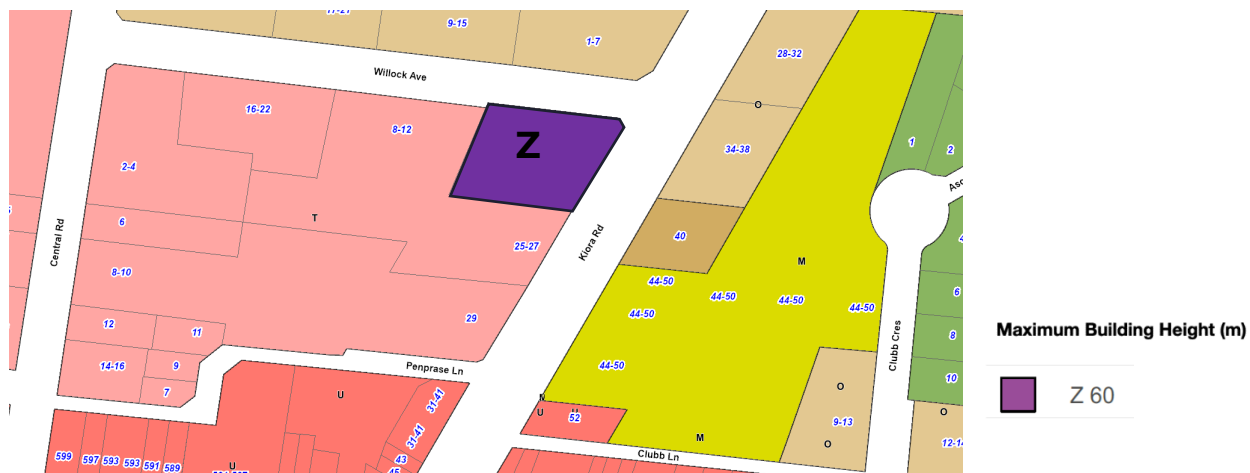


Figure 33 Proposed LEP Map – Maximum Building Height

Source: Ethos Urban

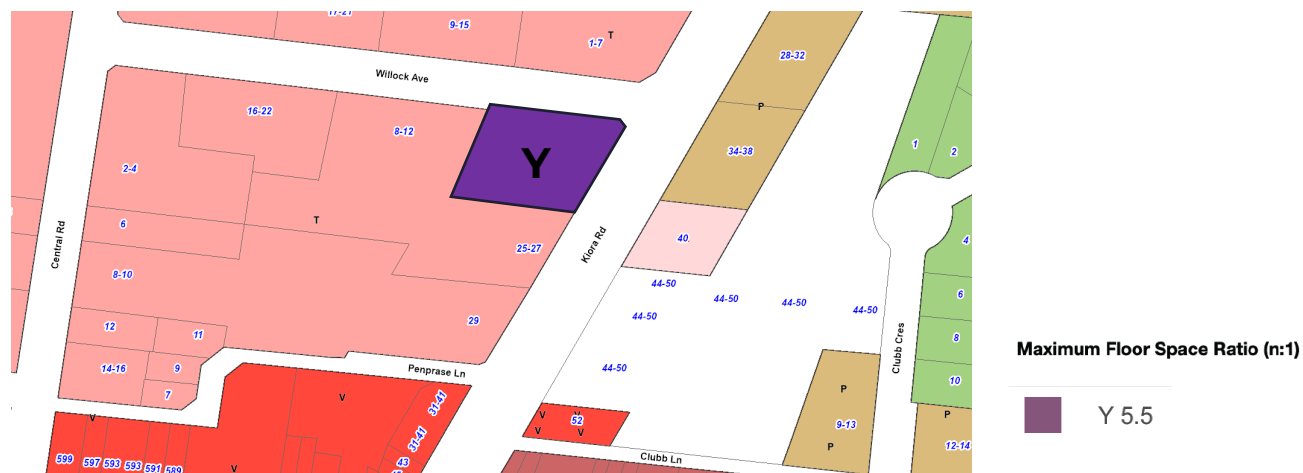


Figure 34 Proposed LEP Map – Maximum Floor Space Ratio

Source: Ethos Urban

11.0 Part 5 – Community Consultation

A Stakeholder Communication and Engagement Plan (SCEP) Framework has been prepared by Left Field Communications and is included at **Appendix K**. In accordance with the NSW DPE's Local Environmental Plan Making Guidelines, formal public consultation is anticipated to take place after Gateway Determination. This will enable all evidence-based information to be finalised and available to ensure that current clients/members of the TSA congregation, volunteers, TSA staff, neighbours and community groups are able to understand the proposal.

Future applications for the redevelopment of the site will be exhibited in accordance with Council requirements. Therefore, the SCEP Framework in **Appendix K** outlines the recommended process for engagement activities at these respective points of time (either after Gateway Determination or in the later development application stage) and establishes a framework that provides an indicative timetable to complete engagement activities and allocates responsibilities to ensure coordinated and timely outcomes.

The SCEP Framework identifies relevant stakeholders who would have an interest in the planning proposal, plotting them against an adaptation of the 'Saliency Model'. Utilisation of this model has allowed greater recognition of the level of impact of the proposal for both stakeholder surrounding the proposal, and those who utilise the existing facility.

Stakeholders identified in the 'influence' category will be kept informed of each stage of the project and provided with accurate and timely information throughout the engagement process. Those for whom the project has an immediate or urgent impact will be actively engaged from the earliest opportunities so they can understand the impacts, their opportunities to be involved and are supported to make informed comment. These stakeholders are summarised in **Table 26**.

Table 26 Stakeholder Summary

Stakeholder	Summary	Priority
Neighbours of the project	Due to their proximity to the development site they must be kept informed and supported with access to timely and accurate information at all times.	Number 1 priority
TSA clients	Will have interest in the continuity and availability of services, as well as changes that will be required before or during construction so they can continue to receive the support they need.	Number 2 priority

Source: Left Field Communications

All other stakeholders will be kept informed with regular updates and invited to participate should they desire. The following public engagement activities are proposed:

1. Letter box notifications to surrounding neighbours and businesses.
2. Advertising in the Sutherland Shire Leader and on its Facebook page.
3. Social media notifications through TSA and other appropriate channels.
4. Establishment of a project webpage on the TSA website to provide information and updates.
5. Display and discuss sessions to be held on site for all stakeholders. These will provide details of the proposal together with relevant project subject matter experts – specifically architects, traffic engineers, landscape architects, social impact and economic impact specialists and engagement specialists – to answer questions and record comments.

In addition, briefings for TSA clients, staff and volunteers, key partner organisations and Sutherland Shire Councillors will occur in order to alert them of the details of the development and synthesise the implications on current and future work/service delivery and accessibility of services and support.

Community consultation activities after key project milestones such as Gateway Determination and in the development application preparation will occur. A more detailed indicative timeframe highlighting the activities proposed and the responsibilities of stakeholders, as well as further discussion has been provided in the Consultation Framework at **Appendix K**.

12.0 Part 6 – Project Timeline

Table 27 provides the project timeline anticipated for the subject planning proposal which is predicated on the nature and scale of the planning proposal.

Table 27 *Anticipated Project Timeline*

Action	Timeframe
Stage 1 – Pre-lodgement	Complete
Lodgement	December 2023
Stage 2 – Planning Proposal	December 2023 – April 2024
Stage 3 – Gateway Determination	May 2024
Stage 4 – Post-Gateway	July 2024
Stage 5 – Public exhibition & Assessment	December 2024
Stage 6 – Finalisation	February 2025

13.0 Conclusion

This request for a planning proposal is submitted to the Sutherland Shire Council seeking amendments to the SSLEP 2015. The request for a planning proposal seeks to introduce a new maximum height of buildings and FSR development standards for the site, unlocking the potential of the site to provide for an improved community facility and both market and key worker housing, consistent with the vision and intent of the Sutherland Local Strategic Planning Statement and Housing Strategy.

The request for a planning proposal is the first stage of the redevelopment program for the site which will ultimately enable the delivery of a mixed-use development accommodating:

- A maximum height of 60m.
- A maximum FSR of 5.5:1 equating to 13,454m² of GFA.

The subject site harnesses an opportunity to redevelop a corner, gateway site to the Miranda strategic centre. Ultimately, it will deliver on the expectations of the Sutherland Local Strategic Planning Statement and Housing Strategy, providing a mixed-use community and residential building integrated in the boundaries of the corner site, as well as critical community infrastructure improvements to the TSA Miranda facility.

The proposal will allow for the improved delivery of The Salvation Army's invaluable services to the Sutherland Shire Community.

The substantial public benefit associated with the planning proposal will set a benchmark in providing a place centric, high density and community centred design that encourages activation and multi-layered use of the site by all. This request for a planning proposal will establish a planning framework to:

- Facilitate the renewal of the site by improving TSA's community services operations offering, the proposal will also provide for residential apartments, addressing the identified need for additional housing supply in the Sutherland Shire LGA.
- Deliver diverse housing options to address key demographic trends in the Sutherland Shire, including key worker housing through a range of dwelling types and sizes. In this regard, the provision of these 5 key worker apartments is significant when considered in the context of the proposed community facility, which together will provide an invaluable public benefit to the Sutherland Shire community. Furthermore, between 2016 and 2022, affordable housing made up only 3% of housing delivery in the Sutherland Shire. By providing 5 affordable housing dwellings as part of the proposed uplift, this delivers well beyond what would be expected for a development of this nature.
- Support the 30-minute city concept by growing employment and housing in an established centre with a high level of existing amenity and infrastructure, including proximity to transport services.
- Apply a maximum building height limit that is commensurate with the current maximum height established throughout the Sutherland Shire and which offers a unique opportunity to deliver a landmark building on the site that marks the entry to the Miranda strategic centre. This 60m building height has been established based on the following factors:
 - Topography
 - Gateway opportunity
 - Location
 - Diversity
 - Solar access
 - Housing strategy
- Introduce an FSR standard that will contribute to delivering built form density that is consistent with Miranda's role and function as a strategic centre.
- Leverage the site's strategic corner location to deliver a legible entrance point to the Miranda strategic centre, framing the intersection of the commercial and residential areas.
- Deliver a percentage of apartments for key worker housing, comprising 425m² and representing 5% of the total proposed uplift in GFA (excluding the community centre floor space), that are intended to be owned and managed by TSA, a registered community housing provider. The delivery of these apartments is facilitated through the increased density on the site and will address an identified demand for affordable housing in the Sutherland Shire LGA.

- Provide high quality public domain on Willock Avenue, with a future easement for public pedestrian access along the northern boundary of the site, and future public domain treatments which will align with the existing paving pattern on Willock Avenue.
- Provide significant public benefits. In this regard, the project will deliver a total of 13,454m² of GFA. Of this total, 14% will deliver floor area for the purpose of community benefit (comprising the key worker apartments and a 1,500m² community centre). Compared to the existing under-developed TSA facilities present on the site, which comprise poor quality buildings, inadequate space, and buildings that are not fit for purpose, the proposed uplift will enable a significant increase in community benefit for the Sutherland Shire. The provision of these affordable apartments and the holistic community centre all allow TSA to continue to fulfill their mission and the critical role they play within the surrounding region.
- Furthermore, a Public Benefit Offer will form the basis of a Voluntary Planning Agreement, comprising the following:
 - Works in Kind:
 - TSA community facility, including emergency assistance, rehabilitation services, disaster relief, youth programs, job training, housing assistance, and counselling facilities;
 - Public domain and footpath upgrades;
 - Footpath widening via easement for public access;
 - Monetary Contributions:
 - Housing and Productivity Contribution;
 - Affordable Housing Contribution; and
 - Sustainability commitments.
- Create a prominent and architecturally appropriate built form at a landmark corner site at the edge of the Miranda strategic centre which will complement the surrounding public domain and improve the overall amenity of the site and its surrounds.
- Establish a unique development combining first-class purpose-built community facilities to be operated by The Salvation Army with excellent provision of diverse housing in a location with high demand and high access to local infrastructure.

Given the planning merits described above, and the significant public benefits associated with the site's redevelopment, we have no hesitation in recommending a planning proposal be prepared for Gateway Determination.