

Contents

1	Introduction.....	2
1.1	Objectives.....	3
2	Site Planning, Building Envelope and Design.....	4
2.1	Site Consolidation	4
2.2	Non-Residential Uses and Ground Level Activation	4
2.3	Building Envelope	5
2.4	Building Setbacks.....	8
2.5	Façade Composition and Articulation	9
2.6	Contributory Facades	10
2.7	Roof Form	11
2.8	Materials and Finishes	11
2.9	Awnings.....	11
2.10	Through-Site Link.....	12
3	Car Parking and Access	13
4	Site Specific Requirements	14
4.1	Requirements applying to both blocks	15
4.2	Specific requirements for Block 1 – Corner of Anzac Parade and Rainbow Street..	16
4.3	Specific requirements for Block 2 – The Triangle at Anzac Parade, Bunnerong Road and Sturt Street.....	17

1 Introduction

Kingsford Centre is one of Randwick City's key strip shopping centres. The centre straddles both sides of Anzac Parade, and extends from Barker Street in the north to Sturt Street and Gardener's Road in the south. Kingsford is vibrant with small supermarkets, banks, offices and a variety of restaurants and take-away food shops. It is also popular at night, given the many restaurants and the presence of the South Juniors Rugby League Club.

This section of the DCP applies to all land within the Kingsford Centre zoned B2 Local Centre, as outlined in the following map.

Figure 1 Kingsford centre



The purpose of this DCP section is to provide more detailed controls to supplement the RLEP to achieve high quality building and urban design and to promote economic and employment opportunities in the Kingsford Centre.

This section of the DCP should be read in conjunction with:

- Part A - Introduction and Part B - General Controls of the DCP; and
- Other sections of the DCP for specific development types, sites or locations, if relevant to the application.

For controls relating to the residential component of a development, including communal and private open space, solar access, visual privacy, acoustic privacy and other amenity related issues, refer to the Medium Density Residential section of this DCP.

1.1 Objectives

- To ensure development enhances the spatial definition and character of Anzac Parade, Gardeners Road and other streets and laneways within the Kingsford Centre.
- To enhance the pedestrian environment and facilitate the safe and convenient movement of pedestrians through the Centre.
- To ensure quality design and minimise adverse impacts of development on the amenity of the adjoining and nearby residential zones.
- To conserve buildings identified as items of environmental heritage.
- To nominate a range of existing contributory buildings as guiding examples for new development, through their key architectural elements, fenestration, proportion and scale.

2 Site Planning, Building Envelope and Design

2.1 Site Consolidation

Explanation

Much of the established commercial area has small and fragmented allotments. Applying the maximum FSR and height allowable under the RLEP to small sites may result in undesirable additions to existing buildings, poor residential amenity and insufficient provision for car parking.

Site amalgamation is often required to enable comprehensive refurbishment or redevelopment of adequate scale and amenity performance, and contribute to the streetscape character.

Objectives

- To ensure development achieves an appropriate scale and form that enhances the streetscape.
- To encourage site amalgamations and avoid ad-hoc or fragmented development that affects or limits development potential of adjacent sites.

Controls

- i) A minimum site area of 800 square metres and a minimum frontage width of 18 metres are required for development seeking the maximum FSR and height allowable under the RLEP. Development on a site that does not comply with these controls should not exceed a maximum FSR of 1.5:1.

2.2 Non-Residential Uses and Ground Level Activation

Explanation

A vibrant centre requires an adequate level of commercial floor space to support a range of retail, business, entertainment and community uses to serve the needs of local residents, workers and visitors. The commercial floor space also plays a vital role in generating employment opportunities in accessible locations for the wider community. A successful centre needs continuous street level retail and commercial activities that enliven the public domain and promote a safe and secure environment.

Objectives

- To provide a range of commercial, retail and related uses to engage and activate the street and contribute to the economic viability of Kingsford Centre as a whole.
- To ensure continuity of the shopping strip along the main streets of Kingsford Centre.

- To provide a walkable environment with visual interest and a sense of safety and security.

Controls

- i) New development must provide retail and/or commercial floor space along the Anzac Parade and Gardeners Road ground floor frontages to a minimum depth of 10 metres.
- ii) New development should be designed to enable at minimum 1st floor retail or commercial use. The 1st floor retail or commercial use may be directly connected to the ground floor level to create split-level units.
- iii) Any pedestrian access to the 1st floor retail or commercial use must not compromise security for the residential components of the development. For example, provide dedicated access to the 1st floor retail / commercial use which is separate from that of the residential levels.

2.3 Building Envelope

Explanation

The maximum FSR and building height controls are prescribed in the RLEP.

The subdivision pattern of Kingsford Centre is predominantly characterised by elongated allotments, most of which have rear lane access. The layout and massing of future development need to be suitably designed in a manner that enables solar access, ventilation and privacy between neighbouring buildings and residences.

The 30m width of Anzac Parade and Gardeners Road is much more generous than most suburban streets, and therefore can accommodate a proportionate scale of development offering a comfortable sense of enclosure.

Having regard to the above, a two-block solution for the residential component of a development, having one higher form fronting the main street, and a lower building facing the rear lane with an open courtyard in between, is generally suitable for redevelopment within the centre. Appropriate adjustments to this concept may be considered in the light of the individual site characteristics.

A building height plane control applies to heritage items listed under the RLEP, being 424-436 Anzac Parade, Kingsford (known as O' Dea's Corner). The building height plane defines the envelope or space within which the building is to be situated.

Objectives

- To establish an urban edge to Anzac Parade and Gardeners Road with a suitably scaled built form and enhance the streetscape character and continuity.

- To ensure **future** development achieves adequate level of solar access, ventilation, privacy and open space for the occupants.
- To create a transition in building scale from the main streets towards the adjoining and nearby residential zones, and to minimise overshadowing of those zones.
- To reduce the visual prominence of new buildings behind or next to retained heritage items.

Controls

- Where practicable, **future** development should adopt a two-block approach to site planning by having a higher building fronting Anzac Parade or Gardeners Road, and a lower building facing the rear, separated by an open courtyard. A podium may be provided as a base for the two building blocks. Refer to Figure 2.
- Building height for the rear block must not exceed a 45-degree sloping plane projected from a point 8 metres above ground level (existing) at the rear boundary (including rear lane boundary) of the site. Refer to Figure 2.

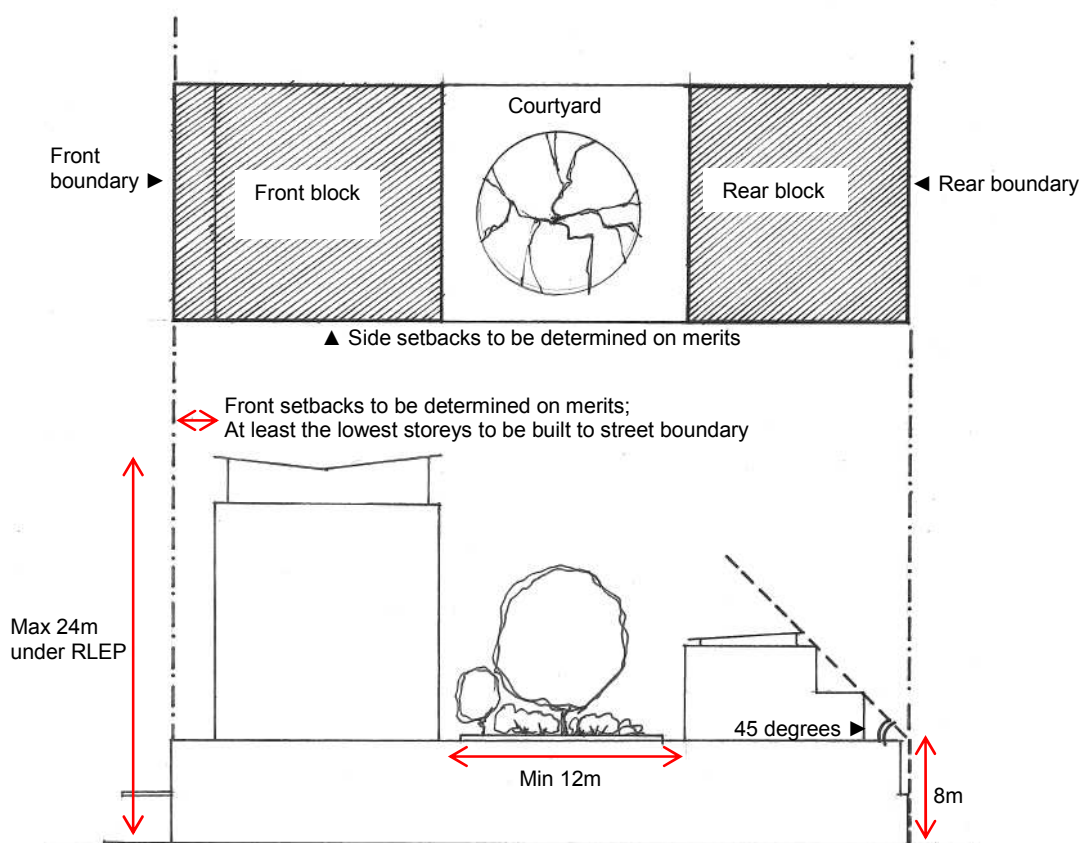


Figure 2 Building envelope controls

- iii) The central courtyard must:
- Have a minimum clear depth of 12 metres.
 - Extend across the full width of the site (except for corner sites).
 - Not be encroached upon by any balconies or substantial building structures, with the exception of ancillary facilities such as awnings, pergolas, shade canopies and the like.
 - Contain planter beds with adequate soil depth for trees and large shrubs to improve the privacy and amenity of the residents. The selected plant species must be capable of withstanding partial shade conditions.
- iv) For corner sites, the building block/s must be designed to address all street frontages. The building layout and massing will be assessed on a merit basis.
- v) The height of new development on heritage listed sites must not exceed a height plane projected from a point 1600mm above the kerb line immediately adjacent to the property boundary. The height plane angle is determined by the parapet level of the retained heritage buildings. Refer to Figure 3.

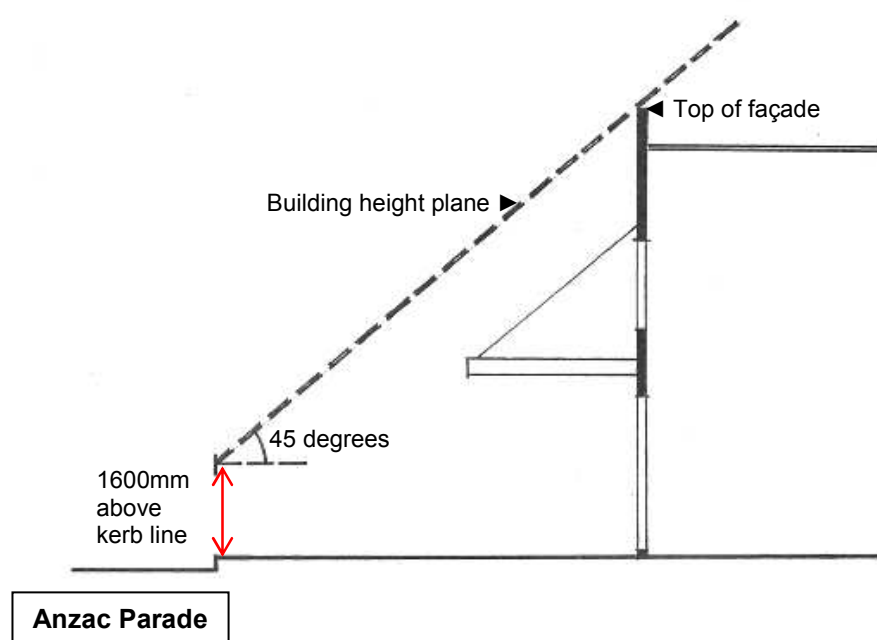


Figure 3 Building height plane for heritage items

Note:

Any development affecting a heritage item must be consistent with the provisions of the Heritage section of this DCP.

2.4 Building Setbacks

Explanation

Setback controls define the outer extremities of a building in relation to the front, side and rear boundaries. Front setbacks determine the building alignment along the street. Side and rear setbacks enable building separation and provide for access, landscaping, privacy and natural lighting and ventilation.

At present, some existing multi-storey buildings within Kingsford Centre have been setback considerably from the Anzac Parade alignment by up to approximately 10 metres across all levels. This has compromised the spatial definition to the main street with an unattractive and under-utilised public-private domain interface. New development should aim at restoring an urban street edge with a zero ground level setback to improve the character of Anzac Parade. Existing development could consider better utilising this space, for example, through providing footpath dining or suitable shelter structures.

In order to establish a continued street edge to Anzac Parade and Gardeners Road, a nil side setback arrangement across all storeys is generally acceptable. However, some multi-storey buildings within the Centre have been developed with habitable room windows oriented towards the common boundaries. In these cases, any new development adjacent to these existing buildings must be carefully designed to maintain reasonable degree of separation via the reservation of appropriate partial side setbacks above the podium.

Council has from time to time required land dedication or setbacks for the purposes of widening laneways and creating splayed corners, as part of any development consent. The intention is to provide footpaths along rear lanes achieving a minimum width of 1300mm. This would often require land dedication of approximately 700mm in depth along the laneway boundary of properties. Furthermore, in order to improve manoeuvrability of vehicles and pedestrian safety, Council typically requires splayed corners with minimum dimensions of 1.5 metre x 1.5 metre for laneway corners, and 3.0 metre x 3.0 metre for street corners. The accurate extent of any required setbacks or land dedication will depend on the site location. It is advised that Council's Development Engineers be consulted at the early design stage to obtain the detailed requirements for a particular site.

Objectives

- To establish a strong urban edge to Anzac Parade and Gardeners Road and enhance the streetscape character.
- To minimise the impacts of overshadowing, overlooking and noise emission on adjacent properties.

Controls

- i) The setbacks of development to the street and laneway boundaries will be considered on a merit basis. In general, the lowest storeys must be built to the street or laneway boundaries without setbacks (with the exception of any

required land dedication or setback for the purposes of widening laneways or creating splayed corners).

- ii) The side and rear setbacks of development will be considered on a merit basis. Where there are habitable rooms oriented towards the common boundaries in any adjoining multi-storey buildings, an adequate level of setbacks must be provided.

2.5 Façade Composition and Articulation

Explanation

Building façades can contribute to the character and image of the centre. The townscape of Kingsford Centre derives its character from building facades that incorporate a vertical emphasis and consistent parapet roof forms. While it is inevitable that changes will be made to individual buildings, it is desirable to ensure that such changes respect the built heritage and avoid a clash between old and new development.

The existing multi-storey buildings in Kingsford Centre incorporate varying setbacks from the street boundaries. Some buildings have substantial front setbacks and as a result, vast blank walls prominently visible from the street would be created when the adjoining sites are redeveloped. A high quality and skilful treatment of these unavoidable blank walls is crucial to improve the streetscape of the centre.

Objectives

- To create well proportioned buildings and avoid visually overbearing structural mass.
- To ensure that building exteriors enhance the character and continuity of the town centre streetscape.

Controls

- i) The architectural treatment to street facades must demonstrate clearly defined base, middle and top portions so as to divide the mass of the building.
- ii) Articulate building facades by window openings, balconies, balustrades, fins, blade walls, parapets, sun shade devices, louvres, a combination of surface finishes and materials.
- iii) Provide habitable room windows facing laneways to enable casual surveillance.
- iv) Large areas of blank, unrelieved walls visible from the public and private domain must be avoided.
- v) New development must match or screen any exposed blank walls of the adjoining buildings that are located at the common boundaries as much as practicable.
- vi) New development must minimise the creation of blank walls at the common boundaries or interface with the

adjoining buildings. Where blank walls are unavoidable, they must be treated and articulated to achieve an appropriate presentation to the public domain.

- vii) Ground floor shopfronts must demonstrate 'fine-grained' articulation by division into discreet bays or sections. Avoid continuous and unbroken glazed shopfronts.

2.6 Contributory Facades

Explanation

A number of buildings in Kingsford Centre are identified as having contributory facades that demonstrate a range of key architectural elements, fenestration, proportion and scale defining and enhancing the streetscape character.

The intent of the controls is to improve the centre streetscape through using the contributory facades as examples of scale, proportion, architectural detailing and finishes.

The Contributory Facades are listed in the table below.

Kingsford Centre Contributory Facades	
<i>Item Number</i>	<i>Street Address</i>
1	20-28 Gardeners Road
2	315 Anzac Parade
3	317-323 Anzac Parade
4	345-351 Anzac Parade
5	367-373 Anzac Parade
6	372-388 Anzac Parade
7	385-389 Anzac Parade
8	414-416 Anzac Parade
9	418-422 Anzac Parade
10	424-434 Anzac Parade
11	464-466 Anzac Parade
12	474-476 Anzac Parade
13	478-486 Anzac Parade
14	522 Anzac Parade
15	524 Anzac Parade
16	526 Anzac Parade
17	530 Anzac Parade
18	532 Anzac Parade

Objective

- To improve the streetscape through retention of contributory facades and their scale, proportion and architectural detailing.

Controls

- i) Contributory facades must be retained as much as practicable, or reinterpreted as guiding examples in the design of new development.
- ii) New development must incorporate proportions that are sympathetic with the identified contributory facades.

2.7 Roof Form

Objective

- To enhance the streetscape and skyline of the town centre whilst minimising potential amenity impacts on the surrounding residences.

Controls

- i) Relate roofs to the size, scale and three dimensional form of the building.
- ii) Design roofs to create an interesting skyline.
- iii) Minimise potential for unreasonable overshadowing from the mass and bulk of roof structures.
- iv) Contain lift overruns and service plants entirely within the roof structures or roof lines.
- v) Consider providing landscaping and appropriately shaded areas on flat roofs.

2.8 Materials and Finishes

Objectives

- To ensure building materials and finishes complement and enhance the streetscape character of Kingsford Centre.

Controls

- i) Use a combination of finishing materials to articulate building facades.
- ii) Designs must not use large expanses of highly reflective materials or glass curtain walling.
- iii) Large areas of primary colours must not be used.
- iv) Shopfronts must not use roller shutter doors. Shopfronts may be secured by open style grilles installed behind the glazing.

2.9 Awnings

Objectives

- To provide shelter and amenity for pedestrians on public streets.
- To provide visual continuity in the streetscape.

Controls

- i) New development must provide a suspended or cantilevered awning to provide continuous pedestrian shelter along Anzac Parade and Gardeners Road.

- ii) The alignment of awning fascias must match those of the adjoining properties where possible.
- iii) The design and materials of awnings must complement the building to which they are attached.
- iv) Awnings must be setback 600mm from the kerb, and positioned between 3.5 metres and 4.5 metres above the footpath. Awning width must be at least 3 metres unless openings are provided for street tree planting.
- v) Awning cut-outs for street trees must have minimum dimensions of 1 metre x 2 metre and in general spaced at 10m intervals.
- vi) Minimise gaps between awnings.
- vii) Glass is not favoured as an awning material due to heat transfer and the intention of creating a shaded and enclosed edge to the wide streets. Opaque materials, such as ribbed sheet steel, are encouraged.

2.10 Through-Site Link

Explanation

A through-site link is a continuous pedestrian path linking one side of a site to other public streets or public places. The provision of well designed and located retail arcades offering a direct through-site pedestrian link to an off-street public car park or other public space may be considered.

Objectives

- To improve permeability and accessibility of the centre in suitable locations, such as along pedestrian desire lines, at the centre of a long street block, etc.
- To ensure through-site links are safe and secure for pedestrians.

Controls

Any through-site pedestrian link must:

- i) Demonstrate creation of the link will be well utilised and contribute to the permeability of the centre.
- ii) Have an unobstructed width of 4m;
- iii) Be flanked by active uses, such as retail and/or commercial suites;
- iv) Be well lit; and
- v) Incorporate high quality floor finishes.

3 Car Parking and Access

Objective

- To ensure car parking, loading and access facilities do not visually dominate the street or the building on the site.

Controls

- i) On-site car parking must be provided underground or within the building.
- ii) Any above-ground car parking must not be visible from Anzac Parade and/or Gardeners Road.
- iii) Car park ventilation grilles must not be provided on main street elevations.
- iv) Where a site has access to a rear lane, the loading and unloading facilities must be accessed from the laneway.

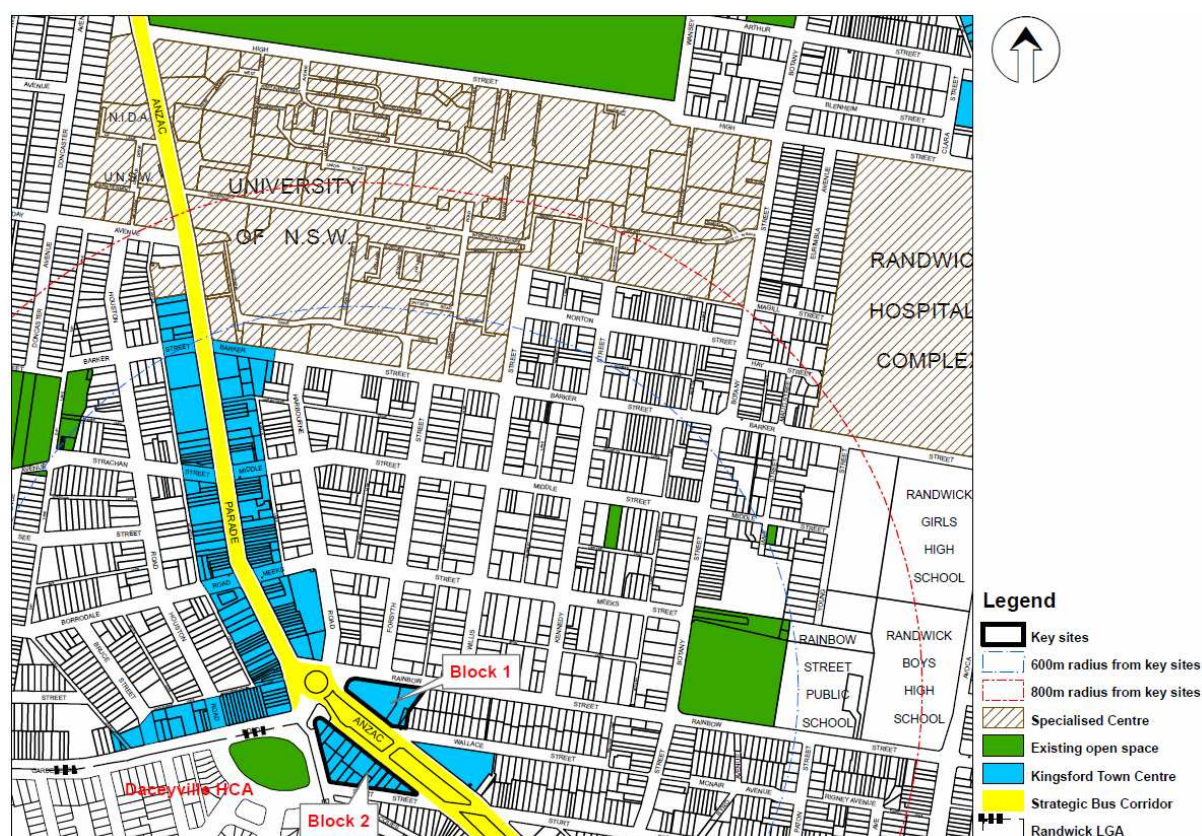
4 Site Specific Requirements

Two blocks in Kingsford Centre are identified as 'Key Sites' in the RLEP, in recognition of their size, strategic location and redevelopment potential to achieve strengthened connections of commercial uses and improved local amenity, public transport infrastructure and housing affordability.

Kingsford Centre borders the City of Botany Bay, adjoins the Daceyville Heritage Conservation Area and is within walking distance of the Randwick Education and Health Specialised Centre (including NIDA, UNSW and the Randwick hospital complex).

These two key sites (as indicated on the map below) are located at the southern edge of Kingsford Centre, linking the business zoned South Juniors Club with other business zoned areas in the Centre.

Figure 4 Key sites - site context map



Under RLEP Clause 6.11, development of key sites must be assessed in the context of a site specific DCP. Clause 6.1 (Design Excellence) further requires these sites to deliver the highest standard of architectural and urban design. Any future proposal involving new buildings or intensification of existing development on either block will trigger these requirements.

The site specific DCP must provide comprehensive design and development controls for the entire block based on detailed investigations and studies. It must identify the suitable mix of uses, built form and scale, access, public domain and infrastructure

provision. The site specific DCP, upon adoption by Council will be incorporated as a future amendment to this DCP.

In addition to the matters for consideration specified under the RLEP and the overall DCP objectives and controls for Kingsford Centre, the site specific DCP must also consider and address the following specific requirements.

4.1 Requirements applying to both blocks

Objectives

- To provide a comprehensive planning framework for each block to guide future proposals.
- To provide a mix of uses that are suitable for the location and context, respond to the needs of the community and contribute to the viability of the Kingsford Centre.
- To establish site planning and built form envelopes that positively respond to the site and surrounding context.
- To encourage provision of affordable housing to meet the needs of key workers and students in the locality.
- To support and facilitate improved local amenity through active frontages, attractive public space and legible and convenient pedestrian and cycle connections.
- To minimise impacts of vehicle movements, car parking and driveways on the traffic flow, street network and streetscape.
- To maximise potential to provide integrated and sustainable public transport solutions.

Controls

- i) Prepare the site-specific DCP for each key site that conforms to relevant RLEP provisions, objectives of the zone, general DCP objectives and controls for Kingsford Centre and addresses the following requirements at minimum:
 - a) Prepare an urban design study and concept/master plan, demonstrating:
 - a sensitive response to the opportunities and constraints of each block and surrounds,
 - suitable transition in height, bulk and scale from Anzac Pde to adjacent heritage conservation area and residential uses,
 - incorporation of development and uses that are suitable and complementary to the Kingsford Centre, and
 - high quality architecture, landscape and streetscape design in such a prominent location of the Centre.

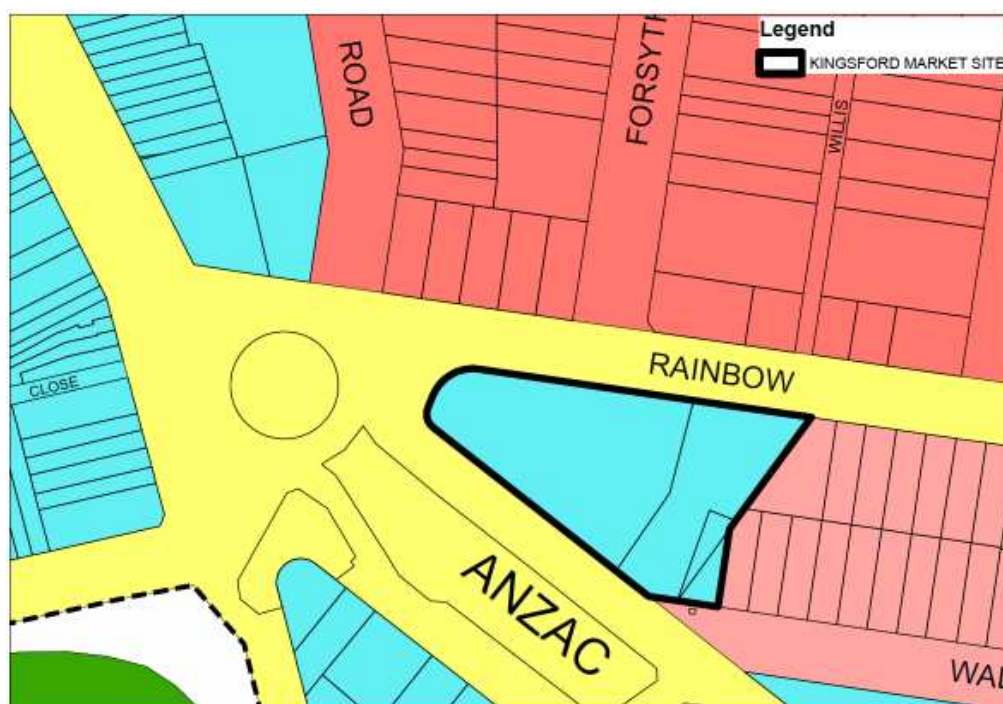
- b) Prepare a traffic and access study to inform the development of site specific controls, addressing the following matters:
- providing for optimal transport and infrastructure solutions to encourage the use of public transport,
 - minimising vehicle access points for each block and locating any parking entrances away from the major roundabout and pedestrian/bicycle routes,
 - minimising the visual intrusion of any car parking facilities from the public domain, and
 - identifying safe and convenient pedestrian and cycle links within and to the sites.
- c) Identify minimum site amalgamation requirements or staging needs to ensure a coordinated approach for redevelopment which avoids isolated lots or fragmented development patterns.

4.2 Specific requirements for Block 1 – Corner of Anzac Parade and Rainbow Street

Site description

Block 1 (1-21 Rainbow St, Kingsford) is located at the junctions of Anzac Pde, Rainbow St and Wallace St, also known as the Kingsford Market Site. Jointly owned by STA and Randwick City Council, it contains a total area of approximately 5,500 square metres and has been primarily used for public car parking, weekend markets and other commercial and community uses.

Figure 5 Block 1 – Kingsford Market Site



Objectives

- To incorporate public transport infrastructure on site.
- To provide an inviting public plaza space for passive recreation, relaxation and social interaction.
- To provide public parking for the Centre users.

Controls

Prepare a site specific DCP for Block 1, which includes controls to specifically address the following requirements:

- i) Demonstrate suitable public transport and infrastructure solutions on the site, such as bus layover space or light rail interchange.
- ii) Provide a large public space/public plaza as an integral part of the site, incorporating the following design features:
 - a) a minimum area of 800 square metres,
 - b) a scale and configuration that complements the streetscape and is well integrated with development on the site,
 - c) bordered by active frontages and easily accessible for all members of the public,
 - d) providing outdoor seating, public art and quality landscape elements.
- iii) Incorporate space for multi-purpose community facilities, preferably on the ground floor accessible from the public space/plaza.
- iv) Incorporate public car parking in addition to parking generated by the development.
- v) Provide landscaped through-site links where they can be suitably integrated with the public space/plaza and the pedestrian/cycle network.

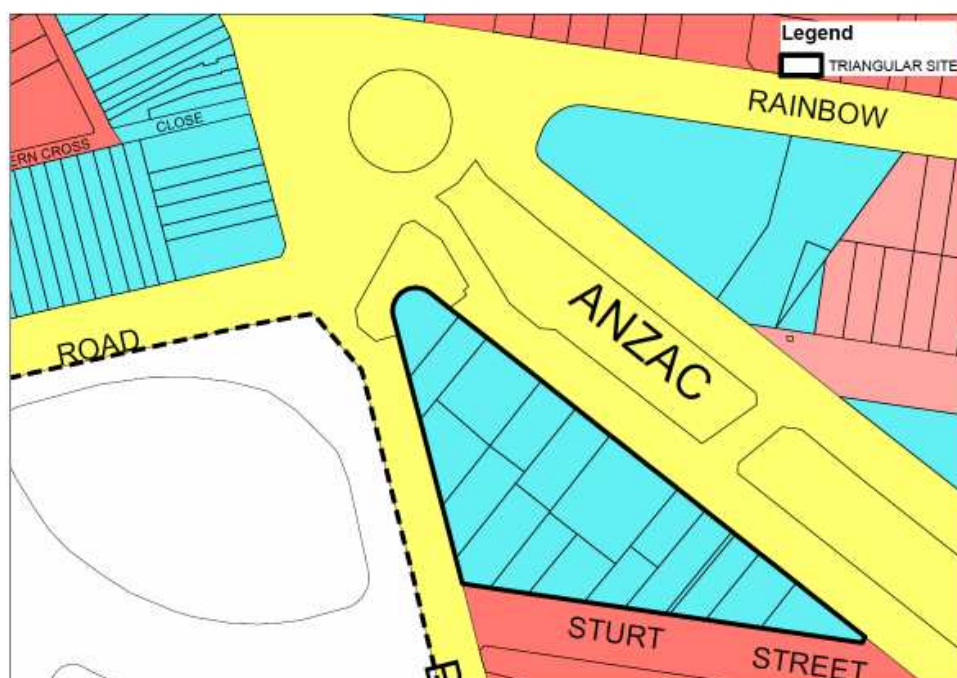
4.3 Specific requirements for Block 2 – The Triangle at Anzac Parade, Bunnerong Road and Sturt Street

Site description

Bounded by Anzac Pde, Bunnerong Rd and Sturt St, this triangular block (Block 2) has a total area of approximately 7,900 square metres. It is under various ownerships and is used for a variety of residential and commercial purposes, including strata titled residential buildings, single dwelling houses, church properties, a boarding house, a child care centre and numerous business properties.

The site contains a total of 18 allotments, ranging in size from around 50 square metres to 1,000 square metres.

Figure 6 Block 2 – The Triangle



Objectives

- To provide a range of uses and scales suitable to the site's location on the fringe of Kingsford Centre.
- To maintain and expand affordable housing options for students and key workers.
- To improve site permeability by providing through-site links and landscaped corridors in suitable locations.
- To respect and protect the amenity of existing uses on the block that are unlikely to change.

Controls

Prepare a site specific DCP for Block 2, which includes controls to specifically address the following requirements:

- i) Provide for a mix of dwelling types with various sizes and numbers of bedrooms, including provision of affordable housing.
- ii) Consider through-site public pedestrian connections where they can be suitably integrated into the existing pedestrian/cycle network, connecting the site with other key destinations (e.g. public plaza, public park, public transport, etc.). Where possible, the through-site connections should be landscaped and integrated with any on-site communal open space.

Contents

1	Introduction.....	2
1.1	Objectives.....	2
2	Existing Character and Quality	2
3	Statement of Significance	2
3.1	Aesthetic significance.....	2
3.2	Historic significance	2
3.3	Social significance.....	2
4	Heritage items and Contributory buildings	2
5	Visual Character	2
6	Urban Form	2
7	Architectural Styles.....	2
8	Site Planning.....	2
9	Building Envelope	2
10	Building Design.....	2
10.1	Shopfronts	2
10.2	Awnings.....	2
10.3	Upper level facades	2
10.4	Materials and colours	2
10.5	Outdoor advertising.....	2
10.6	Carparking and Access	2

Notes for finalisation: some images and maps in this section of the DCP will have labels added, and be re-formatted to improve page layout.

1 Introduction

Randwick Junction (Figure 1) is a local centre comprising a strip shopping centre along a prominent ridgeline with some residential properties and a school located within it. It has significant aesthetic, historic and social significance which are recognised by its heritage conservation area listing.

Refer to Clause 5.10 Heritage conservation of the RLEP for criteria relevant to development within the heritage conservation area.

This section of the DCP should be read in conjunction with:

- Part A - Introduction and Part B - General Controls; and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

~~For residential development within the centre, detailed development controls for:~~

- ~~• Scale and Form~~
- ~~• Siting and Setbacks~~
- ~~• Detailing~~
- ~~• Materials, Finishes and Colour Schemes~~
- ~~• Roofs and chimneys~~
- ~~• Verandahs and Balconies~~
- ~~• Garages, carports, car spaces and driveways~~
- ~~• Fences~~
- ~~• Gardens, garden elements and swimming pools~~
- ~~• Solar energy systems, Rainwater tanks and Telecommunications facilities~~

~~are contained in the Heritage section of this DCP.~~

1.1 Objectives

- To encourage and facilitate well designed and appropriate development within Randwick Junction commercial centre, with new development or alterations to existing buildings designed to be compatible with and enhance the heritage streetscape.
- To protect and enhance the heritage values of the commercial centre.
- To encourage the provision of a variety of residential and commercial accommodation.

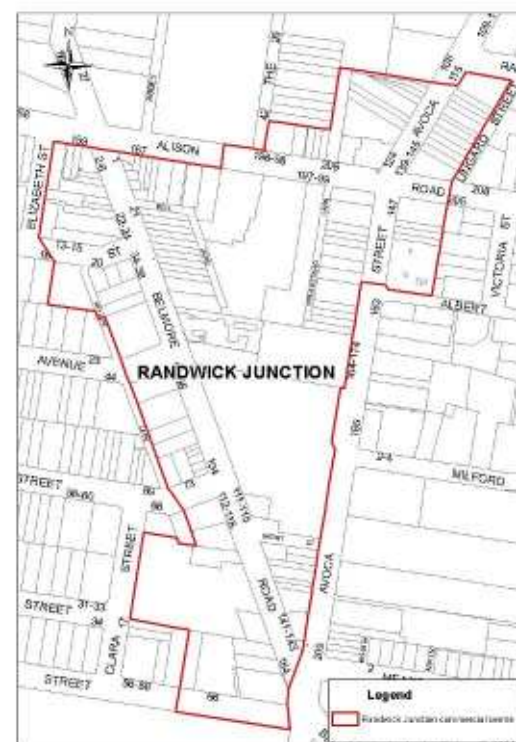


Figure 1 Randwick Junction commercial centre

2 Existing Character and Quality

Explanation

Randwick Junction is a diverse and vibrant ~~town~~ centre. It is influenced by the health and medical services of the nearby Hospitals precinct and is in close proximity to the University of NSW and the Racecourse. It is well served by buses, which are a notable feature in the streetscape.

The Randwick Junction heritage conservation area retains a coherent streetscape character of nineteenth and twentieth century buildings. Within the conservation area there are two distinct groupings of commercial buildings. These are the Belmore Road and the “Coach and Horses” grouping (centred on the intersection of Alison Road and Avoca Street).

The Statement of Significance for the Randwick Junction heritage conservation area identifies the heritage values of the area which contribute to its character and quality.



3 Statement of Significance

3.1 Aesthetic significance

The heritage conservation area is a good and generally intact example of a traditional commercial “strip” (linear) style centre. Buildings are typically two or three storeys and are generally built to the street alignment, for the full width of the allotment. The urban spaces formed by the buildings impart a strong linear character, particularly along Belmore Road. There are many good examples of building from the Victorian, Federation and Inter-War periods.



In the Coach and Horses grouping the Victorian Italianate style is dominant, interspersed with other later styles such as Federation Freestyle. There are significant groups of these buildings on the south-west corner of Avoca Street and Alison Road, as well as on the east side of Avoca Street, north of Alison Road. There are excellent examples of Victorian Italianate commercial and residential buildings on Alison Road, between Avoca Street and Belmore Road as well as three outstanding Victorian Italianate residences on Avoca Street, adjacent to Marcellin College.

The single most striking building within the heritage conservation area is the former Star and Garter Inn, at the corner of Avoca Street and Belmore Road, notable for its distinctive castellated sandstone tower and the adjacent statue of Captain James Cook. The pairing of the Coach and Horses Hotel and the former Post Office, located on diagonally opposite corners of the intersection of Alison Road and Avoca Street is also prominent.



3.2 Historic significance

Randwick Junction has been the centre for commercial activity in Randwick since the establishment of the village in the mid-nineteenth century. The buildings in the heritage conservation area provide physical evidence of the process of growth and development of Randwick as a commercial centre. The heritage conservation area is at the intersection of three roads that have been the principal routes for travel between Randwick and other parts of Sydney since the establishment of the suburb. The first Randwick-Sydney horse omnibus and the first mail service were established on the site of the Coach and Horses Hotel in 1859, reflecting a strong relationship between Randwick Junction and early transport and communications in the district.

Many of the important sites in the early development of the commercial area were at the street intersections. The former Star and Garter Inn (circa 1859) was one of the earliest hotels in Randwick. No.119 Belmore Road, at the corner of Short Street, was the site of the post office from 1878 to 1897.

The most rapid period of growth began after the introduction of steam trams in 1881. The 1880's were a period of large scale subdivision in Randwick. In the Federation and Inter-War periods development of the commercial centre continued. There was considerable expansion on the western side of Belmore Road. Earlier, less intense residential uses, such as "Sandgate" at No.128 Belmore Road, were displaced.

The foundation stone for Randwick Post Office 1897 is on the northwest corner of Alison Road and Avoca Street. This building provides historical evidence of the importance of the heritage conservation area as a centre of communication and reflects the connection to government and institutions within Randwick.

3.3 Social significance

The heritage conservation area continues as Randwick's main commercial centre, developing around the earliest hotels in Randwick, namely the former Star and Garter Inn and the Coach and Horses Hotel. The Victorian, Federation and Inter-War buildings provide a sense of historical continuity throughout the centre and the streetscape character of the conservation area are well recognized throughout the community. In 1923, the Catholic Church acquired the Brisbane Villa Estate on Alison Road for a monastery. This site later became the Marcellin College, an important and enduring centre for education within the local community.

When considered further in the context of the two adjacent conservation areas of St Judes and High Cross, with their significant administrative, cultural and institutional roles, Randwick Junction may be seen as the focal point of the city, as many of the enduring symbols of Randwick's development are located either within or immediately adjacent to the conservation area. Important community services such as mail services and government savings bank (initially operated from the post office), as well as educational and commercial activities have been centred in and around Randwick Junction for as long as the suburb has been established.



Themes represented

The following historical themes, identified in the 1989 Randwick Heritage Study, are directly illustrated in the conservation area:

- Industry and commerce
- Promotion of culture, religion and education
- Recreation, entertainment and leisure
- Transport and communications

The following themes are indirectly represented:

- Speculation and promotion
- Government and institutions
- Suburbanisation

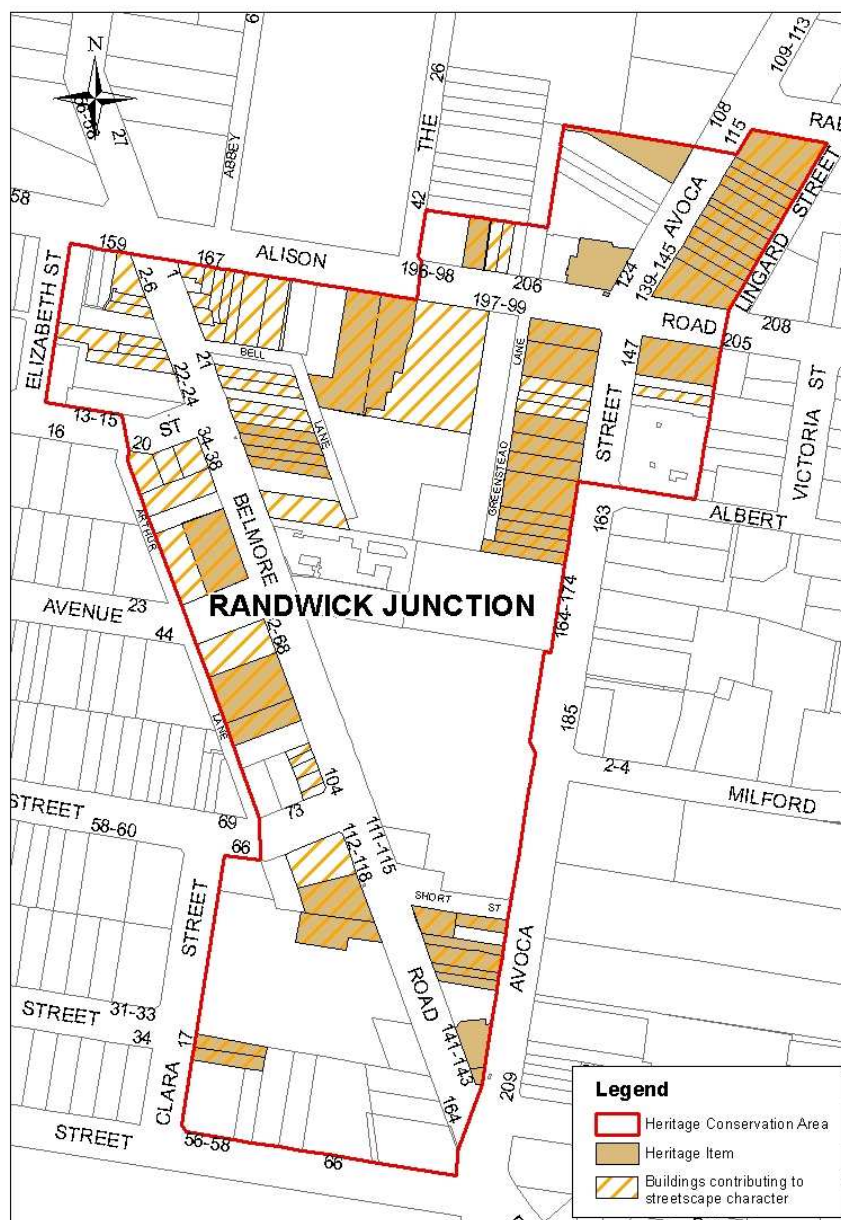
4 Heritage items and contributory buildings

Explanation

The Knox and Tanner *Urban Design Study of Randwick and "The Spot" Shopping Centres* identified many buildings which contribute to the heritage value, aesthetic qualities and visual character of Randwick Junction, and which tell us about the development history of the area. Heritage items and contributory buildings are mapped in Figure 2.

Contributory buildings should be retained. Original fabric should be conserved, new work should be sensitive, and neighbouring development should be sympathetic to their character. "Facadism" (the retention of only the outer skin of a building) is not acceptable as suitable conservation practice.

Figure 2 Randwick Junction heritage and contributory buildings



5 Visual Character

Explanation

Randwick Junction is situated on a ridge line that is highly visible from many vantage points within the local government area. Key view corridors provide internal vistas and offer views into and out of Randwick Junction, including Avoca Street, Alison Road and Belmore Road. Views to landmarks including the statue of Captain Cook and the tower at the corner of Avoca Street and Belmore Road, contribute strongly to the visual character of Randwick Junction.

There are a number of important landmarks just outside Randwick Junction in adjacent heritage conservation areas, including St. Jude's Church, cemetery and associated buildings, Randwick Town Hall, Randwick Presbyterian Church, Alison Park and surrounding terraces, the Sacred Heart Church, High Cross Reserve, the Royal Hotel and the Prince of Wales Hospital. The townscape within Randwick Junction has an important visual relationship with these landmarks and with the adjacent heritage conservation areas of High Cross, Sacred Heart and St. Jude's. View corridors are mapped in Figure 3.

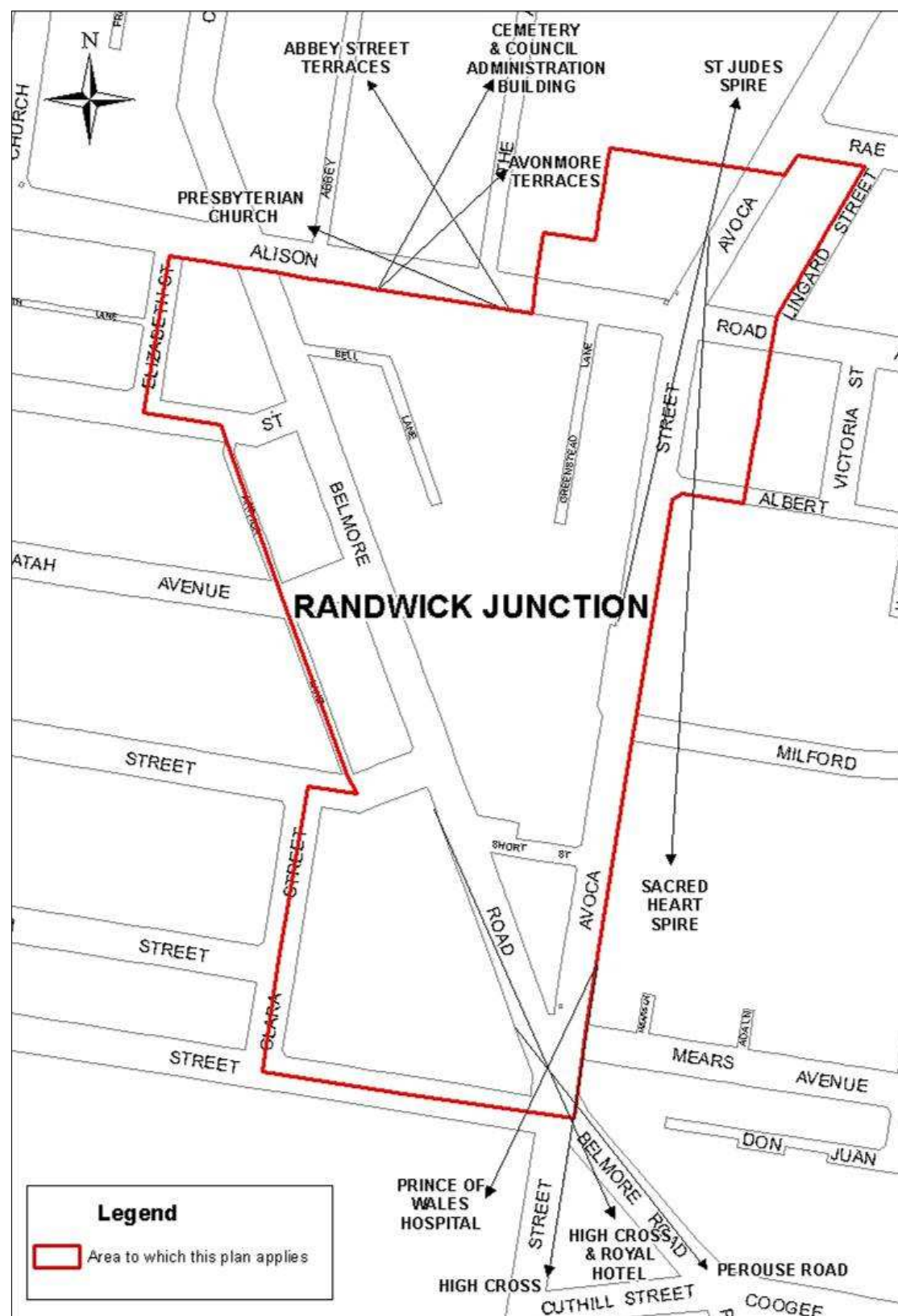
Controls

- i) Views and vistas should be addressed in the site analysis for new development, as they may necessitate adjustments to the built form and site layout, so that view corridors and vistas are not obstructed.
- ii) ~~New~~ Development should fit within the wider townscape indicated by the view corridors and should not disrupt existing visual relationships.



Figure 3 View corridors

Note: This diagram to be reduced to match the size of Figure 2Contributory Buildings



6 Urban Form

Explanation

Randwick Junction is essentially an old style strip shopping centre. Its two major streets generally comprise two or three storey buildings with ground floor retail space. This has produced a comfortably enclosed and human-scaled streetscape environment.

The urban form of Randwick Junction has evolved over time, with original nineteenth century cottages gradually replaced by shops on narrow frontages built to the street alignment. Of these original dwellings a number remain in Avoca Street, but only Sandgate remains in Belmore Road.

The urban form of Randwick Junction is now characterised by two major periods of development, occurring around the turn of the century and between the two world wars, with many relatively intact buildings from these periods. Several buildings on the eastern side of Belmore Road dating from the post war period have heights and floor plates which are inconsistent with traditional buildings.



7 Architectural Styles

Victorian

Randwick Junction's nineteenth century buildings were at one time predominantly residential and have since been adapted for a range of other uses. They are constructed predominantly of rendered and painted masonry, with intricate classical mouldings and decorative iron lacework.

Federation/Edwardian

Federation buildings such as the former Post Office on the corner of Avoca Street and Alison Road and nos110 – 116 Avoca Street nearby, rely on face brickwork for architectural effect, with contrasting elements of either sandstone, stucco or ceramic tile.

Inter War (1920 to 1940)

Randwick's Inter-War Art Deco architecture is characterised by rich detail, polychromatic brickwork and decorative piers and fins, often extending above the parapet to provide vertical emphasis. Recessed balconies add façade interest.

Post War (1940 to present)

Several buildings constructed since 1940, including two major shopping malls, the Gemini building and Marist Brothers School have impacted on the character of Randwick Junction. The most visually intrusive post war development occurred during the 1970s with several eight to ten storey buildings which are inconsistent with the predominant scale of development in Randwick Junction and nearby residential areas.



8 Site Planning

Objectives

- To maintain a minimum level of commercial floorspace in new development to enhance the commercial viability, retail quality, variety and continuity within Randwick Junction.
- To encourage a greater level of commercial, retail or related floorspace in new development.
- To ensure local site conditions, constraints and opportunities are taken into account in the design of new development.
- To achieve a coherent site layout that provides a pleasant, attractive and sustainable environment for living, shopping and work.
- To ensure consideration of the relationship between new and existing development and to minimise negative impacts.

Controls

- i) Provide ground floor retail and/or commercial floor space along all business zoned street frontages, other than the frontage required for access.
- ii) In addition to the continuous commercial street frontage, the ground floor commercial area should have a minimum depth of 10 metres in order to achieve a viable shop or office size (except in heritage situations where it may be different).
- iii) ~~New~~ Development should relate to the dimensions and shape of the site.
- iv) ~~New~~ Development should integrate with the surrounding area through consideration of streetscape and landscape design and pedestrian and cycle links.
- v) Retain and integrate heritage items or contributory buildings and significant features such as stone fencing and retaining walls.
- vi) ~~New~~ Development must minimise impacts on the amenity of neighbouring sites.

9 Building Envelope

Objectives

- To ensure that new development respects the scale and form, and siting and setbacks of surrounding buildings.
- To ensure that new development reinforces existing urban form, the streetscape and visual character.

Controls

- i) ~~A maximum building height of 12m and a floor space ratio of 1.5:1 apply to land in the commercial area (business zone) via the RLEP.~~
- ii) The FSR and building height controls set by RLEP together with DCP envelope controls define the overall built form and scale of development.

Note:

The floor space ratio may not be achievable if the 12m height control is not satisfied, or if residential amenity standards are not able to be maintained

- iii) New development should be built to the street alignment and to the side boundaries of the allotment.
- iv) Where adjoining and nearby development is set back from the street, new development should be consistent with the setbacks of adjoining development or the dominant setbacks along the street.
- v) Where buildings are setback from the front boundary, such as the school and terraces along Avoca Street, fences are to be used to reinforce the street alignment and provide a strong visual transition point between public and private space.

10 Building Design

Objectives

- To ensure that new development is consistent with the distinctive character, aesthetic qualities and heritage significance of the precinct.
- To ensure that any new development respects the detailing, materials and finishes of surrounding heritage and contributory buildings.
- To conserve and enhance the existing commercial streetscape, in particular above the awning level.
- To encourage reinstatement of original features such as awnings and windows and remove inappropriate alterations and additions.
- To ensure materials, painting/colour schemes of buildings are appropriate to the heritage streetscape.

Explanation

The distinctive character of Randwick Junction is largely determined by the existing built form of heritage and contributory buildings. Change within this area is envisaged as being incremental and it is not intended that the centre becomes dominated by new development with a modern character. Only sites with non-contributory buildings are suitable for new development. New development is instead expected to be consistent with the existing built form and character.

The form of a new building includes a number of design elements that contribute to its appearance, function and impact on the surrounding area, including:

- Shopfronts
- Awnings
- Upper level facades
- Materials and colours

Controls

10.1 Shopfronts

- i) Original heritage shopfronts and detailing (eg doors, tiles, windows and ornamental detailing) should be retained.
- ii) New shopfronts must be designed to reinforce the character of the locality and to ensure street level continuity. The form, scale and proportion of shopfront elements should be consistent with nearby heritage or contributory buildings/development.
- iii) Acceptable security measures include expanding metal grilles, open, perforated or clear shutters or shutter grilles which can be placed inside the shopfronts.

One of the few original shopfronts remaining in Belmore Road.



- iv) The use of solid roller shutters is unacceptable as these severely detract from the visual and heritage amenity of the area outside of business hours.
- v) The installation of “drop blind” type signs suspended from awnings is encouraged.

10.2 Awnings

- i) Continuous awnings attached to buildings and covering all main pedestrian routes must be provided for pedestrian comfort.
- ii) Provide, as characterises many suburban shopping centres of similar age, steel-framed awnings, suspended from wall brackets, and covering the 3.5m wide footpath.
- iii) The traditional box awnings are acceptable as they consolidate the centre’s overall character.
- iv) ~~New~~ Development should include a flat suspended/cantilevered awning to provide continuous pedestrian shelter.
- v) Awning fascias should align with the awning of adjoining buildings, matching the established height above footpath level.
- vi) The depth of the fascia should be uniform with adjoining properties. Design and materials should be light weight to complement the building to which the awning is to be attached.
- vii) ~~New~~ Development should provide an awning across its street frontage, setback 600mm from the kerb, between 3.5m and 4.5m above the footpath and with openings provided for street tree planting. Gaps between awnings should be closed.
- viii) Glass or translucent roofing must not be used as these materials provide no shade and facilitate heat transfer. Opaque materials such as ribbed sheet steel are encouraged.
- ix) Drop blinds protecting shopfronts and shoppers from low sun angles should be included at the outer edge of awnings.
- x) Advertising space on these could be used to diversify the street appearance. The underside of drop blinds should be at least 3m above the footpath level. In cases where it is impractical or unreasonable to require continuous awnings other forms of providing shade and shelter may be considered.

10.3 Upper level facades

Council encourages the retention and reinstatement of early verandah and balcony forms for historic buildings (including commercial buildings) to improve the local streetscape.

- i) For new development, façade alterations and infill buildings, verandahs and upper storey balcony design and materials should be compatible to the heritage items and contributing facades within the area.
- ii) Cantilevered balconies should not be used on new buildings.
- iii) Balconies should be sized and arranged so that strong horizontal lines do not dominate the façade of the development.
- iv) Recessed balconies which modulate the façade should be incorporated in the design of new development.
- v) Balconies should be designed to protect the visual amenity of occupants, neighbours and the street and should therefore have a solid appearance.

10.4 Materials and colours

- i) Materials and finishes for new development should be compatible with adjoining and nearby development. Sympathetic use of building materials can reduce the impact of a modern shopfront on the streetscape.
- ii) Acceptable materials include face brickwork (traditional reds, browns and manganese) and rendered masonry. The use of precast concrete is to be avoided. Acceptable roof materials include corrugated iron and Marseilles tiles.
- iii) Original face brickwork or stone should not be painted or rendered.
- iv) Colours should enhance the locality and be appropriate to the architectural style of the building.

Note:

Suitable colour schemes for buildings of each period of development can be found on Council's website

10.5 Outdoor advertising

- i) Advertising should respect and demonstrate an understanding of the design of the building and should not adversely affect the heritage streetscape values.
- ii) If an advertising structure is proposed to be attached to a building, the drawings accompanying the application should provide elevations showing windows, awnings or other major architectural features in relation to the advertising structure.
- iii) The use of above awning signage is not suitable.
- iv) The installation of “drop blind” type signs suspended from awnings is encouraged.

10.6 Carparking and Access

Controls

- i) To protect the streetscape on-site car parking is to be provided either at ground level or as basement car parking.
- ii) Above ground car parking must not be visible from Belmore Road or Avoca Street.
- iii) Carpark ventilation grilles must not be located on primary street frontages.
- iv) If the development has access to a rear lane, the loading and unloading facilities must be provided from the lane, in order to minimise the intrusion of vehicular access and servicing upon the pedestrian character of Randwick Junction.
- v) Rear servicing areas in mixed use development should be able to cater for both residential and commercial servicing requirements.

Contents

1	Preliminary	2
1.1	Introduction	2
1.2	Land covered by this Section	2
1.3	How to use this Section.....	2
1.4	Relationship to other documents	2
2	Background/Urban Structure	2
2.1	Introduction	2
2.1.1	Regional context	2
2.1.2	Local context	2
2.1.3	Built form and open space	2
2.1.4	Building heights and zoning	2
2.1.5	Vegetation	2
2.1.6	Heritage.....	2
2.1.7	Street hierarchy	2
2.1.8	Pedestrian circulation.....	2
2.1.9	Colonnades and awnings.....	2
2.1.10	Potential development.....	2
2.1.11	Strata-titled buildings.....	2
2.1.12	Topography	2
2.2	Opportunities and constraints	2
2.3	Vision statement.....	2
2.4	Urban strategy.....	2
2.4.1	The Junction.....	2
2.4.2	The main street	2
2.4.3	The cross street	2
2.4.4	The town square	2
2.4.5	The median	2
2.4.6	Green Street.....	2
2.4.7	Accessways	2
2.4.8	The whole.....	2
2.5	Town centre models.....	2
2.5.1	Existing town centre model	2
2.5.2	Proposed town centre model	2
2.6	Built form for town centre	2
2.7	Building heights in town centre	2
2.8	Indicative street sections.....	2
2.8.1	Section through Anzac Parade	2
2.8.2	Section through Maroubra Road	2
2.8.3	Indicative street sections.....	2
3	Development Controls	2
3.1	Primary Development Controls	2
3.1.1	Amalgamation	2
3.1.2	Subdivision	2
3.1.3	Building Envelope	2
3.1.4	Building Height.....	2
3.1.5	Building Depth.....	2
3.1.6	Building Separation	2

3.1.9	Side and Rear Setbacks	22
3.1.10	Rights of Carriageway	23
3.2	Block by Block Controls	24
3.2.1	Block 1.....	27
3.2.2	Block 2.....	29
3.2.3	Block 3.....	31
3.2.4	Block 4.....	33
3.2.5	Block 5.....	35
3.2.6	Block 6.....	37
3.2.7	Block 7.....	39
3.2.8	Block 8.....	41
3.2.9	Block 9.....	43
3.2.10	Block 10	45
3.2.11	Block 11	47
3.2.12	Block 12	49
4	Design Controls.....	51
4.1	Site Design	51
4.1.1	Deep soil zones.....	51
4.1.2	Fences and walls	52
4.1.3	Landscape design	52
4.1.4	Open Space	53
4.1.5	Planting on Structures	55
4.1.6	Heritage.....	56
4.2	Site Access	56
4.2.1	Parking	56
4.2.2	Pedestrian Access	57
4.2.3	Vehicle Access.....	58
4.3	Site Amenity	59
4.3.1	Building Entry	59
4.3.2	Visual Privacy.....	60
4.3.3	Safety and Security	61
4.4	Building Configuration	62
4.4.1	Apartment Layout.....	62
4.4.2	Apartment Mix	65
4.4.4	Ceiling Heights	66
4.4.5	Corner Buildings.....	67
4.4.6	Flexibility	68
4.4.7	Ground Floor Apartments.....	69
4.4.8	Home Offices	69
4.4.9	Internal Circulation	70
4.4.10	Storage.....	71
4.5.2	Daylight Access.....	74
4.5.3	Natural ventilation	75
4.6	Building Form	76
4.6.1	Awnings and Signs.....	76
4.6.2	Facades and Articulation.....	77
4.6.3	Roof Design	78
4.7	Ecologically sustainable development	79
4.7.1	Maintenance.....	79
	Glossary	81

1 Preliminary

1.1 Introduction

This section of the DCP provides a framework for future development in the Maroubra Junction ~~Town~~ Centre. It specifies built form controls for each block, outlines desired future character for the precinct, and urban design guidelines to help achieve the vision of Maroubra Junction as a vibrant community, a place to live, work, and visit.

This section was developed through a process of ongoing discussion with Randwick City Council and through a series of community workshops. The controls in this DCP are based on an extensive site and built form analysis undertaken by The Urban Design Advisory Service (UDAS), in conjunction with Randwick City Council.

1.2 Land covered by this Section

This section applies to all land zoned B2: Local Centre in the Maroubra ~~Town~~ Centre. The land covered by this section is generally bounded by Shepherd Street on the north, Wise Street on the south, Garden Street on the east and Hannan Street on the west.



Note: image resolution to be improved for finalisation

1.3 How to use this Section

~~This~~ Subsection ~~4~~ is the purpose and introduction to the DCP. Part 2 ~~of this DCP~~ contains analysis of the study area, opportunities and constraints, vision statement, and a proposed urban strategy for the town centre. It sets out the overall design principles underlying the controls. After considering the relationship between the development site and its context, refer to the building envelope and block-by-block controls to determine the specific built form controls for your site.

3: Development Controls

This subsection outlines the primary development controls that apply generally to all sites within the ~~town~~ centre, and provides detailed building envelope controls for each block within the town centre. Maroubra Junction ~~town~~ centre is divided into 12 blocks, with specific controls for each. To establish the building envelope for a specific site:

1. Identify the site's block number using the map in 3.2;
2. Review the primary development controls which apply to ALL sites within the precinct. These controls include amalgamation, subdivision, building height, building depth, building separation, articulation zone, street setbacks, side + rear setbacks and site access;
3. Identify the building envelope for the subject site, comprising: building height, building use, building zone/ depth, front setback, side setback, rear setback and deep soil zone location;
4. Now use Part 4 of the DCP to guide the detailed design of the development proposal.

4: Design controls

This includes guidelines and controls for best practice urban and building design, including:

- Site configuration
- Site amenity
- Site access
- Building configuration
- Building amenity
- Building form
- Building performance
- Heritage and conservation areas

Following a review of the detailed design guidelines, prepare a site analysis and develop the design proposal. **Within the suggested envelopes there are numerous ways in which a building design can be resolved.** Refer to Section B1: Design for requirements for site analysis.

1.4 Relationship to other documents

This section should be read in conjunction with the provisions of the EP&A Act 1979, Randwick Local Environmental Plan 1998, and other relevant planning instruments, Codes and Policies of the Council. You can find out the relevant instruments that apply to your site by obtaining a Section 149 Certificate from Council. The onus is on any prospective Applicant to check with Council if there are any additional or updated documents relevant to the town centre that should be considered when making a development application.

This Section ~~of the DCP~~ should also be read in conjunction with Parts A and B of the Comprehensive DCP. Part B contains general requirements applying to all development. This Section contains specific controls that apply to the Maroubra Junction Local Centre.

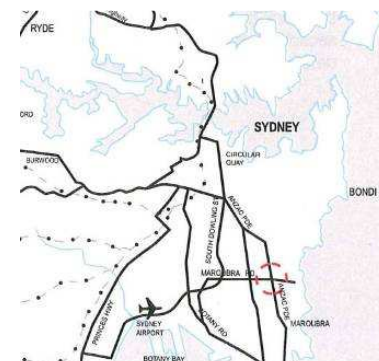
2 Background/Urban Structure

2.1 Introduction

This part of the document contains the background information and analysis on which the development controls in this document have been based. It also contains broad objectives and urban strategies for the **town** centre, from which the block by block controls evolved. In addition, it contains desired future street sections and artist impressions of various areas in the **town** centre, from which detailed public domain plans for the **town** centre can evolve.

2.1.1 Regional context

Maroubra Junction **Town** Centre lies approximately 8km south of Sydney CBD, 4.5km east of Sydney Kingsford Smith Airport and 2km from Maroubra Beach. The closest competitive commercial centre is located at Eastgardens, 1.5km to the southwest of Maroubra. The developing Green Square project is located north west in the adjoining LGA of South Sydney.



Regional Context

2.1.2 Local context

2.1.3

Maroubra Junction is defined by the intersection of two wide roads: Anzac Parade and Maroubra Road. The Maroubra Junction Commercial Precinct has been defined as shown in the adjacent diagram. It is generally bound by Shepherd Street to the north, Haig Street to the south, Garden Street to the east and Hannan Street to the west. The study area is approximately 163 000m² or 16.3ha. The Maroubra Junction **Town** Centre includes both an enclosed mall and on-street strip shopping. In addition to commercial uses the town centre is characterised by large scale residential developments.



Maroubra Junction: Study Area

From its beginnings as vacant subdivided crown land, market gardens and army land, Maroubra Junction experienced its first boom around the turn of the century. Whilst there are a few heritage items in the town centre left today, some of the smaller scale commercial buildings exhibit Art Deco and Federation style features.

The next boom experienced by the town centre occurred in the 1980's and 1990's. Preceded by a period of gradual decline due to competition from Westfield Shopping Centre at Eastgardens, the late 1980's and 1990's saw the boom of apartment building within the town centre.

The area surrounding the town centre is characterised by smaller scale residential development which is quite different to that of the town centre. The built form surrounding the town centre comprises a mix of post-World War II red brick bungalows, and two-three storey walk up flats. Other more recent housing styles present include Spanish mission style houses, and 1960's and 70's style brick houses.

2.1.3 Built form and open space

Building types

A significant increase in the construction of residential apartments has occurred since the 1990s. These multi-unit developments ring the junction of Maroubra Road and Anzac Parade and are characterised by large building footprints.

Building condition

The majority of residential buildings constructed in the 1990s are still in relatively good condition because of their recent construction. However, some of the large scale residential buildings which have used poor quality building materials have already begun to deteriorate. Most of the older shopfront buildings lining Anzac Parade and Maroubra Road are in reasonable condition.

Open space

Anzac Parade has a central reserve which makes it very wide by Sydney standards (approx 60m). The central reserve area between Green Street and Maroubra Road is utilised as public open space. The remainder of the reserve is used for car parking.

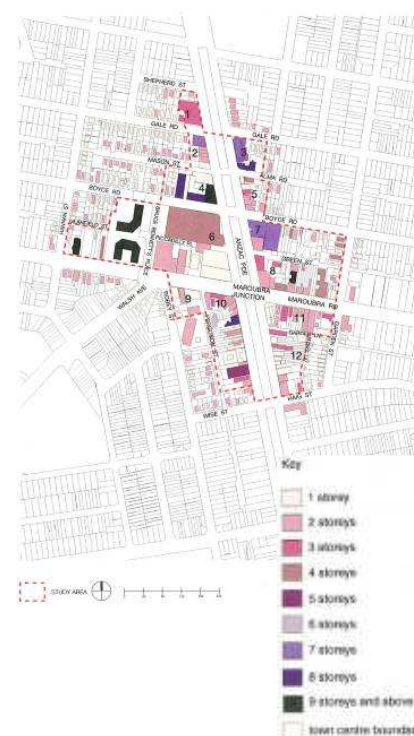
2.1.4 Building heights and zoning

Zoning throughout the town centre is B2 – Local Centre. To reinforce the junction of Maroubra Road and Anzac Parade, it is suggested that the taller buildings should be in the core of the town centre at the junction, gradually decreasing in height towards the periphery.

This section uses a building envelope approach. Building envelopes have been designed for each block within the town centre, recognising the need to have different building sizes, heights and setbacks in different parts of the town centre. Building



Figure/ground analysis



Existing Heights (2001)

heights have been lowered at the edge of the town centre to help create a more gradual transition between the town centre and the surrounding residential areas.

2.1.5 Vegetation

Significant vegetation occurs in strips of trees along Anzac Parade. Isolated trees and small groups of shrubs exist along the streets west and east of Anzac Parade. Maroubra Road lacks vegetation of any kind. There are small pockets of vegetation within the town centre, but these are not well integrated nor consistent.

Both Maroubra Road and Anzac Parade would benefit from more tree planting.

2.1.6 Heritage

Heritage buildings within the town centre are as follows:

- i) *Maroubra Junction Hotel*
(Maroubra Road, Maroubra) is an impressive 1920s Classical Revival building, notable for its decorative rendered bands over brickwork. The hotel features an excellent parapet with an impressive roof lantern. This building was one of the early commercial buildings in Maroubra Junction and has local historic and architectural interest, despite some alterations and recent renovations.
- ii) *Dudley's Corner*
(corner Anzac Parade and Maroubra Road) is one of the oldest surviving buildings in Maroubra Junction and one of the best known. This is a two storey stuccoed brick Edwardian style commercial building. Despite substantial alterations, this building retains local historic interest.
- iii) *817 Anzac Parade*
is a good example of an Art Deco style flat building (circa 1930s) with a simple symmetrical design with a hipped tile roof. This building has a typical central brick feature and pairs of double hung lead lights windows. It is considered to be one of the best examples in the Maroubra area.



Heritage Items

2.1.7 Street hierarchy

The widest streets form the intersection of Anzac Parade and Maroubra Road creating the 'Junction' and creating a very strong north-south axis. The east-west streets follow an interesting pattern: every second east-west street is 20m wide and the alternate street is 15m wide.

The strong street grid of the town centre facilitates easy vehicular movement.

2.1.8 Pedestrian circulation

Anzac Parade and Maroubra Road experience heavy pedestrian traffic. There are only two designated pedestrian crossings along Anzac Parade at the intersections of Boyce Road and Maroubra



Street hierarchy

Road. The lack of frequent pedestrian crossings along Anzac Parade separates the eastern and western sides of the road.

2.1.9 Colonnades and awnings

Continuous awnings cover most of the length of the commercial precinct along Anzac Parade and Maroubra Road. Colonnades exist in isolated areas. The north-west corner of the intersection between Maroubra Road and Anzac Parade would benefit from awning cover. Similarly the south-eastern corner noticeably lacks awnings.

2.1.10 Potential development

Many of the major developments in the last 5 years surround the main intersection of Maroubra Road and Anzac Parade.

The redevelopment of Maroubra Mall has a significant effect on the ~~town~~ centre. Larger scale development associated with the Mall on the corner of Anzac Parade and Maroubra Road (north-west corner) acts to reinforce this important intersection.

Anzac Parade, being the widest road, as well as the key commercial road, is better suited to higher development than Maroubra Road. The key commercial area of the Maroubra Junction ~~Town~~ Centre (ie the area of study) is envisaged to have higher and denser development, which then scales down towards the periphery of the study area, into lower and less dense residential zones.

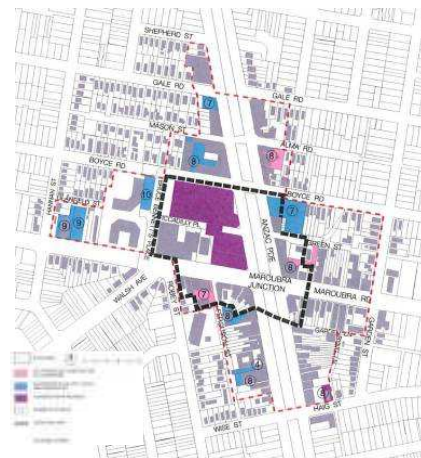
A commercial centre study, undertaken as part of the ~~town~~ centre review, recognised that sufficient commercial/retail space exists in the ~~town~~ centre. Future commercial/retail development should focus within the 'core retail' area.

2.1.11 Strata-titled buildings

There are a number of strata-titled buildings in the ~~town~~ centre, several of which are not likely to change in the next 5-10 years. These are to be considered as constraints whilst proposing building envelopes for specific blocks.

2.1.12 Topography

Most of the study area is flat with a slight rise of 2m towards the north of Anzac Parade. Maroubra Road has a steeper rise of around 10m from east to west. There is a rise of 6m from Anzac Parade towards the west along Gale Road.



Potential Development



Strata-titled buildings



Topography

2.2 Opportunities and constraints

The opportunities and constraints in the Maroubra Junction ~~Town~~ Centre have been derived from community input at the first public consultation workshop held on the 26th of September 2001 at the Trade Winds Hotel in Maroubra.

Constraints

The community workshop 1 for the Maroubra ~~Town~~ Centre indicates the following constraints in the town centre:

- Pedestrian traffic along Maroubra Road needs to be given consideration
- Lack of communication of authorities with local residents
- Existing development
- Loss of 'character' from the ~~town~~ centre
- Excessive traffic
- Parking
- Difficulty in acquiring land for amalgamation
- Signage
- Not enough shops
- Lack of 'vision' for Maroubra Junction
- RTA's vision for the town centre
- Excessive building heights
- Lack of anchor retailers
- Competition from other centres
- Large ageing population
- Lack of performance-based standards

Opportunities

The community workshop 1 for the Maroubra ~~Town~~ Centre indicates the following opportunities in the ~~town~~ centre:

- Make it a 'junction' again
- Make it 'community based'
- Bring back more businesses and offices
- Give consideration to aesthetics – more fountains, gardens, good shopfronts etc
- Create a good 'atmosphere' to enhance the shopping and living environment
- Create a 'natural environment' rather than a 'concrete jungle'
- Create a good 'image' for the ~~town~~ centre
- DCP for the town centre should reflect a unifying theme for the ~~town~~ centre
- Community-based initiatives/actions should be undertaken

2.3 Vision statement

A vision statement for the ~~town~~ centre has been derived from community input at the first public consultation workshop held on the 26th of September 2001 at the Trade Winds Hotel, and the second one held on the 31st of October 2001 at the Bowen Library, Maroubra.

Maroubra Junction ~~Town~~ Centre is envisaged to be a vibrant place, well-designed, bustling with activity, easily accessible to all, which attracts people from all over to come to it and be a part of it.

Maroubra Junction ~~Town~~ Centre will continue its role as the main centre within Randwick City, and will provide a mix of commercial, retail and residential uses that serve the needs of the local community. A "mix of high quality medium and higher density built forms that enhance the ~~town~~ centre and provide better amenity for residents and the public domain is envisaged, and the controls and performance criteria in this DCP have been designed to facilitate this.

Also central to the vision for the Maroubra Junction ~~Town~~ Centre is an emphasis on Anzac Parade as the centre's main street, and creation of a smoother transition between the ~~town~~ centre and its surrounds. This will be achieved through building height and scale controls which vary throughout the town centre under the DCP.

2.4 Urban strategy

2.4.1 The Junction

The intersection of Anzac Parade and Maroubra Road has historically been and still is the main focus of the Maroubra Junction ~~Town~~ Centre. The junction of these two main roads will be reinforced/emphasised as much as possible by an increase in building heights (8 storeys).

2.4.2 The main street

The main north-south street is Anzac Parade. The extra width of this street (60m) created by the central tram reserve, contributes to its position as the most prominent and important street in the area. The extra width of this street also allows for taller buildings to edge the street (7 storeys). More street planting along the Anzac Parade and the median will strengthen the character and improve quality of the street environment.

2.4.3 The cross street

As the main east west street, Maroubra Road is less dominant than Anzac Parade, owing to its lesser width. Therefore, the building heights recommended along this street are lower than the ones recommended on Anzac Parade (6 storeys). This strategy reinforces the existing hierarchy of these two main streets.



The Junction



Main street and cross street

2.4.4 The town square

The introduction of a **town square** at the entrance to the Maroubra Mall facing Anzac Parade will provide a focus for the **town** centre. The public square will provide public open space in the middle of the **town** centre, away from the traffic noise, and surrounded by shopping activity. It is important that the **town** square is of an adequate size to function effectively as an active and successful public space.

Tree planting along Anzac Parade should be reinforced, giving the **town** centre a more environment-friendly atmosphere, providing pedestrians with shelter from the sun, and creating green links to other **town** centres.

2.4.5 The median

The *central median* on Anzac Parade opposite the “town” square will be a green zone, and will form part of the ‘town square’. It is suggested that the car parking from this part of the median be relocated further north and south of the median. The median is envisaged to be a place for public events (music, buffets etc) to occur over the weekends. It is envisaged to have trees, fountains, greenery, and a place which would attract people to come to it and relax, socialise or gather.

2.4.6 Green Street

The activating of a smaller scale, more intimate street as a shopping strip would provide an alternative shopping environment. Green Street occupies a key position opposite the ‘town square’. This street presently lacks definition as a Council street-widening policy makes it difficult to determine property boundaries. This street is envisaged as having outdoor eating areas adjacent to restaurants and coffee shops, particularly on the southern side, as this has the best solar orientation. The development of the street as a tree-lined restaurant precinct interspersed with boutique shopping would provide a street environment that is presently lacking in the Maroubra Junction **Town** Centre.

2.4.7 Accessways

All traffic associated with the amalgamation and/or development of sites in Maroubra Junction shall be provided with access via 6m wide rear rights-of-carriageway linked to, and having entrance from, internal streets. This access arrangement is required because direct access from Anzac Parade and Maroubra Road to lots fronting these streets is not encouraged and is unlikely to be achievable under current RMS policy. Randwick City Council requires that any rear accessway for the purposes of amalgamation and/or development be created and maintained as rights-of-carriageway with the appropriate covenants for use and maintenance held on the property title.



Town Square and median



Green Street

2.4.8 The whole

The overall strategy for the Maroubra Junction ~~Town~~ Centre is to develop a good quality mixed use precinct that will facilitate a potential increase in residential density without compromising amenity. The design strategy lays the foundation for a good long-term framework for the area which will deliver a highly desirable, quality urban neighbourhood.

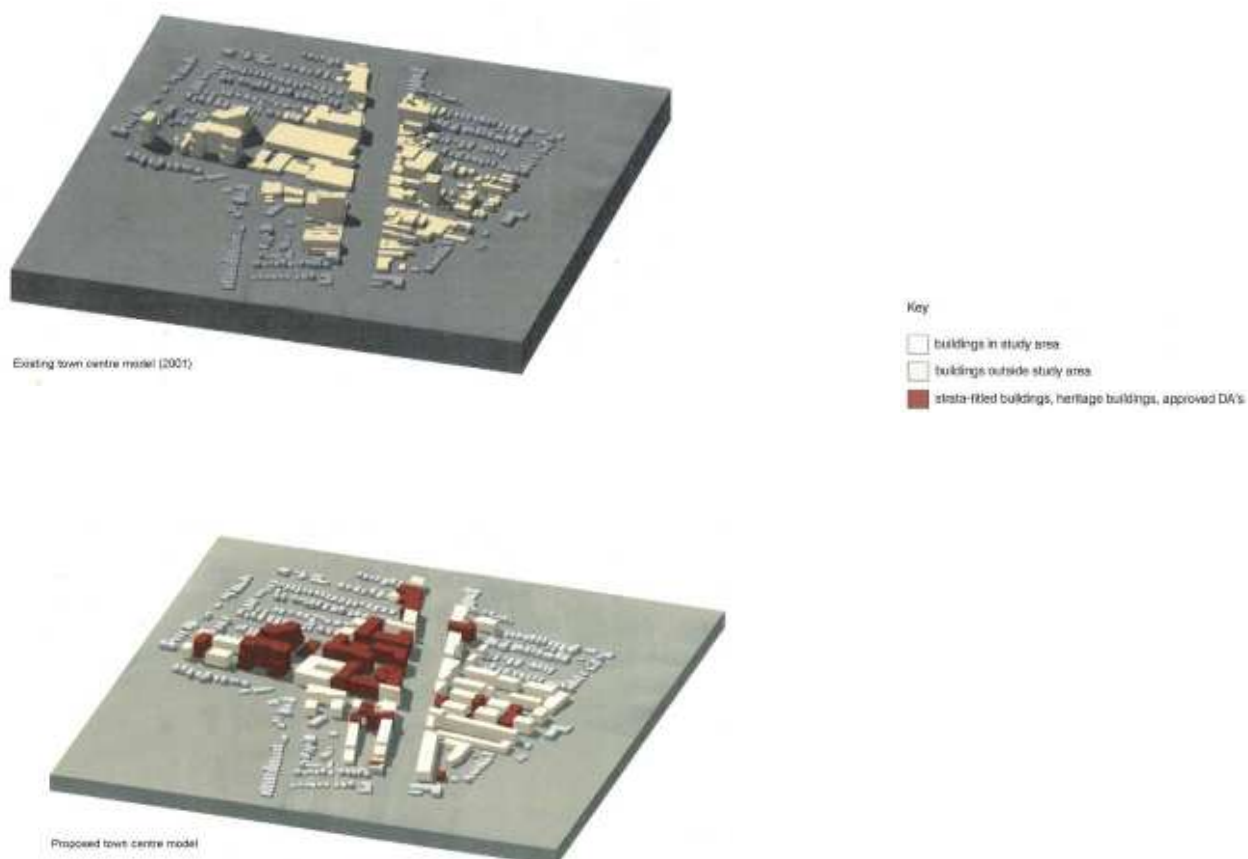
2.5 ~~Town~~ Centre models

2.5.1 Existing ~~town~~ centre model

The diagram below is a 3D indication of the Maroubra Junction ~~Town~~ Centre as it currently exists. The buildings in beige indicate those which fall outside the study area.

2.5.2 Proposed ~~town~~ centre model

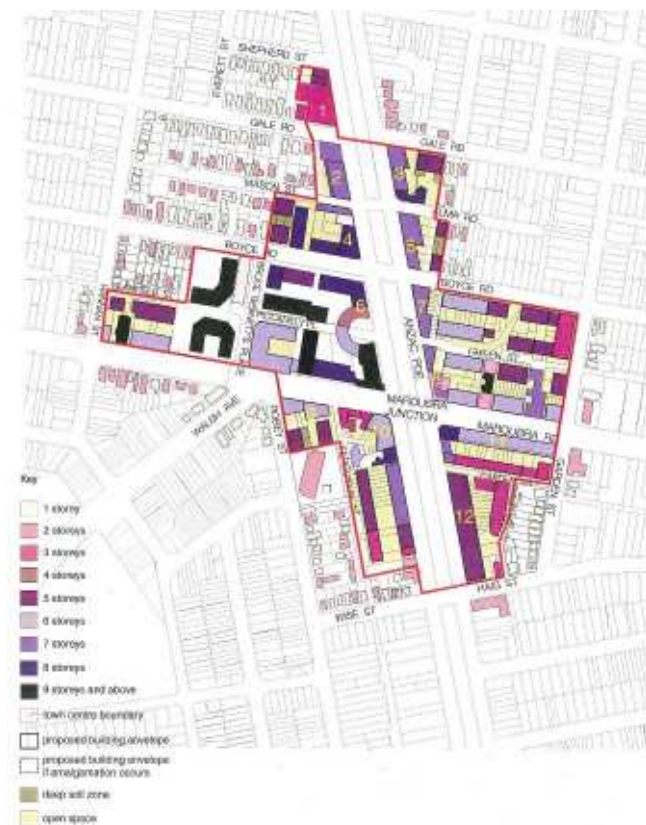
This diagram (right) is a 3D indication of the Maroubra Junction ~~Town~~ Centre as proposed. Buildings in maroon indicate strata-titled buildings, heritage buildings and approved DA's, which have been assumed to remain unchanged. The hierarchy of the two main roads (Anzac Parade and Maroubra Road) has been clearly established by way of higher buildings along Anzac Parade and lower buildings along Maroubra Road. Maroubra Junction has been reinforced by the placement of tallest buildings on the Junction. The transition in scale from the commercial centre to the residential areas is evident by the lowering of scale in buildings towards the periphery of the study area.



2.6 Built form for town centre



2.7 Building heights in town centre



2.8 Indicative street sections



The following street sections (2.8.1, 2.8.2, 2.8.3) are illustrative of suggested approaches for improving the public domain. They are indicative only.

Any proposals for public domain improvements are to be designed in detail and are required to include consideration of section 94 contributions and statutory requirements, and be supported by traffic assessments and necessary RMS approvals.

Note: image sizes and/or formatting to be adjusted to improve legibility for finalisation

2.8.1 Section through Anzac Parade

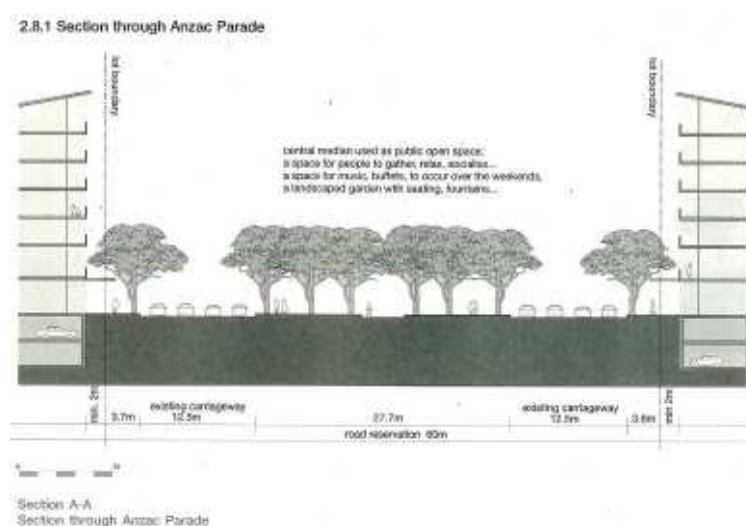
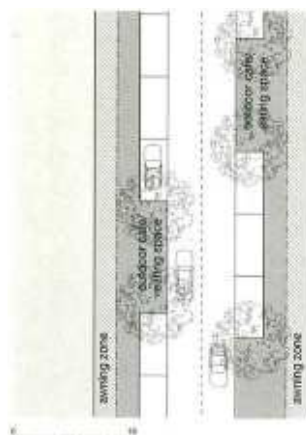


Figure 1 is a cross-sectional diagram of a road layout. It shows a central 'narrow carriageway' flanked by 'road reservation' areas. Dimensions are given in meters: 2m for the narrow carriageway, 2m for the road reservation, 0.5m for the narrow carriageway, 0.5m for the road reservation, 0.5m for the narrow carriageway, and 0.5m for the road reservation. The total width is 15m. The diagram also shows 'K1 boundary' lines and 'K2 boundary' lines. A 'road reservation' is also labeled at the bottom.



15

3 Development Controls

This sub-section contains primary development controls and block by block controls designed to guide and control development on all sites in the Maroubra Junction centre.

Primary development controls

These are controls which apply to ALL sites within the ~~town~~ centre, irrespective of the special / specific conditions and characteristics of each block.

Block by block controls

The block by block controls contain development controls that are SPECIFIC to each block. The town centre has been divided into twelve blocks. Each block has controls which relate to it specifically and these have been outlined in detail in this chapter.

3.1 Primary Development Controls

3.1.1 Amalgamation

Amalgamation is the combination of two or more lots for the purpose of redevelopment. When considering amalgamation, applicants are encouraged to seek advice from a land economist on the economic viability of a particular built form outcome. In cases where amalgamation is desirable but not possible, suitable evidence of discussions with/approaches to adjoining lot owners should be provided to Council.

Note: The maximum allowable building depth/height on a block may not be achievable on small allotments.

Objectives

- To ensure coherent redevelopment of the ~~town~~ centre and avoid isolation of smaller land parcels.
- To facilitate high quality residential amenity.
- To minimise the number of driveway crossings and car park entries along a street.
- To maintain street rhythm and expression.

Controls

- i. If a building/development requires vehicular access, then the site should:
 - a) have a minimum street frontage of 20m; or
 - b) have dual street frontage, with vehicular access from the secondary street
- ii. Minimum lot widths are to be tested against the desired building types for each block to determine where amalgamation is necessary.
- iii. When development/redevelopment/amalgamation is proposed, sites between and adjacent to developable properties are not to be limited in their future development potential.

3.1.2 Subdivision

Subdivision is the division of larger land holdings into blocks and/or lots for the purpose of redevelopment.

Objectives

- To ensure the development parcel and the building type are compatible and promote good site design and amenity.
- To accommodate the desired development in the precinct.

Controls

- The following site design issues are to be addressed with any subdivision application:
 - Open space provisions (including deep soil zones).
 - Pedestrian access, vehicular access and parking.
 - Residential amenity: light, air, and privacy.
- New blocks are to relate to the existing street hierarchy and promote a permeable block pattern.
- Underground infrastructure is to be located along the street or between lot boundaries within easements.

3.1.3 Building Envelope

Explanation

A building envelope is a three dimensional space which defines the maximum extent of a building in any direction, that is: maximum building height, maximum building length, and maximum building depth. Buildings are to be designed to fit **within** the applicable building envelopes.

The building envelopes shown in the Block-by-Block controls vary throughout the ~~town~~ centre. The envelopes have been designed in response to lot size, position within the ~~town~~ centre, relationship to adjacent buildings (such as heritage items, residential buildings outside the ~~town~~ centre, and strata buildings unlikely to change), the desired future character of the ~~town~~ centre, and street pattern and width, all of which vary throughout the ~~town~~ centre.

Existing strata-titled buildings are considered unlikely to change and as such controls for these allotments have not been reflected in the proposed envelope plans for each block. If redevelopment of these sites does occur then controls consistent with controls for neighbouring allotments and the urban strategy proposed in this section of the DCP will be used for consideration by Council.

The **building separation requirements** in 3.1.6, the **setback requirements** (particularly rear setback) in the Block-by-Block controls in 3.2, and the communal open space requirements in 4.1.4 **may reduce the maximum allowable building envelope**. Where there is conflict, these controls override the maximum allowable building envelope.

Note: image to be improved for finalisation



A building envelope is not a building. It defines a three dimensional space within which a building can occur.

The building envelopes shown in the Block-by-Block controls illustrate the absolute maximum envelope allowed on a site, provided that all other criteria are satisfied.

Objectives

- To define the bulk, height and scale of development throughout the ~~town~~ centre.
- To create a transition between the ~~town~~ centre and the surrounding residential area.

Controls

- Residential floors:** All developments are to demonstrate that the gross floor area achieved occupies not more than **70% of the maximum building envelope** for residential floors.
- Commercial floors:** All developments are to demonstrate that the gross floor area achieved occupies not more than **80% of the maximum building envelope** for commercial floors above the ground floor.

3.1.4 Building Height

Explanation

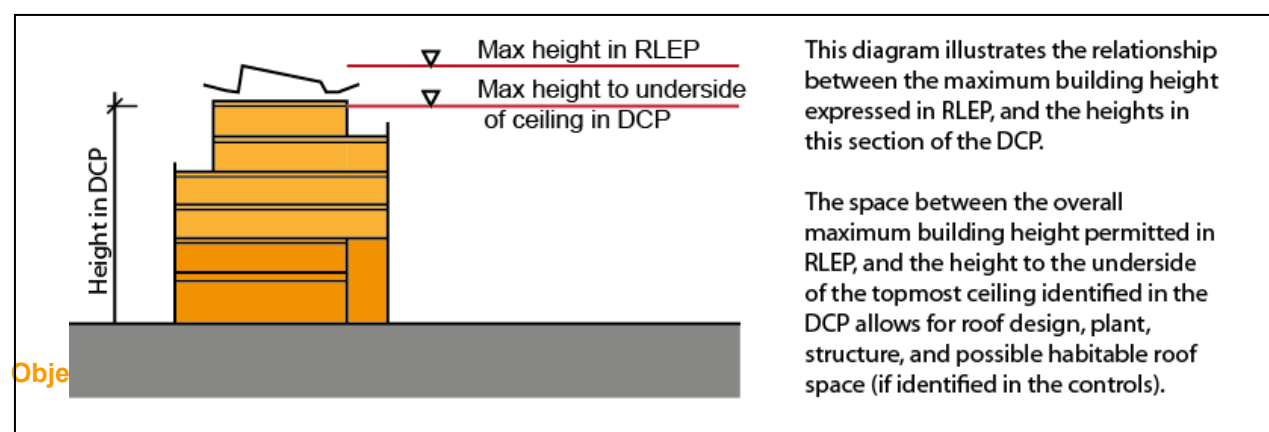
Height is an important control because it has a major impact on the physical and visual amenity of a place. It can also reinforce an area's existing character or relate to an area's desired character.

- *Storeys* means the number of habitable floors, including mezzanines, and excluding underground car parking.
- *Height* in this section of the DCP is calculated as the distance measured vertically from existing ground level taken from each point on the boundary of the site to the underside of the ceiling of the topmost floor.

RLEP applies maximum height controls to Maroubra Junction. Under RLEP, **maximum building** height is defined as:

The vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

The relationship between these two height measurements is explained in the diagram below:



- To ensure future development within the ~~town~~ centre responds to the desired scale and character of the street and the town centre.
- To ensure development at the edges of the ~~town~~ centre responds to the scale and character of development and the streets surrounding the town centre.
- To allow reasonable daylight and solar access to all developments and the public domain.

Controls

Refer to the Block by Block controls in Section 3.2 for maximum building heights throughout the town centre.

- Developments are to be appropriately scaled with consideration to the broader urban structure principles on which the town centre is based.
- Development is to comply with the building heights shown in colour in the block by block diagrams in ~~Section 3.2~~ **Block-by-Block Controls**.
- The prominence of certain street corners should be reinforced by concentrating the tallest portion of the building on the corner, both the overall building height, and predominant street wall height (eg higher buildings on Maroubra Junction).
- The maximum allowable height on Anzac Parade is 7 storeys, unless otherwise specified in 3.2 Block-by-Block Controls.
- The maximum allowable height on Maroubra Road is 6 storeys, unless otherwise specified in 3.2 Block-by-Block Controls.
- Maximum allowable building heights in metres [calculated as the distance measured vertically from ground level taken from each point on the boundary of the site to the underside of the ceiling of the topmost floor] are as follows:

- 1 storey	4.5m
- 2 storeys	9.0m
- 3 storeys	12.0m
- 4 storeys	15.0m
- 5 storeys	18.0m
- 6 storeys	21.0m
- 7 storeys	24.0m
- 8 storeys	26.7m
- For existing buildings shown as 9 storeys or more in ~~Section 3.2:~~ **Block-by-Block Controls**, any redevelopment of these sites will be limited to the current maximum height of the existing building on the site.

3.1.5 Building Depth

Explanation

Building depth is the horizontal cross section dimension of a building. It generally refers to the dimension measured from front to back (from the street to the inside of the block). Where buildings are oriented differently, the depth will be the dimension of the shorter axis.

The depth of a building will have a significant impact on residential amenity for the building occupants. In general, narrow cross-section buildings have the potential for dual aspect apartments with natural ventilation and optimal daylight to internal spaces.

Building depth is also related to building use. Mixed-use buildings may have wider commercial/retail floors and narrower residential floors, to maximise the amenity of living spaces.

Different site conditions (such as orientation, surrounding development) will require different design solutions for building depth. For example, shallow sites may require slim buildings to protect the amenity of neighbouring uses.

Objectives

- To ensure that the bulk of the development is in scale with the existing and desired future context.
- To provide adequate amenity for building occupants in terms of sun access and natural ventilation.
- To provide for dual aspect apartments.

Controls

- i) Maximum allowable depth of residential building envelopes is 22m (max 18m glass line to glass line), unless otherwise specified in **Section 3.2 Block by Block Controls**.
- ii) Maximum allowable depth of commercial/retail building envelopes is 25m (max 23m glass line to glass line above the ground floor), unless otherwise specified in **Section 3.2 Block by Block Controls**.

Refer to 3.2 Indicative Sections for diagrams illustrating maximum building depth and glass line to glass line depth.

The maximum building depths set out in Section 3.2 have been designed in response to site conditions.

Refer also to the indicative sections and the Block by Block controls in Section 3.2 for maximum building depths.

3.1.6 Building Separation

Explanation

Buildings which are too close together can create internal amenity problems both for the proposed new building, its neighbours and the space between buildings. These problems include lack of visual and acoustic privacy, loss of daylight access to apartments and to private and shared open spaces.

Building separation controls work in conjunction with height controls and controls for private/communal open space and deep soil zones. They are measured in metres, from balcony to balcony or from external wall to external wall.

Objectives

- To ensure that the scale of new development is consistent with the desired character of the area as identified in this DCP (refer subsections parts 2 and 3).
- To provide visual and acoustic privacy for existing and new residents.
- To control overshadowing of adjacent properties and private and shared open space.
- To allow for the provision of usable open space between buildings.
- To provide deep soil zones for stormwater management and tree planting, where site conditions allow.

Controls

- i) Building separation is to increase in proportion to building height to ensure appropriate urban form, adequate amenity and privacy for building occupants. The following building separation requirements apply to all new development:

Building Height	Building separation requirements
Up to 4 storeys/ 15 metres	- 12m between habitable rooms and balconies - 9m between habitable rooms and balconies/non-habitable rooms - 6m between non-habitable rooms
5 to 8 storeys/ 18-27 metres	- 18m between habitable rooms and balconies - 13m between habitable rooms and balconies/non-habitable rooms - 9m between non-habitable rooms

3.1.7 Articulation

Explanation

Articulation of building facades can result in interesting buildings and greater amenity for occupants. Buildings can be articulated through the use of architectural elements such as balconies and building entries.

Provision for building articulation is included *within* the building envelopes in the Block- by-Block controls. These elements may extend into the building envelope beyond the maximum glass line to glass line depth.

Objectives

- To promote articulated building facades that contribute to the character of the street.
- To provide active, continuous commercial retail frontages.
- To promote buildings with high quality amenity and usable private outdoor spaces.
- To ensure buildings respond to environmental conditions such as noise, sun, breezes, privacy and views.

- To promote integration of building and private open space.

Controls

- i) All buildings are to be articulated to a minimum depth of 1m at the rear and the front, above any ground floor commercial/retail.
- ii) Balconies may extend beyond the maximum building envelope by a maximum of 600mm (to further encourage facade articulation), but *must not* extend beyond the property boundaries.

3.1.8 Street Setbacks

Explanation

Street setbacks establish the front building line. They help create the proportions of the street and can contribute to the public domain by enhancing streetscape character and the continuity of street facades. Street setbacks can also be used to enhance the setting for the building. They provide for landscape areas, entries to ground floor apartments and deep soil zones.

Street setbacks are measured from the street boundary to the outside face of the external wall of the building.

Objectives

- To establish the desired spatial proportions of the street and define the street edge.
- To create a clear threshold by providing a transition between public and private space.
- To assist in achieving visual privacy to apartments from the street.
- To create good quality entry spaces to lobbies, foyers or individual dwelling entrances.
- To allow an outlook to and surveillance of the street.
- To allow for street landscape character.

Controls

- i) No setback is required from Anzac Parade and Maroubra Road, in order to maintain an urban street edge on the major streets, unless otherwise specified in 3.2 Block-by-Block controls.
- ii) All development is to comply with the street setbacks outlined in 3.2 Block- by- Block controls.

3.1.9 Side and Rear Setbacks

Explanation

Side and rear setbacks help ensure that the height and distance of the building from the boundaries maintains the amenity of neighbouring sites and the amenity of new development. Setbacks vary according to the building context and type.

Side and rear setbacks can be used to create usable space, which contributes to the amenity of the side and rear of the buildings

through landscape design.

Objectives

Side Setbacks:

- To minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings.
- To retain or create a pattern of development that positively defines the streetscape so that the area between buildings is not just “left over” space.

Rear setbacks:

- To maintain deep soil zones to maximise natural site drainage and protect the water table.
- To maximise the opportunity to retain and reinforce mature vegetation.
- To optimise the use of land at the rear and surveillance of the street at the front.
- To maximise building separation to provide visual and acoustic privacy.

Controls

- i) All development must comply with the building separation requirements in 3.1.6; and the side and rear setback requirements in 3.2: Block-by-Block controls.
- ii) Development fronting Anzac Parade and Maroubra Road may have a zero side setback unless otherwise specified in the Block-by-Block controls.

3.1.10 Rights of Carriageway

Explanation

The Roads and Maritime Service has advised that new vehicular access to developments fronting Anzac Parade and Maroubra Road will not be allowed from these streets, and vehicular access must be via side streets. Most blocks within the ~~town~~ centre can be accessed via side streets, however where access from a side street is not possible, access may be provided via a Right of Carriageway. The locations where Rights of Carriageways may be required are shown on the proposed building envelope diagrams for each block within the ~~town~~ centre.

Where a Right of Carriageway is required, the timing and order of development of land will depend on market forces and the ability of landowners to successfully negotiate with adjoining property owners to achieve reciprocal Rights of Carriageway created under Section 88 of the Conveyancing Act 1919. These Rights of Carriageway will allow access across adjoining properties for owners, residents, staff, visitors, customers and service vehicles.

Applicants should note that if an individual owner within a development block refuses to grant a Right of Carriageway to benefit adjoining properties then a legal avenue exists under Section 88K of the Conveyancing Act 1919 for an aggrieved land owner to commence proceedings in the Supreme Court to seek

an order of that Court granting a right of access across an adjoining property in circumstances where such access is necessary for the reasonable development of such land.

Objectives

- To facilitate vehicle access to properties fronting Anzac Parade and Maroubra Road whilst meeting the RMS requirements.
- To maximise pedestrian safety and maintain traffic flow.

Controls

- i) Where Rights of Carriageway are required:
 - They are to be a minimum of 6 metres wide. For larger developments, a carriage way width greater than 6 metres wide may be required.
 - Applicants are to negotiate Rights of Carriageway with adjoining property owners.
 - Evidence of adjoining property owners' agreement to a Right of Carriageway is to be submitted as part of the Development Application.
 - If agreement cannot be reached, applicants are to submit evidence that an action under Section 88K of the Conveyancing Act 1919 has commenced in the Supreme Court.
- ii) Doors and windows of habitable rooms are not to be located next to accessways.

Locations of required rights of carriageway are identified in Building envelope plans in 3.2: Block-by-block controls

3.2 Block by Block Controls

Introduction

The ~~town~~ centre has been divided into twelve blocks as shown in the key map. The following pages contain Block-by-Block controls for each block in the ~~town~~ centre, comprising building envelopes and written controls.

The primary development controls in 3.1 and the design controls in 4.0 also apply to each block.

Existing Plan

The existing plan shows what currently exists on the block including existing building heights, strata titled buildings unlikely to change and approved DAs. *[Disclaimer: Existing buildings and their scale as shown on blocks have been mapped approximately only].*

Building Envelope Plan

The building envelope plan shows the permitted building envelopes (maximum building depth and height) on the block. It also shows rights of carriageways that are to be provided, deep soil zone locations and open space locations.

Existing strata-titled buildings are considered unlikely to change and as such controls for these allotments have not been reflected in the proposed envelope plans for each block. If redevelopment of these sites does occur then controls consistent with controls for neighbouring allotments and the urban strategy proposed in this section of the DCP will be used for consideration by Council.

Refer to the Flooding chapter in Part B: Water Management for further information.

Indicative Sections

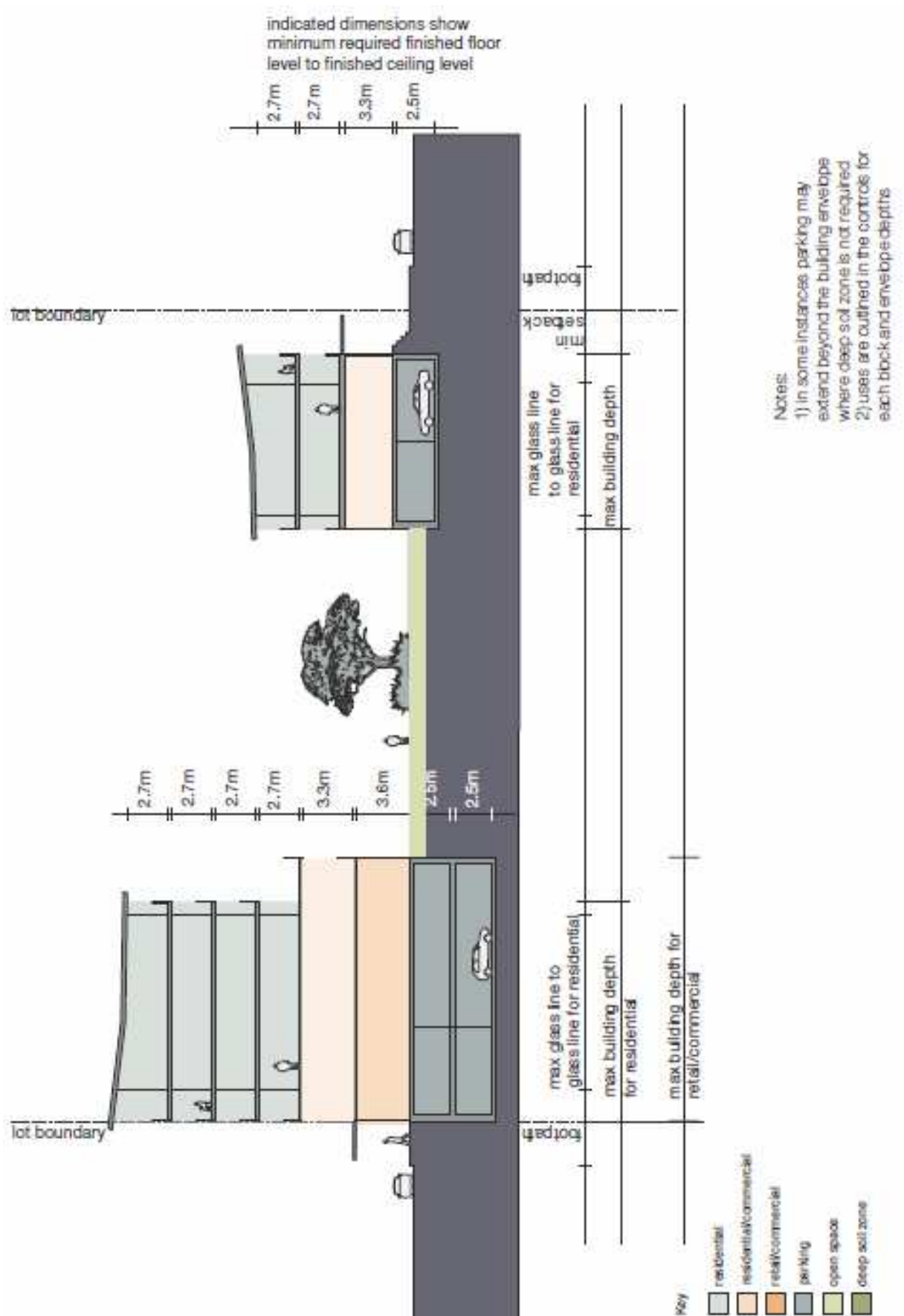
Indicative generic block section diagrams are provided on the

following pages. The configuration of basement and sub-basement parking shown in sections is indicative only. The design of basement and sub-basement parking will need to take into account flooding and other site constraints and is subject to Council's flood mitigation requirements. Applicants are advised to contact Council prior to submitting a development application, to determine whether flooding may be an issue, and whether a flood study may be required.



Notes:

- 1) In some instances parking may extend beyond the building envelope where a deep soil zone is not required.
- 2) Uses are outlined in the controls for each block and envelope depths



3.2.1 Block 1

Description

Block 1, which marks the northern boundary of the town centre, is bound by Shepherd Street to the north, Gale Road to the south and Anzac Parade to the east. It contains the Bowen Library which is owned by Randwick Council. The existing library building is three storeys high, and there is an approved DA for the site which is six storeys. There are one and two storey residential buildings north of the library. To its immediate west is a three storey residential building. All lots in this block front Anzac Parade.

Objectives

- Reinforce Anzac Parade as the main street.
- Provide a transition in scale from the town centre to the lower scale residential buildings on its periphery.
- Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities and any low scale residential uses on properties adjacent.

Controls

i) Building Envelope Plan

Location	Building Envelopes
Anzac Parade (north of library)	Four storeys

ii) Building Use

Location	
Anzac Parade	Two floors retail/commercial; residential above

iv) Setbacks

Side setback	
Along Anzac Parade and Shepherd St	0m
Along Gale Road	min 3m
Rear setback	
Lots fronting Anzac Parade	min 10m

v) Deep Soil Zone

Provide a min 1.5m wide deep soil tree planting strip along rear boundary

vi) Vehicle Access

All lots fronting Anzac Parade are required to provide vehicle access via a minimum 6m wide right of carriageway.



Any variation to building uses should be accompanied by an assessment of the economic impact on existing commercial development in the town centre

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply.

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.



Block 3.3.1

Key

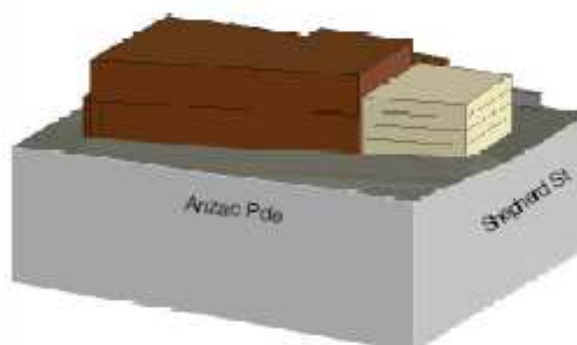
- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- 9 storeys and above
- town centre boundary
- proposed building envelope
- proposed building envelope amalgamation outline
- preferred development panel
- deep soil zone
- open space
- minisite buildings unlikely to change approved BAs in 3-D
- proposed buildings in 3-D
- buildings outside town centre boundary in 3-D



Existing plan



Building envelope plan



3D view of building envelopes

Block 1 (note: image resolution for all block by block diagrams to be improved for finalisation)

3.2.2 Block 2

Description

Block 2 is bound by Gale Road to the north, Mason Street to the south and Anzac Parade to the east. It contains a relatively new six storey strata-titled building which is unlikely to change in the next 10-15 years. The buildings to the south of this apartment building are one and two storeys high.

Objectives

- Reinforce Anzac Parade as the main street.
- Provide a transition in scale from the town centre to the lower scale residential buildings on its periphery.
- Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities on Anzac Parade and low scale residential uses on properties adjacent.

Controls

i) Building Envelope Plan

Location	Building Envelopes
Anzac Parade	Seven storeys

ii) Building Use

Location	
All buildings	two levels of retail/commercial; residential above

iii) Setbacks

Side setback	
Along Anzac Parade	0m
Rear setback	
All lots	min 10m

iv) Deep Soil Zone

Provide a min 1.5m wide deep soil tree planting strip along rear boundary.

v) Vehicle Access and road widening

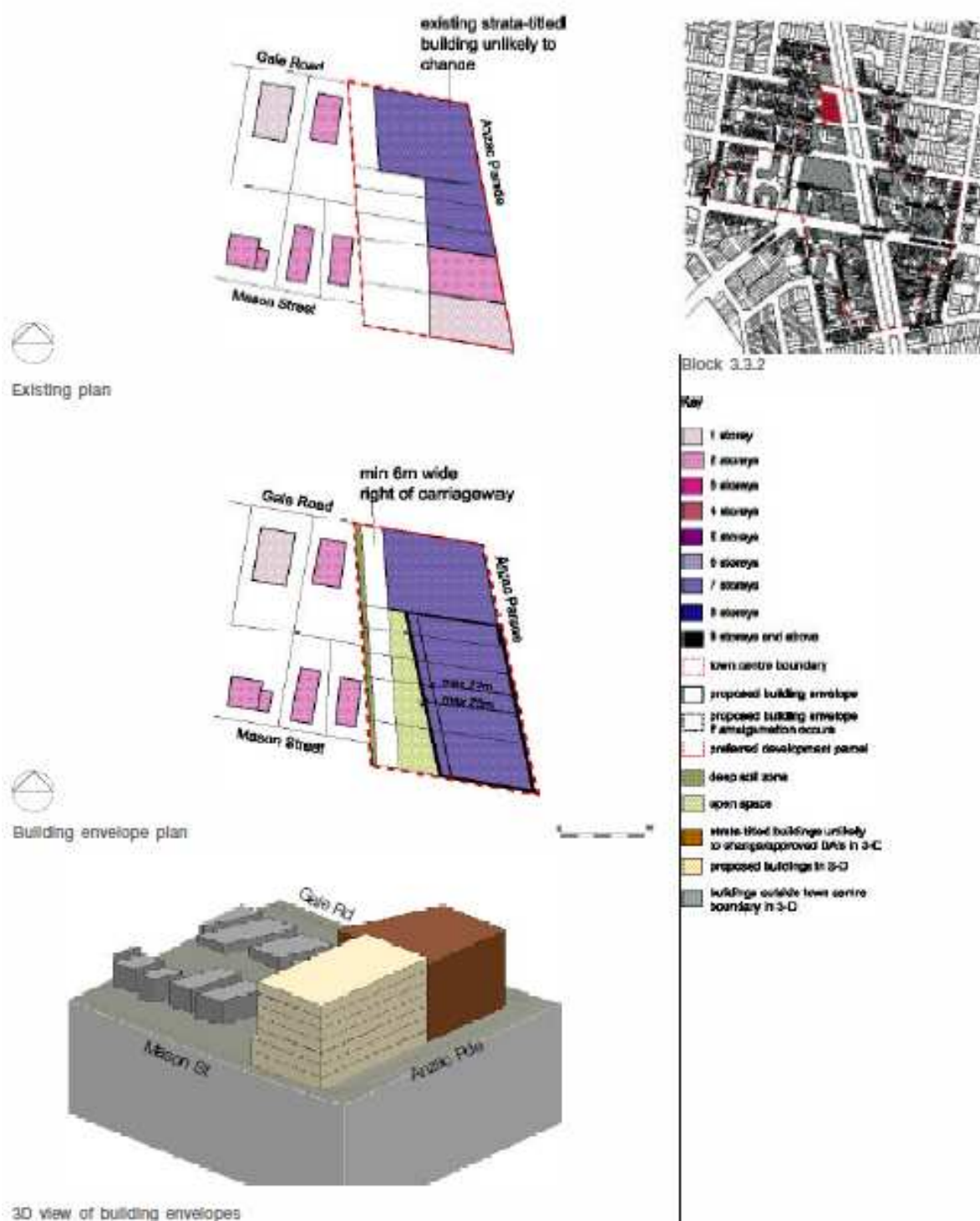
All lots fronting Anzac Parade are required to provide vehicle access via a minimum 6m wide right of carriageway.
Road widening: lots with frontage to Mason Street are to comply with Randwick City Council's subdivision Code – Clause C: Subdivision to lanes.



Any variation to building uses should be accompanied by an assessment of the economic impact on existing commercial development in the town centre

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply.

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.



Block 2 (note: image resolution to be improved for finalisation)

3.2.3 Block 3

Block 3, on the eastern side of Anzac Parade, is bound by Gale Road to the north, Alma Road to the south and Anzac Parade to the west. There are existing buildings which are 7-8 storeys high along Anzac Parade, including one fully commercial building and 1-2 storey buildings along Gale Road. There are one and two storey residential buildings east of the town centre boundary.

Objectives

- Reinforce Anzac Parade as the main street.
- Provide a transition in scale from the town centre to the lower scale residential buildings on its periphery.
- Maintain the amenity of residential buildings by providing a green buffer between busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.

Controls

i) Building Envelope Plan

Location	Building Envelopes
Anzac Parade	Seven storeys
Gale Road	Five storeys

ii) Building Use

Location	
Anzac Parade	Two levels retail/commercial; residential above
Gale Rd, Alma Rd	One level of commercial with residential above (home office uses are encouraged)

iii) Setbacks

Front setback	
Along Gale and Alma Rds	Min 3m
Side setback	
Along Anzac Parade	0m
Along Gale and Alma Rds	Min 3m from properties outside town centre boundary
Rear setback	
Along Anzac Parade	min 10m
Along Gale and Alma Rds	min 6m

iv) Deep Soil Zone

For lots fronting Anzac Parade, provide a min 1.5m wide deep soil tree planting strip along rear boundary.

For lots fronting Gale Road and Alma Road, provide a min 6m wide deep soil zone along the rear boundary.

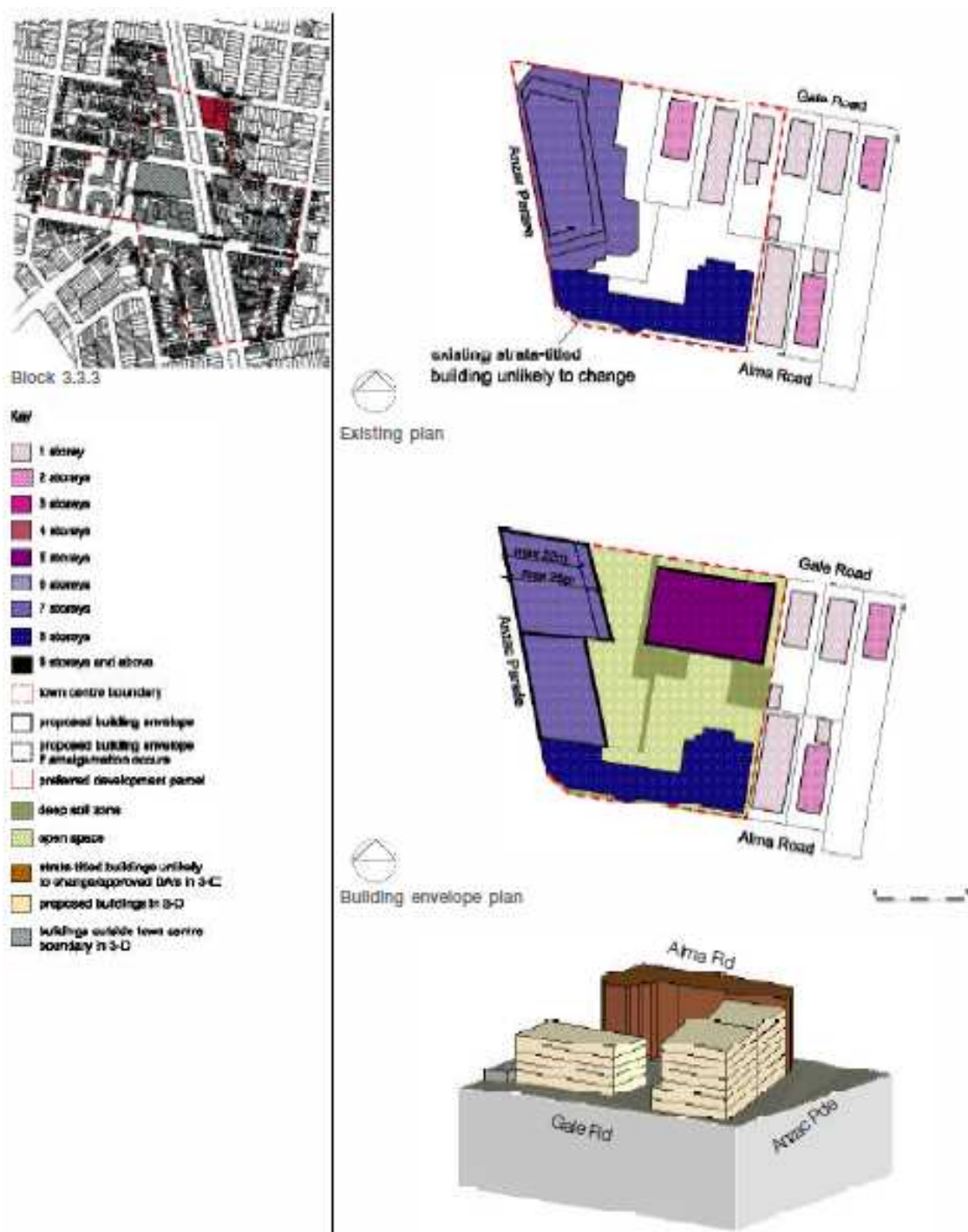
v) Other controls

Road widening: lots on Alma Road are to comply with Council's Subdivision Code (Clause C: Subdivision to lanes)

Any variation to building uses should be accompanied by an assessment of the economic impact on existing commercial development in the town centre

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply.

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.



Block 3 (note: image resolution to be improved for finalisation)

3.2.4 Block 4

Block 4 is bound by Mason Street to the north, Boyce Road to the south and Anzac Parade to the east. There are existing strata-titled buildings which are 8 storeys high along Anzac Parade and Boyce Road, which are unlikely to change in the next 10-15 years, and one storey buildings (shops) on the corner of Anzac Parade and Mason Street. There are balconies on the northern side of the apartment block on Anzac Parade which makes it impossible for the lots on the north to build to the boundary, and reduces the development potential of these lots.

Objectives

- Reinforce Anzac Parade as the main street.
- Provide a transition in scale from the ~~town~~ centre to the lower scale residential buildings on its periphery.
- Maintain the amenity of residential buildings by providing a green buffer between busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.
- Facilitate development of the corner of Anzac Parade and Mason Street in the context of the existing strata buildings on its southern boundary

Controls

i) Building Envelope Plan

Location	Building Envelopes
Anzac Parade	Seven storeys
Mason Street, Boyce Road	Five storeys
Cnr Mason St/Anzac Pde	Three storeys (to accommodate difficulties resulting from the strata block to the immediate south)

ii) Building Use

Location	
Anzac Parade	Two levels retail/commercial; residential above
Mason St, Boyce Rd	One level of commercial with residential above (home office uses are encouraged)

iii) Setbacks

Front setback	
Along Mason St and Boyce Road	Min 3m
Side setback	
Corner lot (Anzac Pde/Mason St)	6m from existing strata building 0m from Mason St
Along Mason St and Boyce Road	Min 3m
Rear setback	
All lots	min 6m

iv) Deep Soil Zone

Along Anzac Parade: Provide a min 1.5m wide deep soil tree planting strip along rear boundary
 Along Mason Street and Boyce Road: min 6m wide deep soil zone along rear boundary with substantial tree planting

v) Other controls

Road widening: lots on Alma Road are to comply with Council's Subdivision Code (Clause C: Subdivision to lanes)

Any variation to building uses should be accompanied by an assessment of the economic impact on existing commercial development in the town centre

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply.

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.



Block 4 (note: image resolution to be improved for finalisation).

Note also correction required to 3D view – envelope to be adjusted to be consistent with the envelope plan – ie: 6 storeys rather than 7 for corner block on Mason St/Anzac Parade.

3.2.5 Block 5

Block 5 is bound by Alma Road to the north, Boyce Road to the south and Anzac Parade to the west. Existing building heights range from one to four storeys.

Objectives

- Reinforce Anzac Parade as the main street.
- Provide a soft transition in scale from the ~~town~~ centre along Alma Road and Boyce Road to the lower scale residential buildings on the periphery.
- Maintain the amenity of residential buildings by providing a green buffer between busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.

Controls

i) Building Envelope Plan

Location	Building envelopes
Anzac Parade	Seven storeys
Alma Rd and Boyce Rd	Five storeys

ii) Building Use

Location	Building use
Anzac Pde	Two levels of retail/commercial; residential above
Alma Rd & Boyce Rd	One level of retail/commercial; residential above (home office uses encouraged)

iii) Building Depth

Location	Max building depth (m)
Anzac Parade (southern lots) Alma Road	18 (15m glass line to glass line)

iv) Setbacks

Front setback	
Alma Rd & Boyce Road	Min 3m
Side setback	
Anzac Parade	0m
Alma Rd & Boyce Road	Min 3m to lots outside town centre boundary; 0m to lots fronting Anzac Parade
Rear setback	
-All lots	min 6m

v) Deep Soil Zone

Location	Deep soil
Anzac Parade	Min 1.5m wide deep soil tree planting strip along rear boundary
Alma Rd & Boyce Road	Min 6m wide deep soil zone along rear boundary with substantial tree planting

vi) Vehicle Access and road widening

- All lots fronting Anzac Parade are required to provide access via a minimum 6m wide rear right of carriageway.
- Road widening: lots on Alma Road are to comply with Council's Subdivision Code (Clause C: Subdivision to lanes)

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply.

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.



Block 5 (note: image resolution to be improved for finalisation).

3.2.6 Block 6

Block 6 is generally bound by Boyce Road to the north, Maroubra Road to the south, Anzac Parade to the east and Hannan Street to the west. This block contains the Pacific Square site, the biggest shopping centre in the town centre. This block also contains the Centrelink and Police Station sites. There are three thirteen storey towers along Maroubra Road, which are strata-titled and unlikely to change in the next 10 -15 years. There are also one to two storey residential buildings on Glanfield Street.

Objectives

- Reinforce Anzac Parade as the main street
- Reinforce Maroubra Road as the cross street.
- Reinforce the 'Junction' of Maroubra Rd and Anzac Pde as the main focus of the Maroubra Junction Town Centre.
- Encourage a mix of commercial/retail uses within the retail core.
- Provision of an open space in the middle of the town centre away from the traffic noise and surrounded by shopping activity providing the focus for the town centre.
- Provide a transition in scale from the town centre along Boyce Rd, Maroubra Rd and Glanfield St to the lower scale residential buildings on the periphery.
- Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.

Controls

i) Building Envelope Plan

Location	Building envelopes
Maroubra Mall (Pacific Sq) site	Consistent with approved DA
Maroubra Road	Six storeys
Glanfield Street	Five storeys

The building envelopes shown in black have a maximum allowable height of 9 storeys.

ii) Building Use

Location	Building use
Anzac Pde	Two levels retail/commercial; residential above
Maroubra Rd	Between Anzac Pde and Bruce Bennetts Pl: Two levels retail/commercial; residential above
Maroubra Rd	Between Bruce Bennetts Pl and Hannan St: All floors residential
Bruce Bennetts Pl, Hannan St, Glanfield St	All floors residential

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

iii) Building Depth

Location	Max building depth (m)
- West of Bruce Bennetts Pl (all uses)	22 (18m glass line to glass line)

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.

iv) Setbacks

Front setback	Setback (Min)
- Maroubra Rd, Bruce Bennetts Pl	0m
- Hannan St, Glanfield St	3m
Side setback	
- Maroubra Rd, Bruce Bennetts Pl	0m
- Hannan St, Glanfield St	1.5m; 0m with existing strata title lots

Rear setback

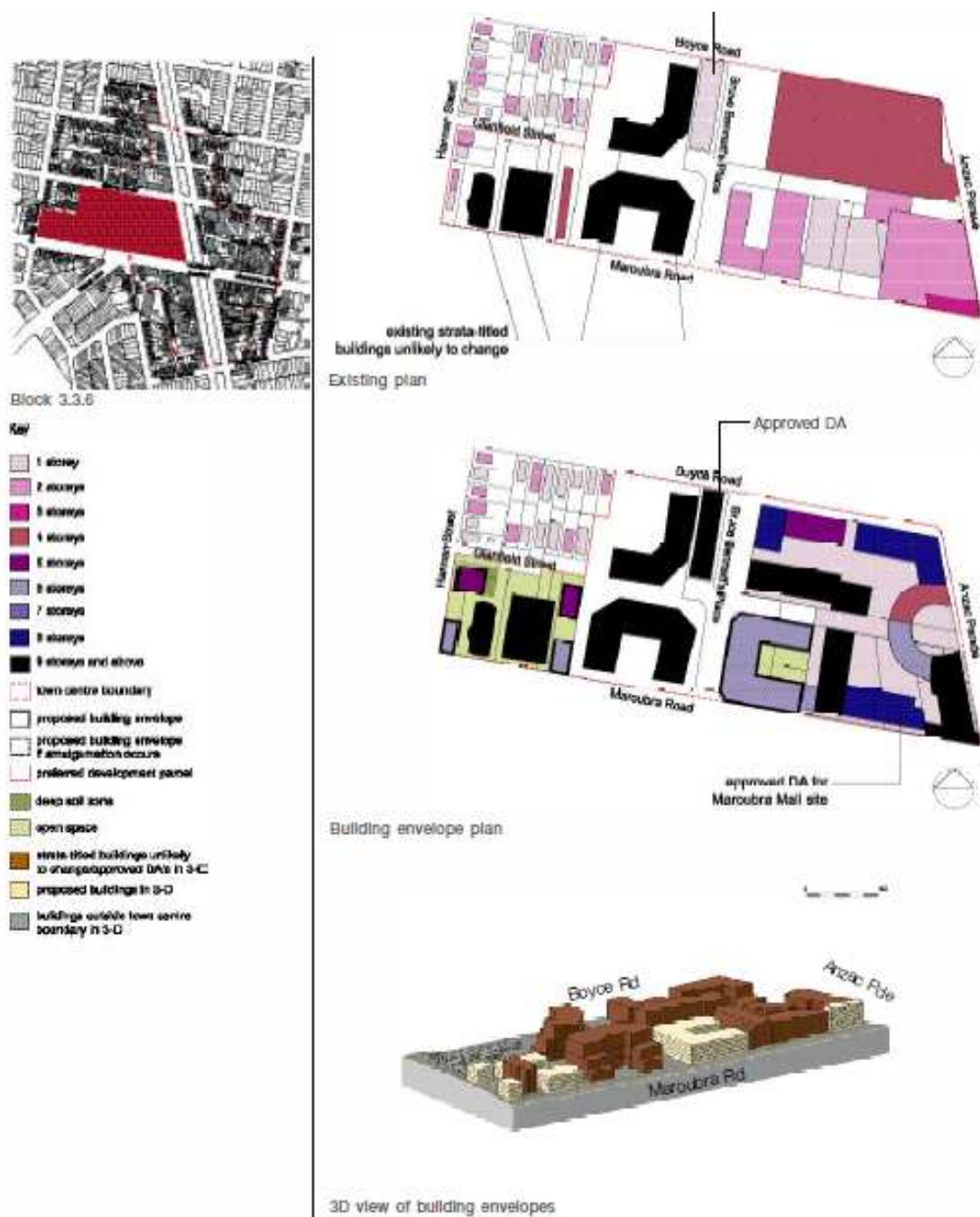
- Lots fronting Hannan St	6m
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*v) Deep Soil Zone***Location** **Deep soil**

- Hannan St	Min 6m wide deep soil zone along rear boundary with substantial tree planting
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vi) Road widening

- Road widening: lots on Glanfield Street are to comply with Council's Subdivision Code (Clause C: Subdivision to lanes)



Block 6 (**note: image resolution to be improved for finalisation**).

3.2.7 Block 7

Block 7 is bound by Boyce Road to the north, Green Street to the south, Garden Street to the east and Anzac Parade to the west. It contains a seven storey building on Anzac Parade, and lower residential buildings (one to four storeys) on the secondary streets. A number of lots have dual frontage (ie frontage to both Boyce Road and Green Street).

Objectives

- Reinforce Anzac Parade as the main street
- To encourage a mix of commercial/retail uses within the retail core.
- Provide a transition in scale from the town centre along Boyce Road, Green Street and Garden St to the lower scale residential buildings on the periphery.
- Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.
- Development of Green Street is to promote an intimate scale shopping and café laneway.

Controls

i) Building Envelope Plan

Location	Building envelopes
Anzac Parade	Seven storeys
Secondary Streets	Three to six storeys

ii) Building Use

Location	Building use
Anzac Pde	Two levels of retail/commercial; residential above
Secondary streets	One level of retail/commercial; residential above (home office uses encouraged)

iii) Building Depth

Location	Max building depth (m)
Boyce Rd, Green & Garden Sts (commercial/retail uses)	18 (16m glass line to glass line)
Boyce Rd, Green & Garden Sts (residential uses)	18 (15m glass line to glass line)
Green St (additional envelope if amalgamation occurs)	15 (12m glass line to glass line)

iv) Setbacks

Front setback	
- Boyce Road	Min 3m
- Green Street	Min 2m
Side setback	
- Anzac Parade	0m
Rear setback	
- Anzac Parade	Min 10m
- Garden Street	Min 6m

v) Deep Soil Zone

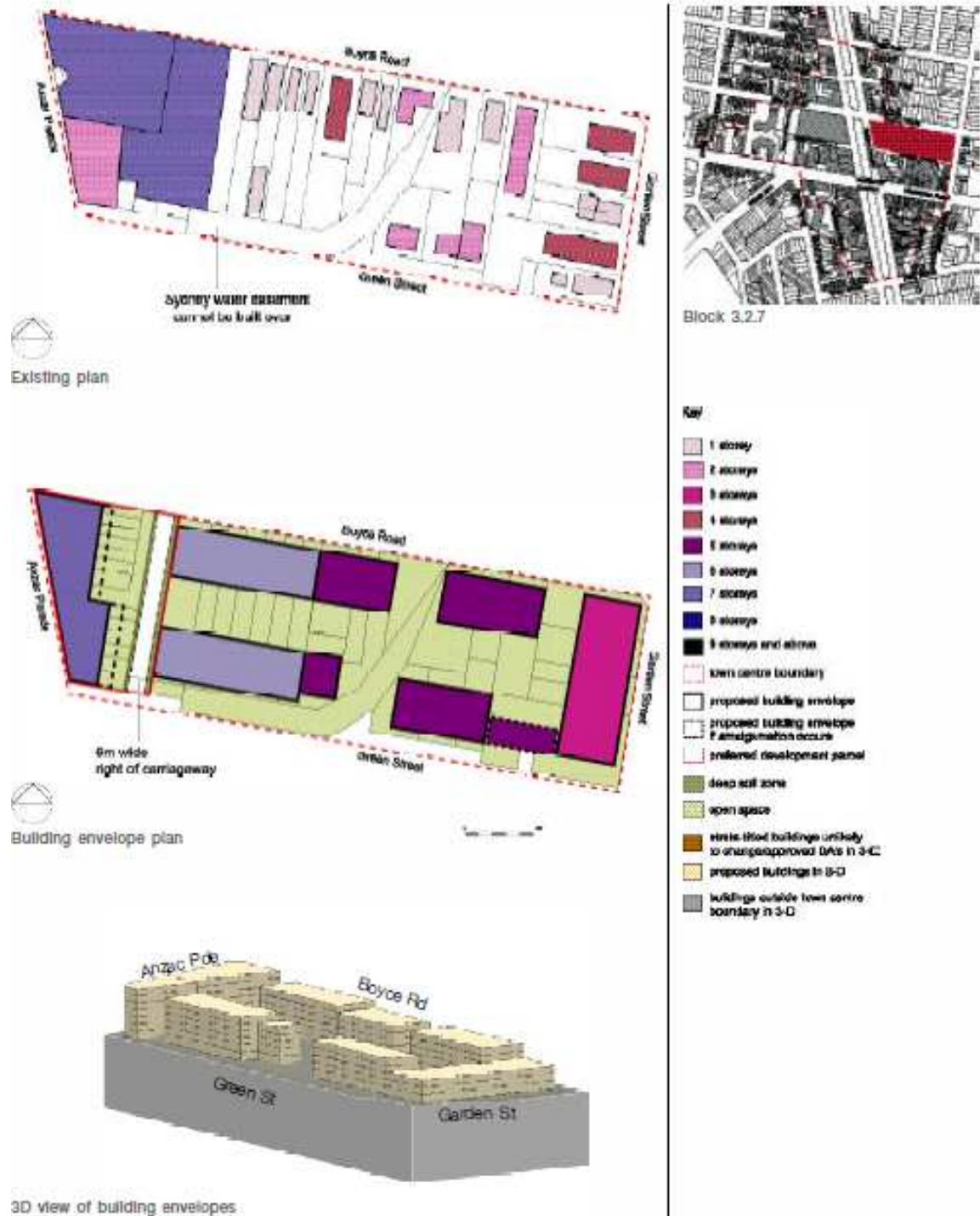
Location	Deep soil/ open space
- Anzac Pde	Min 1.5m wide deep soil tree planting strip along rear boundary

vi) Vehicle Access and road widening

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.

- Lots with frontage to both Boyce Road and Green Street are to provide vehicular access via Boyce Road only.
- Road widening: lots on Green Street are to comply with Council's Subdivision Code (Clause C: Subdivision to lanes)



Block 7 (note: image resolution to be improved for finalisation).

3.2.8 Block 8

Block 8 is bound by Green Street to the north, Maroubra Road to the south, Garden Street to the east and Anzac Parade to the west. This block contains strata buildings (seven to ten storeys), which are unlikely to change in the next 5-10 years. There are also lower buildings which range from one to four storeys along Maroubra Road and Green Street.

Objectives

- Reinforce Anzac Parade as the main street
- Reinforce Maroubra Road as the cross street
- Reinforce the 'Junction' of Maroubra Road and Anzac Parade as the main focus of the Maroubra Junction ~~Town~~ Centre.
- Encourage a mix of commercial/retail uses in the retail core area
- Provide a transition in scale from the ~~town~~-centre along Green Street and Garden Street to the lower scale residential buildings on the periphery.
- Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.
- Development of Green Street is to promote an intimate scale shopping and café laneway.
- Development sensitive in scale and character to Dudleys Corner (heritage building).

Controls

i) Building Envelope Plan

Location	Building envelopes
Anzac Parade	Seven storeys
Maroubra Rd	Six storeys
Green and Garden Streets	Five to six storeys

ii) Building Use

Location	Building use
Anzac Pde, Maroubra Rd	Two levels of retail/commercial; residential above
Green Street	One level of retail/commercial; residential above

iii) Building Depth

Location	Max building depth (m)
Anzac Parade (excl Dudleys cnr)	As set by 10m rear setback
Maroubra Road and Green St (middle sites)	22 (18m glass line to glass line)
Maroubra Rd & Green St (end sites)	18 (15m glass line to glass line)
Garden St and Anzac Pde	

iv) Setbacks

Front setback	
Garden St	0m
Green Street	Min 2m
Side setback	
Green St and Maroubra Rd	1.5m from existing strata buildings
Anzac Parade	0m
Rear setback	
Anzac Parade	Min 10m

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

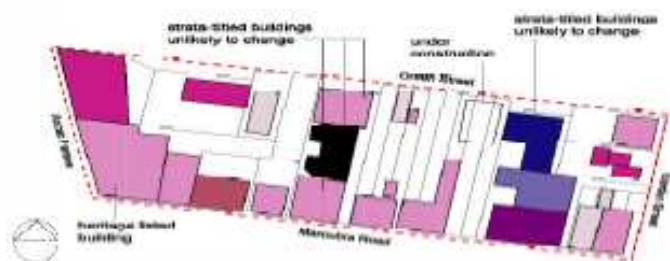
In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.

v) Deep Soil Zone

Location	Deep soil/ open space
Anzac Parade	Min 1.5m wide deep soil tree planting strip along rear boundary
Lots fronting secondary streets	Substantial tree planting in the middle of the lot is required

vi) Vehicle Access and road widening

- Lots fronting Anzac Parade are to provide vehicular access via a minimum 6m wide rear right of carriageway.
- Road widening: lots on Green Street are to comply with Council's Subdivision Code (Clause C: Subdivision to lanes)



Existing plan



Building envelope plan



3D view of building envelopes



Block 3.2.8

Key

- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- 9 storeys and above
- town centre boundary
- proposed building envelope
- proposed building envelope if amalgamation occurs
- preferred development period
- deep soil zone
- open space
- strata-titled buildings unlikely to change/approved DA's in 3-4C
- proposed buildings in 3-D
- buildings outside town centre boundary in 3-D

Block 8 (**note: image resolution to be improved for finalisation**).

3.2.9 Block 9

Block 9 is bound by Maroubra Road to the north, Ferguson Street to the east and Robey Street to the west. Existing buildings on the block are one to two storeys high. The southern adjoining boundary of the block contains an electricity substation.

Objectives

- Reinforce Maroubra Road as the primary cross street.
- Encourage a mix of commercial/retail uses within the retail core area.
- Provide a transition in scale from the ~~town~~ centre along Ferguson Street and Robey Street to the lower scale residential buildings on the periphery.

Controls

i) Building Envelope Plan

Location	Building envelopes
Maroubra Rd	Six storeys
Ferguson & Robey Streets	Five storeys

ii) Building Use

Location	Building use
Maroubra Rd	Two levels of commercial; residential above
Robey and Ferguson Sts	One level of commercial; residential above (home office uses encouraged)

iii) Building Depth

Location	Max building depth (m)
Robey & Ferguson Streets	18m (15m glass line to glass line)

iv) Setbacks

Front setback	
- Robey & Ferguson Streets	Min 3m
Side setback	
- Maroubra Rd	0m
- Robey & Ferguson Streets	Min 1.5m
Rear setback	
- Maroubra Rd	Min 10m
- Robey & Ferguson Streets	Min 6m

v) Deep Soil Zone

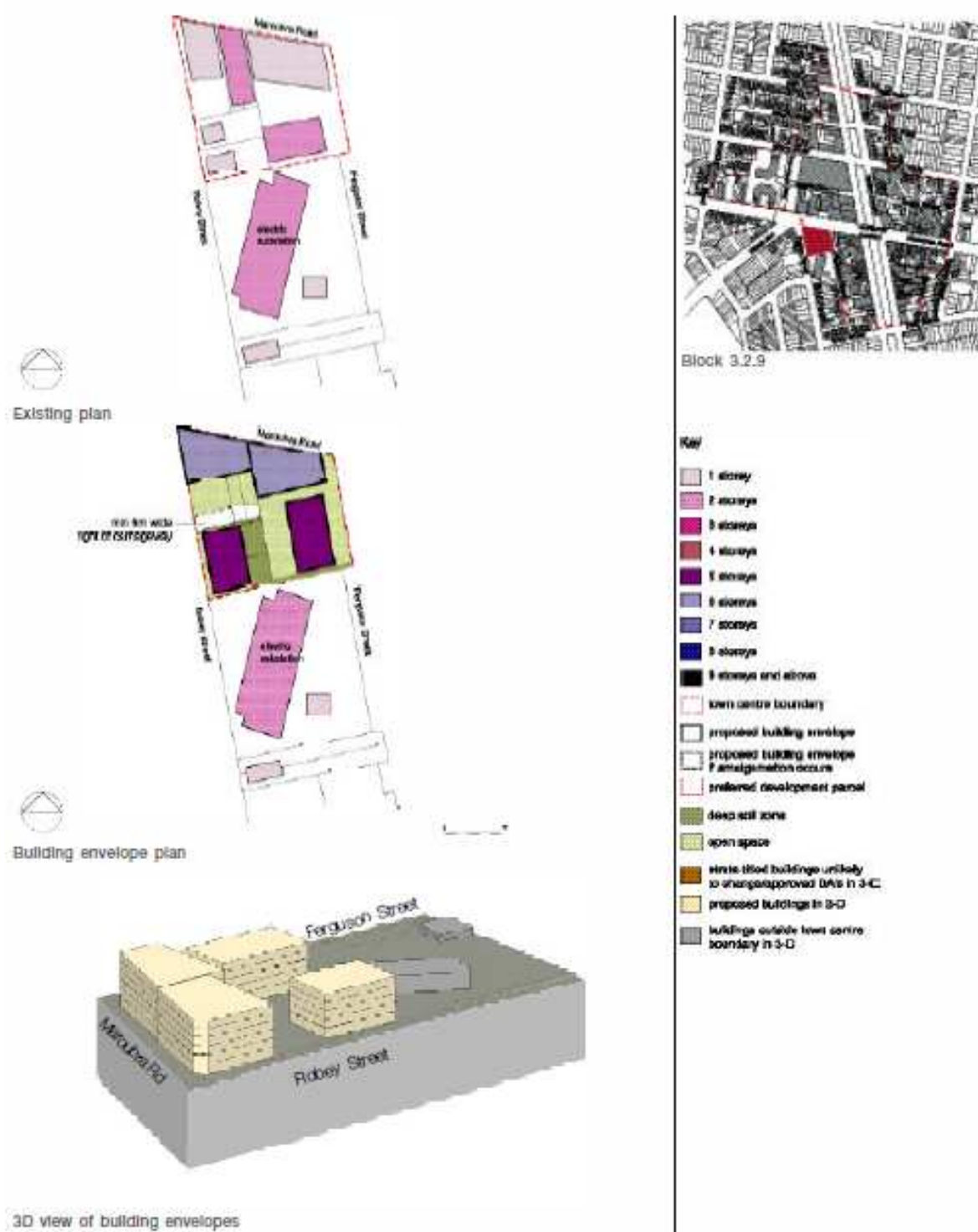
Location	Deep soil/ open space
- Maroubra Road	Min 1.5m wide deep soil tree planting strip along rear boundary

vi) Vehicle Access and road widening

- Lots fronting Maroubra Road are to provide vehicular access via a minimum 6m wide rear right of carriageway.
- Road widening: lots on Ferguson Street are to comply with Council's Subdivision Code (Clause C: Subdivision to lanes)

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.



Block 9 (**note: image resolution to be improved for finalisation**).

3.2.10 Block 10

Block 10 is bound by Maroubra Road to the north, Anzac Parade to the east and Ferguson Street to the west. There are some existing strata-titled buildings, six to eight storeys high, along Anzac Parade which are unlikely to change in the next 10-15 years, and one to five storey buildings along Maroubra Road and Anzac Parade. There are two heritage buildings on this block: the Maroubra Hotel on Maroubra Road and 817 Anzac Parade, which must be considered when proposing any future development in their vicinity.

Objectives

- Reinforce Anzac Parade as the main street.
- Reinforce Maroubra Road as the primary cross street.
- Reinforce the 'Junction' of Maroubra Road and Anzac Parade as the main focus of the Maroubra Junction ~~Town~~ Centre.
- Encourage a mix of commercial/retail uses within the retail core area.
- Provide a transition in scale from the ~~town~~ centre along Ferguson Street to the lower scale residential buildings on the periphery.
- Development sensitive in scale and character to the heritage buildings on this block.

Controls

i) Building Envelope Plan

Location	Building envelopes
Anzac Parade	Five to seven storeys, stepping down to three storeys adjacent to heritage buildings
Ferguson Street	Three to five storeys
Cnr Maroubra Rd/Anzac Pde	Six storeys

ii) Building Use

Location	Building use
Anzac Pde/ Maroubra Rd	Two levels of commercial; residential above (on lots adjacent to heritage building)
Anzac Pde	One level of commercial; residential above (on lots south of 767-771 Anzac Parade)
Ferguson St	One level of commercial; residential above (home office uses encouraged)

iii) Building Depth

Location	Max building depth (m)
Anzac Pde (residential uses)	22 (18m glass line to glass line)
Anzac Pde – (commercial)	22 (20m glass line to glass line)
Ferguson Street	15m (12m glass line to glass line)

iv) Setbacks

Front setback	
Ferguson Street	Min 3m
Side setback	
Anzac Pde, Maroubra Rd	0m
Ferguson St	Min 3m from existing strata title buildings and heritage building at southern end of the block 0m (Min 1.5m from boundary of heritage building if amalgamation does not occur with

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the ~~town~~ centre.

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.

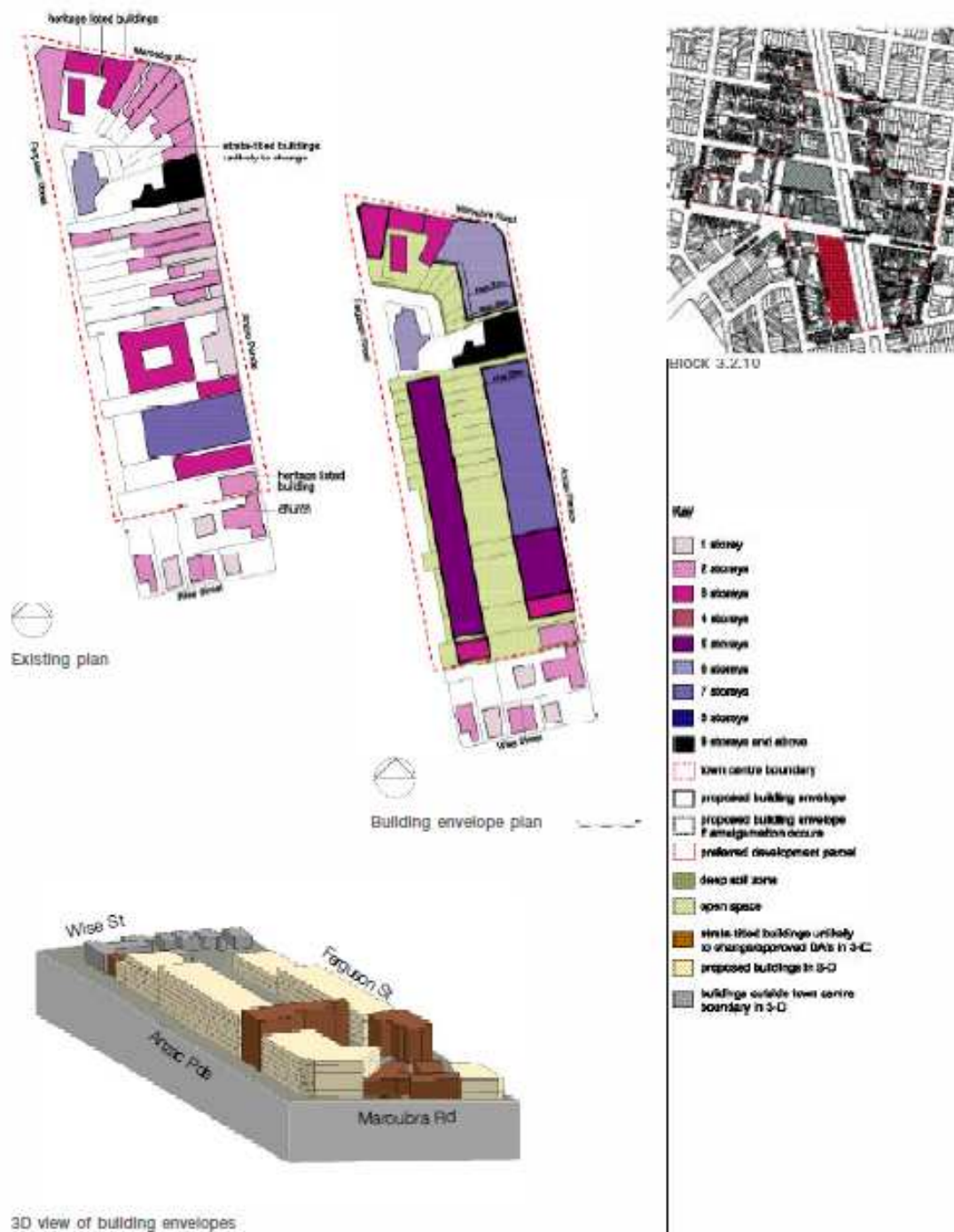
adjacent property)
 Min 1.5m from boundary of lots fronting Wise Street
 Min 3m from existing strata title buildings

v) Deep Soil Zone

Location	Deep soil
Maroubra Road	Min 1.5m wide deep soil tree planting strip along rear boundary

vi) Vehicle Access and road widening

- Road widening: lots on Ferguson Street are to comply with Council's Subdivision Code (Clause C: Subdivision to lanes)



Block 10 (note: image resolution to be improved for finalisation).

3.2.11 Block 11

Block 11 is bound by Maroubra Road to the north, Garden Lane to the south, Garden Street to the east and Anzac Parade to the west. Existing building heights range from one to three storeys.

Objectives

- Reinforce Anzac Parade as the main street
- Reinforce Maroubra Road as the primary cross street
- Reinforce the 'Junction' of Maroubra Road and Anzac Parade as the main focus of the Maroubra Junction ~~Town~~ Centre.
- To encourage a mix of commercial/retail uses within the retail core.
- Provide a transition in scale from the ~~town~~ centre along Garden Street and Garden Lane to the lower scale residential buildings on the periphery.

Controls

i) Building Envelope Plan

Location	Building envelopes
Anzac Parade	Seven storeys
Maroubra Rd	Six storeys
Cnr Anzac Pde/Maroubra Rd	Eight storeys (to reinforce the importance of the junction)
Garden St, Garden Lane	Three storeys

ii) Building Use

Location	Building use
Anzac Pde, Maroubra Rd	Two levels of commercial; residential above
Garden St/ Garden Lane	One level of commercial; residential above (home office uses encouraged)

iii) Building Depth

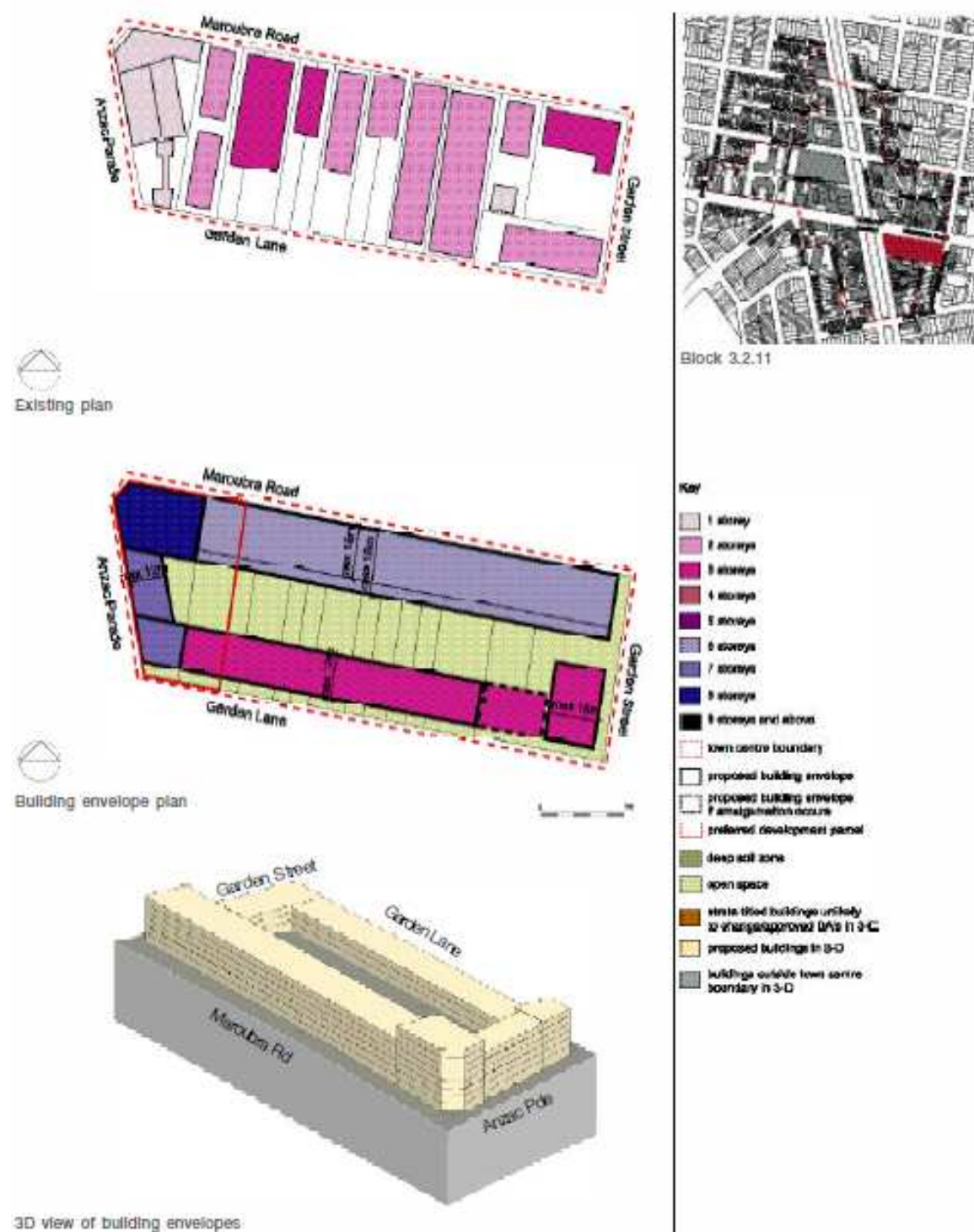
Location	Max building depth (m)
Anzac Pde/Garden Lane	12m
- Commercial/retail uses	- 10m glass line to glass line
- Residential uses	- 9m glass line to glass line
Maroubra Road	18m
- commercial/retail	- 16m glass line to glass line
Maroubra Road, Garden St	15m
- residential uses	- 12m glass line to glass line
Garden Street	15m
- commercial/retail uses	- 13m glass line to glass line

iv) Setbacks

Front setback	
- Garden St, Garden Lane	Min 3m
Side setback	
- All	0m

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.



Block 11 (note: image resolution to be improved for finalisation).

3.2.12 Block 12

Block 12 is bound by Garden Lane to the north, Haig Street to the south, Byng Lane to the east and Anzac Parade to the west. The block contains one to three storey buildings. It has a strata-titled building on the corner of Byng Lane and Haig Street, which is unlikely to change in the next 5-10 years.

Objectives

- Reinforce Anzac Parade as the main street
- Provide a transition in scale from the ~~town~~ centre along Garden Lane and Byng Lane to the lower scale residential buildings on the periphery.

Controls

i) Building Envelope Plan

Location	Building envelopes
Anzac Parade	Five storeys
Garden & Byng Lanes	Three storeys

ii) Building Use

Location	Building use
Anzac Pde	One level of commercial; residential above
Haig St, Byng & Garden Lanes	One level of commercial; residential above (home office uses encouraged)

iii) Building Depth

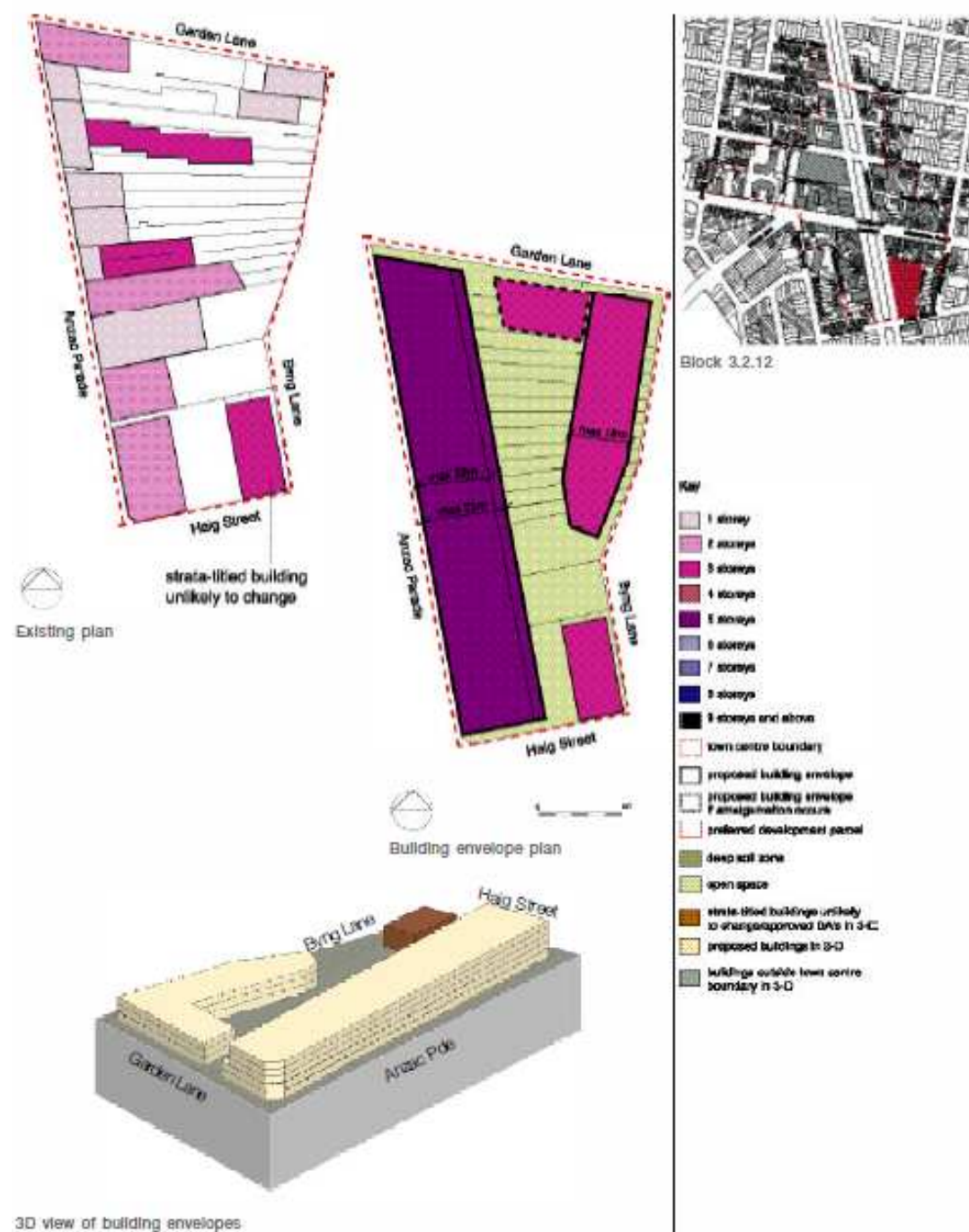
Location	Max building depth (m)
Garden & Byng Lanes	18m max overall
- commercial/retail uses	- 16m glass line to glass line
- residential uses	- 15m glass line to glass line

iv) Setbacks

Front setback	
- Haig St, Garden & Byng Lanes	Min 3m
Side setback	
- Anzac Parade	0m

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.



Block 12 (note: image resolution to be improved for finalisation).

4 Design Controls

Using the Design Controls

This subsection outlines objectives and **controls performance criteria**—that guide the design of buildings. These **controls performance criteria** are an additional layer of controls to those outlined in the 'Block-by-Block Controls'. All DAs must satisfy the **controls performance criteria** outlined in this section.

Objectives

These outline the design intention/intentions. Diagrams have been included to illustrate the design objectives. Compliance with the objectives must be demonstrated as part of a **DA development application**.

Controls

The controls demonstrate ways in which the objectives may be achieved, and these may not all be applicable to every site. These criteria directly relate to the controls outlined in the Block-by-Block Controls. All DAs will be reviewed against the **controls performance criteria** outlined in this subsection.

4.1 Site Design

4.1.1 Deep soil zones

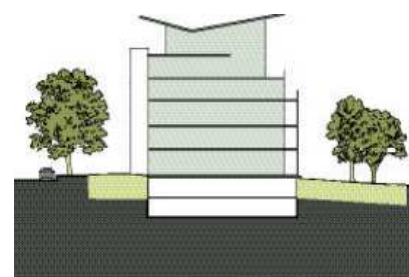
Deep soil zones are areas of natural ground with relatively natural soil profiles retained within a development. Deep soil zones are areas of the site that are not to be built upon, and are not to have underground carparking located underneath. Deep soil zones have important environmental benefits, which include promoting healthy growth of large canopy trees, protecting existing mature trees and allowing infiltration of rain water to the water table and thereby reducing stormwater runoff.

Objectives

- To improve the amenity of developments through the retention and planting of trees that are or will grow to a large or medium size.
- To assist with management of the water table.
- To assist with management of water quality.

Controls

- i) As a minimum, deep soil zones are to be provided wherever indicated in the Block-by-Block Controls, and are to be considered for all development.
- ii) Deep soil zones should accommodate existing mature trees, as well as allowing for the planting of trees/shrubs that will grow to be mature trees.
- iii) Deep soil zones are to have a pervious surface
- iv) Deep soil zones are not to be built upon or have underground carparking areas underneath



Car parking should be located under the building footprint to promote deep soil zones in the middle of the block.

4.1.2 Fences and walls

Fences and walls include all built vertical landscaping elements that define boundaries between spaces or a change in level. The design of fences and walls has an impact on the real and perceived safety and security of residents as well as on the amenity of the public domain and the identity of the development. Fences will primarily be along side boundaries or areas of private open space.

Objectives

- To define the edges between public and private land.
- To define the boundaries between areas within the development having different functions or owners.
- To provide privacy and security.
- To contribute positively to the public domain.

Controls Performance Criteria

- Private and public domain are to be clearly defined by fences and walls which provide privacy and security whilst not eliminating views, outlook, light and air.
- Fences are to contribute to the amenity, beauty and useability of private and communal open spaces by incorporating design elements such as benches/seats, planter boxes, pergolas and trellises, barbecues, water features etc
- The amenity of the public domain is to be retained and enhanced by:
 - avoiding the use of continuous blank walls at street level
 - using planting to soften the edges of any raised terraces to the street, such as over sub-basement car parking, and reduce their apparent scale
- Fences are to be a maximum height of 1.2 metres. Variations may be permitted dependant upon the context, siting, safety, privacy and design of the building
- Fences and retaining walls are to be detailed on the DA plans and elevations accompanying the development application.

4.1.3 Landscape design

Landscaping has the potential to contribute to the character and visual quality of the town centre. It is fundamental to the design of residential flat development. Well designed buildings and landscaped areas work together, resulting in greater aesthetic quality and amenity for occupants and the adjoining public domain. Open space should not be generated by 'left-over' spaces resulting from building siting and location.

Landscape design builds on the existing site's natural and cultural features to contribute to a development's amenity. Landscape design should maximise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity.



A picket and pillar fence defines the street boundary, clearly demarcating 'public' and 'private' space.



Materials and planting are combined in a good ratio of solid to void, to enhance visual amenity of the street, whilst ensuring privacy and security to the residents.

Refer also to the requirements of section B4: Landscaping and Biodiversity

Objectives

- To enhance the amenity, views and outlook within developments.
- To improve the microclimate and solar performance within the development.
- To create interest, variety and focal points.
- To improve stormwater quality and reduce the quantity of stormwater runoff.
- To improve urban air quality.

Controls

- Ensure that landscape design:
 - relates to the street planting and the streetscape
 - can be easily maintained
- Developments are to contribute to streetscape and public domain through landscaping which visually softens the bulk of large developments.
- Ensure amenity of private and communal open spaces by:
 - providing shade from the sun and shelter from wind (via trees, landscaping, structures etc)
 - providing accessible routes through the space and between buildings
- Use landscape design to improve the energy and solar efficiency of apartments and the microclimate of open spaces by:
 - using trees appropriately so as not to cast a shadow over solar collectors at any time of the year
 - using varying heights of trees/shrubs to shade walls and windows where necessary
 - locating pergolas on balconies and courtyards to create shaded areas in summer
- Mulching and multi-storey planting is encouraged.



The site's topography has been used to create a series of smaller more intimate spaces using retaining walls and planter beds, which step down across the site.

4.1.4 Open Space

Open space is breathing space for residential flat development. It may be public (accessible and useable by the general public), communal (shared by all residents of a development) or private (associated with a single dwelling and for the exclusive use of the occupants).

The primary function of open space is to provide amenity through:

- landscape design
- daylight access
- visual privacy
- opportunities for recreation and social activities
- water cycle management

Objectives

- To provide an area on site that enables soft landscaping and deep soil planting.
- To ensure that communal open space is consolidated and



Courtyard gardens provide private open space for residents within a larger common landscaped space.

designed to be useable and attractive.

- To provide a pleasant outlook.
- To provide residents with passive and active recreational opportunities.

Controls

Communal Open Space

- i) 25% of the total site area is to be communal open space.
- ii) Communal open space is to:
 - be located so that it forms a focus of the development and provides a landscape buffer between buildings
 - provide a pleasant outlook
 - be located so that solar access is maximised
 - be consolidated into useable areas
 - demonstrate that its size and dimensions allow for variety of uses, including active and passive recreation.
- iii) Communal open space may be provided on a podium or roof(s).
- iv) Communal open space design, is to provide shelter from wind.
- v) Communal open space is to provide environmental benefits including habitat for native fauna, native vegetation and mature trees, and rainwater percolation.
- vi) Ventilation duct outlets from basement car parks are to be carefully located.
- vii) External areas for clothes drying, screened from the public domain, are to be provided. These should be located so they receive sunlight.

Private Open Space

- viii) All dwellings are to have access to a private, useable, functional area of open space directly accessible from the main living area.
- ix) Private open space of apartments at ground level, or similar space on a structure, (such as on a podium over a car park), is to have a minimum area of 25m², and a minimum dimension in one direction of 4 metres.

Refer to 4.3.1 and 4.4.3 for more details on *visual privacy* and *balcony design*.



A central courtyard with mature trees, lawn and a swimming pool provides a pleasant micro-climate from surrounding apartments in a dense environment.

4.1.5 Planting on Structures

Landscaping on top of basement car parks, on podiums and on roofs can make a significant contribution to the amenity of the building, and particularly for the dwellings that overlook these spaces as they soften expanses of hard surfaces. The plants in these areas are grown in containment with artificial soils, drainage and irrigation, however good design of planting areas can result in healthy plant growth.

Objectives

- To contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards.
- To encourage the establishment and healthy growth of trees in the ~~town~~ centre.
- To provide screening between private, communal and public spaces.

Performance Criteria

- Plant growth is to be optimised by:
 - providing soil depth, volume and area appropriate to the size of the plants selected,
 - providing appropriate soil conditions and irrigation methods
 - providing appropriate drainage.
- Planters are to be suitable for plant selection and achievement of maximum mature plant growth
- Planters are to accommodate the largest volume of soil possible [minimum soil depths will vary depending on the size of the plant - refer to iv. below]
- Minimum soil depths are to be increased in accordance with:
 - the mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass
 - the level of landscape management, including frequency of irrigation, anchorage requirements of large and medium trees, soil type and quality.
- Minimum soil depths are to be provided as follows:

Plant size	Minimum soil requirements
Large trees (16 metre canopy diameter at maturity)	Volume - 150 cubic metres Depth - 1.3 metres Area - 10 x 10m (or equivalent)
Medium trees (8 metre canopy diameter at maturity)	Volume - 35 cubic metres Depth - 1 metre
Shrubs	Depth - 500-600mm
Ground Cover	Depth - 300-450mm
Turf	Depth - 100-300mm

Note: Any subsurface drainage systems are in addition to the minimum depths above.



Sculptural planters provide adequate depth for small trees and visually enhance the design of adjacent spaces.



Shade trees and planters enclose a small courtyard and provide intimacy within a larger communal open space.

4.1.6 Heritage

Heritage buildings, spaces, streets and items link people with their past, and contribute to the identity of an area. These are to be retained and reinforced, as far as possible. Heritage items may have scientific, aesthetic, historic or social/cultural significance or a combination of these. There are 3 heritage items within the town centre: Dudley's Corner, Maroubra Junction Hotel and 817 Anzac Parade.

The scale and proportion of development in the vicinity of heritage items should consider the context and heritage significance of relevant heritage items.

Objective

- To retain and enhance heritage buildings and items, older items and places of significant character in the local area.

Controls

- Development of or in proximity to a heritage item shall comply with the requirements of Section B2: Heritage
- Developments within proximity of heritage items are to be appropriate in scale, proportion and materials to these items and their context.
- Developments near heritage items are to reflect and relate to, but not replicate or reproduce the heritage item.

4.2 Site Access

4.2.1 Parking

Accommodating parking on site, has a significant impact on the site layout, landscape design, deep soil zones and stormwater management. Parking provision should also be considered in relation to the local context. The location of public transport facilities, services and recreational facilities within walking or cycling distance may reduce the need for parking spaces.

Objectives

- To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport- public transport, bicycling, and walking.
- To provide adequate car parking for the building's users and visitors.
- To integrate the location and design of car parking with the design of the site and the building.

Controls

- Car parking provision is to be in accordance with Section B7: Traffic, Parking and Access.
- Parking is to be accommodated underground where possible.



Dudley's Corner



Maroubra Junction Hotel



Where on-grade car parking is necessary, its impact can be reduced by quality paving and landscaping between smaller groups of car spaces.

- iii) Basement and sub-basement car parking areas are not to be located on the primary street frontage as indicated in the section diagram (below right).
- iv) Basement and sub-basement car parking areas are to have natural ventilation where possible.
- v) Ventilation grilles or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development.
- vi) Safe and secure access is to be provided for building users, including direct access to residential apartments.
- vii) A logical and efficient structural grid is to be provided. There may be a larger floor area for basement car parking than for upper floors above ground.
- viii) Where above ground enclosed parking cannot be avoided, the car park (including vehicle entries) must be integrated into the overall facade design of the building. The car park must not be located on the street frontage.
- ix) Sub-basement car parking is to be not more than 1.2m above existing ground level.
- x) Podiums above basement or sub basement car parks are to be landscaped as private or communal open space.
- xi) The impact of on-grade car parking is to be minimised by:
 - locating parking on the side or rear of the lot away from street frontage
 - screening cars from view of streets and buildings;
 - allowing for safe and direct access to building entry points;
 - incorporating car parking into the landscape design of the site (considerations include: vegetation between parking bays to ameliorate views, selection of paving material and screening from communal and private open space areas).



Locating above-ground car parking to the rear of the site behind commercial and retail uses is a good way of screening it from the main road.

4.2.2 Pedestrian Access

Design for pedestrians focuses on delivering high quality, safe and pleasant walking environments. It is person-centred rather than vehicle-centred. Pedestrian access should also provide a barrier-free environment where all people who live in and visit the development can enjoy the public domain, and can access apartments and communal use areas.

Objectives

- To promote development which is well connected to the street and contributes to the accessibility of the public domain.
- To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their apartment and use communal areas via minimum grade ramps, paths, accessways or lifts.



A safe pedestrian pathway mediates between private building entries and on-grade car parking.

Controls

- i) High quality safe and accessible routes are to be provided to public and semi-public areas of the building and the site, including shopfronts, major entries, lobbies, communal open spaces, site facilities, parking areas, public streets and internal roads.
- ii) Equity is to be promoted by:
 - ensuring that the main building entrance for apartments is accessible for all from the street and from car parking areas.
 - integrating ramps into the overall building and landscape design.
- iii) Ground floor apartments are to be designed to be accessible from the street, where possible.
- iv) The number of accessible and adaptable apartments in a building is to be maximised.
- v) Pedestrian accessways and vehicle accessways are to be separate and clearly distinguishable.
- vi) The provision of public through-site pedestrian accessways is to be considered in large development sites.
- vii) Pedestrian access from the street and car parking area to the apartment entrance, are to be clearly identified on the DA plans.
- viii) The accessibility standard set out in Australian Standard AS 1428 (parts 1 and 2), is to be followed as a minimum.
- ix) Barrier-free access is to be provided to and within at least 1 in 15 dwellings in all development.

4.2.3 Vehicle Access

Vehicle access is the ability for cars, maintenance and service vehicles to access a development. The location, type and design of vehicle access points to a development will have significant impacts on the streetscape, the site layout and the building façade design. It is important that vehicle access is integrated with site planning from the earliest stages to balance any potential conflicts with streetscape requirements and traffic patterns and to minimise potential conflicts with pedestrians.

Objectives

- To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety.
- To encourage the active use of street frontages.

Controls

- i) Vehicular access is not permitted from Anzac Parade or Maroubra Road for new developments. Vehicular access to sites fronting these roads is to be provided from secondary



A safe pedestrian pathway mediates between private building entries and on-grade car parking.

streets or via 6m (minimum) wide rights-of-carriageways running parallel to their rear boundaries, where identified on the block-by-block diagrams.

- ii) Basement carpark access must comply with the requirements of B8: Water Management.
- iii) Potential pedestrian/vehicle conflict is to be minimised by:
 - limiting the width and number of vehicle access points (whilst complying with the relevant Australian Standards)
 - ensuring clear sight lines at pedestrian and vehicle crossings
 - utilising traffic calming devices
 - separating and clearly distinguishing between pedestrian and vehicular accessways.
- iv) Adequate separation distances are required between vehicular entries and street intersections.
- v) Active street frontages are to be optimised by consolidating vehicle access within sites under single body corporate ownership.
- vi) The appearance of car parking and service vehicle entries are to be improved by:
 - screening and locating garbage collection, loading and servicing areas away from the street
 - recessing car park entries from the main façade line;
 - avoiding black holes in the façade by providing security doors to car park entries;
 - where doors are not provided, ensuring that the visible interior of the car park is incorporated into the façade design and material selection and that building services pipes and ducts are concealed;
 - continuing the façade material into the car park entry recess for the extent visible from the street.
- vii) The width of driveways is to comply with the relevant Australian Standards.



This elevation treats the car park entry as part of the whole elevation. It narrows the width of the entry and defines an opening in proportion to the other facade elements.

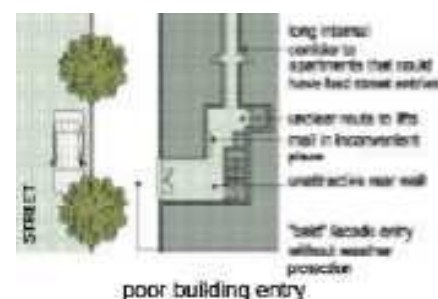
4.3 Site Amenity

4.3.1 Building Entry

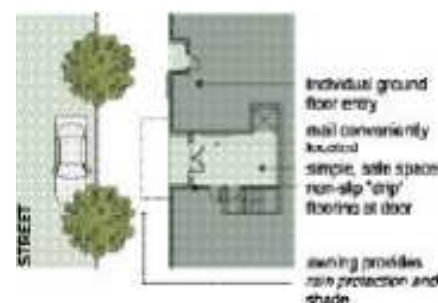
Entrances define the threshold between the public street and private areas within the building. They may lead into a common entry or directly into the private space of an apartment from the street. Building entries provide a public presence and should contribute to the identity of a residential development. Using multiple entries (a main entry plus individual entries to ground floor apartments) helps to create a human scale along the street.

Objectives

- To create entrances which are clearly identifiable and provide a desirable residential identity for the development.
- To orient the visitor.
- To contribute positively to the streetscape and building façade design.



poor building entry



well designed building entry

This diagram illustrates a contrast between undesirable practice (top) and better design practice (bottom) for entry and lobby design.

Controls

- i) Building entries are to be:
 - oriented to, and clearly visible from the street
 - convenient for pedestrians; and
 - a clearly identifiable element of the building in the street.
- ii) Building entries must be designed to provide equal access to all people.
- iii) Safe and secure access is to be provided by:
 - avoiding ambiguous spaces in entry areas;
 - providing a clear line of sight between one circulation space and the next;
 - providing sheltered, well lit and highly visible spaces for building entry and for the collection of mail.
- iv) Separate entries from the street are to be provided for:
 - pedestrians and cars;
 - different uses (for example, for residential and commercial users in a mixed-use development);
 - ground floor apartments.
- v) Entries, lifts and their associated circulation space are to be of an adequate size to allow movement of furniture between public and private spaces.

4.3.2 Visual Privacy

Visual privacy protects residents' ability to carry out functions within rooms and private open spaces without compromising views, outlook, ventilation and solar access or the functioning of these spaces. Visual privacy is influenced by topography, site configuration, the scale of the proposed development, apartment layout and the relationship to adjoining development.

Privacy is influenced by factors such as:

- the nature of activities in areas;
- the times and frequency of use of the spaces;
- occupants' ability to control overlooking with screening devices.

Objectives

- To provide reasonable levels of visual privacy externally and internally, during the day and at night.
- To maximise outlook and views from principal rooms and private open spaces without compromising visual privacy.

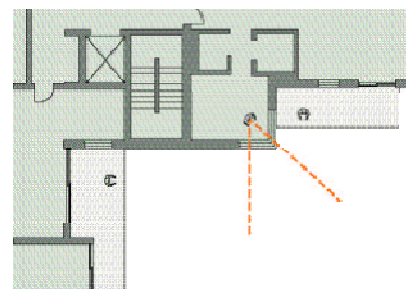
Controls

- i) New development is to be located and oriented to maximise visual privacy between buildings on site and adjacent buildings by providing adequate:
 - building separation (refer to 3.1.6); and
 - rear and site setbacks (refer to 3.1.8 and 3.1.9)
- ii) Building layouts are to be designed such that direct overlooking of rooms and private open spaces is minimised in apartments by:



Building elements provide privacy between spaces, pergolas limit overlooking, solid walls and sliding screens limit horizontal views.

- separating communal open space, common areas and access routes from windows of rooms, particularly habitable rooms;
 - changing the level between ground floor apartments (including their associated private open space), and the public domain or communal open space.
- iii) Building and site design are to increase privacy without compromising access to light and air through:
- offsetting windows of apartments in new development to windows in adjacent development;
 - recessing balconies and/or providing vertical fins between adjacent balconies;
 - using solid or semi-solid balustrades to balconies;
 - using louvres or screen panels to windows and/or balconies;
 - providing appropriate fencing;
 - providing landscape screening;
 - incorporating planter boxes into walls or balustrades to increase the visual separation between areas;
 - utilising pergolas or shading devices to limit overlooking of lower apartments or private open space.



Locating circulation cores at the internal corners of buildings can improve separation and privacy between apartments.

4.3.3 Safety and Security

The built environment has an impact on perceptions of safety and security, as well as on the actual opportunities for crime. Development should provide safe ground level entry and exit at all times of day and night, enable casual surveillance, clearly define public and private ownership, and control access to the building.

Objectives

- To ensure that residential flat developments are safe and secure for residents and visitors.
- To contribute to the safety of the public domain.

Controls

- i) The development boundary should clearly define public and private space through one or more of the following:
- a level change at the site and/or building threshold
 - signs
 - entry awnings
 - fences, walls and gates
 - change of material in paving between the street and the development.
- ii) Casual surveillance opportunities should be provided by:
- orienting living areas with views over public or communal open spaces
 - providing clear lines of sight between building entrances, foyers and the street
 - using bay windows and balconies, which protrude beyond the building line and enable a wider angle of vision to the street
 - using corner windows, which provide oblique views of the street

- providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.
- iii) Opportunities for concealment are to be minimised by:
 - avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor car parks, along corridors and walkways
 - providing well-lit routes throughout the development
 - providing appropriate levels of illumination for all common areas
 - providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.
- iv) Access to the development is to be controlled by:
 - making apartments inaccessible from the balconies, roofs and windows of neighbouring buildings
 - separating the residential car parking component from any other building use
 - providing direct access from car parks to apartment lobbies for residents
 - providing separate access for residents in mixed use buildings
 - controlling car park access from public and common areas.
- v) A formal crime risk assessment, consistent with the (DIPNR) Crime Prevention and the Assessment of Development Applications guidelines, is to be carried out for all residential developments of 20 or more new dwellings.

4.4 Building Configuration

4.4.1 Apartment Layout

The internal layout of an apartment establishes the uses of rooms, circulation between rooms, and the degrees of privacy for each room. In addition, the layout directly influences the quality of residential amenity, such as access to daylight and natural ventilation, and the assurance of acoustic and visual privacy. The apartment layout also includes private open space.

Objectives

- To ensure that apartment layouts are efficient and provide high standards of residential amenity.
- To maximise the environmental performance of apartments.

Controls

- i) The following minimum sizes (internal area) of apartments are to be complied with:

Apartment size	Minimum area
- studio apartment	40m ²
- 1 bedroom apartment	50m ²
- 2 bedroom apartment	80m ²
- 3 bedroom apartment	125m ²
For each additional bedroom above 3 bedrooms, an additional 20m ² is required.	

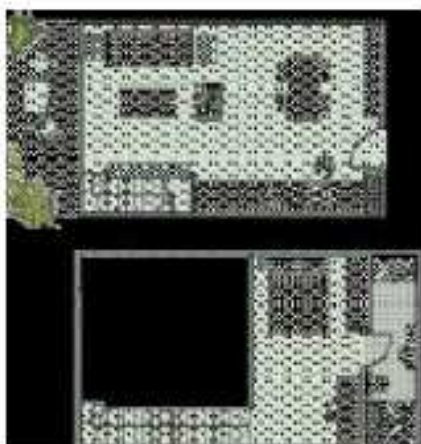
- ii) Single-aspect apartments are to have a maximum depth of 8 metres.
- iii) The back of a kitchen should be no more than eight metres from a window.
- iv) The width of cross-over or cross-through apartments over 15 metres deep is to be 4 metres or greater to avoid deep narrow apartment layouts.
- v) Apartment layouts must be designed to
 - provide appropriate room size for their use
 - accommodate a variety of furniture arrangements
 - provide for a range of activities and privacy levels between different spaces within the apartment
 - incorporate flexible room sizes and proportions or open plans
 - provide adequate window locations and sizes appropriate for their use
 - ensure circulation by stairs, corridors and through rooms is planned as efficiently as possible thereby increasing the amount of floor space in rooms.
- vi) Apartment layouts are to be designed to respond to the natural environment and optimise site opportunities by:
 - locating the primary private open space (eg. balcony, terrace, courtyard or garden) adjacent to the main living area
 - orienting main living spaces toward the primary outlook and aspect and away from neighbouring noise sources or windows
 - locating habitable rooms, and where possible kitchens and bathrooms, on the external face of the buildings thereby maximising the number of rooms with windows
 - maximising opportunities to facilitate natural ventilation and to maximise natural daylight, for example by providing:
 - corner apartments
 - cross-over or cross-through apartments
 - split-level or maisonette apartments
 - shallow, single-aspect apartments

Examples of different apartment configurations

Note: Apartment configuration is to be designed in response to the attributes of the site identified in the site analysis diagram (such as orientation, winds, relationship to adjoining development).



One bedroom single aspect apartment



One bedroom maisonette/loft apartment



Two bedroom cross through apartment



Two bedroom corner apartment

4.4.2 Apartment Mix

A mix of apartment types provides housing choice and supports equitable housing access. By accommodating a range of household types, a mix of apartments can ensure apartment buildings support the needs of society now and in the future. This is particularly important because apartment buildings form a significant and often permanent part of the urban environment.

Objectives

- To provide a diversity of apartments types, which cater for different household requirements now and in the future.
- To maintain equitable access to new housing by cultural and socio-economic groups.

Controls

- A mix of studio, one, two, and three or more bedroom apartments is to be provided.
- The number of accessible and adaptable apartments is to be optimised to cater for a wider range of occupants.
- The possibility of flexible apartment configurations is to be investigated, which supports change in the future.

4.4.3 Balconies

Balconies are outdoor rooms, which enhance the amenity and lifestyle choices of apartment residents. They provide private open space, extend the living spaces of the apartment and capitalise on the temperate climate. Balconies are also important architectural elements, contributing to the form and articulation of apartment buildings.

Objectives

- To provide all apartments with private open space.
- To ensure balconies are functional, responsive to the environment, and promote outdoor living for apartment residents.
- To ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings.
- To contribute to the safety and liveliness of the street by allowing for casual overlooking and address.

Controls

- Each apartment is to have at least one primary balcony.
- Primary balconies are to have a minimum depth of 2.5 metres
- The minimum area of primary balconies is to be as follows:

apartment type	min area of primary balcony
studio and 1 bedroom	6m ²
2 and 3 bedrooms	10m ²
4 or more bedrooms	15m ²

- Primary balconies are to be:



Balconies allow for privacy while at the same time giving a view and surveillance over the street they face.



Ensure that balconies have enough depth to accommodate a table and chairs

- located adjacent to the main living areas (such as living room, dining room, kitchen) to extend the living space; and
 - sufficiently large and well proportioned to be functional and promote indoor/ outdoor living (a dining table and two to four chairs should fit on the majority of balconies in any development. Consideration should be given to supplying a tap and gas point).
- v) Additional amenity and choice is to be provided in the following situations, via secondary balconies (including Juliet balconies or operable walls with balustrades):
- in larger apartments
 - adjacent to bedrooms.
- vi) Balconies are to be detailed and designed in response to the local climate and site context. This may be achieved by:
- locating balconies facing predominantly north, east or west to provide solar access
 - utilising sun screens, pergolas, shutters and operable walls to control sunlight and wind
 - providing balconies with moveable screens, Juliet balconies or sliding doors with a balustrade in locations where noise or high winds prohibit other solutions (such as on busy roads or in tower buildings);
 - the use of cantilevered, partially cantilevered and/or recessed balconies in response to daylight, wind, acoustic privacy and visual privacy
 - ensuring that balconies do not prevent sunlight entering apartments adjacent or below.
- vii) Balustrades are to be designed to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include: detailing balustrades using a proportion of solid to transparent materials to address privacy, sight lines from the street, public domain or adjacent development (note: full glass balustrades do not provide privacy for the balcony or apartment interior, especially at night and are to be avoided).



The detailed design of these partially solid balustrades, sun shades and privacy screens contribute to the overall facade composition of the building.

4.4.4 Ceiling Heights

Ceiling heights are measured from finished floor to finished ceiling level. Well designed and appropriately defined ceilings ensure quality residential amenity and create spatial interest.

Objectives

- To increase the sense of space in apartments and provide well proportioned rooms.
- To promote the penetration of daylight into the depths of the apartment.
- To contribute to flexibility of use.
- To achieve quality interior spaces while considering the external building form requirements.

Controls

- i) All development must comply with the following minimum floor to ceiling levels:



Variation in height of different floors adds to the articulation/ visual quality of the building.

Floor	Minimum Ceiling Height
Ground	3.6m
First floor	3.3m *
All floors above first floor	2.7m

* to allow flexibility for this floor to be commercial/retail or residential

- ii) Ceilings are to:
 - enable better proportioned rooms (for example, smaller rooms often feel larger and more spacious when ceilings are higher)
 - maximise heights in habitable rooms by stacking wet areas from floor to floor (ensuring that services and their bulkheads are located above bathroom and storage areas rather than habitable spaces)
 - reduce reliance on air conditioning by promoting the use of ceiling fans for cooling and heating distribution.
- iii) Better access to natural light is to be facilitated by using ceiling heights which
 - promote the use of taller windows, highlight windows and fan lights (this is particularly important for apartments with limited light access, such as ground floor units and apartments with deep floor plans)
 - enhance the effectiveness of light shelves in providing daylight into deep interiors.
- iv) Ceiling heights are to be designed to promote building flexibility over time for a range of other uses, including retail or commercial, where appropriate.
- v) Double height spaces with mezzanines are to be counted as two storeys.



The double height spatially unifies two floor levels, creating a pleasant well-lit living area.

4.4.5 Corner Buildings

Buildings on the corner of two streets/roads are identified as 'corner buildings'. Corner buildings are highly visible because of their location, with address and visibility from two streets.

Objective

- To ensure that corner buildings, are well designed and respond to the different characteristics of the streets they address.

Controls Performance Criteria

- i) Buildings are to align and reflect the corner conditions. This is to:
 - accentuate the topography
 - clarify the street hierarchy; and
 - reinforce the spatial relationships.
- ii) Corner buildings are to reflect the architecture, hierarchy and characteristics of the streets they address.



This corner building owing to its alignment to both streets, helps pedestrians to place themselves relative to the two roads it addresses.

4.4.6 Flexibility

Flexible apartment design ensures that buildings can accommodate a wider range of inhabitants and their changing lifestyle needs, such as:

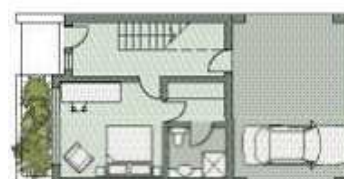
- changes in household structure (single, couple, family, extended family)
- home/office arrangements;
- changing mobility and access needs, including those of the elderly or young children in prams; and
- future changes in use such as a change from residential floors to commercial office space.

Objectives

- To encourage housing designs which meet a broad range of needs.
- To promote buildings which can be adapted to accommodate whole or partial changes of use over time.
- To encourage adaptive re-use.
- To save the embodied energy expended in building demolition.

Controls

- i) Building configurations are to utilise multiple entries and circulation cores, especially in larger buildings over 15 metres in length.
- ii) Buildings are to be designed to accommodate future change in building use or configuration by incorporating:
 - slim building cross sections (suitable for both residential and commercial uses a mix of apartment types;
 - separate entries for the ground floor level and the upper levels;- aligning structural walls, columns and services cores throughout the building
 - knock-out panels between apartments to allow two adjacent apartments to be amalgamated; and
 - minimising internal structural walls.
- iii) Apartment layouts are to be designed to accommodate flexibility in room use through:
 - adequate room sizes or open-plan apartments, which provide a variety of furniture layout opportunities
 - dual master-bedroom apartments, which can support two independent adults living together or a live/work situation
 - incorporate flexible room sizes.
- iv) A minimum of 10% of all ground floor apartments are to comply with AS4299-1995 Adaptable House Class A.
- v) A minimum of 10% of all ground floor apartments are to comply with AS4299-1995 Adaptable House Class C.
- vi) All commercial/retail components of mixed use buildings are to comply with Australian Standards AS1428-2001.



The layout on the ground floor of this 2-storey apartment facilitates a variety of uses:

- 1. Small business**
- 2. Third bedroom**
- 3. Shared housing for independent adults**
- 4. Housing for an elderly parent**

4.4.7 Ground Floor Apartments

Ground floor apartments offer the potential for direct access from the street and private open space areas. They provide opportunities for the apartment building and its landscaping to create a pedestrian scale at street level. Ground floor apartments that address the street with individual entries increase pedestrian activity and street surveillance. Ground floor apartments also support housing choice by providing access for elderly and/or disabled people, and are suitable for families with small children. Ground floor apartments extend the lifestyle choices available in apartment buildings by facilitating activities, such as gardening, play and pet ownership.

Objectives

- To contribute to the desired streetscape of an area and to create active safe streets.
- To increase the housing and lifestyle choices available in apartment buildings.

Controls

- Housing choice is to be promoted by
 - maximising the number of accessible apartments on the ground floor
 - designing ground floor apartments to accommodate a change of use, such as a corner shop or home office accessible from the street.
- Where no front setback is required, privacy and safety of ground floor units is to be ensured by
 - stepping up the ground floor from the level of the footpath (to a maximum of 1.2 metres)
 - designing balustrades and window sill heights to minimise sight lines into apartments
 - ensuring safety bars or screens are integrated into the overall building design and detailing.
- Solar access to ground floor units is to be increased by:
 - providing higher ceilings and taller windows; and
 - use of deciduous trees and shrubs which allow solar access in winter and shade in summer.
- Ground floor apartments are to have direct access to private open space, preferably a terrace or garden, which should contribute to the character of the street while maintaining adequate privacy for apartment occupants.

4.4.8 Home Offices

A home office is a small work place forming part of a dwelling, with no traffic or parking implications, and no interference with the amenity of the neighbourhood.

Objectives

- To promote economic growth and diversity within the town centre.



The use of multiple lift/stair cores creates more entries on the street and helps articulate a long building facade.



Street level picket fencing with planting provides screening to car park ventilation louvres.

- To promote transport initiatives by reducing travel time and cost, creating a cleaner environment.
- To promote an active and safe neighbourhood, and casual surveillance of the street.
- To improve personal and property security.
- To promote a diverse workforce in terms of age and mobility.

Controls

- i) Home offices are to have no traffic or parking implications on the neighbourhood/street.
- ii) Home offices are to minimise conflict with domestic activities.
- iii) Home offices are to have the flexibility of being able to convert to become part of the residence.
- iv) Home offices are to have a clearly identifiable area, ideally designed to be able to be closed-off from the rest of the dwelling for purposes of safety, security and privacy.
- v) The work activity is not to interfere with the amenity of the neighbourhood by reason of emission of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste, water, waste products, grit, oil, or otherwise.
- vi) Home offices are to have:- adequate storage areas,
 - a mailbox suitable for business mail
 - any special utility services needed (eg separate power metering)
- vii) Home offices are not to display any goods in a window.
- viii) Home offices are not to exhibit any notice, advertisement or sign, other than a notice, sign or advertisement exhibited on the dwelling house or dwelling to indicate the name and occupation only of the resident.

4.4.9 Internal Circulation

Lobbies, stairs, lifts and corridors make up the common circulation spaces within a building. Important design considerations include safety, amenity and choice of materials for durability and low maintenance.

Objectives

- To create safe and pleasant spaces for the circulation of people and their personal possessions.
- To facilitate quality apartment layouts, such as dual aspect apartments.
- To contribute positively to the form and articulation of the building façade and its relationship to the urban environment.
- To encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety.

Controls

- i) Optimise safety and security by grouping apartments to a maximum of ten (10) around a common lobby. Council may consider a variation in the maximum number of apartments per floor where the Applicant can demonstrate that a high level of amenity of the common lobby, corridors and apartments is achieved (for example through light wells).
- ii) Where apartments are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor is to be limited to eight.
- iii) Amenity and safety in circulation spaces is to be increased by:
 - providing generous corridor widths and ceiling heights, particularly in lobbies, outside lifts and apartment entry doors
 - providing appropriate levels of lighting, including the use of natural daylight, where possible
 - minimising corridor lengths to give short, clear sight lines
 - avoiding tight corners
 - providing adequate ventilation.
- iv) Building layouts are to utilise multiple cores to
 - increase the number of entries along a street
 - increase the number of vertical circulation points
 - give more articulation to the façade
 - limit the number of units off a circulation core on a single level.
- v) Longer corridors are to be articulated by
 - changing the direction or width of a corridor
 - utilising a series of foyer areas
 - providing windows along or at the end of a corridor.
- vi) Durable, low maintenance materials are to be used in common circulation areas. Details of proposed materials are to be provided on DA plans and in the Statement of Environmental Effects.



Conventional practice locates single aspect units along a double loaded corridor.



Better practice uses multiple cores to support more dual aspect apartments with better daylight access and cross-ventilation.

4.4.10 Storage

Providing adequate and useable storage space is particularly important in residential developments where dwelling size and configuration is constrained. Storage is calculated on an individual apartment basis, proportional to the size of the apartment.

Objectives

- To provide adequate storage for everyday household items within easy access of the apartment.
- To provide storage for sporting, leisure, fitness and hobby equipment.

Controls

- i) Storage is to be located conveniently for apartments.

- ii) At least 50% of the required storage within each apartment is to be accessible from either the hall or living area. Storage within apartments is best provided as cupboards accessible from entries and hallways and/or from under internal stairs.
- iii) Dedicated storage rooms may be provided on each floor within the development, which can be leased by residents as required.
- iv) Storage can be provided in dedicated and/or leasable storage in internal or basement car parks. Where this is provided, it must be contained in fire-safe compartments and must comply with fire regulations.
- v) Storage is to be provided to accommodate larger items such as surfing and skiing equipment, bicycles, etc.
- vi) Storage which is provided separate from the apartments is to be safe and secure for individual use.
- vii) Where basement storage is provided, it must not compromise natural ventilation in car parks.
- viii) Additional storage may be provided in smaller apartments in the form of built-in cupboards to promote a more efficient use of small spaces. Details are to be shown on DA plans.
- ix) In addition to kitchen cupboards and bedroom wardrobes, accessible storage facilities are to be provided at the following rates as a minimum requirement:

Apartment Size	Accessible storage
Studio apartments	6m ³
One-bedroom apartments	8m ³
Two bedroom apartments	10m ³
Three plus bedroom apartments	12m ³

The above minimum storage areas shall be excluded from apartment size calculations.

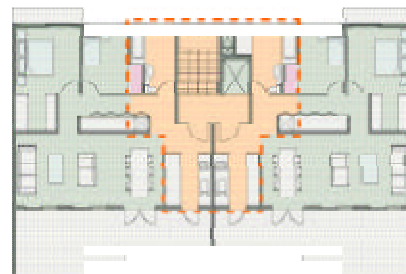
- x) Storage spaces are to have a minimum height of 1.5m.

4.5.1 Acoustic Privacy

Acoustic privacy is a measure of sound insulation between apartments and between external and internal spaces. Acoustic privacy is important for the amenity of apartments in multi unit housing and mixed use developments. Designing for acoustic privacy relates to the location and separation of buildings and the arrangement of apartments and internal spaces within apartments.

Objective

- To ensure a high level of amenity by protecting the privacy of occupants of residential flat buildings, both within the apartments and in private open spaces.



This apartment layout locates living spaces away from noise sources such as the lift and stairs. Quiet bedrooms are also located separate from main living areas.

Controls

- i) All residential buildings are to be constructed so as to achieve the following internal acoustic amenity criteria, when tested in accordance with Australian Standard AS2107: 2000;
 - In naturally ventilated residential units; the repeatable maximum LAeq (1hour) should not exceed:
 - 35 dB(A) between 10.00 pm and 7.00 am in sleeping areas when the windows are closed;
 - 45 dB(A) in sleeping areas when windows are open (24 hours);
 - 5 dB(A) in living areas (24 hours) when the windows are closed, and
 - 55 dB(A) in living areas (24 hours) when the windows are open
- ii) Where natural ventilation cannot be achieved, in residential units provided with mechanical ventilation, air conditioning or other complying means of ventilation (in accordance with the ventilation requirements of the Building Code Of Australia), when doors and windows are shut, the repeatable maximum LAeq (1hour) should not exceed:
 - 38 dB(A) between 10.00 pm and 7.00 am in sleeping areas;
 - 46 dB(A) in living areas (24 hours);
 - 45 dB(A) in sleeping areas between 7.00 am and 10.00 pm
- iii) A noise and vibration assessment report, prepared by an appropriately qualified professional, is to be submitted with development applications, addressing appropriate measures to minimise potential noise and vibration impacts for any proposed development.

This assessment is to:

- be prepared having regard to the NSW Environmental Protection Authority's Industrial Noise Policy, Chapter 174 of the NSW Environmental Protection Authority's Noise Control Manual and relevant Australian Standards;
 - incorporate external noise sources (such as traffic, plant & equipment) and internal noise sources (such as mechanical ventilation);
 - specify if the findings and recommendations can be achieved and detail the measures needed to achieve the required acoustic environment.
- iv) The site and building layout are to maximise acoustic privacy by providing adequate building separation within the development and from neighbouring buildings (refer 3.1.6: Building Separation).
 - v) Developments are to be designed to minimise noise transition between apartments by:
 - locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms next to living rooms, bedrooms with bedrooms
 - locating bedrooms away from busy roads and other noise sources
 - using storage or circulation zones within the apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas

- minimising the amount of party (shared) walls with other apartments.
- vi) Noise transmission is to be reduced from common corridors or outside the building by providing seals at entry doors.
- vii) Conflicts between noise, outlook and views are to be resolved using design measures such as double glazing and operable screening.
- viii) Comply with BCA requirements for acoustic control of airborne noise and impact of noise between apartments.

4.5.2 Daylight Access

Daylight access refers to natural light as well as direct sunlight. It changes with the time of day, season, and weather conditions. Within an apartment, access to natural light reduces reliance on artificial light, improving energy efficiency and residential amenity.

Objectives

- To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential flat development.
- To provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours.
- To provide residents with the ability to adjust the quantity of daylight to suit their needs.

Guidelines

- i) The building configuration is to optimise northern aspect to new residential apartments where possible.
- ii) Communal open spaces are to receive sunlight between March and September and appropriate shading is to be provided in summer.
- iii) Habitable rooms and private open spaces are to be designed to maximise daylight access, particularly in winter.
- iv) Living rooms and private open spaces for at least 70 percent of apartments in a development are to receive a minimum of three hours direct sunlight between 9 am and 3 pm in mid-winter, unless existing overshadowing prevents this.
- v) Skylights, clerestory windows and fanlights are to be used to supplement daylight access.
- vi) Where daylight access is limited (eg due to orientation or adjoining development), two-storey and mezzanine apartments are encouraged to facilitate daylight access to living rooms and private open spaces.
- vii) The depth of single aspect apartments is to be limited to 8 metres.

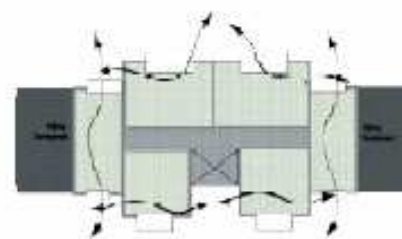


A combination of louvres provides shading for different times of the day.

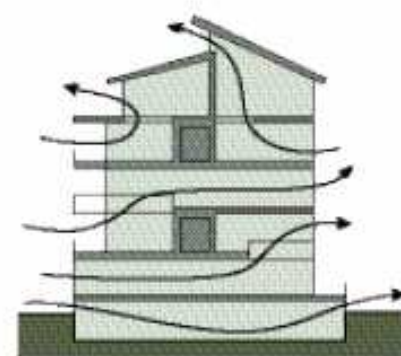


Sun shading is an integral component of the building form and facade design.

- viii) Living areas are to be located on the northern side, and service areas located on the southern and western sides of the development, as much as possible.
- ix) Single storey-single aspect apartments are to have a northerly or north-easterly aspect.
- x) The number of south-facing apartments is to be kept to a minimum. Single aspect apartments are not to be oriented to Anzac Parade or Maroubra Road.
- xi) Buildings are to be designed for shading and glare control, particularly in summer, by
 - using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting, particularly for north and western facing windows
 - using high performance glass (note: the use of reflective glass is not permitted).
- xii) Lightwells should not be used as a primary source of daylight to habitable rooms.
- xiii) Submit shadow diagrams in elevation and plan form prepared by a suitably qualified professional with each DA. Refer to Council's DA guide for details.



Corner apartments and dual aspect achieve effective natural ventilation.



Good cross-ventilation can be achieved with the following:
 1. Cross-over apartments
 2. Maisonette apartments
 3. Semi-basement car parks

4.5.3 Natural ventilation

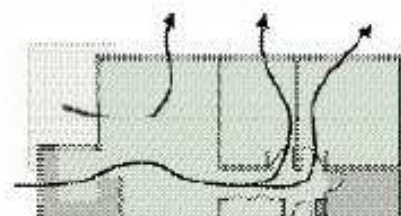
Natural ventilation is the circulation of sufficient volumes of fresh air through an apartment to create a comfortable indoor environment. Designing for natural ventilation exercises sustainable practice by responding to the local climate and by reducing or eliminating the need for mechanical ventilation. The building envelopes and block-by-block controls have been designed to encourage effective natural ventilation. Building orientation, apartment layout and external building facades are key elements in achieving optimal natural ventilation.

Objectives

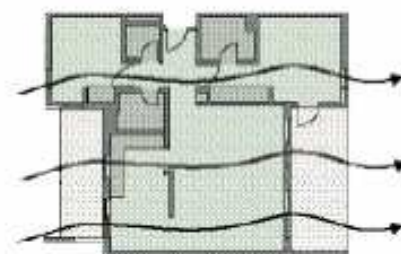
- To ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants.
- To provide natural ventilation in non-habitable rooms, where possible.
- To reduce energy consumption by minimising the use of mechanical ventilation, particularly air conditioning.

Controls

- i) Ensure that all apartments are single loaded or dual aspect, to allow the direct flow of air from one side of the apartment to the other.
- ii) Development is to utilise natural breezes by
 - determining prevailing breezes and orienting buildings to maximise use, where possible
 - locating vegetation to direct breezes and cool air as it flows across the site; and
 - selecting planting or trees that do not inhibit airflow.



Corner apartments draw cross ventilation through windows having different orientations. The above layout works well in upper floor apartments.



This layout allows for air flow directly from one side of the apartment to the other.

- iii) Building layout is to maximise the potential for natural ventilation through
 - dual aspect apartments (eg cross through apartments and corner apartments), which allow cross ventilation
 - apartment design which draws cool air in at lower levels and allow warm air to escape at higher levels (eg maisonette apartments and two-storey apartments).
- iv) The internal layout of apartments is to be designed to promote natural ventilation by:
 - minimising interruptions (such as corners and walls) to air flow through an apartment
 - grouping rooms with similar usage together, for example, keeping living spaces together and sleeping spaces together (allowing the apartment to be compartmentalised for efficient summer cooling or winter heating).
- v) Doors and operable windows are to maximise natural ventilation by:
 - locating small windows on the windward side and larger windows on the leeward side of the building (utilising air pressure to draw air through the apartment)
 - using higher level casement or sash windows, clerestory windows or operable fanlight windows (including above internal doors) to facilitate convective currents. This is particularly important in apartments with only one aspect; and
 - selecting windows which can be reconfigured to funnel breezes into the apartment, such as vertical louvred and casement windows.
- vi) Innovative technologies to naturally ventilate internal building areas or rooms such as bathrooms, laundries and underground car parks (eg using stack-effect ventilation or solar chimneys), are to be explored.
- vii) Council may consider some double-loaded apartments only if specific site conditions create design difficulties and the applicant can provide appropriate verification/evidence (from suitably qualified professional) that innovative technologies will be employed to achieve natural ventilation.

4.6 Building Form

4.6.1 Awnings and Signs

Awnings increase the amenity of public footpaths and protect pedestrians from sun and rain. They encourage pedestrian activity along streets and are an important part of the streetscape and building facade.

Signs are an important consideration in the design of buildings located in mixed-use areas. Signs should be compatible with the desired streetscape character, building scale and proportions, without obscuring or dominating important views. Signs should be considered at the design stage of the building and not as an after thought.

Objectives

- To provide shelter for public streets.

- To ensure signs are in keeping with desired streetscape character and with development scale, detail and overall design.

Controls

Awnings

- i) Awnings are to:
 - complement the height, depth and form of the desired character or existing pattern of awnings, and
 - provide sufficient protection from sun and rain.
- ii) New awnings are to follow the general alignment of existing awnings in the street and there must be a minimum clearance of 3.5m between the footpath and the underside of the awning.
- iii) Awnings must have a minimum setback of 600mm from the kerb.
- iv) Continuous awnings are to be provided in busy pedestrian areas.
- v) Awnings are to be located over building entries and should help identify the entry point.
- vi) Pedestrian safety is to be enhanced by providing under-awning lighting.

Signs

- i) Signs are to be integrated with the design of the development by responding to scale, proportions and architectural detailing.
- ii) Location and space for future signs is to be detailed on DA plans and elevations.
- iii) Signs are to provide clear direction for residents and visitors.
- iv) Signs on blinds are not permitted.
- v) All signs are to comply with State Environmental Planning Policy No 64 - Advertising and Signage and the Outdoor Advertising Section of the DCP

4.6.2 Facades and Articulation

Facades are the public face of buildings. Their architectural quality contributes to the character and design of the public domain. The composition and detailing of the building façade has an impact on its apparent scale as well as its appearance. The proportions of the façade, the placement and size of windows, the articulation and detailing of external walls, and materials used are all important considerations.

Objectives

- To promote high architectural quality in buildings.
- To ensure that new developments define and enhance the public domain and desired street character.

- To ensure that building elements are integrated into the overall building form and façade design.

Controls

- i) A satisfactory relationship between the building form and the façade, including building elements, is to be established.
- ii) Facades are to have an appropriate scale and proportion, which respond to building use and desired character by:
 - defining a base, middle and top related to the overall proportion of the building
 - emphasising the vertical elements
 - using cornices, a change in materials or building setback to articulate the façade
 - expressing the variation in floor to floor height, particularly at the lower levels
 - articulating building entries with awnings, porticos, recesses, blade walls and projecting bays
 - use of balcony types which respond to the street context, building orientation and residential amenity and to add visual depth to the façade
 - using a variety of window types to differentiate building uses
 - incorporating architectural features which give human scale to the design of the building at street level (such as porches, awnings, colonnades, pergolas and fences).
- iii) Important corners are to be expressed by giving visual prominence to parts of the façade (eg a change in building articulation, material or colour, roof expression or increased height).
- iv) Building services such as drainage pipes are to be coordinated and integrated, with the overall façade and balcony design.
- v) Security grilles/screens, ventilation louvres and car park entry doors are to be coordinated with the overall façade design.
- vi) Grilles and transparent security shutters are to have a minimum of 70% transparency. Solid shutters, screens or grilles are not permitted.



Rectilinear elements, clearly defined volumes and a change of materials create visual interest on this building facade.



The use of varying alignments on the facade and sunscreens has articulated the taller mass of this building.

4.6.3 Roof Design

The roof is an important architectural element for the overall composition of a building. The roof of a building may be visible from adjacent taller buildings, as well as in silhouette against the sky. Roof design should consider the context of surrounding development and should add interest to the building.

Objectives

- To provide quality roof designs, which contribute to the overall design and performance of mixed use and residential flat buildings.
- To integrate the design of the roof into the overall facade and composition of the building.

Controls

- i) Roof design is to be related to the desired built form. Design solutions include articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms.
- ii) The roof design, including any parapet, is to relate to the size and scale of the building, the building elevations and 3D building form.
- iii) Roofs, particularly on large buildings, are to be articulated to minimise apparent bulk.
- iv) Roof design is to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access.
- v) Roof design is to relate to the scale of the proposed development. 'Domestic' roof forms may not be appropriate on larger buildings.
- vi) Service elements (such as lift over-runs, service plants, telecommunications infrastructure, satellite dishes, and vent stacks) are to be incorporated into roof design to minimise visual impact.
- vii) Where roofs are used for open space, structures to provide shade and shelter from wind are to be incorporated into the design.
- viii) The use of the roof for sustainable functions is to be facilitated by:
 - allowing rainwater tanks for water conservation
 - orienting surfaces so they are suitable for photovoltaic panels/cells
 - allowing for future innovative design solutions, such as water features or green roofs.



This modern version of the attic contributes to a dynamic and vibrant roofscape at night time.

4.7 Ecologically sustainable development

4.7.1 Maintenance

Detailed design and material selection should support long-term maintenance of buildings. On-going maintenance ensures the longevity of quality architectural and landscape design, sustains and increases the value of property and minimises the life-cycle cost of a development to owners.

Objective

- To ensure long life and ease of maintenance for the development.

Controls

- i) Windows are to be designed to enable their cleaning from inside the building, where possible.

Refer also to the following sections in Part B of the DCP relating to sustainability:

B3: ESD

B4: Landscaping and biodiversity

B6: Recycling and waste Management

B8: Water Management

- ii) Manually operated systems, such as blinds, sunshades, pergolas and curtains are to be selected in preference to mechanical systems.
- iii) Building maintenance systems are to be incorporated and integrated into the design of the building form, roof and façade.
- iv) Durable materials, which are easily cleaned and are graffiti resistant, are to be selected.
- v) Appropriate landscape elements and vegetation are to be selected and appropriate irrigation systems are to be provided.
- vi) For developments with communal open space, a garden, maintenance and storage area are to be provided, which is efficient and convenient to use and is connected to water and drainage. Details are to be shown on DA plans.

Glossary

Acoustic privacy	a measure of sound insulation between dwellings and between external and internal spaces
Accessible housing	housing that is designed and built to accommodate the needs of occupants with mobility impairment (Australian Standard 1428: Design for Access & Mobility Series)
Adaptable housing	housing that is designed and built to accommodate future changes to suit occupants with mobility impairment or life cycle needs (Australian Standard 4299: Adaptable Housing)
Affordable Housing	housing for low to moderate income households. Affordable housing is usually required to be financially viable based on a ratio of housing costs to income.
Amenity	the 'liveability' or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is important in both the public and private domain and includes the enjoyment of sunlight, views, privacy and quiet.
Articulation	three dimensional modelling at the periphery of the building, including any changes in facade alignment, balconies, bay windows and sun shading devices
AS 1428	Australian Standard 1428: Design for Access and Mobility Series
AS 4299	Australian Standard 4299: Adaptable Housing
BCA	Building Code of Australia
Building Envelope	the area within which a building can be built, usually represented in plan and section.
Build to Line	a front setback expressed as a required distance from the street edge of the building envelope. In urban areas the build to line often corresponds to a zero front setback, to establish a consistent streetscape.
Building Line	the line formed by the main external face of the building, excluding any balcony or bay window projections
Building Height	is calculated as the distance measured vertically from the ground level taken from each point on the boundary of the site to the underside of the topmost floor
Core	vertical circulation (eg lift, stairs)
Cornice	decorative horizontal moulding at the top of a building which 'crowns' or finishes the external facade
Cross over apartments	apartments with two opposite aspects and with a change in level between one side of the building and the other
Cross through apartments	apartments on one level with two opposite aspects
Deck	an external platform, usually elevated, located alongside and accessible from an interior space and often made of timber
Depth or width	measured from inside face of wall to inside face of wall or from inside face of glass to inside face of glass
Double loaded corridor	corridor with apartments off both sides, generally associated with single aspect apartments
Dual aspect apartment	apartments which have at least two major external walls facing in different directions, including corner, cross over and cross through apartments

Façade	the external face of a building
Glass line	inside face of windows on the external walls of a building
Ground level	means the level of the site that existed at the appointed day
Habitable room	any room or area used for normal domestic activities, including living, dining, family, lounge, bedrooms, study, kitchen, sun room and play room
Indigenous plants or animals	a plant or animal species occurring at a place within its historically known natural range and forming part of the natural biological diversity of a place
Internal Courtyard	communal space at ground level or above a structure (eg. podium), formed by the building and enclosed
Juliet balcony	small projecting balcony, generally ornamental or only large enough for one person standing
Lightwell	a shaft for air or light, enclosed on all sides or which has the potential to be enclosed by future adjoining development, and either open to the sky or glazed
Maisonette apartment	a two-storey apartment, where the storeys are vertically stacked
Mezzanine	the second storey of an apartment, fully or partially open to a void (double height) space shared by both storeys
Non-habitable room	spaces of a specialised nature not occupied frequently or for extended periods, including bathrooms, toilets, pantries, walk-in wardrobes, corridors, lobbies, photographic dark rooms and clothes drying rooms
On-grade	on ground level (not on a building structure)
Open plan	apartment layouts where spaces are not divided into discrete rooms, but are open and connected to allow flexibility of use (typically living, dining, kitchen and study areas)
Operable screening device	sliding, folding or retractable elements on a building designed to provide shade, privacy, and protection from natural elements
Operable walls	internal walls which can be moved, for example by sliding, folding, or pivoting, to allow for different room configurations
Parapet	a horizontal low wall or barrier at the edge of a balcony or roof. Often taken to refer to the decorative element which establishes the street wall height of heritage buildings (see Cornice)
Perimeter block development	where buildings are generally aligned to the street, enclosing or partially enclosing an area in the middle of the block
Potable water	water which conforms to Australian Standards for drinking quality
Private Courtyard	private open space which may be on a structure (eg. podium, parking deck) or at ground level
SEPP	State Environmental Planning Policy
Silhouette	a building outline viewed against the sky

Contents

1	Preliminary	3
1.1	Purpose of this Section	3
1.2	Land Covered by this section of the DCP	3
1.3	Relationship to other Sections	4
1.4	How to Use this Section	4
2	Background & Urban Structure	5
2.1	Context	5
2.1.1	Region	5
2.1.2	Randwick City	5
2.1.3	Local	5
2.1.4	Matrville's People	6
2.1.5	Heritage	7
2.1.6	Pedestrian and Bicycle Amenity	7
2.1.7	Public Domain	7
2.1.8	Parks and Public Open Space	8
2.1.9	Public Transport	8
2.1.10	Traffic	8
2.1.11	Local Parking	8
2.1.12	Rear Lanes	9
2.2	Desired Future Character	11
3	Development Controls	12
3.1	Site Requirements/Amalgamation	12
3.2	Building envelopes	12
3.2.1	Footprints	13
3.2.2	Heights	14
3.2.3	Depth	15
3.2.4	Setbacks & Separation	16
3.2.5	Summary	18
3.3	Opportunity Locations	22
3.3.1	Supermarket	24
3.3.2	Pedestrian Connections	25
3.3.3	Gateway Development	25
3.3.4	Community Facility	26
3.3.5	Staged DA – St Agnes School	27
3.3.6	Staged DA – RSL Club	28
4	Building Design	29
4.1	Active Frontages	29
4.2	Awnings	30
4.3	Balconies	31
4.4	Facades	32
4.5	Materials and Finishes	34
4.6	Mobility and Access	34
4.7	Public Art	35
4.8	Roof Forms	36
5	Access	37
5.1	Parking	37
5.2	Vehicle Access	38

6	Dwelling Design	39
6.1	Apartment Mix.....	39
6.2	Apartment Size & Layout.....	40
6.3	Home Offices	41
6.4	Internal Circulation - Stairs, Lifts and Corridors	41
6.5	Storage	42
6.6	Clothes Drying	42
7	Amenity	43
7.1	Natural Daylight, Overshadowing and Solar Access.....	43
7.2	Natural Ventilation.....	44
7.3	Privacy - Acoustic	45
7.4	Privacy - Visual	47
7.5	Safety & Security	48
8	Site Design.....	49
8.1	Courtyard Gardens & Other Landscaped Open Space	49
8.2	Service and Utilities	50
	Definitions	51

1 Preliminary

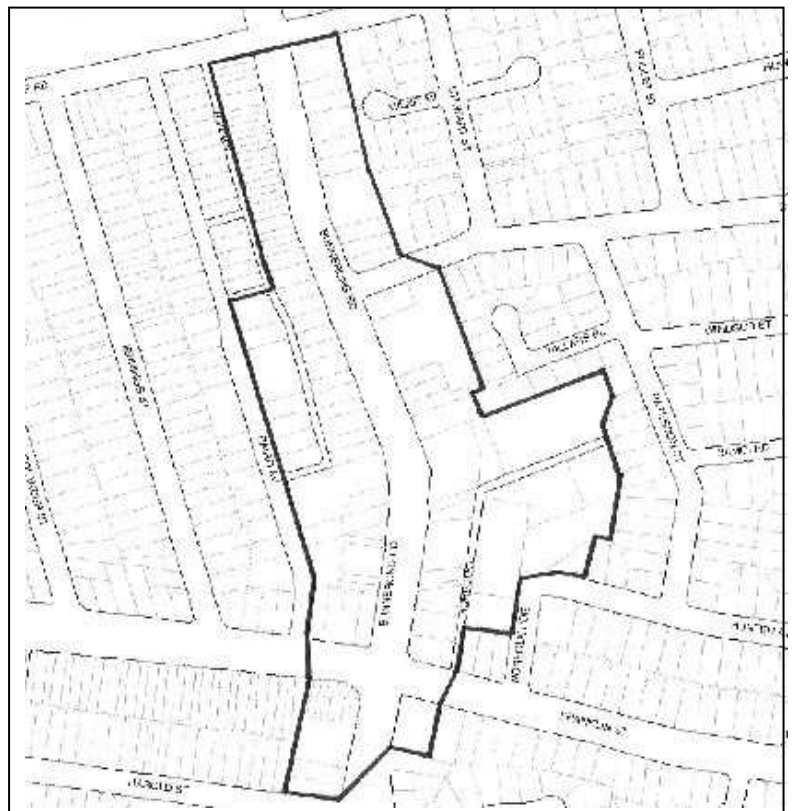
1.1 Purpose of this Section

This Section establishes planning and design objectives and **controls** ~~Performance Criteria~~ to guide and prescribe the built form and environmental amenity standards and requirements for the Matraville Centre by:

- Providing a clear vision
- Building on the town centre's strengths to achieve an identifiable local character
- Establishing controls designed to achieve active, safe and accessible public places, and visual and design quality in sustainable new development that provides an excellent quality of life
- Promoting innovation and creativity.

1.2 Land Covered by this section of the DCP

This Section of the DCP applies to all development within the Matraville Centre as identified by heavy black edging on Map 1 below. (note: map resolution to be improved for finalisation)



Map 1: **Matraverse Centre** ~~Application of this section~~

1.3 Relationship to other Sections

This Section forms part of an integrated hierarchy of planning controls.

This section of the DCP should be read in conjunction with:

- Part A - Introduction and Part B - General Controls; and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

To the extent that the provisions of this section are inconsistent with the provisions of the above, the provisions in this section shall prevail.

1.4 How to Use this Section

To use this Section, you should:

- Become familiar with the context and the desired future character for the Matraverse Centre;
- Develop an understanding of the existing ~~town~~ centre context by examining the background studies to this section, and undertaking a site analysis;
- Become familiar with the concept of Building Envelopes;
- Identify whether your site is an Opportunity Location; and
- Use the remaining sub-sections to guide the detailed resolution of your development proposal.

2 Background & Urban Structure

2.1 Context

2.1.1 Region

Matraville is located approximately 10km south-east of Sydney's CBD, bounded by its neighbours Maroubra to the north, Malabar and Chifley to the east, Phillip Bay to the south, Port Botany, Banksmeadow and Hillsdale to the west.

Matraville is a low density residential community just 5 kilometres from Sydney Airport, 1.5 kilometres from Port Botany, and 2 kilometres from the beaches of Maroubra, Malabar, and Phillip Bay. The town centre is close to major retail competitors, including Westfield Eastgardens, Southpoint Shopping Centre and Pacific Square at Maroubra Junction. All three shopping centres are located within a short drive from Matraville and offer a comprehensive shopping experience including department stores, supermarkets, specialty stores, services and entertainment.

Quality new development should assist Matraville Centre develop its own unique niche as a place to live, work, shop, do business, recreate, and socialise.

2.1.2 Randwick City

The suburb of Matraville is the sixth largest population centre in Randwick City. The scale of the town centre reflects and responds to higher order retail and commercial activities in Randwick, Maroubra Junction, Kingsford, Coogee and Kensington. All Randwick City's commercial centres allow for mixed use development.

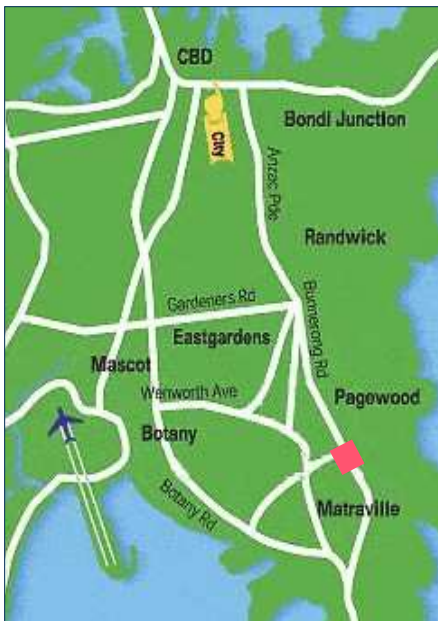
As a local neighbourhood centre, Matraville Centre's retail/business mix does not currently contain many of the key uses which could provide convenient, day to day shopping for residents e.g. a neighbourhood supermarket and/or fruit & vegetable grocer.

2.1.3 Local

Matraville's beginnings were small farms and market gardens, many of them worked by Chinese settlers following the gold rush era. The suburb is named after James Mario Matra, a midshipman on the Endeavour who has been credited by some as the first person to propose a permanent British colony in NSW. Matraville was gazetted as a postal area in 1911.

True residential growth began in 1917, when 72.5 acres of Crown land described as 'the waste sand hills beyond Daceyville', was gifted to returned soldiers from World War 1.

The Bunnerong Power Station was situated west of Botany Cemetery from 1929 and demolished only in recent years. In



1934, a new tramline to the power station helped to encourage residential and industrial growth. Australia's first bitumen and oil refinery 'Bitumen Oil Refineries (Australia) Limited' opened in Matraville in 1946, and traded under that name until 1963, when it became known as Boral Limited. Boral still operates as a significant local employer, along with the Port Botany facilities and industrial areas immediately south.

The Matraville Centre is located in Bunnerong Road between Beauchamp Road and Perry/Franklin Streets. Although current long-term residents of Matraville describe considerable change in the functions of the town centre during their life-times, it still remains the notional heart of a relatively low density and tight knit community.

2.1.4 Matraville's People

Matraville Centre is ideally located within walking distance of Heffron Park and close to beaches and a range of recreational facilities.

The suburb of Matraville had a population of 8690 at the 2001 Census, an increase of 580 persons from the 1991 Census. This represents the 6th largest population suburb in Randwick City. The majority of the growth in Matraville can be attributed to mixed use development in the town centre and a number of one-off townhouse developments.

The suburb is adjacent to Port Botany and includes a large light industrial employment area. The people living in Matraville are more likely to work in trades, clerical, production and transport than the Randwick City average.

Matraville has a higher proportion of young people under 19 and people aged over 40 years than the Randwick City average, and significantly fewer people in the 20-34 year age bracket than the Randwick City average. Two person households (28%) and one person (21%) are the most common household types in Matraville.

Of the people who live in Matraville, approximately 31.6% speak a language other than English at home - mainly Chinese (Cantonese and Mandarin), Greek, Italian and Spanish. This was slightly higher than the Randwick City average of 28.1%.

Matraville is primarily a low density residential environment with one of the lowest proportions of flats in Randwick City (14% of dwellings compared to 48% for Randwick City). Approximately half of all private dwellings in Matraville are detached houses, significantly higher than the Randwick City average (28%).

Matraville has a slightly higher proportion of dwellings that are fully owned than the Randwick City average and slightly more dwellings that are being purchased. Matraville residents move less frequently than other Randwick City residents and are more likely to be long term residents of the area. The emerging trend is that families with young children are moving into the area's larger single detached housing.



The number of people living in and around the town centre (approximately 29 persons per hectare) is also characteristic of the low density residential nature of this area and is lower than the Randwick City average. The area surrounding the centre is characterised by single detached dwelling houses. An estimated 500 people (approx) live within the commercial area, a density of approximately 54 persons/ hectare.

Active and vibrant centres comprise a mix of uses and residential development, which focus density within walking distance of public transport and the services provided in the town centre. Suburbs with vibrant centres, offering a range of local retail services include Leichhardt (population density of 49/ha), Newtown (population density of 77/ha) and Paddington (population density of 114/ha). Paddington also demonstrates that higher density does not necessarily equate to high rise buildings. Paddington's attached terraces achieve population densities similar to Raleigh Park, Kensington.

2.1.5 Heritage

RLEP identifies few Heritage Items in and around Matraville Centre, including three houses in Baird Ave and the Matraville Hotel at the intersection of Bunnerong Rd and Perry St.

A row of InterWar shops and residences (constructed in 1927 and known as Iresons Corner) on the western side of Bunnerong Road on the south west corner with Beauchamp Road was identified by the 1987 Randwick Heritage Study as one of the oldest buildings in the area. However, independent heritage assessment of the site has noted that the building does not demonstrate the level of significance to be considered as a heritage item.

2.1.6 Pedestrian and Bicycle Amenity

Pedestrian amenity is affected by: the speed and configuration of traffic along Bunnerong Road; the condition of footpaths; the location of pedestrian crossings; and the timing of walk indicators at crossings.

There are currently no dedicated cycling facilities in the centre, which would improve transport choice and general access within, to and from the centre.

There are opportunities for Council to progressively implement the Randwick Bicycle Plan and Public Domain Strategy, and to work with State Government Agencies to improve pedestrian amenity to create a more walkable and sustainable centre.

2.1.7 Public Domain

Other than intersections or private uses such as the Church, there are no readily identifiable public gathering places or places for public celebrations.

Footpath improvements have occurred on the western side of Bunnerong Road. Future improvements including upgrading the footpath on the eastern side, will be guided by the Public Domain Strategy and the Section 94A Contributions



Plan.



2.1.8 Parks and Public Open Space

Heffron Park, the largest recreational facility within Randwick City, is located north of the centre. It comprises a broad range of local and regional facilities including netball, rugby league, soccer fields and the Des Renford Aquatic Centre.

In addition to the sporting fields there is an extensive 4.2 kilometre cycle track. The park also provides opportunities for passive recreation such as walking, jogging, kite flying and ball games. There are only a few smaller parks in and around the town centre, including a pocket park in Baird Ave

2.1.9 Public Transport

Public transport is a significant presence in the Matraville street network. Because casual surveillance is a critical aspect of Crime Prevention Through Environmental Design (CPTED), active uses with extended trading hours are useful adjacent to bus stops. Opportunities exist to improve and promote public transport use in Matraville.

2.1.10 Traffic

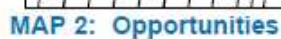
Matraville Centre is located on the north south spine of Bunnerong Road, a regional road connecting the northern and southern sections of Randwick City.

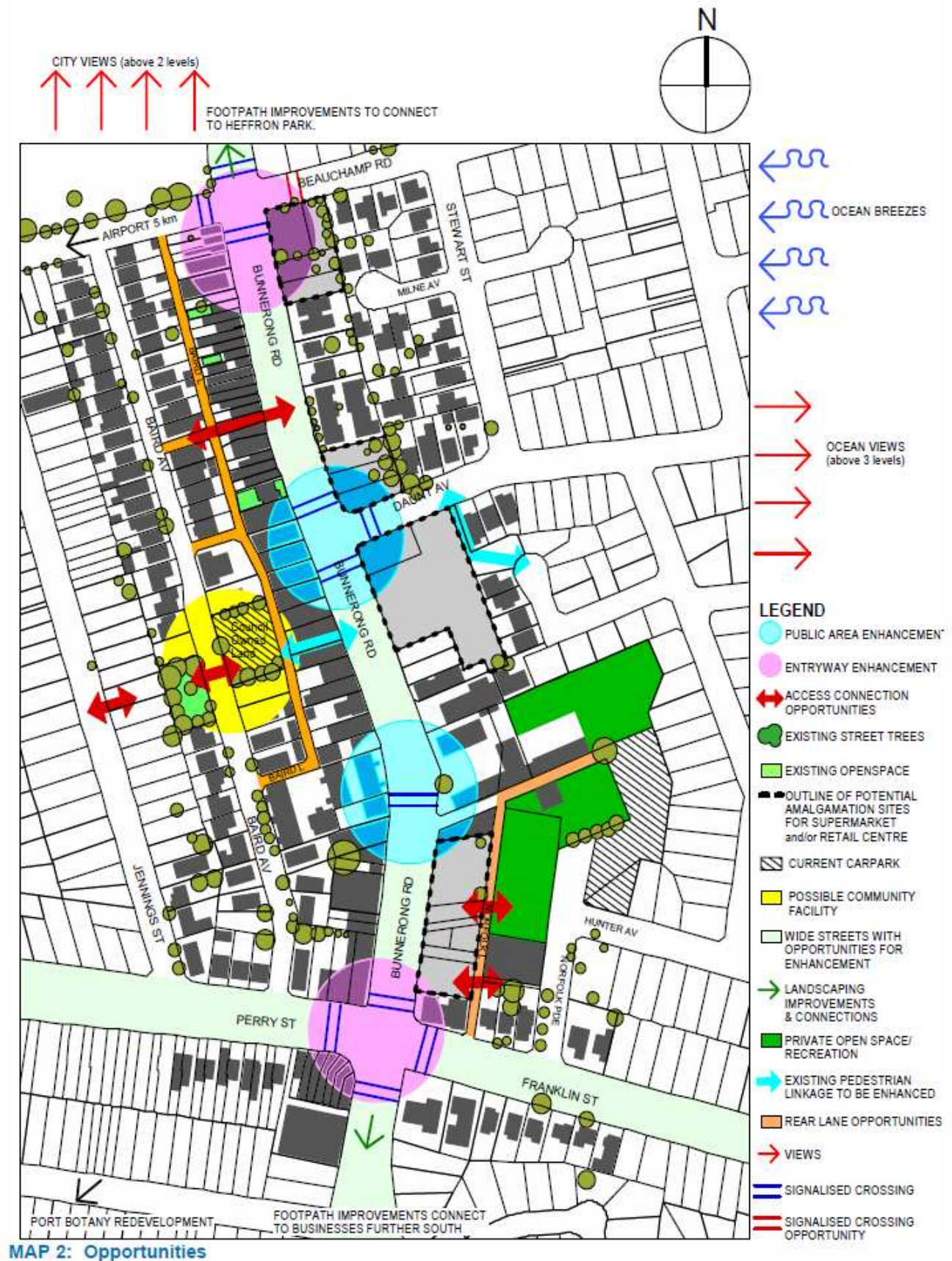
With 3 lanes of traffic in each direction, Bunnerong Road is a wide and daunting road to navigate as a pedestrian, despite carrying relatively low traffic volumes. Pedestrian crossings are located at the Beauchamp, Daunt and Perry intersections, and outside St Agnes Primary School.

A major portion of the road is limited to a 40 kilometre per hour speed limit (8.00am - 9.30am and 2.30pm - 4.00pm). This slow speed should be a positive factor for businesses in the centre. However, it is counteracted by the width of Bunnerong Road and the fact that on-street parking is disrupted by many driveways and 'No Standing' zones. There is an opportunity for Council to work with State Government agencies to slow the speed of traffic through the town centre in order to improve the local shopping and social environment.

2.1.11 Local Parking

The centre is currently serviced by a Council owned off-street carpark in Baird Ave, and a large carpark at the rear of the RSL Club. Neither carpark is connected to the centre by active or attractive pedestrian ways. Improving pedestrian connections and signage indicating the location and number of parking spaces available could assist better utilisation of these carparks. The Public Domain Strategy identifies a number of strategies for traffic and parking improvements. Providing on-site parking for all new development will assist traffic management in the town centre.





2.2 Desired Future Character



The Matraville Centre will evolve into a lively local village that is compact and pedestrian friendly, with plenty of choice in housing styles and affordability, great speciality shopping, and enjoyable walks to parks, sporting and outdoor play areas.

The built-form will be unified by consistency in building heights and setbacks from the street. New development will address the street and complement the scale and form of the town centre.



Quality architecture with an emphasis on environmental performance will ensure improved residential and commercial opportunities for the people of Matraville.

Contemporary new buildings will compliment older buildings and add uniquely artistic features that express Matraville's own special identity.

Landscaped areas integrated into outdoor dining, bus stops and seating, combined with landscaping in the public domain, will contribute to a pleasant environment with a distinctly urban feel, connecting the town centre with local places of interest including Heffron Park and the Shirley Crescent shops.



New landscaping, new lighting and signage, and better design will improve pedestrian walkways to and from existing carparks in the centre.

If site amalgamation results in sufficient site area, the development of a supermarket and/or other large format retailer will 'anchor' the centre by fulfilling day to day shopping needs.

New retail uses including cafes and restaurants with outdoor dining facilities and specialty retailers building on Matraville's current elements such as recreational/ sporting uses will consolidate the town centre's commercial success.

A centrally located and well equipped community facility that connects the retail, business and public transport facilities of the centre with other community uses also offers improved and expanded public carparking.

The neighbourhood character of this area will evolve to include new development addressing the lanes running parallel to Bunnerong Road, improving overall safety and providing pleasant pedestrian connections between low density residential areas and the centre itself.



3 Development Controls

3.1 Site Requirements/Amalgamation

The Matrville Centre comprises a variety of lot sizes and dimensions, from narrow, long lots with rear lane access, to wider lots with access only from Bunnerong Road. This DCP allows, where possible, development of any lot regardless of its size or frontage. However some narrow allotments may find it difficult to fulfil all necessary development controls. Some allotments fall within areas which have been identified as strategic opportunities to strengthen the town centre retail mix if site amalgamation occurs.

Objectives

- To ensure that development can be accommodated on a variety of lot sizes and is appropriate for lot size and configuration.

Controls Performance Criteria

- Ensure that development/redevelopment/amalgamation does not adversely affect or limit the future development potential of adjacent and adjoining sites.



A building envelope is NOT a building. It is the maximum three dimensional shape within which a building will be designed

3.2 Building envelopes

A building envelope is a three dimensional space which defines the maximum extent of a building in any direction, that is: maximum building height, maximum building length, and maximum building depth. Buildings must be designed to fit **within** the applicable building envelopes.

This section contains building envelope controls for the Matrville ~~Town~~ Centre. In addition to considering the desired future character of the town centre as a whole, these envelopes have been tailored to take into consideration localised site characteristics, including:

- size and orientation;
- relationship to current or potential pedestrian connections;
- potential to provide desirable retail facilities;
- optimum development potential; and
- the potential of adjoining private properties.

This approach defines a physical bulk, height and scale outcome for the ~~town~~ centre, whilst encouraging innovative architectural design within the specified envelopes.

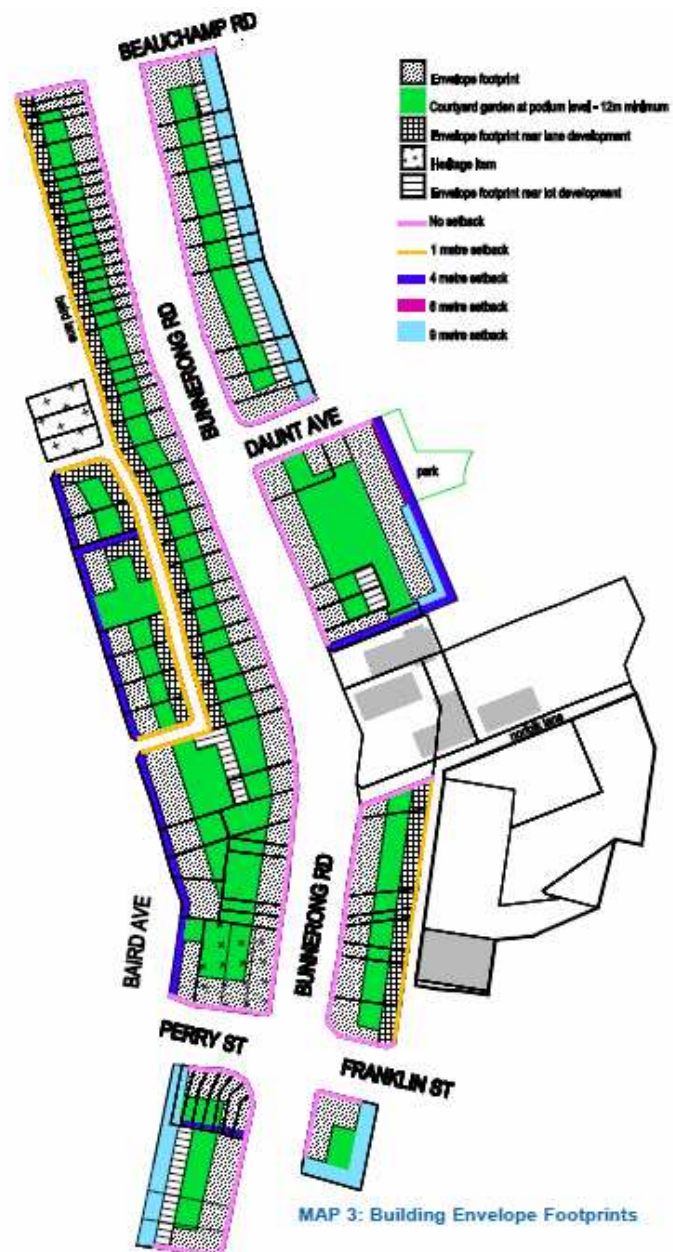
The building envelopes define:

- the position of new development in relation to the lot, the street edge and neighbouring development (3.2.1)
- the overall building height (3.2.2)
- the building depth (3.2.3)
- setbacks from boundaries and upper storey setbacks

Because all building facades must be articulated within the building envelope, the envelope will always represent more than the maximum limit of development. All Development Controls in this section of the DCP must be read in conjunction with the envelopes to determine the actual development potential of a particular site. Refer to Tables 2, 3 & 4 for a summary of the Envelope Controls.

3.2.1 Footprints

The envelope footprints shown here are designed to facilitate new development that provides on-site parking, landscaped open space, appropriate separation between buildings and the right scale for each street address. The dominant feature is a consistent internal landscaped Courtyard Garden between buildings on lots that are relatively deep. This approach will also facilitate rear lane development to activate rear lanes, improving their safety and functionality for all town centre users.



			Maximum building height to underside of topmost ceiling (metres)
Storey 5: floor to ceiling	2.7	2.9	15.7
Ceiling space & floor slab	0.2		12.8
Storey 4: floor to ceiling	2.7	2.9	
Ceiling space & floor slab	0.2		9.9
Storey 3: floor to ceiling	2.7	2.9	
Ceiling space & floor slab	0.2		7.0
Storey 2: floor to ceiling	2.7	2.9	
Ceiling space & floor slab	0.8		3.5
Grd/Storey 1: floor to ceiling	3.5	4.3	

TABLE 1

3.2.2 Heights

The general heights occurring along Bunnerong Road are between 1 and 5 storeys. A 3 to 4 storey street edge frames the street with a scale that identifies the town centre and relates well to surrounding residential areas.

Objectives

- To ensure an appropriate relationship between new development, street width, and surrounding dwellings.
- To achieve a consistent built street edge height.
- To ensure appropriate floor to ceiling height within buildings.
- To achieve a visual transition between the heights of buildings on Bunnerong Road and the heights of buildings 'behind' the main street.

Controls

- Comply with the following maximum building heights:

	Maximum
Sites with a frontage of less than 7 metres	3 storeys
Building at a laneway edge	3 storeys
Building at the rear of a lot	3 storeys
Building at a street edge (minimum frontage 7 metres)	4 storeys

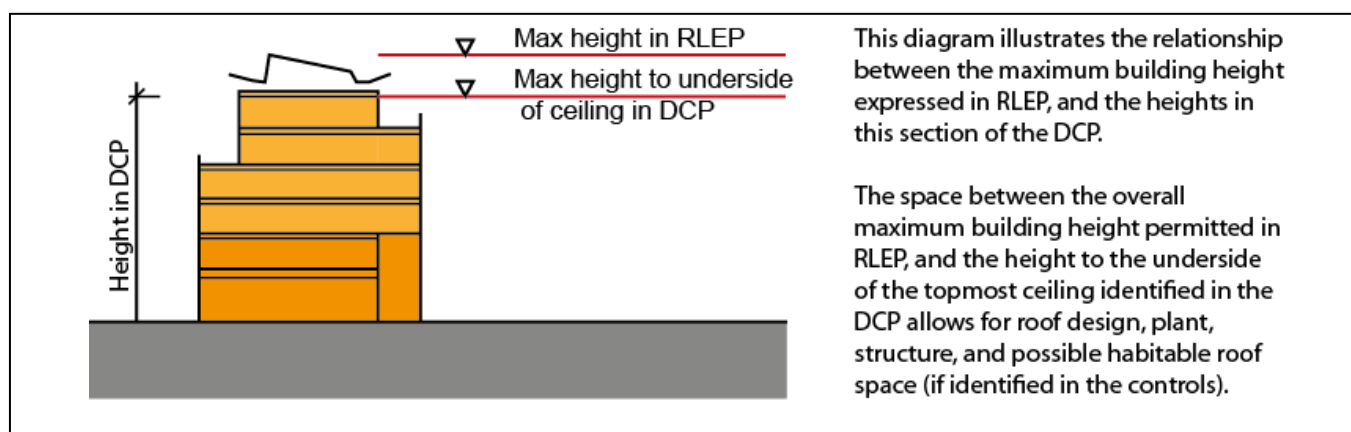
- If all required parking is provided at basement level on sites with a minimum frontage of 12 metres, a 5th storey may be considered with a setback from the floor below of 4 metres.
- If a supermarket or pedestrian connection is included in a development where nominated, a 6th storey may be considered with the 5th and 6th storeys setback from the street edge by 4 metres.
- Reinforce street corners by concentrating the tallest part of the building at the corner.
- Comply with Table 1 (shown left) which indicates ~~the maximum~~:
 - minimum** floor to ceiling height;
 - indicative** ceiling space and floor slab height; and
 - maximum** floor to floor height required to achieve the appropriate overall building height as a relationship between storeys and height.
- The maximum building height for a 6th storey is 18.6 metres to the underside of the topmost ceiling.

Note about building height

RLEP applies maximum building height controls to Matraville Centre. Under RLEP height is defined as:

The vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

The envelope controls in this section of the DCP refer to height in storeys, and building height as the height to the underside of the topmost ceiling. The relationship between the two height measurements is explained in the diagram below:



Note: the maximum envelope depth may not be achieved on all sites. Consideration may be given to reducing the depth of laneway or rear lot development in circumstances which severely constrain the amenity of development fronting a main street.

3.2.3 Depth

Building depth is the horizontal cross section dimension of a building. It generally refers to the dimension measured from front to back (from the street to the inside of the block). The envelopes specified will achieve slim buildings to facilitate natural ventilation and access to natural lighting.

Objectives

- To encourage dual aspect apartments.
- To ensure residential apartments have good amenity for residents in terms of sun access and natural ventilation.

Controls

- Comply with the following building envelope depths:

Description	Envelope Depth
Development fronting Bunnerong Road, Beauchamp Road, Daunt Ave, Baird Ave, Perry Street, and Franklin Street	Maximum 16 metres
Development fronting a lane and development at the rear of a lot	8 metres

- Within the maximum building envelope depths:
 - articulate the building facade, and
 - design apartments so that the maximum glass to glass dimension is 14 metres.
- Balconies may extend outside the maximum building envelope depth by up to 600 mm, but may not extend beyond the property boundary.

3.2.4 Setbacks & Separation

Street setbacks establish the front building line. They help create the proportions of the street and can contribute to the public domain by defining streetscape character and the continuity of street facades. Street setbacks are measured from the street boundary to the outside face of the external wall of the building. Side and rear setbacks provide for amenity between neighbouring properties.

To reinforce Bunnerong Road as a shopping street, continuous retail frontages with a zero street setback are appropriate.

Upper storey setbacks will ensure that the desired village scale character of the town centre is maintained through a consistent maximum height of four storeys at the street edge.

Objectives

- To define the street edge and establish the desired spatial proportions of development on the street.
- To ensure continuing amenity for adjoining and adjacent properties.
- To allow an outlook to and casual surveillance of the street.

Performance Criteria

- Comply with the following front setbacks:

Description	Minimum Setback
Development fronting Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, and Franklin Street:	No setback from the street edge up to and including 4 storeys. 4 metres from the street edge for any storeys higher than 4.
Corner allotments:	A minimum 1.5 metre x 1.5 metres splay corner at ground level at the intersection of two roads. No walls or planting higher than 600 mm may be located within the splay corner.
Development fronting a laneway:	1 metre from the lane edge.
Development fronting Baird Ave:	4 metres from the street edge or the predominant street frontage.

- Setback all development by a minimum of 9 metres from adjoining sites in a residential zone. Landscape this rear setback, preferably with a substantial deep soil zone. This setback may be suitable for use as private open space for development at the rear of a lot.
- No side setbacks are required in the **business commercial** zone.

- iv. For sites with rear lane or rear lot development, provide an internal courtyard garden with a minimum separation between buildings of 12 metres (see 3.8.1).
- v. For minimum separations between rooms in adjacent buildings see 3.6.2.

3.2.5 Summary – built form controls

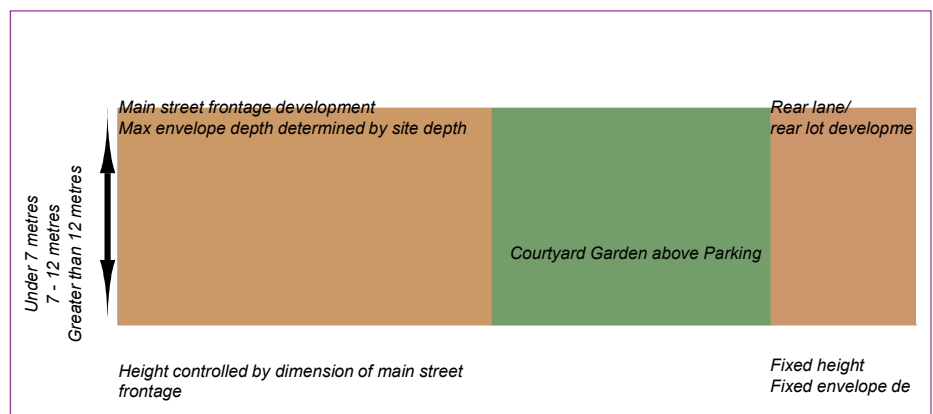
The tables on the next three pages summarise how the footprint, height, envelope depth and setback controls operate together to provide a built form solution for sites in the town centre.

Three key scenarios are summarised in the following tables:

- Table 2 considers a site with a main street frontage under 7 metres.
- Table 3 considers a main street frontage between 7 and 12 metres wide.
- Table 4 considers a site with a main street frontage greater than 12 metres.

Applicants are advised that these tables must be read and used in conjunction with all other parts of this **Section DCP**.

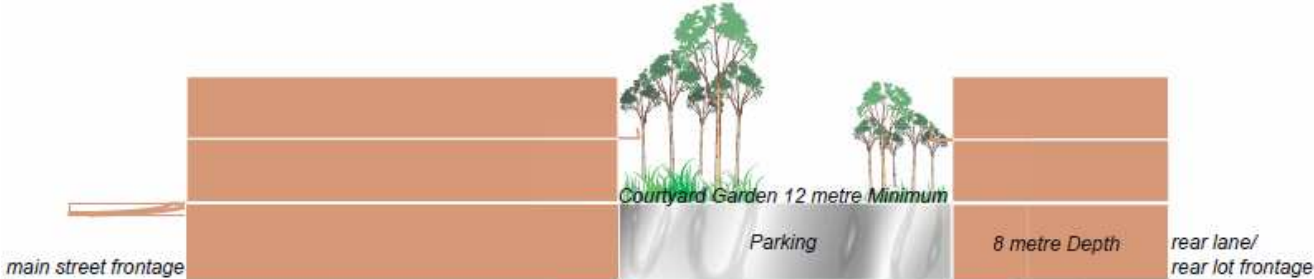
The tables indicate a sample cross section of a development, including envelope dimensions and setbacks, and provide information about uses in particular areas of the town centre. They also show how the configuration of buildings on a site will always include a landscaped courtyard garden with a minimum depth of 12 metres.



(note: above diagram to be improved to improve legibility and correct type location/extents for finalisation)

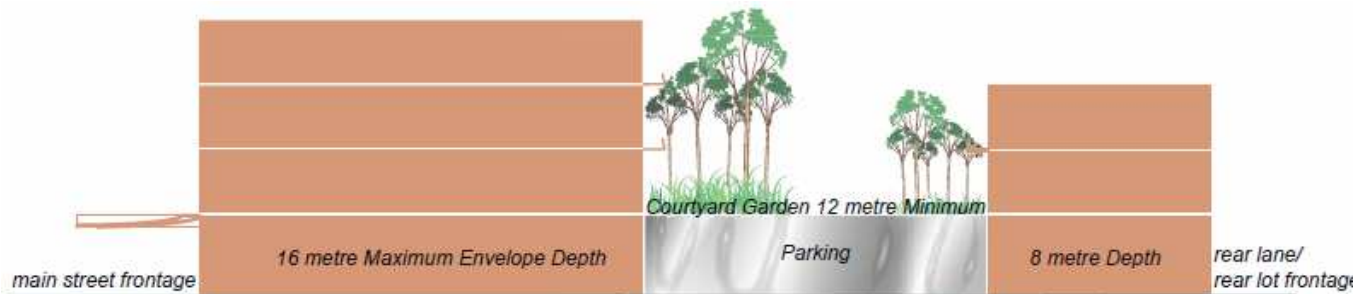
Due to the individual characteristics of particular lots and the interrelationship of controls throughout this DCP, some sites may not achieve the maximum allowable envelope, for example if parking requirements cannot be met. **DAs Development applications** must simultaneously meet all the controls expressed in this DCP.

TABLE 2

Main Street Frontage	Development fronting Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, Baird Ave and Franklin Street		
Maximum Height	3 stories		
Maximum Building Envelope Depth	16 metres	nb: the maximum depth may not be achievable on all sites	
Setbacks	Zero	From Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, and Franklin Street	
	4 metres	From Baird Ave	
Typical Configuration	Ground Floor	Retail/Commercial	nb: Residential only for development fronting Baird Ave
	Upper Stories	1 bedroom/studio to a limit of 2 dwellings on the site	
	Attic	Inappropriate	
Parking	Ground level (podium courtyard garden above)		
Minimum Courtyard Garden	12 metres	nb: Courtyard garden may be increased if site depth permits	
			
Sample configuration: Site 36 metres long, Main Street Frontage under 7 metres			

Rear Lane/Rear Lot Frontage	<i>Development fronting Baird and Norfolk Lanes</i>		
	<i>Development at rear of other lots in the town centre</i>		
Maximum Height	3 stories		
Fixed Building Depth	8 metres		
Typical Configuration	Ground Floor	Carpark/residential entry	
	Upper Stories	1 bedroom/studio	
	Attic	Inappropriate	
Setbacks	1 metre	<i>From lane</i>	
	9 metres	<i>From boundary of any property in an adjoining residential zone</i>	

TABLE 3

Main Street Frontage	Development fronting Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, Baird Ave and Franklin Street		
Maximum Height	4 stories		
Maximum Building Envelope Depth	16 metres	note: the maximum depth may not be achievable on all sites	
Setbacks	Zero	From Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, and Franklin Street	
	4 metres	From Baird Ave	
Typical Configuration	Ground Floor	Retail/Commercial	nb: Residential only for development fronting Baird Ave
	Upper Stories	Mix of studios 1,2 & 3 or more bedroom apartments	
	Attic	Inappropriate	
Parking	Basement and/or Ground level (podium courtyard garden above)		
Minimum Courtyard Garden	12 metres	nb: Courtyard garden may be increased if site conditions permit	
			
Sample configuration: Site 36 metres long, Main Street Frontage 7 - 12 metres wide			

Rear Lane/Rear Lot Frontage	<i>Development fronting Baird and Norfolk Lanes</i> <i>Development at rear of other lots in the town centre</i>		
<i>Maximum Height</i>	3 stories		
<i>Fixed Building Depth</i>	8 metres		
<i>Typical Configuration</i>	<i>Ground Floor</i>	<i>Carpark/residential entry</i>	
	<i>Upper Stories</i>	<i>Mix of apartments subject to all other controls including parking</i>	
	<i>Attic</i>	<i>Inappropriate</i>	
<i>Setbacks</i>	1 metre	<i>From lane</i>	
	9 metres	<i>From boundary of any property in an adjoining residential zone</i>	

TABLE 4

Main Street Frontage	Development fronting Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, Baird Ave and Franklin Street		
Maximum Height	4 stories	A 5th storey setback from the Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, and Franklin Street street edge by 4 metres may be achieved if basement parking is provided.	
Maximum Building Envelope Depth	16 metres	nb: the maximum depth may not be achievable on all sites	
Setbacks	Zero	From Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, and Franklin Street	
	4 metres	From Baird Ave	
Typical Configuration	Ground Floor	Retail/Commercial	nb: Residential only for development fronting Baird Ave
	Upper Stories	Mix of studios, 1,2 & 3 bedroom apartments	
	Attic	May be considered if linked to an apartment below	
Parking	Basement parking must be provided. (Podium courtyard garden above)		
Minimum Courtyard Garden	12 metres	nb: Courtyard garden may be increased if site conditions permit	

The diagram illustrates a sample site configuration. It shows a rectangular site with a main street frontage on the left and a rear lane/rear lot frontage on the right. The site is 36 metres long and 12 metres wide. The building envelope depth is 16 metres. The rear lane/rear lot frontage is 8 metres deep. The site includes a courtyard garden (12 metre minimum), parking &/or commercial use, and basement parking. The diagram also shows a 4 metre setback from the main street frontage and a 4 metre setback from the rear lane/rear lot frontage.

Sample configuration: Site 36 metres long, Main Street Frontage over 12 metres wide

Rear Lane/Rear Lot Frontage	Development fronting Baird and Norfolk Lanes Development at rear of other lots in the town centre	
Maximum Height	3 stories	
Fixed Building Depth	8 metres	
Typical Configuration	Ground Floor	Carpark/residential entry. Note that commercial uses may extend the full depth of the site subject to all other controls including setbacks and parking
	Upper Stories	Mix of apartments subject to all other controls including parking
	Attic	Inappropriate
Setbacks	1 metre	From lane
	9 metres	From boundary of any property in an adjoining residential zone

3.3 Opportunity Locations

The general envelope controls of this section establish an appropriate built form height and depth, street setback and site configuration for the centre. To strengthen the future viability and liveability of the centre, this section also seeks to achieve:

- a better relationship between the eastern and western sides of Bunnerong Road,
- specific commercial and community uses within the ~~town~~ centre, including supermarket and grocery shopping as anchor retail, community spaces and facilities, and public toilets
- better pedestrian connectivity between residential areas to the east and west of the ~~town~~-centre and the main shopping strip

Certain locations within the ~~town~~ centre present specific opportunities to achieve these objectives.

Northern Precinct

N To achieve, through site amalgamation, a neighbourhood supermarket or large format retail store on the eastern corner of Beauchamp and Bunnerong.

N2 To achieve, through site amalgamation, a neighbourhood supermarket or large format retail store on the northern corner of Daunt and Bunnerong Road.

N3 To achieve a mid-block pedestrian connection with an active frontage between Baird Lane and Bunnerong Road.

N4 To achieve an appropriate 'gateway' building on the western corner of Beauchamp and Bunnerong Road.

Central Precinct

C1 To achieve community facilities and a civic space through redevelopment that includes improved public parking and public toilets on the Council carpark site in Baird Lane. To enhance pedestrian spaces and connections between Bunnerong Road and the park in Baird Ave.

C2 To enhance the pedestrian connection between the Council owned carpark and Bunnerong Road.

C3 To achieve a neighbourhood supermarket based shopping centre on the former 'Theo's' site (southern corner of Daunt Ave and Bunnerong Road). Careful consideration could achieve better pedestrian connections between Bunnerong Road and residential areas to the east.

C4 To consider how to achieve a continuing community focus, and an appropriate built form, should the needs of the archdiocese, the church and the community change to the extent that St Agnes School is no longer required.

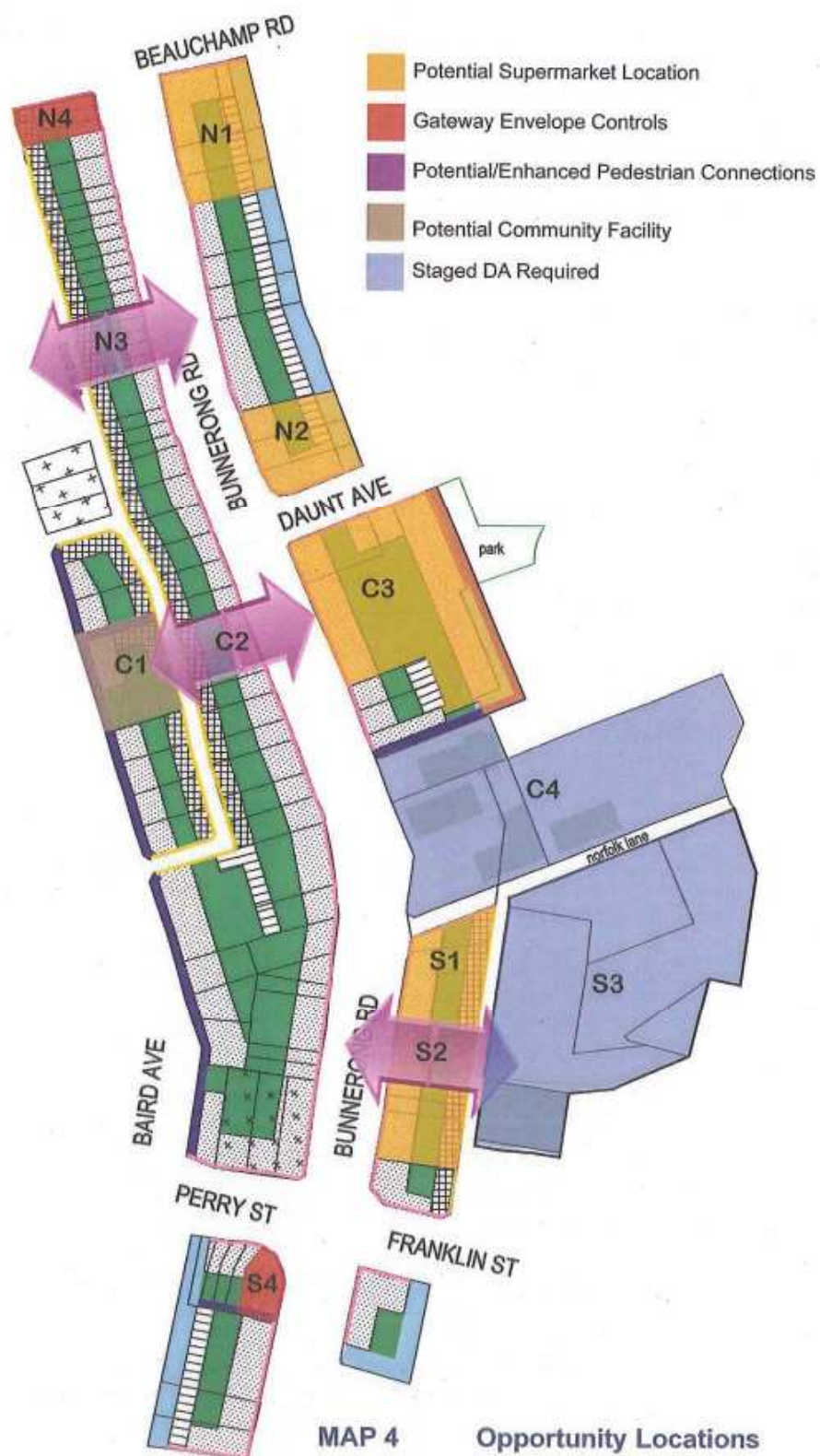
Southern Precinct

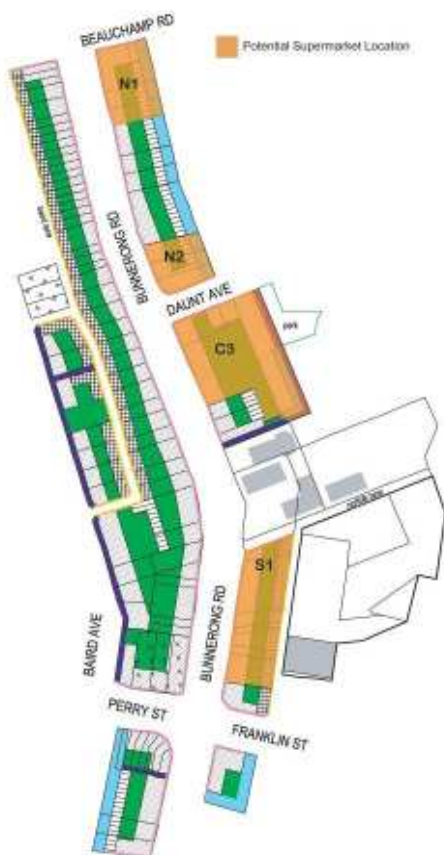
S1 To achieve, through appropriate site amalgamation, a neighbourhood supermarket and/or large format retail store.

S2 To achieve a mid-block pedestrian connection between the RSL carpark and Bunnerong Road.

S3 To consider opportunities to improve the leisure and recreational services offered by the Matrville RSL Club, including future residential redevelopment of the site in the context of the centre.

S4 To achieve an appropriate 'gateway' building on the western corner of Perry Street and Bunnerong Road.





3.3.1 Supermarket

N1, N2, C3, S1 Supermarket/Large Format Retailer

The Matraville community would benefit from the development of a neighbourhood supermarket, fulfilling local day to day shopping needs with the provision of groceries, fresh food and other convenience items. Subject to suitable site amalgamation, this plan identifies 4 potential locations which, through site amalgamation, could accommodate a small format supermarket. A fruit and vegetable grocer which operates on a similar scale to a small format supermarket, would also contribute to the town centre, providing a day to day shopping focus for the local community.

Objectives

- To provide day to day shopping for the Matraville community by achieving a local neighbourhood supermarket based shopping centre, or a supermarket and/or large fruit & vegetable grocer with an active and inviting street edge.
- To contribute to the long term commercial viability of the Matraville Town Centre by providing an anchor retailer.

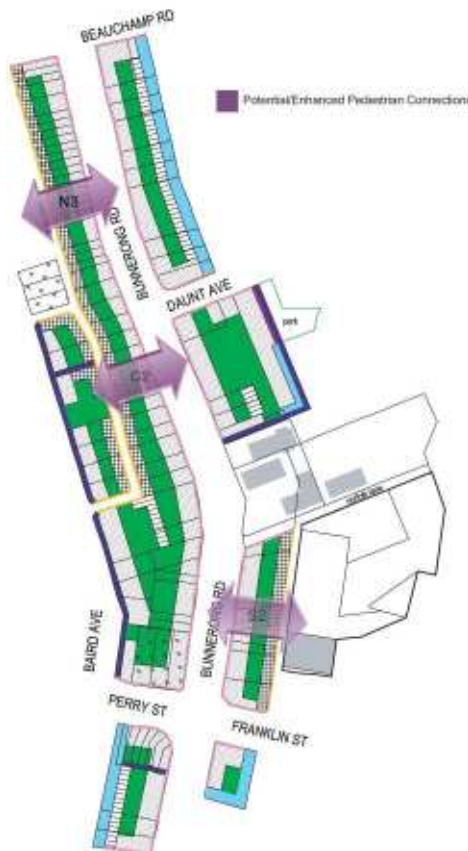
Controls Performance Criteria

- Amalgamate a minimum site area of 1,700 sq metres in the general locations indicated on this map.
- Provide evidence of an Agreement to Lease with a recognised supermarket retailer intending to operate a supermarket or fruit & vegetable grocery of at least 500 sq metres retail area with any D.A.
- Where a supermarket or large format retailer is included, the general envelope controls may be varied in the following manner:

Maximum building depth at Ground/Storey 1	Full depth of site, subject to appropriate setbacks from any neighbouring residential development.
Setbacks	4 metre deep soil zone setback from adjoining sites in a residential zone, up to and including Storey 2 Above Storey 2, provide a 9 metre setback from adjoining sites in a residential zone, and a 6 metre setback from adjoining park/open space
Maximum overall height (at Bunnerong Road only)	6 storeys, with the upper two storeys setback from the street edge by 4 metres.
Maximum floor to ceiling height at Ground/Storey 1	5 metres (overall building height is adjusted to reflect this increased maximum).

Note any development on the Fire Brigade site would need to maintain the Brigade's operational and response requirements within the Brigade's designated response target zone for Matraville. This may include the provision by the developer of an alternate site.

- Provide supermarket and other convenience shopping at ground level with a minimum lettable and common floor area of 1,000 sq metres over one level.
- Provide all parking at basement level.
- Provide active retail and commercial uses and frontages addressing Bunnerong Road and Daunt Ave. For corners addressing other streets, active residential frontages may be appropriate.



3.3.2 Pedestrian Connections

N3, C2, S2 Pedestrian Connections

Mid-block pedestrian connections between residential streets to the east and west of Bunnerong Road will assist customers and residents access the town centre.

Objective

- To achieve pleasant, active, pedestrian connections between the main retail strip and surrounding residential areas.

Controls Performance Criteria

- Amalgamate, in the general location indicated on the map shown left, a site with a minimum Bunnerong Road site frontage of 18 metres.
- At ground level, provide active retail uses addressing a well lit, 6 metre wide arcade linking Bunnerong Road with either Baird Lane or Norfolk Lane, accessible to the general public at all times.
- The maximum overall height (at Bunnerong Road only) may be varied to 6 storeys, with the upper two storeys setback from the street edge by 4 metres.
- Provide all parking at basement level.



3.3.3 Gateway Development

N4, S4 Potential Gateway Development

The north western corner of Bunnerong Road and Beauchamp Road is the most visible northern entry point to the Matraville Centre. The allotments which comprise the Ireson's Corner and Perry Street corner are narrow. In order to achieve a more appropriate gateway development to the town centre, in terms of overall scale and presentation to Beauchamp Road and Perry Street, any proposal must involve site amalgamation of a minimum of 3 allotments.

Objective

- To achieve a quality gateway development with an active retail, commercial or residential edge to Bunnerong Road, Beauchamp Road and Perry Street.

Controls Performance Criteria

- Amalgamate a minimum of 3 allotments as indicated on the map shown left
- Provide an active retail, commercial or residential frontage addressing Beauchamp Road/Perry Street
- Provide all parking at basement level.

3.3.4 Community Facility

C1 Carpark Site

Council's carpark in Baird Lane is centrally located near a current pedestrian link through to Bunnerong Road. To the north and south of the carpark are 3 storey residential flat buildings with garage entries onto Baird Lane.

Randwick Council's Community Facilities Plan has identified a need for a community facility with a floor space of around 300 sq metres in or near the centre, close to public transport and other facilities, to ensure the facility can be accessed by the community.

Redevelopment of Council's carpark, either in conjunction with adjacent properties, or on its own, has the potential to achieve this community facility, together with improved public parking, and public toilet facilities for the town centre.

Objective

- To achieve a quality development that offers a community facility, improved public parking, public toilet facilities for the town centre and enhanced east west pedestrian connections.

Controls Performance Criteria

- Provide a multi-use community facility.
- Provide at ground level for the full length of the southern boundary, a civic space of approximately 15 metre wide offering pedestrian connection between Baird Ave and Baird Lane. Landscape this space to duplicate the existing row of trees at the southern boundary.
- Provide residential or community facility frontages to Baird Ave and Baird Lane. A complementary use such as a cafe may be considered provided that it addresses the civic space.
- Provide, in addition to all other required parking, a minimum of 80 public parking spaces, accessible to the public at all times.
- Within the community facility, provide public toilet facilities.
- The maximum overall height (at Baird Ave only) may be varied to 5 storeys, with the upper storey setback by 4 metres from the floor below.



3.3.5 Staged DA – St Agnes School

C4 St Agnes School

St Agnes Catholic Church and St Agnes School are a central community focus. This section recognises that the current uses may continue. However, over the next 20 years, it is appropriate to consider how to maintain this focus should the needs of the church and the community it serves change to the extent that the school or the church is no longer required.

This site is also identified in RLEP as a key site. Any redevelopment proposed for this area should consider these lots as one parcel, requiring a site specific **DGP or staged DA development**.

Objectives

- To provide a comprehensive redevelopment framework should the Archdiocese of Sydney decide that the educational needs of its community change over the next twenty years.
- To maintain and enhance the community focus and public open space of this key location within the centre by introducing a substantial civic space accessible to the general public at the Bunnerong Road frontage.
- To provide St Agnes Church (if retained) with a more suitable curtilage to the north and south.
- To provide improved parking arrangements for the Church.
- To provide public parking.
- To enable mixed use residential development that supports the centre and frames the civic space with active uses.

Controls Performance Criteria

- Prepare a site-specific staged **DGP development** for any redevelopment altering the use of the whole or part of this site from church and/or school.
- Ensure that the site-specific staged **DGP development** generally conforms to the objectives and controls of the Matraville Centre section of the DCP.
- Provide, as an integral and integrated component of the proposal, a civic space/town square with a minimum site area of 1200 sq metres. Should the church use remain as part of the redevelopment, ensure that the town square provides an enhanced southern curtilage for St Agnes Church.
- Provide Grd/Storey 1 uses to activate the town square by day and by night i.e. cafes, restaurants, retail.
- Provide all parking below ground at basement level.
- In addition to all parking generated by the redevelopment provide additional public parking spaces accessible to the general public at all times.
- Provide all vehicle access from Norfolk Parade.

Minor development or upgrades of existing uses on this site should generally conform to the objectives and controls of this section. Refer also to Section B1: Design for requirements for achieving design excellence





Minor development or upgrades of existing uses on this site should generally conform to the objectives and controls of the Matraville Centre section of DCP.

~~Refer also to Section B1:- Design for requirements applying to key sites.~~

3.3.6 Staged DA – RSL Club

S3 RSL Club

The RSL Club provides local sporting, leisure and entertainment opportunities which contribute to the life and activity of the centre.

The lots indicated in these Parcels currently comprise a variety of uses including parking and leisure activities associated with the RSL Club.

This section recognises that the current uses may continue. However, a redevelopment which improves community access (including physical pedestrian connections) to public parking, leisure facilities and community uses combined with residential would be well regarded by Council.

This site is also identified in RLEP as a key site. Any redevelopment proposed for this area should consider these lots as one parcel, requiring a site-specific **DCP or staged DA development**.

Objectives

- To provide a comprehensive redevelopment framework which improves community access (including physical pedestrian connections) between the town centre and public parking, leisure facilities and community uses.
- To maintain and enhance the community focus and public open space of this key location within the town centre.
- To maintain and enhance public parking in a central location.
- To enable mixed use residential development to support the town centre.

Controls ~~Performance Criteria~~

- i. Prepare a site-specific staged **DA development** for any redevelopment altering the use of the whole or part of this site.
- ii. Ensure that the site-specific proposal generally conforms to the objectives and controls of the Matraville Centre section of the DCP.
- iii. Provide, as an integral and integrated component of the proposal public open space with a minimum site area of 500 sq metres. Ensure that this open space, which may include the existing tennis courts and bowling greens, provides well-lit, safe and active pedestrian connections between the town centre and public parking, leisure facilities and community uses .
- iv. Provide all parking below ground at basement level.
- v. In addition to all parking generated by the redevelopment provide additional public parking spaces accessible to the general public at all times.
- vi. ~~Provide all vehicle access from Norfolk Parade.~~
Submit a traffic and access study with any staged DA to identify appropriate vehicle access route(s) to the site.

4 Building Design

4.1 Active Frontages

An active town centre relies on: local residents who provide demand for local goods and services; street level retail and commercial activities which enliven the street by day and by night; interactivity between commercial uses and the public domain; choices of access; good presentation; safety and comfort; and sociability.

Active frontages have a positive influence on the safety and security of an area, improving perceptions of safety by providing a level of comfort that others are nearby. People are more inclined to walk along pleasant, active streets. Multiple opportunities to meet and interact also contribute to community cohesion.

Glazed or open shopfronts, good visual merchandising, interesting building entries and outdoor eating areas all create street level interest and variation to enrich the visual experience of pedestrians.

Objectives

- To achieve a well designed streetscape that engages and activates the centre and contributes to its economic viability.
- To provide a walkable environment, with visual interest and opportunities for social interaction.

Controls Performance Criteria

- Provide a continuous and active zero setback business frontage on the ground floor in Bunnerong Road, Daunt Ave, Perry Street, and Franklin Street.
- Maximise street level activity (e.g. by wrapping shopfronts around corners) and minimise blank walls at ground level.
- Maximise glazing for retail/commercial uses, but break large glazed shopfronts into discrete sections to ensure visual interest.
- The use of opaque or reflective glass which obscures uses on the ground floor is discouraged.
- Ensure that any grilles or transparent security shutters to retail frontages, offer a minimum of 70% transparency.
- Ensure that entrances to internally orientated shopping or commercial arcades, and the arcades themselves, are a minimum of 6 metres wide. Provide active retail and business frontages throughout any arcades.
- Incorporate outdoor dining in cafés and/or restaurants wherever possible in accordance with Part D, footpath dining and trading section.
- Recess doors to ensure they do not encroach over the footpath when open. The use of fully operable glass walls (e.g pivot, stacking or bi-fold) to open cafés and restaurants to the street is encouraged.



4.2 Awnings

Awnings improve the shopping experience by providing weather protection and by creating a pedestrian scale. They play a role in sheltering passengers waiting at bus stops and travelling to and from bus stops. Awnings also offer a good opportunity to create architectural detail and contribute to the character of the street.

Matraverse Town Centre has an east-west street frontage orientation, meaning that sun penetration may be significant at certain times of the day. Vertical blinds from the awning edge are an appropriate means of managing the effects of the sun.

Objectives

- To provide shelter and amenity for pedestrians on public streets.
- To reinforce an existing coordinating feature of the town centre.
- To provide continuity in the streetscape.

Controls Performance Criteria

- i. Provide continuous street frontage awnings to all new development. Generally awnings should be a minimum 3 metres deep.
- ii. Setback awnings a minimum of 600mm from the kerb.
- iii. Design new awnings to be complimentary with their neighbours, and aligned with the general alignment of existing awnings in the street.
- iv. Cantilever awnings from the buildings with a minimum soffit height of 3.5 metres.
- vi. Provide under-awning lighting to improve public safety.
- vii. Colonnades along the street edge are inappropriate in this context.
- viii. Signage on canvas blinds is inappropriate.

4.3 Balconies

Balconies are outdoor rooms, which enhance the amenity and lifestyle choices of apartment residents. They provide private open space, extend the living spaces of the apartment and capitalise on the temperate climate. Balconies are also important architectural elements, contributing to the form and articulation of apartment buildings.

Objectives

- To ensure that every apartment has access to a private, functional open space accessed directly from main internal living spaces.
- To contribute to building articulation by integrating balcony design into the architectural form and detail of the buildings.

Controls Performance Criteria

Unless otherwise indicated in **Parts** 3.2 and 3.3:

- Provide a primary balcony/terrace for each apartment, directly accessible from the main living area.
- Ensure that the primary balcony has a minimum depth of 2.5 metres, and a minimum area of:
 - 6 sq metres for a studio/one bedroom apartment
 - 10 sq metres for a two/three bedroom apartment
 - 15 sq metres for a four/more bedroom apartment
- Ensure that the primary balcony extends the living space with proportions that accommodate outdoor furniture and space for plants. Consider the benefits of supplying a tap and gas point.
- Ensure that additional balconies have a minimum depth of 1.5 metres.
- Orientate balconies to maximise solar access. Ensure that the longer dimension of any balcony is outward facing to maximise light penetration into the interior of each apartment. Design the depths of balconies to ensure that sunlight enters the lower apartments in the building.
- Ensure that the undersides of balconies exhibit a well designed, completed appearance from the street.
- Design balustrades to take advantage of views and improve community safety by allowing surveillance over the street and other public areas while providing for safety and visual privacy.
- Include sunscreens, pergolas, shutters and operable walls to enhance design and livability, respond to the local climate and site context, reduce road noise impacts and assist visual privacy.
- Wherever possible, integrate permanent landscaped features into balcony design. Wintergardens may be included on the western elevation.
- Retractable awnings may be included above the 4th storey.
- Residential balconies must not extend beyond the property boundary.



4.4 Facades

Since the majority of people experience buildings from the outside, facades have an important role to play in the perception and feeling of a place. Design emphasis through use of special details, materials, changes in building plane (recessed or extended from building surface), contrasts in materials or decorative artwork can all contribute to the unique character of a building and a place. This sort of visual interest, or articulation, can also assist to visually 'divide' buildings into smaller, identifiable pieces.



Visual interest can be derived from: articulation of the façade into horizontal divisions of bottom, middle and top; balcony and fenestration details; proportions and spaces; and 'modelling' of the surface through detail and relief. As a rule of thumb, detail and articulation should enable a resident to readily identify his or her apartment from street level, outside the building.

Quality design will be achieved by articulated facades to the front, sides and rear of new development, for example by expression of entries to buildings, use of awnings, use of screens and louvres, and incorporation of private open space including courtyards at ground level and balconies/terraces on upper levels.

Buildings on street corners, which are highly visible from two streets, are important in terms of both 'wayfinding' and 'place making'. Well defined corner buildings can assist pedestrians to orient themselves and navigate their way around a precinct.

The process of development along Bunnerong Road will sometimes leave party walls exposed where new development abuts existing, lower buildings. Care must be taken to ensure that any exposed party walls are not left as stark, blank walls until adjoining development occurs.



Objectives

- To achieve building facades that enhance to the character of the street.
- To achieve buildings with well designed articulated massing to all facades.
- To ensure that corner buildings respond to the characteristics of the two streets they address, reinforcing the corner elements.
- To encourage identifiable, good quality entry spaces to lobbies, foyers or individual dwelling entrances.

Controls Performance Criteria

- i. Ensure that each building has a unique identity, demonstrating articulation either as a result of permanent elements such as balconies and terraces incorporated into the facade, or as a result of innovation in the use of windows, awnings, screens and other building elements.
- ii. Design buildings to address the street, ensuring that rear and side facades also provide visual interest to the street and surrounding neighbours. Ensure that each street frontage of a corner building addresses the street with active ground floor uses.
- iii. Emphasise verticality at street corners, if possible by concentrating the tallest portion of the building on the corner itself. Utilise design devices such as splayed corner details, and expression of junction of building planes to reinforce the wayfinding attributes of street corners.



These images from the Residential Flat Design Code indicate how a facade can clearly express a bottom, middle and top.

A curtain wall is a particular type of exterior wall construction using a continuous sheet of panels hung onto the side of a building over the framework and generally used for modern high-rise buildings.

- iv. Integrate buildings into the streetscape by adopting a modular form, ideally one which reflects the underlying narrow shop width of older buildings and lots in the town centre (6 - 8 metres). Use vertical elements such as vertically proportioned windows, exposed party walls, attached piers, vertical balustrades, attached columns or fins to express this modulation and rhythm. Use horizontal elements such as roofs, parapets, balconies and balustrades, eaves lines, string courses, cornices and door/window heads to align the building with its neighbours.
- v. Ensure that shutters, louvres and other facade features do not encroach over Council's road reserve.
- vi. Ensure that the façade clearly expresses a bottom, middle and top related to the overall proportion of the building. Generally, the bottom will read as the area below the awning, and the top will read as the uppermost storeys.
- vii. Incorporate design characteristics such as: projecting fins; corbelling and string courses; balconies with variable materials and finishes; 'punctuated walls' with visually recognisable patterns, decorative features, rhythm and texture; and a variable colour palette to achieve façade modulation and articulation.
- viii. To enhance the articulation, lightweight structures, sunshading devices, and horizontal and vertical architectural elements including balconies may penetrate the Building Envelope (but not the property boundary) by a maximum of 1.5 metres.
- ix. Avoid curtain walls, large expanses of glass and large expanses of concrete as these do not create well articulated and harmonious facades
- x. Demonstrate that the design is a contemporary response to the current context of the Matraverse ~~Town~~ Centre.
- xi. Where new development leaves exposed party walls adjacent to existing, lower buildings, improve the appearance of the exposed section of the party wall with colour, modulation, and articulation.

4.5 Materials and Finishes

The town centre currently comprises a haphazard palette of materials, finishes and colours. New development or refurbishment should improve the overall presentation and appearance of the streetscape.

Objective

- To achieve a pleasant, coherent streetscape that integrates new and existing buildings incorporating quality materials and finishes.

Controls Performance Criteria

- i. Combine different materials and finishes to assist building articulation and modulation. The use of face bricks and/or coloured rendered brickwork may assist to integrate new development into the existing streetscape.
- ii. The following materials are considered incompatible:
 - Large wall tiles;
 - Rough textured render and or bagged finish;
 - Curtain walls; and
 - Reflective glass.
- iii. Avoid large expanses of any single material to facades.

4.6 Mobility and Access

It is important that new development (especially commercial development) is designed to allow access for all people, including those with disabilities and declining mobility.

Objective

- To ensure that all residents and visitors, including wheelchair users and those with a disability, are able to easily reach and enter all publicly accessible parts of a building, including retail stores, communal areas and apartment lobbies.

Controls Performance Criteria

New development and shop refurbishments:

- i. Achieve building/retail/commercial entrances which are flush with the footpath/ external ground level, or provide a suitably ramped alternative.
- ii. Provide appropriate access and facilities as set out in the current Australian Standard AS 1428 (parts 1 & 2).
- iii. Use appropriate gradients and materials, including slip resistant materials, tactile surfaces and contrasting colours.

4.7 Public Art

Public art brings the vision and talent of artists out of galleries and museums to the local community. Public art integrated into private development can include paving treatments, lighting design, sculpture, fencing design, decorative elements of electrical and engineering work, elements of building design and themed landscaping and planting works.

Public art can celebrate local heritage and explore community and cultural identity. When it becomes an integral part of building design, it can also set the mood for adjacent public spaces.

Public art projects are sometimes designed to include participation by the local community in the design or making of certain elements.

Objectives

- To encourage artworks that are integrated into individual building design.
- To achieve a distinct character and identity for Matraverse through private and public domain improvements which use art to express local identity.
- To achieve public art that evokes and celebrates such themes as exploration, recreation, local indigenous history and culture, multicultural legacies,

Controls Performance Criteria

- i. For sites with frontages greater than 12 metres, and for corner sites, integrate artistic elements which are integral to the built form of the development e.g.: paving, window treatments, canopy design, balustrading, signage and wayfinding, lighting to assist illumination levels after dark and the promotion of active uses in the public spaces.
 - Create site specific artworks and designs which respond to and contribute to the site and development.
 - Locate public art in areas offering the public a free and unobstructed experience of the work.
 - Submit an Arts statement which identifies the reasons for the chosen themes, and their interpretation into specific treatments with the DA.



Consultation with the community has identified key themes for the town centre, including local history, sport and recreation, terrace gardens, and a green town centre.

4.8 Roof Forms

The maximum building height in the Matraville ~~Town~~ Centre specifically refers to the 'underside of the topmost ceiling' rather than the uppermost area of the roof. This control will allow design freedom for a range of roof forms and parapets with the potential to contribute visual interest to the skyline or silhouette of the town centre.

Well-designed roofs which conceal mechanical structures such as lift overruns and service plants can sometimes create opportunities for open recreational spaces.

Objectives

- To add visual interest to the town centre skyline when viewed from street level or surrounding vantage points.
- To ensure that roof plant and service areas are not visible from adjoining public roads or private property.
- To ensure the roof contributes to the overall design and performance of the building.

Controls ~~Performance Criteria~~

- i. Wholly contain lift over-runs and service plants within roof structures or roof lines.
- ii. Minimise the bulk and mass of roofs and their potential for overshadowing.
- iii. Design roofs to generate a visually interesting skyline and minimise apparent bulk.
- iv. Relate roofs to the size and scale of the building, the building elevation, and the three dimensional building form.
- v. Consider the sustainability benefits of landscaped 'green roofs' and appropriately shaded areas.
- vi. Domestic roof forms and features such as attic or dormer windows in the roof are inappropriate within the town centre context.



5 Access

5.1 Parking

New development within the town centre must provide adequate on-site parking.

Excavation to achieve underground parking is a good solution but may be difficult on sites with a limited frontage. Above ground parking limits the capacity for sites to offer residents access to high quality open space.

Any ground level parking must be provided beneath a landscaped podium.



Integrate natural ventilation design into the façade of the building, or parking structure, treating it with appropriate features such as louvres, well-designed grilles, planting or other landscaping elements.

Objectives

- To provide on site parking for commercial users, residents and visitors.
- To ensure that carparking access and garaging do not dominate the street or the site.
- To integrate parking facilities with the overall site planning and maximise on-site open space.
- To ensure that development makes adequate provision for service and delivery vehicles, including access circulation, manoeuvring, safety and headroom.

Controls Performance Criteria

- i. Incorporate parking within and/or beneath the building. Carparking areas may be designed as ground level parking provided that:
 - The roof is landscaped as a Courtyard Garden; and
 - The design results in building frontages level with the street.
- ii. Parking provisions for cars and bicycles shall be in accordance with the Parking Section in PART B of the DCP.
- iii. Tandem parking may be considered where these spaces are attached to the same strata title comprising a single apartment, subject to consideration of the maximum parking limit.
- iv. Include natural ventilation to basement and semi-basement carparking. Integrate ventilation design into the façade of the building, or parking structure, treating it with appropriate features such as louvres, well-designed grilles, planting or other landscaping elements.

5.2 Vehicle Access

Vehicular access from Bunnerong Road interrupts the active streetscape which is essential to the effective functioning of a vibrant town centre. Where alternatives such as rear lanes and side streets, exist, vehicular access for land within the town centre shall be via these alternatives.

Objectives

- To access sites within the town centre via driveways from side streets and rear lanes.
- To minimise the number of vehicle access points and maintain traffic flow.
- To maximise retail frontages and streetscape presentation.
- To maximise pedestrian safety.

Controls Performance Criteria

- i. Provide vehicle access from rear lanes and side streets.
- ii. Design driveways to minimise visual impact on the street and maximise pedestrian safety. Setback any rear lane garage doors 1 metre from the laneway alignment.
- iii. Integrate water runoff management into the design of driveway ramps and entrances.
- iv. Avoid locating accessways to driveways adjacent to the doors or windows of habitable rooms.
- v. Design vehicular access in accordance with the current Australian Standard for 'off-street parking (Part 1) and off-street carparking for commercial vehicles (Part 2). Refer also to the Traffic, Parking and Access Section in Part B of the DCP.
- vi. Internal driveways must be a minimum of 5.5 metre clear width for the first 6 metres inside the property to allow entering and exiting vehicles to pass freely. Should the driveway narrow beyond the first 6 metres, a minimum splay of 1.5 metres x 1.5 metres must be provided to allow the passing to work.

6 Dwelling Design

6.1 Apartment Mix

In order to offer housing choice and flexibility for a range of family types, age groups, social and income groups, new development should include a variety of apartment types and sizes. A mix of apartment types and sizes offering housing choice and access to apartments in different price brackets supports a socially diverse community.

Objectives

- To provide a diversity of housing options in close proximity to shops, facilities and public transport.
- To provide a mix of apartment types and sizes to accommodate a range of household types and sizes, social and income groups.

Controls Performance Criteria

- i. Provide a mix of studios, 1, 2 and 3 or more bedroom apartments in varying layouts. On some smaller sites it may be appropriate to limit the mix to studio and/or 1 bedroom apartments. Refer to Part C of the DCP for Adaptable and Universal housing for dwelling mix requirements.
- ii. Consider the design needs of those who work from home.

Refer to AS 1428 Parts 1, 2 & 4, and the Adaptable Housing Section of the DCP for advice about providing accessible environment.

6.2 Apartment Size & Layout

The size and layout of an apartment establishes the functionality, circulation spaces and the degree of privacy for each room. This directly affects the quality and function of a residential dwelling.

Objectives

- To provide high quality living spaces for all residents, including smaller families and those who wish to live in studio apartments.
- To ensure room sizes are adequate for their function.

Controls Performance Criteria

- i. Achieve the following minimum Apartment Sizes:

Apartment Type	Area m2
Studio	40
One bedroom cross-through or cross-over	50
Two bedroom corner	80
Two bedroom cross-through or cross-over	90
Two bedroom corner with study	120
Three bedroom	125
For each additional bedroom above 3, an additional	20
nb: minimum apartment sizes exclude balconies	

- ii. Achieve the following minimum clear internal widths:

Apartment Type	Minimum Width
Studios	3.5 metres
1, 2 & 3 bedroom apartments	4.5 metres
Crossover/cross through apartments more than 18 metres	4 metres

- iii. Achieve the following minimum room dimensions:

Room	Room Area	Minimum Wall
Main Bedroom	12 sq metres	3.0 metres
Secondary/other bedrooms/ Dining Rooms	9 sq metres	2.5 metres
Living Room	15 sq metres	3.5 metres

- iv. Submit scale drawings which indicate the furniture layouts of each of the different apartment sizes and styles with every Development Application.
- v. Design apartment layouts which maximise site opportunities and respond to the natural and built environment by:
- situating private open space near the main living area.
 - orientating main living areas towards the primary outlook and away from neighbouring noise sources or windows.
 - maximising the number of rooms with windows by locating habitable rooms, kitchens and bathrooms on the external face of the building.
- vi. Design apartments which are sufficiently flexible to allow a variety of uses for rooms/spaces to ensure apartments meet resident needs over time.

6.3 Home Offices

People working from home can contribute to the economy and life of the town centre by generating local demand for business supplies and services, lunches, and pleasant places to meet colleagues or clients. They can contribute to safety by providing casual surveillance during the day, when other residents are working away from home.

Objectives

- To provide opportunities for people to work from home, reducing their need to use a motor vehicle for work trips.
- To contribute to the economic growth of the town centre and achieve a diverse local workforce.
- To improve personal and property safety by maximising casual surveillance of the street.

Note that appropriate home office activities are those which do not generate any additional traffic or parking requirements, and which do not impact negatively on other residents in terms of noise, odour, appearance or other factors impacting on amenity.

Controls Performance Criteria

- Clearly identify the home office area, ideally by designing it so that it can be closed off from the rest of the apartment. The design should be sufficiently flexible to allow later or alternate use as part of the residence.
- Ensure that home office needs including storage, additional telephone and electrical capacity, and task lighting can be met.
- Windows may not be used for the display of goods or merchandise.

6.4 Internal Circulation - Stairs, Lifts and Corridors

Well designed circulation spaces such as stairs, lifts and corridors contribute to residential amenity.

Objective

- To provide adequate, safe and pleasant spaces in which people can easily circulate.

Controls Performance Criteria

- Maximise the amenity of circulation spaces by providing generous spaces e.g. high ceilings, wide corridors.
- Optimise the number of vertical circulation points and minimise the number of apartments per corridor.
- Provide clear sightlines by ensuring that no apartment is more than 12 metres away from a lift.
- Ensure that corridors are wide enough to allow two people walking in opposite directions, each carrying luggage or shopping parcels, to comfortably pass each other without disturbance.
- Optimise security by grouping apartments to a maximum of ten (10) around a common lobby. Council may consider a variation in the maximum number of units per floor where the applicant can demonstrate that a high level of amenity of the common lobby, corridors and units is achieved.
- Provide natural daylight to circulation spaces wherever possible.

6.5 Storage

Well designed apartments should include adequate and useable storage space to store everyday household items. Adequate storage space is proportional to the size of the apartment.

Objective

- To provide storage for everyday household items within easy access of the apartment, including storage for sporting, leisure, fitness and hobby equipment.

Controls Performance Criteria

- In addition to kitchen cupboards and bedroom wardrobes, provide accessible and adequate storage facilities at the following rates per apartment:

Apartment Type	Area
Studio & 1 bedroom	6 cubic metres
2 bedroom	8 cubic metres
3+ bedroom	10 cubic metres
nb: minimum apartment sizes exclude storage facilities	

- Provide at least 50% of this storage facility within the apartment, accessible from either a hall or a living space. The remaining 50% may be provided in a safe and secured area remote from the apartment e.g.
 - dedicated storage compartments may be provided on each floor
 - basement storage may be provided if it does not compromise natural ventilation, is contained within a fire safe compartment, and has a minimum height of 1.8 metres.
- Provide calculations of storage areas for each apartment on DA plans.

6.6 Clothes Drying

The use of energy efficient appliances is not only good for the environment but can also contribute to household savings. Using natural alternatives wherever possible, such as sun and wind drying for clothes is preferred.

Objectives

- To maximise opportunities for the use of sun and wind for drying clothes.

Controls Performance Criteria

- Wherever possible, provide dedicated external clothes drying areas for all apartments. Additional balconies (i.e. not main balconies) may be considered appropriate for this purpose, provided that they are screened from public areas.

7 Amenity

7.1 Natural Daylight, Overshadowing and Solar Access

Solar access is a major determinant of personal environmental comfort. Good passive solar design offers a resource and financial benefit by reducing the need for artificial heating and cooling. New development must also recognise that existing adjacent buildings require reasonable access to sunlight for living spaces, and private and public open spaces.



Objectives

- To optimise solar access to habitable rooms and to minimise the need for artificial lighting during daylight hours.
- To minimise the impact of overshadowing on the internal and outdoor areas of neighbouring buildings.
- To retain the amenity of the public domain by maximising solar access.

Controls Performance Criteria

- i. Maintain sunlight access to private and public open spaces and north facing habitable rooms of adjoining development for at least 3 hours between 9am and 3pm on 21 June, where possible.
- ii. Ensure that building layouts facilitate good solar access to both internal and external living spaces e.g. ideally locate living areas (including their associated balconies) to the north and east, and service areas to the south and west of the development.
- iii. Maximise any northerly aspect and optimise the number of north facing windows. Shade north facing windows with roof eaves, verandahs or balconies, awnings or other horizontal shading devices.
- iv. Provide adjustable shade devices suitable for lower sun angles (e.g. louvres/blinds) to openings on the eastern and western facades.
- v. Incorporate appropriately designed double glazed or energy efficient glass skylights and clerestory windows to improve daylight levels wherever possible.
- vi. Do not use coloured/opaque glass as a shading device.
- vii. Protect roof terraces with shade cloth, planting, pergolas and/or vergolas.
- viii. Ensure that living spaces of at least 70% of apartments in any new development receive a minimum of 3 hours of sunlight between 9am and 3pm on 21 June, unless existing overshadowing prevents this.



Refer to Council's DA Guide for specific requirements about shadow diagrams.

7.2 Natural Ventilation

Natural ventilation, the unimpeded flow of air through a building or apartment, is a vital contributor to residential amenity and a high quality living environment. The slim building envelopes required by this Plan specifically encourage development which relies as much as possible on natural, rather than mechanical, ventilation.

Objectives

- To ensure that apartments achieve a high standard of amenity and thermal comfort by providing all habitable rooms with direct access to fresh air.

Controls Performance Criteria

- Ensure that all apartments are single loaded or dual aspect, to allow the direct flow of air from one side of the apartment to the other.
- Consider the use of crossover apartments, which minimise corridors and lift lobbies whilst providing a dual aspect and natural ventilation.
- Maximise natural ventilation to each apartment by:
 - Locating small windows on the windward side and larger windows on the leeward side of the building (utilising air pressure to draw air through the apartment);
 - Selecting and designing windows which can be reconfigured to catch prevailing breezes, and funnel breezes into the apartments (e.g. vertical louvred and casement windows); and
 - Using design solutions such as: higher level casement or sash windows; and clerestory windows or operable fanlight windows (including above internal doors) to facilitate convective currents. This is particularly important in apartments with a single aspect.
 - Minimising interruptions to airflow (e.g. corners/walls) within individual apartments; and
 - Grouping rooms with similar uses together (e.g. living spaces/sleeping spaces) to allow the apartment to be compartmentalised for efficient summer cooling or winter heating.
- Consider acoustic transfer grilles with operable shutters through external and internal walls.
- Utilise innovative technologies (e.g. stack effect ventilation or solar chimneys) to achieve natural ventilation in non-habitable rooms and basement car parks.
- Double-loaded/single aspect apartments will only be considered if specific site conditions create justifiable design difficulties and the applicant can provide appropriate verification/evidence (from suitably qualified professional) that innovative technologies will be employed to achieve natural ventilation.

Note that natural ventilation impacts on energy efficiency and forms part of the BASIX certification for new development.

7.3 Privacy - Acoustic

Acoustic privacy, an important contributor to the amenity of apartments, is a measure of sound insulation within and between buildings and between external and internal spaces. Designing for acoustic privacy relates to the location and separation of buildings and the arrangement of apartments and internal spaces within apartments.

Objective

- To ensure high levels of acoustic privacy within and between residential developments and associated private open space.

Controls Performance Criteria

- Construct all residential buildings so that they achieve the following internal acoustic amenity criteria, when tested in accordance with Australian Standard AS2107: 2000

- In naturally ventilated residential units; the repeatable maximum $L_{Aeq}(1\text{hour})$ should not exceed:

	Windows closed		Windows open	
Sleeping areas	10pm - 7am	35dB(A)	24 hours	45dB(A)
Living areas	24 hours	45dB(A)	24 hours	55dB(A)

- Where natural ventilation cannot be achieved, in residential units provided with mechanical ventilation, air conditioning or other complying means of ventilation (in accordance with the ventilation requirements of the Building Code Of Australia), the repeatable maximum $L_{Aeq}(1\text{hour})$ should not exceed:

	Doors and Windows closed			
Sleeping areas	10pm - 7am	38dB(A)	7am - 10pm	45dB(A)
Living areas	24 hours	46dB(A)		

- When requested, submit a noise and vibration assessment report prepared by an appropriately qualified professional and addressing measures to minimise potential noise and vibration impacts for any proposed development. This assessment must:

Noise and vibration assessments should be prepared by consultants with experience in this field. For a model consultant brief refer to the RMS's Environmental Noise Management Manual.

- pay regard to the NSW Department of Environment & Conservation (DEC) Industrial Noise Policy, Chapter 174 of the NSW (DEC) Noise Control Manual and relevant Australian Standards;
- incorporate external noise sources (such as traffic, plant & equipment) and internal noise sources (such as mechanical ventilation);
- specify if the findings and recommendations can be achieved and detail the measures needed to achieve the required acoustic environment.

- iii. Maximise acoustic privacy to the site and building layout by providing adequate building separation within the development and from neighbouring buildings.
- iv. Design developments to minimise noise transition between apartments by:
 - locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms next to living rooms, bedrooms with bedrooms;
 - locating bedrooms away from busy roads and other noise sources;
 - using storage or circulation zones within the apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas; and
 - minimising the amount of party (shared) walls with other apartments.
- v. Reduce noise transmission from common corridors or outside the building by providing seals at entry doors.
- vi. Resolve conflicts between noise, outlook and views using design measures such as double glazing and operable screening.
- vii. Comply with BCA requirements for acoustic control of airborne noise and impact of noise between apartments.

7.4 Privacy - Visual

Visual privacy measures aim to protect every resident's ability to carry out private functions within all rooms and private open spaces, without compromising the functionality of the outlook, ventilation, and solar access of those private spaces.

Objectives

- To provide reasonable levels of visual privacy externally and internally, during the day and night.
- To maximise outlook and views from principal rooms and private open spaces without compromising visual privacy.

Controls Performance Criteria

- Design building layouts to minimise direct overlooking of rooms and private open spaces by:
 - separating communal open space, common areas and access routes from windows of rooms (particularly habitable rooms)
 - changing the level between ground floor apartments (including their associated private open space) and the public domain or communal open space.
- Maximise visual privacy by providing the following minimum physical separations between buildings:

	Distance
Between habitable rooms	12 metres
Between habitable room and balconies/non-habitable rooms	9 metres
Between non-habitable rooms	6 metres

- Increase privacy without compromising amenity by:
 - offsetting windows of apartments in new development to windows in adjacent development;
 - recessing balconies and/or providing vertical fins between adjacent balconies;
 - using solid or semi-solid balustrades to balconies;
 - using louvres or screen panels to windows and/or balconies;
 - providing landscape screening;
 - incorporating planter boxes into walls or balustrades to increase the visual separation between areas; and/or
 - utilising pergolas or shading devices to limit overlooking of lower apartments or private open space.

7.5 Safety & Security

The design of buildings and spaces has an impact on perceptions of safety and security, as well as on actual opportunities for crime. Development should provide safe ground level entry and exit at all times of day and night, enable natural surveillance, clearly define public and private ownership, control access to the building and be easily maintained to enhance feelings of territoriality.

Objectives

- To ensure that the development is safe and secure for residents and visitors, and contributes to the safety of the town centre.
- To maximise natural surveillance - the ability to overlook the street and footpath from windows or balconies.
- To ensure that the building and the site can be cleaned and easily maintained.
- To create entrances which provide an identifiable and desirable residential amenity.

Controls Performance Criteria

- i. Design buildings to clearly define the transition from public through to private space.
- ii. Ensure that the safety of individual apartments is maximised by design that does not allow access from the balconies, roofs, windows, or awnings of its own or neighbouring buildings.
- ii. Orientate entrances towards the public street and provide clearly identifiable, sheltered, well lit and safe spaces to enter the building, meet and collect mail.
- iii. Provide direct and well-lit access between carparks and apartments, between carparks and lift lobbies, and to all apartment entrances.
- iv. Provide clear lines of sight between one circulation space and the next.
- v. Provide separate entrances, where possible, for pedestrians and vehicles, commercial and residential occupants, and ground floor apartments.
- vi. Avoid blind or dark alcoves which might conceal intruders, especially in areas near lifts, stairwells, and entries and within carparks.
- vii. Ensure that public and common areas achieve lighting levels sufficient for people to recognise an approaching person's face 10 - 15 metres away. Vandal proof fittings should be used wherever lights are positioned within reach.
- viii. Consider audio and video intercom and/or key card access systems.
- ix. Provide for easy maintenance and cleaning by: designing windows that can be cleaned from inside the building; using manually operated (rather than mechanical) systems such as blinds, sun shades, pergolas and curtains.
- x. Submit a formal Crime Risk Assessment with every **DA Development Application** comprising 20 or more new apartments.

'Safer by Design' is an accepted Crime Prevention principle that physical environments can be designed to positively influence human behaviour.

The NSW Police Service provides 'Safer by Design' training and advice, based on the strategies of Crime Prevention Through Environmental Design (CPTED).

These principles are:

Territoriality:

People protect their own territory. Fences, pavement treatments, art, signs, good maintenance, and landscaping are some physical ways to define ownership. Identifying intruders is much easier in a well-defined space. A well maintained property contributes to community safety by signalling that it is a 'territory' which its owners and inhabitants are willing to protect.

Natural Surveillance:

Criminals don't want to be seen. Landscaping and lighting can be planned to avoid 'hiding places' and enable residents, neighbours and people passing by to see who is entering or leaving a building.

Activity Support:

Encouraging legitimate activity in public spaces helps discourage crime. Any activity that gets people out and interacting - shopping, eating, sitting in a public space, - helps prevent crime.

Access Control:

Properly located entrances, exits, fencing, landscaping, and lighting can direct both foot and automobile traffic in ways that discourage crime.

(For more information contact NSW Police Service Safer by Design Team or go to www.police.nsw.gov.au)

8 Site Design

8.1 Courtyard Gardens & Other Landscaped Open Space



Landscaping can contribute to the character and visual quality of the town centre. This section identifies Courtyard Gardens as communal open space for new residents, to provide appropriate privacy and overshadowing separation between buildings.

Some sites may be able to accommodate deep soil zones (areas of natural ground with relatively natural soil profiles retained within a development). Deep soil zones promote the healthy growth of large canopy trees, protect existing mature trees, and reduce stormwater runoff by allowing rainwater to infiltrate the water table.

Refer to Part B - General controls for requirements for landscaping applying to all development. The following objectives and controls apply to Matrville Centre in addition to the general controls.

Objective

- To ensure access to areas of communal open space of sufficient size and quality to enhance the development's liveability.



Controls Performance Criteria

- Provide a landscaped courtyard garden with a minimum courtyard depth of 12 metres. Courtyard gardens should not be fragmented into multiple spaces.
- Demonstrate that courtyard gardens and other landscaped areas are designed as a focus of the development and a landscape buffer between buildings.
- Reduce glare and noise transference through a careful balance of hard surfaces and soft landscaping.
- At property boundaries, use soft landscape treatment to supplement fencing.

8.2 Service and Utilities

Adequate consideration needs to be given to both existing and proposed service authority assets within the town centre.

Objectives

- To enhance the visual amenity of service provision to new development.
- To ensure essential services and utilities meet the demands of new development.

Controls ~~Performance Criteria~~

- i. Where the cost of the works exceeds \$2 million, meet all costs associated with replacing overhead wires with underground cables in the vicinity of the development site.
- ii. Where the costs of the works exceeds \$1 million up to \$2 million, meet all costs associated with replacing overhead wires with Aerial Bundled Cables in the vicinity of the development site.
- iii. To achieve an active and safe street frontage in laneways, applicants may be required to meet all costs associated with the installation of services such as street lighting.

Definitions

Acoustic Privacy refers to the measure of sound between dwellings, and between external and internal spaces.

Apartment (synonymous with 'dwelling' as defined in Randwick City Council's LEP 1998) means a room or number of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate residence.

Articulation means three dimensional modelling at the periphery of the building, including any changes in facade alignment, balconies, bay windows and sun shading devices.

Building Envelope means a three dimensional shape within which a development must fit. It defines the limits for the siting and height of any buildings.

Building Footprint means the area of land measured at finished ground level that is enclosed by the external walls of a building.

Cantilever means a horizontal projection from a building, (e.g. step, balcony, beam, awning, or canopy) that is without external bracing and appears to be self-supporting

Cross over apartments are apartments with two opposite aspects and with a change in level between one side of the building and the other.

Cross through apartments are apartments on one level with two opposite aspects.

Dual aspect apartments are apartments which have at least two major external walls facing in different directions, including corner, cross over and cross through apartments

Environmentally Sustainable Development is development that uses, conserves and enhances the community's resources so that ecological processes are maintained and the total quality of life, now and in the future, can be increased.

Glass to glass dimension is the dimension between the inside faces of windows on the opposite external walls of a building.

Habitable room or space means a room used for normal domestic activities, and includes:

- a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room and sunroom but excludes:
- a bathroom, water closet, pantry, walkin wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.

Juliet balcony means a small projecting balcony, generally ornamental or only large enough for one person standing.

Lot or allotment refers to an individual parcel of sub-divided land.

Mezzanine means the second storey of an apartment, fully or partially open to a void (double height) space shared by both storeys

Public Open Space means land used, or intended for use, for recreational purposes by the public.

Storey means a floor within a building, but not including:

- a roof or part of a roof, used as an uncovered garden, terrace or deck;
- useable or habitable roof space; or
- semi-basement or basement parking.

SEPP means State Environmental Planning Policy.

Soffit means the underside of a part or member of a building extending out from the plane of the building walls.

Wintergarden means a glass-enclosed garden area for use during all seasons of the year.

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Background Documents

Matraverse - A Snapshot (**Regalia** for Randwick City Council)

Matraverse - Shaping the Future (**Regalia** for Randwick City Council)

Contents

1	Introduction.....	2
1.1	Industrial Land in Randwick City	2
1.2	Objectives.....	2
2	Building design and appearance	2
3	Setbacks	2
4	Landscaping	2
5	Parking and access	2
6	Light and Noise.....	2
7	Water quality	2
8	Waste management.....	2
9	Fences	2
10	Public Utilities/Infrastructure.....	2
11	Signage	2

1 Introduction

This chapter applies to applications for new development, redevelopment, alterations, additions and changes of use in industrial zoned land under Randwick LEP.

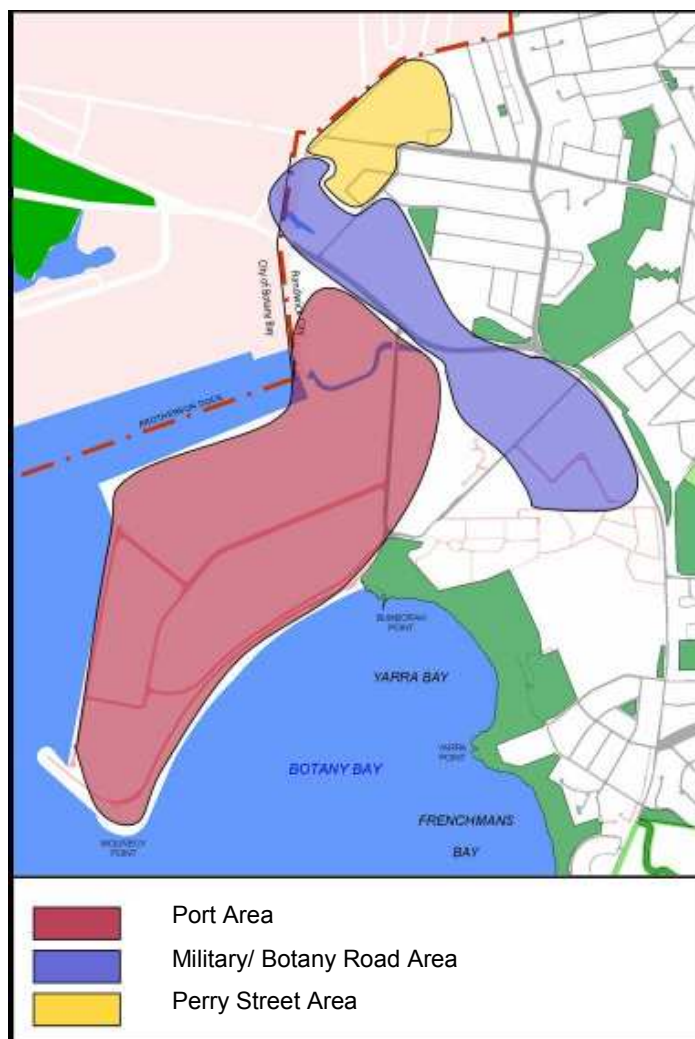
This section of the DCP should be read in conjunction with:

- Part A – Introduction,
- Part B - General Controls of the DCP; and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

To the extent of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Industrial Land in Randwick City

Randwick City's industrial area has three distinct precincts which comprise a diverse range of lot types, industrial uses and business operations. These three areas are listed as follows:



Perry St Precinct

This precinct is characterised by small and single lot industrial uses that mostly cater for localised industries, such as vehicle repairs. The future desired character for the precinct is to maintain a range of small and medium size lots (including strata buildings) to continue to cater for smaller industrial operations. Managing the residential interface is also important.

Botany Road/Military Road Precinct

This precinct is characterised by medium to large lots. The future desired character is to retain these large lots and to avoid strata and small lot subdivision to cater for large and port related industries.

Port Botany Precinct

This precinct will continue to be used for Port and port related businesses, requiring large lots and access to main roads and rail.

1.2 Objectives

- To preserve Randwick City's core industrial area at Matraville and Port Botany to meet the current and future industrial needs of the City.
- To facilitate industrial development that produces a range of goods and services and employment opportunities, without adversely affecting the amenity, health or safety of the nearby residential areas.
- To ensure industrial development does not pollute or affect the surrounding land, water or environment.
- To ensure that new industrial development does not increase the cumulative risk of industrial hazards or its impact on surrounding properties.
- To allow certain non industrial uses which serve the daily needs of the workforce in the industrial areas, but not the wider community.
- To protect the viability of business zones by ensuring that commercial uses, such as offices and showrooms, are not permitted in the industrial area unless they are a minor component of an associated industrial land use.

2 Building design and appearance

Explanation

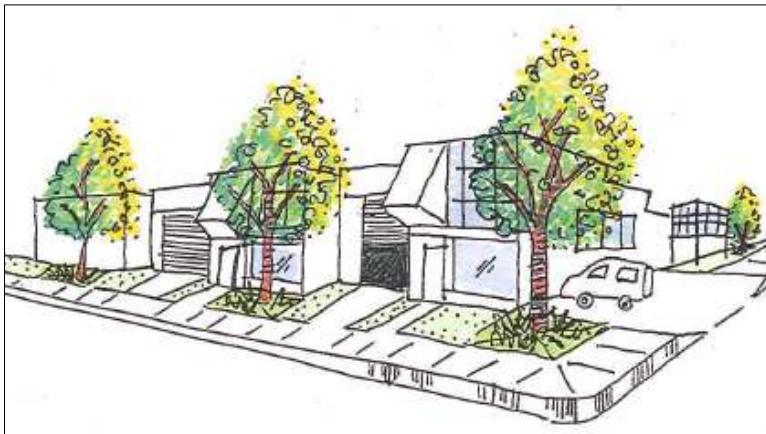
Good building design and appearance can maintain amenity and enhance the streetscape. Through high aesthetic standards, industrial buildings can be designed to provide and maintain a suitable level of visual, acoustic and environmental quality.

Objectives

- To ensure the form and scale of development enhances the streetscape and visual quality of the area.
- To achieve high quality, innovative and sustainable design for industrial buildings.
- To use materials and construction methods to mitigate noise and visual impact to adjoining areas, particularly residential areas.

Controls

- i) Building mass and scale should make a positive contribution to the streetscape and compliment the predominant character of the adjoining area.
- ii) Buildings should not contain long, blank and unarticulated walls, particularly on street frontages. Use of a single colour or material should be avoided. A development must use architectural elements to articulate the front and other facades visible from the public domain.
- iii) Building entrances should be clearly defined, well articulated and provide level or ramp access.
- iv) Roof design must be incorporated in the overall building design.
- v) Any metal roof sheeting should be pre-painted (e.g. Colourbond) to limit the level of reflection and glare.
- vi) Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.
- vii) To promote casual surveillance, office components of an industrial development should be located at the front of the property with windows and entrances facing the street, with the warehousing or industrial use set behind.
- viii) Buildings should maximise energy efficiency, through measures such as the use of high efficiency lighting systems, insulation, natural ventilation and lighting, and low embodied energy materials.



Example of good building design: building entries are clear with windows facing the street. The building incorporates an articulated façade with few blank walls.

3 Setbacks

Explanation

The use of setbacks plays a number of important roles in areas developed for industrial uses. A building set back from the street ensures space for landscaping and contributes to streetscape consistency. Setbacks also provide a transitional area or buffer to adjoining land uses.

Objectives

- To minimise the impact of development and buildings on the surrounding area by providing a buffer to adjoining land uses.
- To encourage development that is in keeping with the streetscape characteristics and ensures a positive contribution and presentation to the street.

Controls

- i) The front setback of an industrial building must respond to the dominant street setback. Where there is no dominant setback or on large frontages, setbacks will be addressed on a case by case basis.
- ii) All front setbacks are to comprise soft landscaping to provide a high quality street presence. Front setbacks are not to be used for storage or display of goods, excessive signage, loading/unloading areas and large areas of car parking.
- iii) Where the development adjoins non industrial uses, a minimum side and/or rear setback of 5m is required to the affected boundary.

- iv) A minimum side and rear setback of 4m is required in all other cases.

4 Landscaping

Explanation

Well landscaped areas can enhance the visual appearance of a development and be used to create an attractive and sustainable environment. Landscaping contributes to creating a pleasant working environment for employees and visitors.

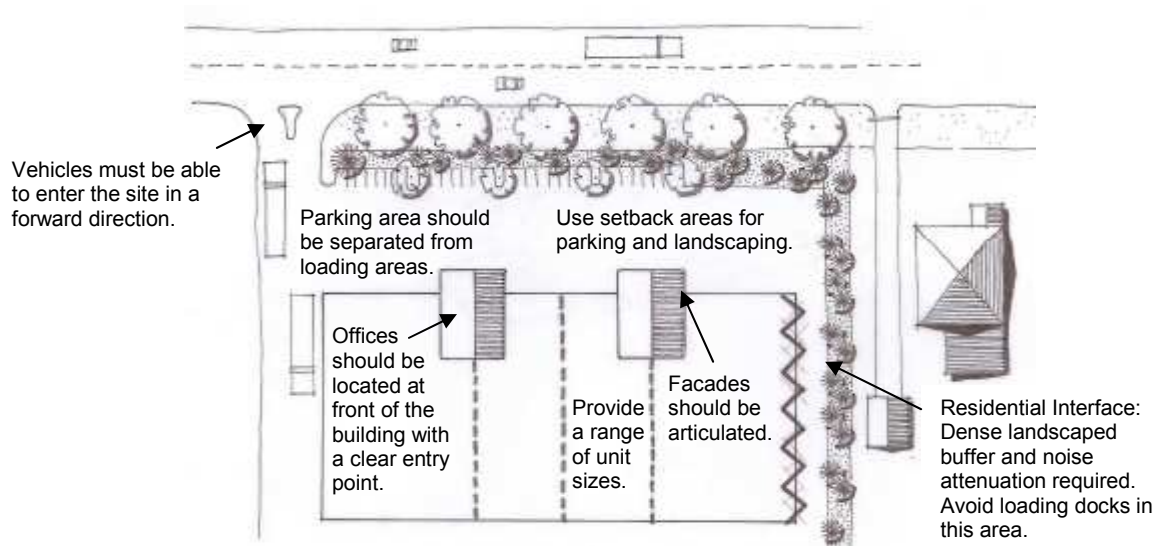
Landscaping creates a buffer for industrial development from other land uses and plays a key role in screening and softening visually dominant industrial buildings and signage.

Objectives

- To use landscaping to improve the environmental and visual amenity of industrial areas.
- To integrate building design, car parking and service facilities with landscaping.
- To ensure the provision of accessible and useable open space for the use of employees.
- To encourage the planting of indigenous, native and low water consuming plants and trees.
- To assist stormwater management by minimising hard non-porous surfaces.

Controls

- i) A minimum of 20% of the site must be provided and maintained as a landscaped area, with lawns, trees and shrubs for aesthetic purposes and for the enjoyment of employees.
- ii) Front and side setbacks must be landscaped to soften and screen buildings, storage, service and parking areas. Porous paving should be utilised wherever possible.
- iii) Shade trees should be provided in outdoor staff break areas and along pedestrian paths and walkways.
- iv) All landscaped areas should be separated from vehicular areas by means of a kerb or other effective physical barriers.
- v) All proposals for new industrial development should be accompanied by a landscaping plan prepared by a qualified professional.



5 Parking and access

Explanation

Car parking, access and loading/servicing areas can occupy a large proportion of an industrial site. This section provides objectives and controls to guide their suitable design and layout.

Reference should be made to RTA's Guide for Traffic Generating Development.

Note:

Parking rates should be provided in accordance with the Traffic, Parking and Access section of this DCP.

Objectives

- To ensure the safe and efficient movement in and out of an industrial development.
- To ensure the development incorporates sufficient on-site car parking to accommodate parking demands.
- To create attractive, safe and well integrated car parking and circulation areas throughout the development.
- To ensure the provision of adequate separate loading/unloading areas.
- To ensure that cyclist and pedestrian needs are considered in an industrial development.

Controls

- All vehicles should enter and leave the site in a forward direction.
- Vehicle movements within servicing areas should be designed to minimise reversing requirements or otherwise

demonstrate design measures to maximise safety and need for vehicle alarms/beepers.

- iii) The separation of service areas (loading/unloading) and parking areas is required. Service areas are to be located and designed to ensure safe and convenient usage.
- iv) Service areas including waste, recycling areas and external storage areas are to be located away from principal street frontages and screened from view.
- v) All loading and unloading operations are to take place wholly within the confines of the site at all times.
- vi) Loading docks, car parking spaces and access driveways are to be kept clear of goods at all times. Under no circumstances are these areas to be used for the storage of goods and waste materials. These areas are to be physically line marked and for the sole use of delivery vehicles.

Note:

Loading facilities must comply with the current RTA “Guide to Traffic Generating Developments” and AS 2890.2

Bicycle lockers and rails/racks are to be provided in accordance with Australian Standard 2890.3-1993 Bicycle parking facilities

6 Light and Noise

Explanation

Lighting and noise should be managed so as not to create a nuisance to nearby development, residential areas and/or traffic. Light spillage and noise emissions can be managed through design considerations to maintain the amenity of adjoining land.

Lighting should also address the principles of Crime Prevention through Environmental Design (CPTED) to ensure safety and security in industrial areas.

Reference should also be made to the Industrial Noise Policy (NSW EPA, 1999) which aims to balance the need for industrial activity with the desire for quiet in the community. Noise emissions are to comply with this policy.

Objectives

- To illuminate parts of the site for security reasons and to provide increased safety.
- To ensure lighting does not detract from the appearance of the development or amenity of the locality.
- To provide correct lighting orientation and minimise overspill lighting.
- To ensure appropriate noise attenuation measures are incorporated into the building design and site layout.

Controls

- i) Light sources should be directed away from adjoining properties, particularly residential uses.
- ii) External lighting to the premises must be designed and located so as to minimise light-spill beyond the property boundary or cause a public nuisance
- iii) Sources of noise (including noise from vehicles/machinery and any associated safety alarm mechanisms) should be sited away from adjoining properties, and where necessary, employ noise mitigation measures to be incorporated around the noise source (i.e machinery, the activity and/or the building/s).
- iv) Applications for uses that are likely to generate intrusive noise are to be accompanied by documentation certifying that acoustic amenity in surrounding properties will be maintained. The acoustic report must be prepared by a suitably qualified acoustic consultant.
- v) Operating hours must be submitted with the DA. Should the development require deliveries and/or operation of machinery outside of standard hours (7am to 6pm, Monday to Friday, and 7.00am to 12 noon Saturdays), an acoustic report prepared by a suitably qualified acoustic consultant may be required to accompany the DA. The report must have not been prepared more than 6 months prior to the date of lodgement of the application.

7 Water quality

Explanation

The management of stormwater runoff is important to protect Randwick City's natural waterways and the environment.

Objectives

- To manage stormwater quality and quantity and minimise stormwater discharge on adjoining properties.
- To minimise surface water run off.
- To prevent ground water contamination.
- To encourage on site stormwater collection and recycling.
- To minimise disturbance to existing drainage patterns.
- To minimise the risk and impact of flooding.

Controls

- i) Disturbance to the existing drainage pattern should be minimised where possible.

- ii) Applicants should demonstrate adequate measures during construction to ensure that erosion/sedimentation during construction is minimised. Revegetation and soil stabilisation measures are to be implemented on completion of the construction.
- iii) Address all requirements in Council's Stormwater Management Code.

8 Waste management

Objectives

- To minimise waste and to promote the principles of ecological sustainable development (ESD).
- To facilitate source separation and provide design standards that complement waste collection and management services offered by Council and other service providers.

Controls

- i) All DA's involving demolition or construction must be accompanied by a Waste Management Plan.
- ii) Space for the purposes of on-site separation and storage of recyclables and garbage must be provided on site.
- iii) For multi-use and industrial units, areas for waste storage and recycling must be provided in each industrial unit.
- iv) The waste storage and recycling area must be easily accessible.
- v) Clear vehicular access to the waste collection point is required.
- vi) Trade/commercial waste materials must not be disposed via Council's domestic garbage service.

9 Fences

Explanation

Fencing is often an integral part of industrial development in delineating areas and boundaries and for security purposes. Fencing location, style and height should be integrated with the building form, be unobtrusive and relate to the character of the streetscape. Poorly designed fences can dominate the streetscape, reduce opportunities for neighbourhood surveillance and social interaction.

Objectives

- To integrate fencing design and layout with the building entry.
- To provide a positive presentation to the streetscape.
- To provide site security and passive surveillance to the public domain.

Controls

- i) Solid metal panel fences (sheet material etc) of any height are not permitted along the street frontage.
- ii) All fencing along the street frontage is required to be permeable metal palisade or picket finishing – dark colours are preferable. Maximum height allowed is 1.8m on street frontages
- iii) For security purposes, taller fencing may be considered forward of the building line (but generally behind the front landscape strip).
- iv) Fencing should not obscure the main building entry.
- v) If the side or rear boundary adjoins a residential property, provide a timber paling/colorbond fence (commencing at the front of the building line) along with plantings. A maximum 2.2m height will be considered along the common property boundary between an industrial site and an abutting residential property.

10 Public Utilities/Infrastructure

Explanation

For new industrial development, Council requires the undergrounding of electricity connection to buildings to reduce the visual impact of overhead cables.

Objectives

- To minimise the visual impact of overhead electricity cables in industrial areas.
- To promote common trenching for the provision of services and utilities.

Controls

- i) New industrial developments must have an underground service line to a suitable existing street pole; or sheathed underground consumers mains to a customer pole erected near the front property boundary (within 1 metre).
- ii) Bundling of cables in the area surrounding the development may also be required to reduce the visual impact of overhead street cables.

Note:

For further details see Energy Australia for their requirements.

- iii) The common trenching of underground power, telecommunications and other services is encouraged.

11 Signage

Explanation

Advertising and adequate opportunities for the display of goods and services in industrial areas is important for businesses, however there is a need to ensure this does not detract from the streetscape.

Objectives

- To ensure signage and advertising is compatible with the architectural design of industrial buildings.
- To minimise visual clutter and protect and improve the visual quality of the streetscape and the public domain.
- To prevent excessive and obtrusive signage.

Controls

- i) All premises are to provide clear and legible signage, including addresses, for each business.
- ii) All signage on the buildings are to be contained within the bounds of the building structure. No sign is to project out from walls or above the roof line.
- iii) Signs on multiple tenancies are to be located in the same place on each tenancy.
- iv) Stand alone signs are to be wholly located within the property boundary.
- v) Illuminated and flash signage is discouraged.

Note:

Additional signage requirements can be found in the Outdoor Advertising section of the DCP.