Matraville Centre D5

Contents

1 Preliminary

1.1 Purpose of this Section

This Section establishes planning and design objectives and controls 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 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 land within the Matraville Centre as identified by heavy black edging on Map 1 below.

Map 1: Matraville Centre

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

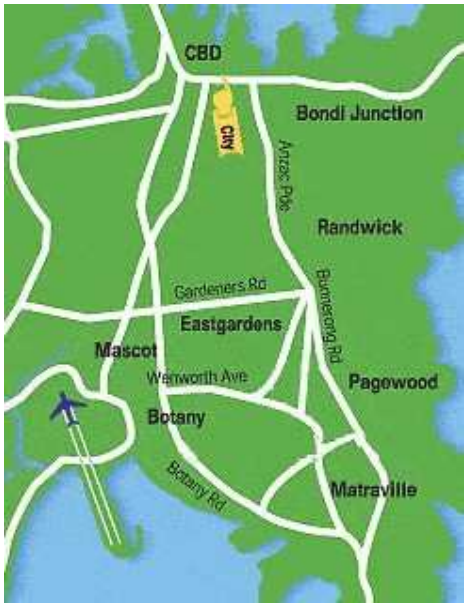
To use this Section, you should:

- Become familiar with the context and the desired future character for the Matraville Centre;
- Develop an understanding of the existing 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 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 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.

2.2 Randwick City

The suburb of Matraville is the sixth largest population centre in Randwick City. The scale of the 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 commercial 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.

2.3 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 centre during their life- times, it still remains the notional heart of a relatively low density and tight knit community.

2.4 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 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 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 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.

2.5 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.

2.6 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.

2.7 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.

2.8 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 centre, including a pocket park in Baird Ave

2.9 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.

2.10 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 centre in order to improve the local shopping and social environment.

2.11 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 centre.

2.12 Rear Lanes

Almost two thirds of the western side and the south eastern section of Bunnerong Road have rear lane access.

Crime Prevention through Environmental Design (CPTED) principles are especially important in rear lane development. These principles suggest that new development should promote casual surveillance as a means of improving security. Consideration of rear lanes as an important element of the local pedestrian network can guide streetscape improvements to encourage pedestrian use.

Any new development with rear lane access will be encouraged to take full advantage of the rear lane in terms of access and presentation, providing new residents with safe and welcoming access to their homes, and keeping the retail frontage of Bunnerong Road free from interrupting driveways.

2.13 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 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 centre with local places of interest including Heffron Park and the Shirley Crescent shops.

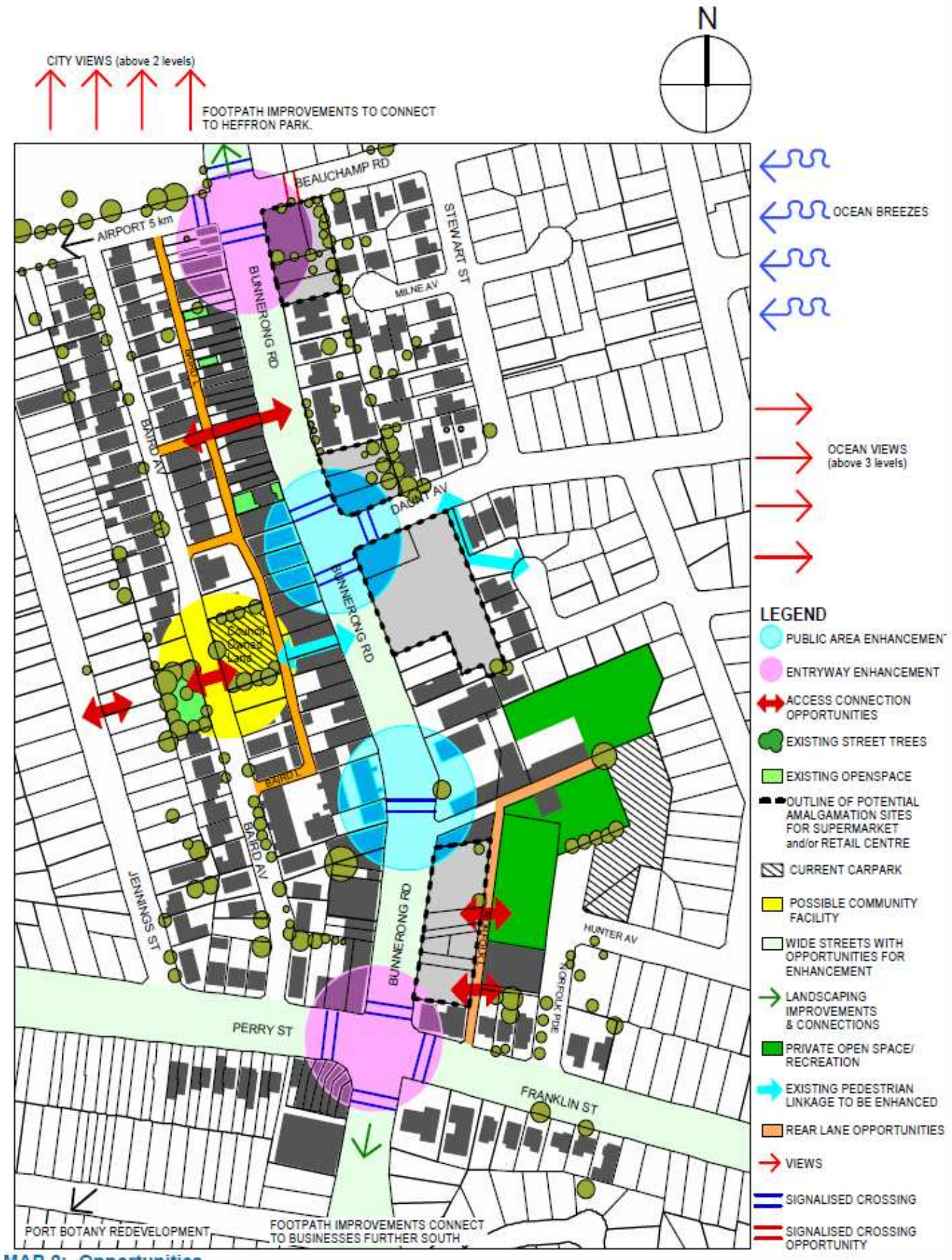
New landscaping, new lighting and signage, and better design will improve pedestrian walkways to and from existing carparks in the centre.

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 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.



MAP 2: Opportunities

3 Development Controls

3.1 Site Requirements/Amalgamation

The Matraville 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 centre retail mix if site amalgamation occurs.

Objective

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

Controls

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

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 subsection contains building envelope controls for the Matraville Centre. In addition to considering the desired future character of the 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 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

Note:

A building envelope is not a building.

It is the maximum three dimensional shape within which a building will be designed

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 centre users.

MAP 3: Building Envelope Footprints

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 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

i) Comply with the following maximum building heights:

Building height	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

ii) 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.

iii) 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.

iv) Reinforce street corners by concentrating the tallest part of the building at the corner.

v) Comply with Table 1 (shown left) which indicates:
- 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.

vi) The maximum building height for a 6th storey is metres to the underside of the topmost ceiling

			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		
Storey 4:floor to ceiling	2.7	2.9	12.8
Ceiling space & floor slab	0.2		
Storey 3:floor to ceiling	2.7	2.9	9.9
Ceiling space & floor slab	0.2		
Storey 2:floor to ceiling	2.7	2.9	7.0
Ceiling space & floor slab	0.8		
Grd/Storey 1: floor to ceiling	3.5	4.3	3.5

Table 1

Note about building height:

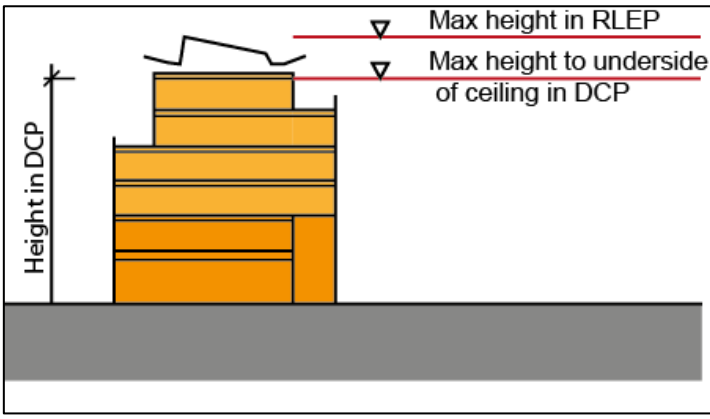
RLEP applies maximum building height controls to Matraville Centre. Under RLEP height is defined as:

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.



This diagram illustrates the relationship between the maximum building height expressed in RLEP, and the heights in this section of the DCP.

The space between the overall maximum building height permitted in RLEP, and the height to the underside of the topmost ceiling identified in the DCP allows for roof design, plant, structure, and possible habitable roof space (if identified in the controls).

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

i) 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

ii) Within the maximum building envelope depths:
- articulate the building facade, and
- design apartments so that the maximum glass to glass dimension is 14 metres.

iii) 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 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.

Controls

i) 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.

ii) 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.

iii) No side setbacks are required in the business 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 7.1).

v) For minimum separations between rooms in adjacent buildings (see 5.2).

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 centre.

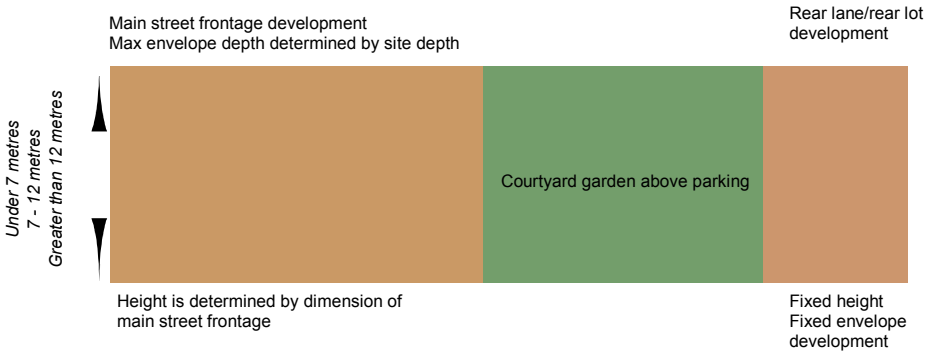
Three key scenarios are summarised in the following tables:

- 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.

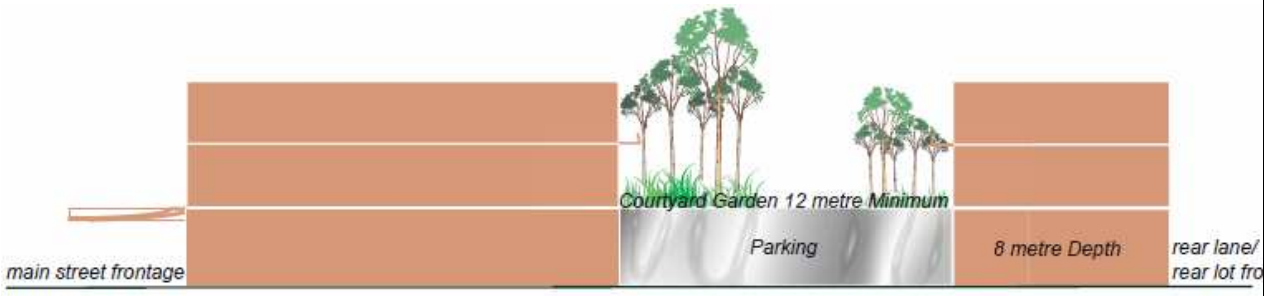
The tables indicate a sample cross section of a development, including envelope dimensions and setbacks, and provide information about uses in particular areas of the town centre. They also show how the configuration of buildings on a site will always include a landscaped courtyard garden with a minimum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



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 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*
	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*	

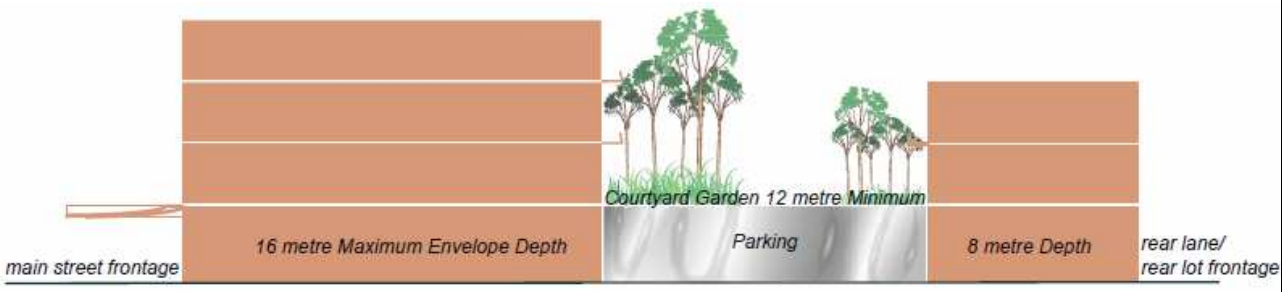


Sample configuration: Site 36 metres long, Main Street Frontage under 7 metres

Rear Lane/Rear Lot Frontage	*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*
	Upper Stories	*1 bedroom/studio*
	Attic	*Inappropriate*
Setbacks	*1 metre*	*From lane*
	9 metres	*From boundary of any property in an adjoining residential zone*

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*	

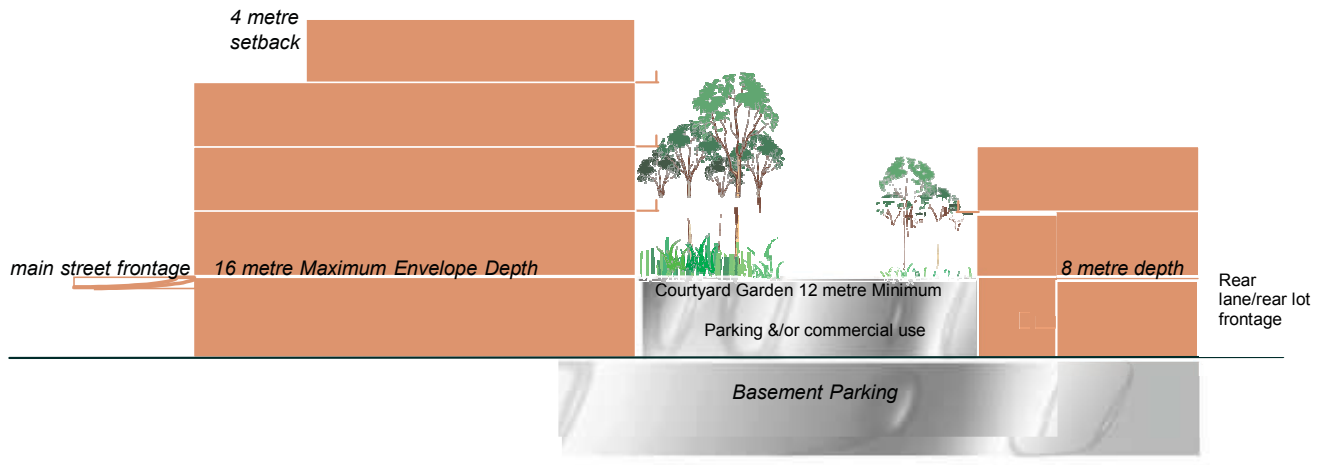


Sample configuration: Site 36 metres long, Main Street Frontage 7 - 12 metres wide

Rear Lane/Rear Lot Frontage	*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*
	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*

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*	



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 subsection 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 subsection also seeks to achieve:

- a better relationship between the eastern and western sides of Bunnerong Road,
- specific commercial and community uses within the 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 centre and the main shopping strip

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

Northern Precinct

N1 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.

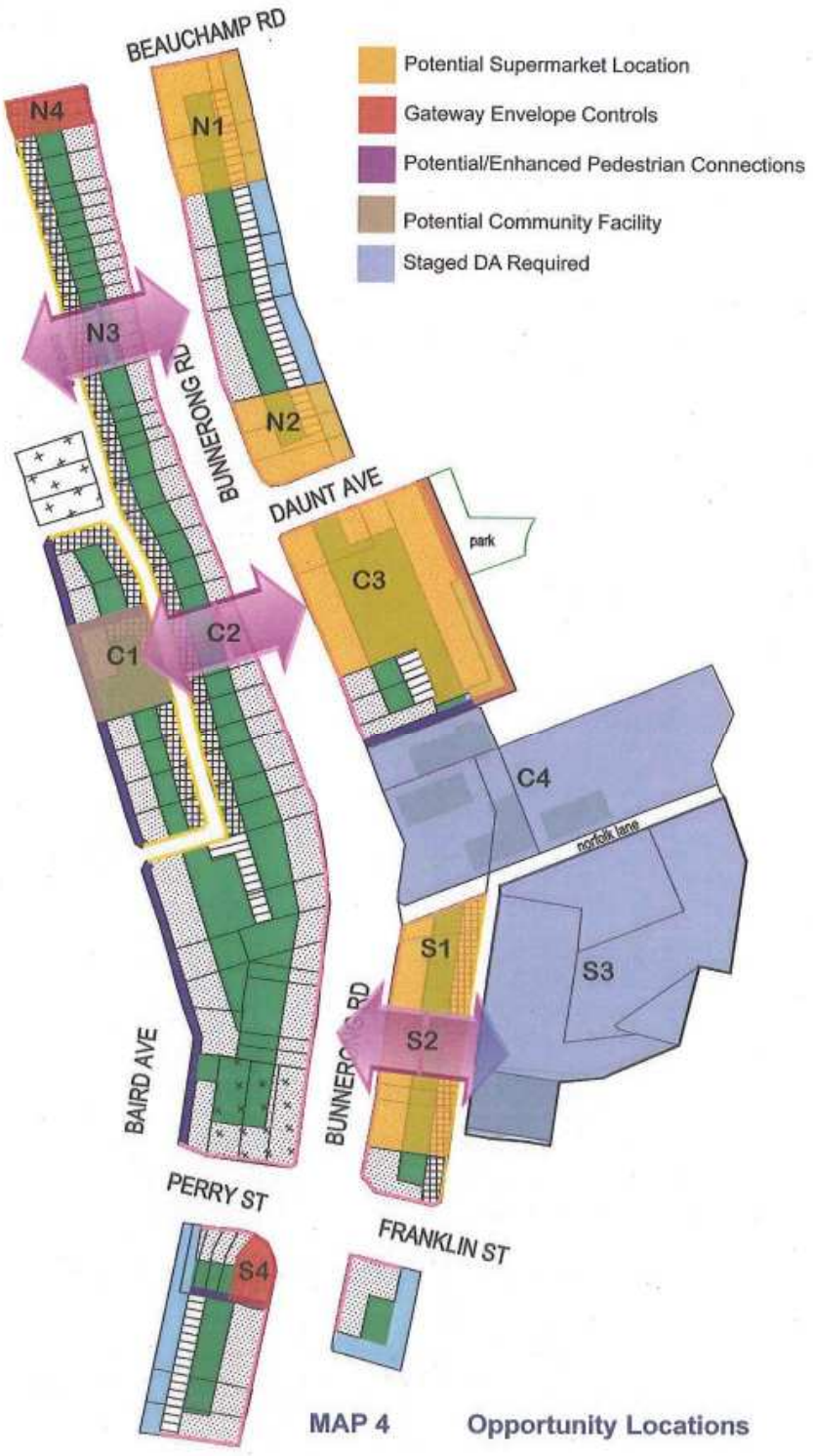
C4 To consider how to achieve a continuing community focus, and an appropriate built form, should the needs of the archdiocese, the church and the community change to the extent that St Agnes School is no longer required.

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 Matraville 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.

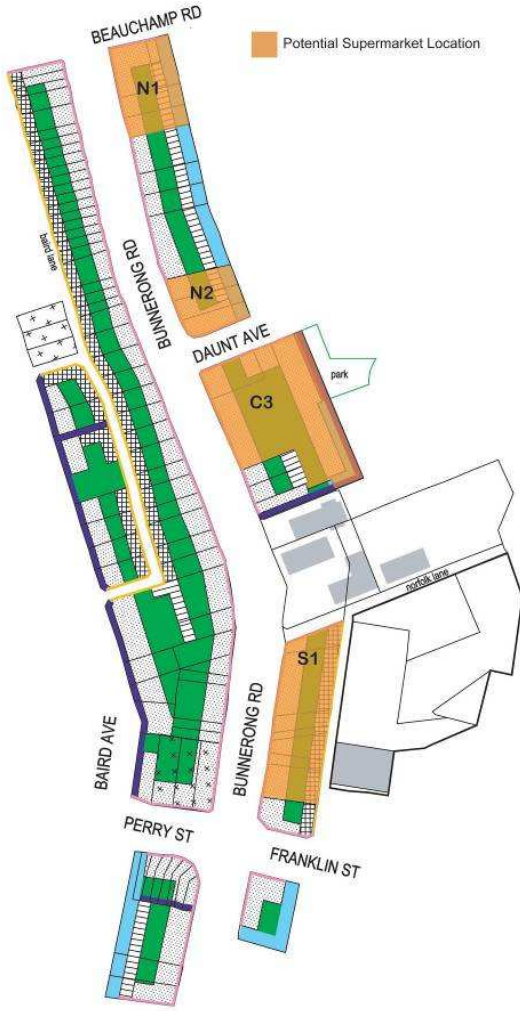


MAP 4 Opportunity Locations

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 1 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

i) Amalgamate a minimum site area of 1,700 sq metres in the general locations indicated on this map.

ii) 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.

iii) 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).

iv) 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.

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

v) Provide all parking at basement level.

vi) 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.

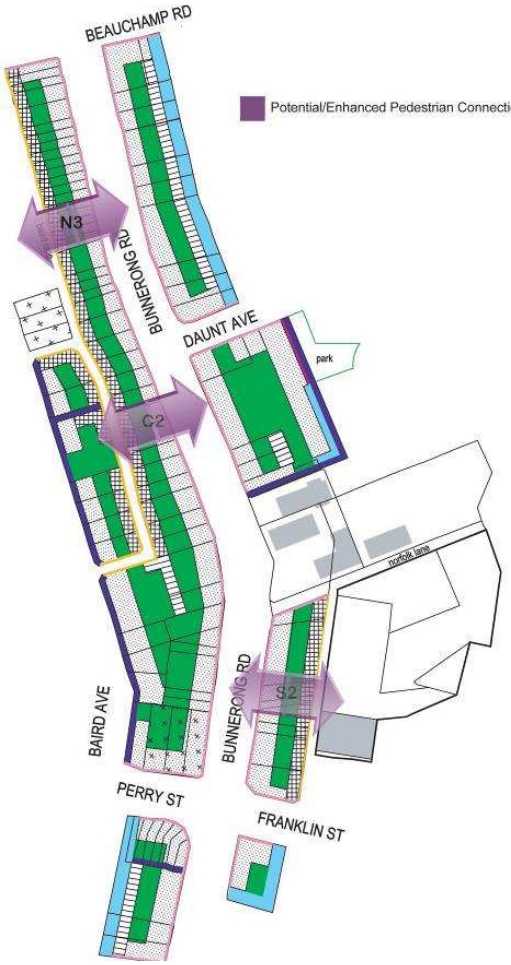
Controls

i) Amalgamate, in the general location indicated on the map shown left, a site with a minimum Bunnerong Road site frontage of 18 metres.

ii) 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.

iii) 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.

iv) Provide all parking at basement level.



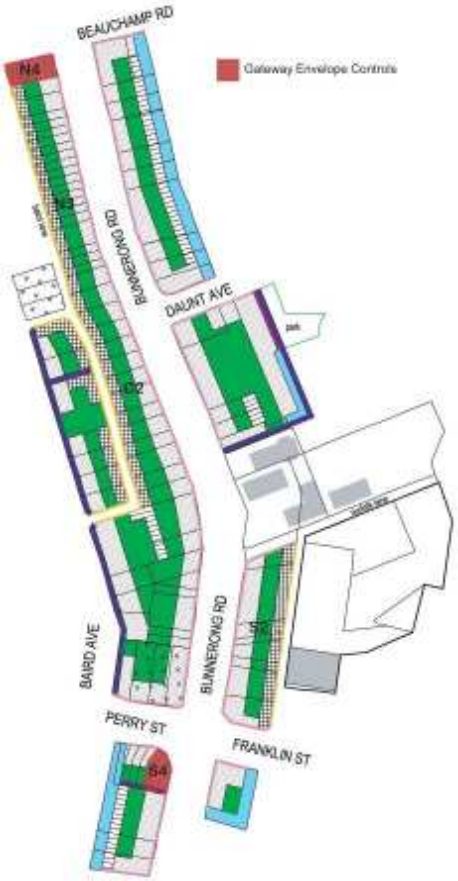
3.3.3 Gateway Development

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

i) Amalgamate a minimum of 3 allotments as indicated on the map shown left

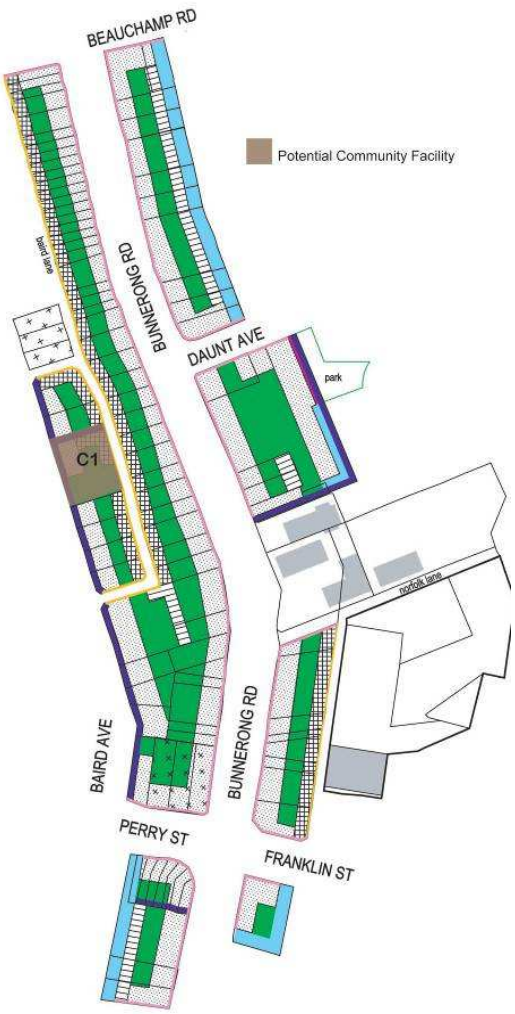
ii) Provide an active retail, commercial or residential frontage addressing Beauchamp Road/Perry Street.

iii) 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 centre.

Objective

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

Controls

i) Provide a multi-use community facility.

ii) 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.

iii) 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.

iv) Provide, in addition to all other required parking, a minimum of 80 public parking spaces, accessible to the public at all times.

v) Within the community facility, provide public toilet facilities.

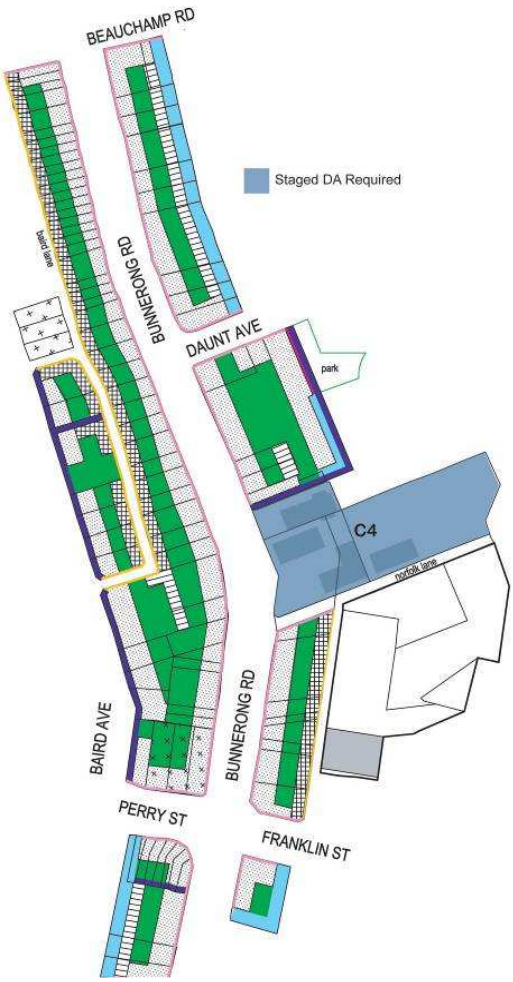
vi) The maximum overall height (at Baird Ave only) may be varied to 5 storeys, with the upper storey setback by 4 metres from the floor below.

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 DCP or staged DA.



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

i) Prepare a site-specific staged DA for any redevelopment altering the use of the whole or part of this site from church and/or school.

ii) Ensure that the site-specific staged DA generally conforms to the objectives and controls of this Matraville Centre section of the DCP.

iii) 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.

iv) Provide Grd/Storey 1 uses to activate the town square by day and by night i.e. cafes, restaurants, retail.

v) Provide all parking below ground at basement level.

vi) In addition to all parking generated by the redevelopment provide additional public parking spaces accessible to the general public at all times.

vii) Provide all vehicle access from Norfolk Parade.

Note:

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

3.3.6 Staged DA – RSL Club

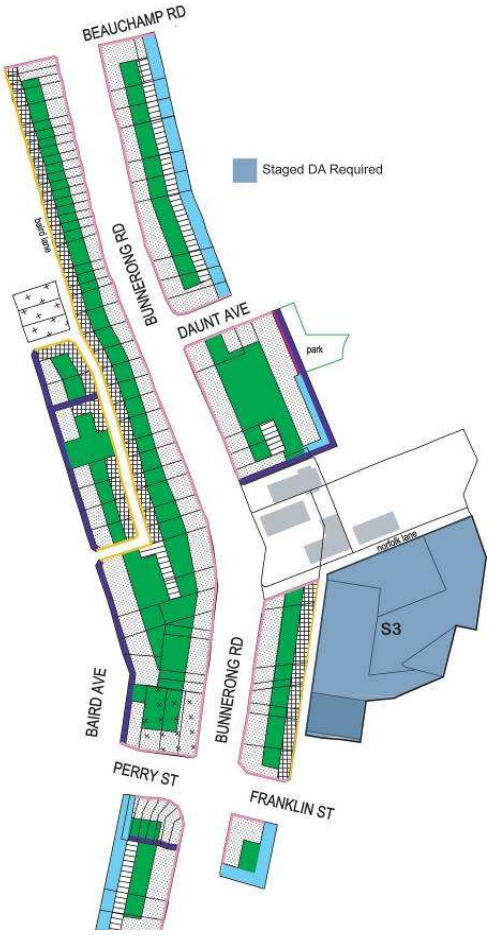
S3 RSL Club

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 subsection 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.



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

i) Prepare a site-specific staged DA 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 this 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) Submit a traffic and access study with any staged DA to identify appropriate vehicle access route(s) to the site.

Note:

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

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

i) Provide a continuous and active zero setback business frontage on the ground floor in Bunnerong Road, Daunt Ave, Perry Street, and Franklin Street.

ii) Maximise street level activity (e.g. by wrapping shopfronts around corners) and minimise blank walls at ground level.

iii) Maximise glazing for retail/commercial uses, but break large glazed shopfronts into discrete sections to ensure visual interest.

iv) The use of opaque or reflective glass which obscures uses on the ground floor is discouraged.

v) Ensure that any grilles or transparent security shutters to retail frontages, offer a minimum of 70% transparency.

vi) 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.

vii) Incorporate outdoor dining in cafés and/or restaurants wherever possible in accordance with Part D12, Footpath dining and trading.

viii) Recess doors to ensure they do not encroach over the footpath when open.

ix) 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.

Matraville 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

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.

v) Provide under-awning lighting to improve public safety.

vi) Colonnades along the street edge are inappropriate in this context.

vii) 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

Unless otherwise indicated in 3.2 and 3.3:

i) Provide a primary balcony/terrace for each apartment, directly accessible from the main living area.

ii) 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

iii) 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.

iv) Ensure that additional balconies have a minimum depth of 1.5 metres.

v) 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.

vi) Ensure that the undersides of balconies exhibit a well designed, completed appearance from the street.

vii) 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.

viii) 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.

ix) Wherever possible, integrate permanent landscaped features into balcony design. Wintergardens may be included on the western elevation.

x) Retractable awnings may be included above the 4th storey.

xi) 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

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.

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 Matraville 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.

Note:

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

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

4.5 Materials and Finishes

The 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

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

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 Matraville 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,

Note:

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

Controls

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.

4.8 Roof Forms

The maximum building height in the Matraville 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

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.

Note:

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, manouvering, safety and headroom.

Controls

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 B7 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.

v) 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

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 B7 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.

Note:

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

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

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.

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

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 DA.

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 neighouring 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.

Note:

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.

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.

Controls

i) 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.

ii) Ensure that home office needs including storage, additional telephone and electrical capacity, and task lighting can be met.

iii) 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

i) Maximise the amenity of circulation spaces by providing generous spaces e.g. high ceilings, wide corridors.

ii) Optimise the number of vertical circulation points and minimise the number of apartments per corridor.

iii) Provide clear sightlines by ensuring that no apartment is more than 12 metres away from a lift.

iv) 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.

v) 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.

vi) 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

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

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

ii) 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.

iii) 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.

Objective

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

Control

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

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.

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.

Objective

- 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

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) Consider the use of crossover apartments, which minimise corridors and lift lobbies whilst providing a dual aspect and natural ventilation.

iii) 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).
- 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.
- 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.

iv) Consider acoustic transfer grilles with operable shutters through external and internal walls.

v) Utilise innovative technologies (e.g. stack effect ventilation or solar chimneys) to achieve natural ventilation in non-habitable rooms and basement carparks.

vi) 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:

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

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

ii) In naturally ventilated residential units; the repeatable maximum LAeq(1hour) 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)

iii) 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 LAeq (1hour) should not exceed:

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

iv) 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:

- pay regard to the NSW EPA's 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.

Note:

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

v) Maximise acoustic privacy to the site and building layout by providing adequate building separation within the development and from neighbouring buildings.

vi) 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.

vii) Reduce noise transmission from common corridors or outside the building by providing seals at entry doors.

viii) Resolve conflicts between noise, outlook and views using design measures such as double glazing and operable screening.

ix) 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

i) 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.

ii) 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	9 metres
Between non-habitable rooms	6 metres

iii) 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

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.

iii) Orientate entrances towards the public street and provide clearly identifiable, sheltered, well lit and safe spaces to enter the building, meet and collect mail.

iv) Provide direct and well-lit access between carparks and apartments, between carparks and lift lobbies, and to all apartment entrances.

Note:

'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). For more information contact NSW Police Service Safer by Design Team or go to www.police.nsw.gov.au

v) Provide clear lines of sight between one circulation space and the next.

vi) Provide separate entrances, where possible, for pedestrians and vehicles, commercial and residential occupants, and ground floor apartments.

vii) Avoid blind or dark alcoves which might conceal intruders, especially in areas near lifts, stairwells, and entries and within carparks.

viii) 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.

ix) Consider audio and video intercom and/or key card access systems.

x) 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.

xi) Submit a formal Crime Risk Assessment with every DA comprising 20 or more new apartments.

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 Matraville 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

i) Provide a landscaped courtyard garden with a minimum courtyard depth of 12 metres. Courtyard gardens should not be fragmented into multiple spaces.

ii) Demonstrate that courtyard gardens and other landscaped areas are designed as a focus of the development and a landscape buffer between buildings.

iii) Reduce glare and noise transference through a careful balance of hard surfaces and soft landscaping.

iv) 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

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 2012) 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.