## Contents

**PART A - INTRODUCTION**
- A1 About this DCP
- A2 Development Applications
- A3 Public Notification

**PART B - GENERAL CONTROLS**
- B1 Design
- B2 Heritage
- B3 Ecologically sustainable development
- B4 Landscaping and biodiversity
- B5 Preservation of trees and vegetation
- B6 Recycling and waste management
- B7 Transport, Traffic, parking and access
- B8 Water management
- B9 Management Plan
- B10 Foreshore scenic protection area
- B11 Development in laneways nominated for widening

**PART C - RESIDENTIAL**
- C1 Low density residential
- C2 Medium density residential
- C3 Adaptable and universal housing
- C4 Boarding houses

**PART D - COMMERCIAL/INDUSTRIAL USES**
### Local Centres
- D1 Kensington centre
- D2 Kingsford centre
- D3 Randwick Junction centre
- D4 Maroubra Junction centre
- D5 Matraville centre
### Neighbourhood Centres
- D6 General controls
- D7 Maroubra Beach centre
- D8 The Spot, Randwick
### Commercial Uses
- D9 Amusement centres
- D10 Backpackers’ accommodation
- D11 Child care centres
- D12 Footpath dining and trading
- D13 Late night trading
- D14 Sex services premises
- D15 Industrial areas

**PART E - SPECIFIC SITES**
- E1 Bundock Street, Randwick
- E2 Randwick Education and Health Specialised Centre
- E3 Royal Randwick Racecourse
- E4 Prince Henry Site, Little Bay

**PART F - MISCELLANEOUS CONTROLS**
- F1 Development in recreation zones
- F2 Outdoor advertising and signage
- F3 Sydney Airport planning and noise impacts
- F4 Telecommunications and radiocommunications
A Introduction

A1 About this DCP
A2 What is a DA?
A3 Public Notification
Contents

1 Introduction .............................................................................................................................. 2
  1.1 Purpose of this Plan ........................................................................................................... 2
  1.2 Objectives ......................................................................................................................... 2
  1.3 Plan Name and Commencement .................................................................................... 2
  1.4 Land to which this Plan applies ................................................................................... 2
  1.5 Interpretation .................................................................................................................... 3
  1.6 Relationship to other plans ......................................................................................... 3
  1.7 How to use this plan and structure ............................................................................. 3

2 What is a DA? .......................................................................................................................... 5
  2.1 DA requirements ............................................................................................................. 5
  2.2 DCP Framework ............................................................................................................. 6
  2.3 Achieving the numerical controls ................................................................................ 7

3 Public Notification .................................................................................................................. 8
  3.1 Objectives ......................................................................................................................... 8
  3.2 Types of development that advertising and notification apply to ................................. 8
  3.3 What is public notification? .......................................................................................... 9
  3.4 Notification requirements for local and regional developments .................................... 9
    3.4.1 Development requiring notification and advertising .............................................. 10
    3.4.2 Development requiring written notification .......................................................... 12
    3.4.3 Development that does not require notification or advertising ............................. 12
  3.5 Notification requirements for amending, modifying and reviewing applications .......... 12
    3.5.1 Amended applications ............................................................................................ 12
    3.5.2 Applications to modify an existing consent (under Section 96 of the Act) .......... 13
    3.5.3 Applications for a review of a determination ........................................................ 14
  3.6 Procedures ......................................................................................................................... 14
    3.6.1 Published notice (Advertising) procedures ............................................................. 14
    3.6.2 Written notice (notification) procedures ................................................................. 15
    3.6.3 Site Notice procedures ............................................................................................ 17
  3.7 Procedures for Planning Proposals/LEPs and DCPs ......................................................... 17
  3.8 Submissions ....................................................................................................................... 18
    3.8.1 Submissions periods ............................................................................................... 18
    3.8.2 Making a submission .............................................................................................. 18
  3.9 Other provisions ............................................................................................................... 20
1 Introduction

1.1 Purpose of this Plan

This Development Control Plan (DCP) has been prepared under Section 74C of the Environmental Planning and Assessment Act (the Act) 1979 and the Environmental Planning and Assessment Regulation, 2000 (the Regulation).

This DCP provides detailed guidance for development applications (DAs) to supplement the provisions of the Randwick Comprehensive Local Environmental Plan (RLEP). The DCP includes objectives and controls for ensuring well designed, quality land use and development within the Local Government Area (LGA) to enhance Randwick City as a vibrant community and desirable place to live, work and visit.

It provides guidance to applicants in preparing development proposals, Council officers in assessing those proposals and for people making submissions on DAs.

This Plan replaces all DCPs formerly applying in the City in the one comprehensive DCP.

1.2 Objectives

The objectives of this DCP are to:

- Provide detailed guidance for development on the aims, objectives and controls of the RLEP;
- Support the integration of land use and transport planning in providing for housing and employment;
- Ensure quality design that reflects a site’s character and context;
- Ensure development is economically, socially and environmentally sustainable;
- Ensure development demonstrates architectural merit and incorporates high quality materials and finishes; and
- Protect and enhance remnant native vegetation, habitat corridors, biodiversity and wetland areas.

1.3 Plan Name and Commencement

This Development Control Plan (DCP) is called the Randwick DCP. This plan was adopted by Council on 28 May 2013 and came into effect on 14 June 2013.

1.4 Land to which this Plan applies

This DCP applies to all land within the Randwick Local Government Area (LGA).
1.5 Interpretation

Terms in this DCP generally have the meaning ascribed to them in the Dictionary to the RLEP or the Act. Where additional terms apply or the meaning of terms differs, definitions have been included in the glossary and relevant parts of this DCP.

A reference in this DCP to any Australian Standard or legislation includes a reference to any amendment or replacement as made.

Each DA will be assessed having regard to the RLEP, this DCP, the DA assessment matters listed in Section 79C of the Act, and any other policies adopted by the consent authority.

1.6 Relationship to other plans

This DCP should be read in conjunction with the provisions of the Act and the RLEP. If there is any inconsistency between this DCP and the LEP, the LEP prevails. This DCP repeals all previous DCPs applying within Randwick City.

1.7 How to use this plan and structure

The structure and format of this DCP has been organised to enable the user to easily find relevant information for the preparation and assessment of a DA. It establishes a hierarchy of information from the general to the specific.

It has been divided into 6 parts (A-F) as set out below.
## PART A  INTRODUCTION

This Part sets the formal/legal framework for the DCP and includes the details of Council’s notification policy for DAs, DCPs and LEPs.

## PART B  GENERAL CONTROLS

This Part will apply to all DAs and should be read first to determine how these provisions may apply.

This Part covers design, heritage, ecologically sustainable development, landscaping and biodiversity, trees and vegetation, recycling and waste, traffic, parking and access, water management, management plans foreshore scenic protection areas and laneway development. A development proposal will need to reference and address the relevant provisions for the type of development.

## PART C  RESIDENTIAL

This Part establishes provisions for all types of residential accommodation including low density such as dwelling houses and medium density residential. It also has separate sections on boarding houses and adaptable and universal housing.

It provides essential guidance on building envelopes, building design, setbacks, private open space, landscaped area, car parking etc. to assess development and ensure the impacts suitably managed.

A development proposal must consider the relevant provisions of this part in addition to the relevant general controls of Part B.

Some development proposals will also need to address the area specific controls in the medium density residential section for identified sites.

## PART D  COMMERCIAL/INDUSTRIAL USES

This Part establishes controls for commercial and industrial uses and comprises four sections:
- Local Centres
- Neighbourhood Centres
- Specific commercial land uses
- Industrial Areas

Development must address the provisions of this part and the relevant general controls under Part B.

## PART E  SPECIFIC SITES

This Part provides additional provisions for Specific Sites in the City. These override similar provisions in other parts of the DCP unless otherwise noted.

The specific sites are:
- Bundock Street, Randwick
- Randwick Education/Health Specialised Centre
- Royal Randwick Racecourse
- Prince Henry Site, Little Bay

## PART F  MISCELLANEOUS CONTROLS

This Part establishes provisions relevant to recreation zones, outdoor advertising, Sydney Airport (noise and height) and telecommunications and radio communications and must be referred to depending on the location and nature of the proposed development.
Development Applications

2  What is a DA?

A Development Application (DA) is a request that you can make to Council to carry out various types of development such as:

- Building a new building or structure for residential, commercial or industrial uses
- Alterations or additions to an existing building or structure
- Subdividing land or a building
- Changing the use of land or a building

A DA form with relevant supporting survey, drawings or plans and a written statement will need to be lodged with Council. To assist you in preparing and lodging a DA, Council has prepared explanatory guidelines (available on the web and in hard copy).

Please refer to ‘Building and Development’ on Council’s website at www.randwick.gov.nsw.au or contact the Customer Service Centre.

A step by step guide to obtaining consent for some common developments and an overview of how DAs are processed by Council, can also be viewed on Council’s website.

DAs are assessed on their merits under the requirements of s79C of the Act which among other things requires consideration of environmental planning instruments (includes LEPs) and DCPs.

DAs lodged and received by Council can be tracked through Council’s Online Services.

2.1  DA requirements

Seeking relevant information is an important first step in preparing a DA. Council offers a pre-lodgement meeting to identify key issues at an early stage. This service offers a meeting with relevant senior Council staff to provide early advice on a development proposal and is particularly encouraged for large or complex proposals. In addition a duty town planner is available during business hours for general planning enquiries.

The DA Guide and checklist is also a useful reference to ensure relevant matters are addressed in a development proposal. This is available on-line or at the Customer Service Centre.

A DA submission will require a Statement of Environmental Effects (as known as a S.E.E), context and site analysis, architectural...
drawings and survey plans to show what is being proposed and its impact (if any) on adjoining sites or the transport network. Depending on the development type the following may also be required:

- Landscape plans & planting schedule
- Drainage/stormwater management plans
- Transport and/or parking studies
- Acoustic/Noise report
- Contamination and remediation report
- Other reports as relevant within the DCP

All DAs are expected to comply with the Building Code of Australia (BCA) and relevant Australian Standards (AS).

Depending on the proposed development, several Parts of this DCP will need to be considered. For example, Part B General Controls is relevant for all DAs. Referral to other Parts will also be necessary depending on the type of development. For example, residential development such as alterations and additions to a dwelling house will need to also refer to Part C while Part D is relevant for commercial development. For design guidance on land uses not specified in this DCP, refer to sections relevant to the zone or location.

Once the plans and SEE are ready, DA form will need to be completed and all material lodged with Council. A formal process of notification and assessment will then follow.

2.2 DCP Framework

The DCP provisions are structured into two components, Objectives and Controls, with an Explanation section to aid the interpretation or provide background information to the controls.

The objectives provide the framework for assessment under each control and outline key outcomes that a development is expected to achieve. The controls contain both numerical standards and qualitative provisions. All DA proposals are required to address both the relevant objectives and the controls.

In March 2013 the State Government announced changes to the EP&A Act as it relates to DCPs. The Amending Act reinforces the status of DCPs as guidance documents and confirms the status of LEPs as the primary statutory planning instrument for an area. The Amending Act clarifies that a DCP is to:

- Give effect to the aims of an LEP
- Facilitate development that is permissible under an LEP; and
- Achieve the objectives of land use zones under an LEP.

The Amending Act introduces flexibility in the way DCP controls are applied when assessing DAs. Under the changes, a consent
authority cannot apply more onerous standards if a DA complies with a DCP. Where a DA does not comply with a DCP, the consent authority must be flexible in its application and consider reasonable alternative solutions to achieve the objectives of the DCP controls.

This DCP is consistent with the Amending Act and flexibility will be appropriately maintained to allow innovative design and construction. Clause 2.3 below outlines specific criteria against which a proposed variation to the numerical controls will be assessed. This will provide a transparent basis for assessment of any elements of a proposal that do not meet a numerical control.

2.3 Achieving the numerical controls

Proposals are expected to comply with the numerical controls in this DCP. Any proposed variation from the controls may be considered only where the applicant successfully demonstrates that an alternative solution could result in a more desirable planning and urban design outcome. This ensures that the DCP guidance has sufficient flexibility to recognise that every property has different characteristics based on their unique combination of site conditions, size, aspect and location. The context and site analysis will be critical in demonstrating the need for any variation to the numerical controls.

Any proposals seeking to vary the numerical controls will be assessed against the following criteria:

i) Consistency with the general objectives of the LEP, and the general objectives and specific control objectives of this DCP.

ii) The degree or numerical extent of variation from the control.

iii) The presence of any existing site constraints rendering strict compliance difficult to achieve, such as:

   - Site topography
   - Site orientation
   - Allotment configuration
   - Allotment dimensions
   - Existing building structures to be retained

iv) Potential impacts on the structural stability, visual amenity, solar access, privacy and views of the adjoining properties as a result of the variation.

v) Potential impacts on the public domain in terms of streetscape character, views and vistas and pedestrian amenity.

vi) Whether strict compliance with the controls will or will not permit construction of a building with reasonable dimensions, internal amenity, open space provision and architectural character.
3 Public Notification

Public participation is a key part of the development assessment and plan making process. The Act and Regulation provide the statutory requirements for notifying the public about DAs, planning proposals including local environmental plans (LEPs) and development control plans (DCPs). Council’s notification procedures in this DCP add to these legislative requirements and do not replace or reduce such requirements.

3.1 Objectives

- To ensure that members of the public are adequately informed of new development proposals, planning proposals/LEPs or DCPs that may affect them and have suitable opportunity to comment on that notified proposal, LEP or DCP.
- To identify local development likely to be of interest to the broader community.
- To provide certainty over the nature and extent of notification required in the assessment of proposals.
- To maintain and improve the efficiency of Council’s administrative operations, by providing a clear process for public notifications.

3.2 Types of development that advertising and notification apply to

This DCP specifically sets out Council’s notification and advertising provisions for:

- Local development (covers most development assessed by Council)
- Regional development (as specified in the Act and determined by the Joint Regional Planning Panel),
- Applications to modify development consent under Section 96 of the Act;
- Review of determinations under Section 82A of the Act; and
- LEPs and DCPs.

State significant development has its own requirements for advertising in the Act and Regulation and is not covered by this section.
Exempt and complying development are separately defined under the Act and do not currently provide for community input.

Explanations of the different types of development can be found on the Department of Planning and Infrastructure’s website at www.planning.nsw.gov.au.

3.3 What is public notification?

Public Notification refers to the range of ways in which members of the public are advised and informed of an issue at hand, to provide opportunities for public feedback on that issue.

Public Notice may include:

- Written Notice – a letter or an email to specified persons likely to be affected by a development proposal, LEP or DCP;
- Published Notice – an advertisement placed in a newspaper;
- Site Notice – a notice erected on the site of a proposed development; and
- Web Page Notice – a notice published electronically on the Internet for a LEP or DCP.

In addition, if a development proposal, LEP or DCP is likely to generate broad community interest, the Council may also undertake consultation measures such as:

- Consult with relevant interest groups such as Precinct Committees and Chambers of Commerce;
- Arrange public meetings/presentations, open days or other public forums; and/or
- Send media releases to media agencies.

To facilitate Aboriginal People’s involvement in planning processes, consultation with the relevant groups of the Aboriginal community, including the Aboriginal Land Council may be undertaken in addition to notification. Council’s relevant Projects Officer also liaises directly with Aboriginal People in Randwick City, assisting communities to understand the impact of planning decisions upon future generations of Aboriginal People and their cultural connection to Country.

3.4 Notification requirements for local and regional developments

Council will use one or more public notice methods depending on the anticipated impacts of the proposed development and consistent with the requirements of the Act.
### Type of Application

<table>
<thead>
<tr>
<th>Application</th>
<th>Written notice</th>
<th>Published notice</th>
<th>Site Notice</th>
<th>Notification period (days)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development requiring written notification*</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>14</td>
</tr>
<tr>
<td>Development requiring notification and advertising **</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>14</td>
</tr>
<tr>
<td>Designated Development Applications</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>30</td>
</tr>
<tr>
<td>Integrated Development Applications</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>30</td>
</tr>
<tr>
<td>Threatened species development</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>30</td>
</tr>
</tbody>
</table>

* refer to Clause 3.4.2 below  
** refer to Clause 3.4.1 below

#### 3.4.1 Development requiring notification and advertising

The following table lists the different types of development that must be advertised in each zone. All advertised development also requires written notification.

**Note:**

The requirement for advertising applies to new developments only (not alterations and additions to existing).
<table>
<thead>
<tr>
<th>Zone/Area</th>
<th>Development Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential zones</td>
<td>Boarding houses; Commercial premises; Car parks; Community facilities; Child care</td>
</tr>
<tr>
<td>(R1, R2, R3)</td>
<td>centres; Multi dwelling housing; Passenger transport facilities; Places of public</td>
</tr>
<tr>
<td></td>
<td>worship; Residential flat buildings; Serviced apartments; Health consulting rooms;</td>
</tr>
<tr>
<td></td>
<td>Hostels; Hotel or motel accommodation; Recreation facilities (indoor); Recreation</td>
</tr>
<tr>
<td></td>
<td>facilities (outdoor); Seniors housing; Shop top housing; Service station; Animal</td>
</tr>
<tr>
<td></td>
<td>boarding and facilities.</td>
</tr>
<tr>
<td>Business zones</td>
<td>Amusement Centres; Backpackers accommodation; Boarding houses; Car parks;</td>
</tr>
<tr>
<td>(B1, B2)</td>
<td>Educational Establishments; Entertainment facilities; Function centres; Funeral</td>
</tr>
<tr>
<td></td>
<td>Homes; Hostels; Hospitals; Hotel or Motel accommodation; Passenger transport</td>
</tr>
<tr>
<td></td>
<td>facilities; Places of public worship; Recreational facilities (indoor); Recreational</td>
</tr>
<tr>
<td></td>
<td>facilities (outdoor); Registered clubs; Residential care facilities; Residential</td>
</tr>
<tr>
<td></td>
<td>flat buildings; Restricted premises; Retail premises (excluding shops; kiosks;</td>
</tr>
<tr>
<td></td>
<td>restaurants or cafes; and takeaway food and drink premises); Service stations;</td>
</tr>
<tr>
<td></td>
<td>Serviced apartments; Shop top housing; Veterinary hospitals.</td>
</tr>
<tr>
<td>Industrial zone</td>
<td>All development in this zone except for Environmental protection works; Flood</td>
</tr>
<tr>
<td>(IN1)</td>
<td>mitigation works; Home based child care; Home businesses; Home Occupation (sex</td>
</tr>
<tr>
<td></td>
<td>services); Kiosks; Neighbourhood shops; Roads; Advertising structure.</td>
</tr>
<tr>
<td>Other zones</td>
<td>All development in these zones except for footpath dining and trading in the SP</td>
</tr>
<tr>
<td>(RU4, SP1, SP2, RE1,</td>
<td>zones; Environmental protection works; Flood mitigation works; Roads.</td>
</tr>
<tr>
<td>RE2, E2)</td>
<td></td>
</tr>
</tbody>
</table>

**Table 1: Development Requiring notification and advertising**

The following types of development also require notification and advertising regardless of the zone and include new development and alterations and additions to existing development:

- Sex services premises,
- Restricted premises;
- Registered clubs
- Development requiring consent under the Infrastructure SEPP and other SEPPs;
- Development involving alterations, additions, demolition, damaging or defacing of a building or work that is a heritage item or that is situated in a conservation area, except where the development in the opinion of Council will not adversely affect the significance of the item or conservation area; or
- Development involving the use and works to a building or land relating to the conservation incentives for heritage items under clause 5.10(10) of the Randwick LEP.

**Note:**

A development proposal may be exempt from advertising where that development is, in the opinion of Council, of minimal environmental impact or ancillary in nature; and is not likely to result in any adverse impacts on the broader community.
• Any new commercial development with a gross floor area of 1000 square metres or more.
• Non-conforming uses.

3.4.2 Development requiring written notification

Applications types that require notification are those not listed in either:

- Clause 3.4.1 - Development requiring notification and advertising; or
- Clause 3.4.3 - Development that does not require notification or advertising

3.4.3 Development that does not require notification or advertising

The following developments do not require notification or advertising

- Exempt Development;
- Complying Development;
- Building identification signs and business identification signs;
- Internal fit out of a building in a business or industrial zone;
- Property boundary adjustment;
- Strata and/or stratum Subdivision;
- Applications which in the opinion of the Authorised Officer, contain insufficient information to enable a proper assessment under the provisions of the Act and the application is to be determined by refusal for that reason;
- Tree works not affecting adjoining properties.

3.5 Notification requirements for amending, modifying and reviewing applications

3.5.1 Amended applications

A DA may be amended or varied by the applicant (with the agreement of council officers) before the application is determined.

For amendments prior to determination of an application, Council may renotify:

i) Those persons who made submissions on the original application.

Note: If the amendments will have a lesser or the same effect as the original application (eg internal changes or external changes which cannot be seen from the correspondent’s property) then re-notification is not required and submissions on the original application will be considered in the assessment.

ii) Any other persons who own adjoining or neighbouring land (including those who were previously notified of the application) who may, in the opinion of Council, be further detrimentally affected by the amendments if carried out.
3.5.2 Applications to modify an existing consent (under Section 96 of the Act)

An applicant may lodge an application to modify a development consent or a deferred commencement consent under Section 96 of the Act. The modified development must remain substantially the same as the originally approved development.

- Section 96 (1) applications involve correction of minor errors and misdescriptions;
- Section 96 (1A) applications involve minimal environmental impacts;
- Section 96(1AA) applications seek to amend Land and Environment Court consents; and,
- Section 96 (2) applications involve other modifications.

Section 96 applications will be notified / advertised as follows:

<table>
<thead>
<tr>
<th>Section 96 (1) application</th>
<th>No advertising or notification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 96 (1A) application</td>
<td>No advertising or notification</td>
</tr>
<tr>
<td>Section 96 (AA) application</td>
<td>Council will notify or make reasonable attempts to notify each person who made a submission in respect of the relevant DA of the proposed modification by sending written notice to the last address known to the consent authority of the submitter. See note 1.</td>
</tr>
<tr>
<td></td>
<td>If the proposed modification may result in impacts that, in the opinion of Council, are not minimal, Council will also advertise and/or notify in accordance with this DCP.</td>
</tr>
<tr>
<td>Section 96 (2) application</td>
<td>As per the original application. The advertising and notification procedures shall be in accordance with this DCP. See note 2.</td>
</tr>
</tbody>
</table>

Note 1:

The EP&A Regulation requires councils to make reasonable attempts to notify submitters. This acknowledges that people’s addresses may change and that after reasonable attempts to notify it may not be possible to do so for example, where no forwarding address is provided or is incorrect or incomplete etc.

Note 2:

A section 96(2) application may be exempted from notification and/or advertising where, in the opinion of Council, the proposed changes are not likely to result in any adverse impacts on adjoining or nearby land.
3.5.3 Applications for a review of a determination

Applications made under Section 82A of the Act to review the determination of a DA or under Section 96AB to review a modification decision will be notified and/or advertised in the same manner as the original application. Council will also notify, or make reasonable attempts to notify, each person who made a submission to the original application.

3.6 Procedures

3.6.1 Published notice (Advertising) procedures

Advertising procedures for Designated Development and State Significant Development are set out in the Regulation.

For other advertised development the following information must be included in the advertisement in a relevant local newspaper:

(i) a description of the land (including the address) on which the development is proposed to be carried out,

(ii) the name of the applicant and the name of the consent authority,

(iii) a brief description of the proposed development,

(iv) an invitation to inspect the application (including relevant plans and details);

(v) details of where and when the application can be inspected;

(vi) an invitation to make a written submission in relation to the DA to the consent authority,

(vii) the period during which submissions can be made (notification period)

Note:

The notification period will begin the day after the published notice first appears in a newspaper, and the notification end date will be displayed in the advertisement

Additional requirements for integrated development

In the case of development that is integrated development the published notice must also:

(i) contain a statement that the development is integrated development, and

(ii) state the approvals that are required and the relevant approval bodies for those approvals.

Additional requirements for threatened species development

In the case of development that is threatened species development, the published notice must also contain a statement that the development is threatened species development.

For LEPs and DCPs

The requirements for advertising a LEP or DCP is provided in the Regulation. The content of the advertisements is specified and the
period for exhibition of a DCP. A draft DCP must be publicly exhibited for at least 28 days.

The exhibition period of a planning proposal for an LEP is determined by the Minister for Planning in accordance with the Act.

3.6.2 Written notice (notification) procedures

Applications which are to be notified by written notice involve letters being sent in the form of an email or standard mail.

When is notification sent?

Council endeavours to provide written notification as soon as practicable after a development proposal is lodged.

The notification period, for any person to make a written submission, will commence from the date stated in the notification letter.

Content of written notices

Written notification procedures for Designated Development and State Significant Development are set out in the Regulation.

Other notification correspondence will contain the following information:

(i) A description of the land (including the address) on which the development is proposed to be carried out;
(ii) The name of the applicant and the name of the consent authority;
(iii) A brief description of the proposed development;
(iv) An invitation to inspect the application;
(v) Details of where and when the application can be inspected;
(vi) A statement that any person may make a submission to Council, in writing, about the proposal and that if there is any objection to the proposal, the reasons for the objection must be included;
(vii) The period during which submissions can be made (notification period) Note: the notification end date will be clearly displayed in the letter; and
(viii) A statement that submissions are available for inspection by interested persons.

Additional requirements for integrated development

For integrated development, the written notice must also:

(i) Contain a statement that the development is integrated development, and
(ii) State the approvals that are required and the relevant approval bodies for those approvals.
Additional requirements for threatened species development

For threatened species development, the written notice must also contain a statement that the development is threatened species development.

Extent of notification

Each notification is expressed as a minimum and may be increased (not reduced) at the discretion of the assessing officer, considering the nature and the likely impact of the proposal.

When notifying adjoining owners of the land of a development proposal, the Council will send letters to all owners within a 40m radius measured from each boundary of the development site. This approach is indicated in the adjoining diagram.

Exceptions to notification

- On very large sites where the proposed development is confined to a small area and in Council’s opinion, is of such a scale that it is unlikely to impact on the amenity or enjoyment of land that may be within the 40m radius of its boundary. This exception would apply to large sites such as the University of NSW.

- Where small changes to the rear of a building or property may only be of interest to adjacent owners, only these owners will be notified.

If land is owned or occupied by more than one person, a written notice to one owner or one occupier is taken to be a written notice to all the owners and occupiers of that land.

Notifying across Council boundaries

When a development proposal is likely to affect owners of land outside Randwick City, the Council will contact the neighbouring Council for details to send written notices out to these persons.

Strata schemes & Community/Neighbourhood Schemes

For strata titled properties, a notice will be sent to Owners Corporation as well as the owners of each strata unit. Tenants will not be separately notified.

For community/neighbourhood schemes a notice will be sent to the Community and/or Neighbourhood Association as well as the members of the association. Tenants will not be separately notified.

Returned Written Notices

Letters and emails notifying owners are sometimes returned to the Council for various reasons including incorrect addresses. In these cases, Council will check its records and if an address needs correcting, will re-send the letter or email.

The public exhibition period will NOT be formally extended where a written notification is delayed in this manner. Council may,
however, give that person an extension of time to make any submission, up to a maximum 14 day extension on the submission period.

3.6.3 Site Notice procedures

For all developments that require a published (advertised) notice, Council will erect (and later remove) a Site Notice on a sign post or board at the proposed development site. The site notice should clearly display the following information:

1. A clear, bold heading – DEVELOPMENT PROPOSAL
2. DA number
3. Name of the applicant
4. Address of the site
5. A brief description of the proposal
6. Plans including:
   - A location plan; and
   - Elevation/s (if applicable)
7. The place/s, dates and times that the application and supporting documents can be inspected.
8. An invitation to make a submission.
9. The period during which submissions can be made (notification period). The notification end date will be clearly displayed on the sign.

Council will endeavour to replace any notices if advised that these have been illegally removed, however, a notification period shall not be deemed invalid due to unauthorised removal or replacement of a site notice.

3.7 Procedures for Planning Proposals/LEPs and DCPs

Planning proposals/LEPs and DCPs are advertised in a local paper in accordance with the Act.

Draft LEPs and DCPs are normally exhibited shortly after Council resolves to do so.

For site specific or localised LEPs or DCPs Council will only notify owners and adjacent land owners. For more comprehensive or extensive plans notifying all neighbouring properties is not always feasible as they may refer to the whole city area or significant portions of it. In determining the extent of notification Council will consider the extent of the application of the plan. In all cases the LEP or DCP will be advertised in a local newspaper and relevant information also placed on Council’s website.

The closing date for submissions will be specified in notifications and advertisements.

The submissions procedures in the following section of this part apply to the extent relevant for DCPs & LEPs.
3.8 Submissions

3.8.1 Submissions periods

The submissions period is the same as the notification/exhibition period. In the case of development proposals this is usually 14 days and for DCPs 28 days.

The consultation period for planning proposals/LEPs is determined by the Minister in accordance with the Act. For further advice on community consultation see “A guide to preparing planning proposals” published by the NSW Department of Planning.

As there are different types of development and plans, the exact period will be stated in the advertised notice and/or the written notice.

Council must receive hardcopy submissions by 5pm on the last day of the notification/exhibition period or emails by midnight of the last day.

If a notification/exhibition period finishes on a weekend, then the closing date for submissions will be extended to the Monday (or next working day, if a public holiday).

The notification end date will be clearly displayed in all written, published and site notices.

Late submissions

Acceptance of late submissions will be considered in extenuating circumstances, and at the discretion of the Council officer assessing the development proposal, LEP or DCP.

Notifications of public holidays

To ensure that members for the public are given adequate notice of any development proposal, LEP or DCP, a notification/exhibition period will not be initiated during any Christmas/New Year period from the 15 December to the 14 January.

Upon request Council may grant an extension of time, up to a maximum of 7 days, to affected parties wishing to comment on a development proposal notified over other school holiday periods.

3.8.2 Making a submission

Viewing the proposal during exhibition periods

Applications, LEPs and DCPs and supporting documents are available for inspection, on Council’s Website, at Council’s ground floor Customer Service Centre, 8.30am-5pm, Monday to Friday, at Randwick City Council 30 Frances Street Randwick.

Copies of some plans and accompanying documents can be obtained upon written request and payment of photocopying fees.
Public Notification

Lodging submissions

When making a submission to Council in response to a development proposal, LEP or DCP the submission should:

- Be in writing and addressed to the General Manager;
- Be delivered by hand, mailed, emailed or faxed to:
  
  The General Manager  
  Randwick City Council  
  30 Frances Street  
  Randwick NSW 2031  
  
  Fax 9319 1510  
  Email: general.manager@randwick.nsw.gov.au
- Clearly indicate the name and address of the person making the submission;
- Clearly indicate the application number and address of the development proposal or the title of the plan; and
- Detail any objections and give reasons for the objection/s. If possible, the submission should include any possible amendments that could be made to overcome the objection/s.

Public access to submissions

Submissions are kept on file and may be accessed by other members of the public under the Government Information (Public Access) Act 2009. Persons making a submission should keep this in mind and seek legal advice before making statements that could be adverse or defamatory to other persons.

Acknowledgement of submissions

Council will NOT formally acknowledge submissions on any DA, however Council may elect to contact the submitter to clarify issues or objections.

Where the submission comprises a petition, all future contact will be sent to the head petitioner or, where not nominated, the first petitioner supplying contact details.

Submissions received in response to an LEP or DCP will be acknowledged. This may be electronically or via a letter in the post.

Viewing submissions

Applicants may view any submissions made on their development proposal, LEP or DCP and may be given the opportunity to amend their proposal.

Consideration of submissions

Council must consider ALL submissions received in the submission period before determining a development proposal or
reporting a LEP or DCP. Council must also consider all issues raised in the submissions in assessing the proposal or finalising the DCP or LEP. In this regard, it is not the number of submissions received but the extent and weight of issues raised that Council must consider. An objection does not necessarily mean that an application or plan cannot proceed. The matters raised must be considered and balanced against a number of factors such as relevant plans, policies, guidelines and the wider public interest. Where issues can be addressed proposals or plans may be amended.

Council acknowledges that it will not always be possible to resolve differences between neighbours and personal disputes between neighbours will not be considered.

Anonymous submissions may not be considered.

Notification of a Council meeting

If a DA, DCP or LEP is placed on the Council Meeting Agenda, the applicant and any person who made a written submission will be notified of the time and date of the Council meeting.

Under Council’s Policy, one person may speak for and one against each Agenda item. Further information on public meetings can be obtained from Council’s Public Officer or from Council’s website.

Notice of determinations

Council will send a letter notifying the Determination of a DA, as soon as possible following the determination, to each person that made a submission.

After reporting the final DCP or LEP to Council, a letter or email will be sent to each person who made a submission, advising of the outcome.

3.9 Other provisions

Translation assistance

Council provides written advice on letters in the major non-English languages spoken locally.

Council can also arrange for translation of written notices or to discuss development proposals.

Deficient applications

The Council may not notify and/or advertise a DA which, in its opinion, is deficient because it is incomplete or inadequate.
B General Controls

B1 Design
B2 Heritage
B3 Ecologically sustainable development
B4 Landscaping and biodiversity
B5 Preservation of trees and vegetation
B6 Recycling and waste management
B7 Transport, Traffic, parking and access
B8 Water management
B9 Management plan
B10 Foreshore scenic protection area
B11 Development in laneways nominated for widening
Contents

1 Introduction ...................................................................................................................................... 2  
   1.1 Objectives ................................................................................................................................. 2

2 Principles of good design ........................................................................................................... 2  
   2.1 Ten Design Quality Principles .................................................................................................. 3
   2.2 Urban form .................................................................................................................................. 4

3 DA Requirements .......................................................................................................................... 5  
   3.1 Context analysis .......................................................................................................................... 5
   3.2 Site analysis ................................................................................................................................ 5

4 Additional requirements for certain development ......................................................................... 7  
   4.1 Design Excellence ..................................................................................................................... 7

5 Guidelines for Site Specific Development Control Plans ............................................................. 8
1 Introduction

A key outcome for Randwick City in its 20 year Strategic Community Plan, the Randwick City Plan, is to achieve excellence in urban design and development. A strong appreciation of a development site and its context is vital to achieving good urban design. This is particularly important in Randwick City, with most development occurring in established neighbourhoods, most commonly as infill development or alterations and additions to existing developments.

This section of the DCP applies to all developments in Randwick City. It sets out the key components of good design, and requirements for development applications to address these via a context and site analysis. Additional requirements also apply to larger sites and developments as identified in RLEP, and SEPP 65: Design Quality of Residential Flat Buildings.

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.

1.1 Objectives

- To ensure that high quality urban design is a fundamental consideration for all development.
- To identify key components of urban design to be considered and addressed in development proposals.

2 Principles of good design

Explanation

Good design is a creative process which, when applied to development, results in great urban places, buildings and spaces. Good design is inextricably linked to its site and locality, responding to the landscape, existing built form, culture and attitudes. Good design serves the public interest and includes appropriate innovation to respond to technical, social, aesthetic, economic and environmental challenges.

Ten design quality principles below are derived from SEPP 65: Design Quality of Residential Flat Buildings. They provide a guide to achieving good design, and the means of evaluating the merit of proposed solutions. All DA’s required by RLEP to demonstrate design excellence (in addition to DAs covered by SEPP 65) must address these principles, as outlined in Clause 4: Additional requirements for certain development.
2.1 Ten Design Quality Principles

1. Context
Context defines the natural and built features of an area. Good design responds to context by reinforcing positive or desirable character elements in the locality.

2. Scale
Good design provides an appropriate scale in terms of bulk and height that suits the scale of the street and the surrounding elements.

3. Built form
Built form refers to a building's alignments, proportions, type and combinations of elements (eg: roofs, podiums, courtyards, garages, etc) Good design provides an appropriate built form for a site and the building’s purpose.

4. Density
Density refers to a building’s floor space (or dwelling numbers) relative to the site. Appropriate densities respond to the context, environmental qualities and the availability of infrastructure, including social/community infrastructure and public transport.

5. Resource, energy and water efficiency
Good design makes efficient use of natural resources, energy and water throughout its full life cycle. Ecologically sustainable development principles are integral to the design process.

6. Landscape
Good design recognises that together landscape and buildings operate as an integrated and sustainable system. Good design enhances the development's natural environmental performance, and results in greater aesthetic quality and amenity for both occupants and surrounds.

7. Amenity
Good design provides amenity through the physical, spatial and environmental quality of a development. It includes considering aspects of accessibility, sunlight, ventilation, visual and acoustic privacy, the size and configuration of rooms and spaces.

8. Safety and Security
Good design optimises safety and security, both internal to the development and for the public domain. It includes providing quality and clearly defined public and private spaces, with safe access points.

9. Social Dimensions and housing affordability
Good design responds to the social context and needs of the local community. For example, it includes housing developments that optimise provision of housing to suit the current and/or future social mix and needs in the neighbourhood.

10. Aesthetics
Aesthetics refers to the composition of building elements, textures, materials and colours. It includes their placement, articulation, detailing and proportion. It should reflect the use and structure of the development, and respond to the environment and context.
2.2 Urban form

The form of development is the physical expression of urban design. It responds to a site’s context and consists of the relationships, shape and size of buildings, structures and spaces. High quality design addresses all aspects of urban form, and is fundamental to the success of a place.

All DAs requiring a context analysis (see 3: DA Requirements) must address the contextual aspects influencing urban form identified below.

Contextual aspects influencing urban form

Location
Neighbourhood/locality context, including:
- a site’s location in relation to a neighbourhood or local centre, and the availability of infrastructure, transport and services
- street layout and hierarchy
- the range and combinations of building uses in the locality
- prevailing development densities

Spatial characteristics
- open spaces and quality of the public domain
- the rhythm of built form and intervening spaces
- topography of the surrounding landform
- views and vistas to, from or through a site

Streetscape
The three-dimensional pattern and characteristics of the street, including:
- subdivision pattern, lot sizes and configuration
- cross sectional street dimensions and characteristics
- heights, alignments and massing of buildings
- public domain elements including street trees and footpaths

Built form and character
- elements of heritage value
- prevailing character elements, such as roof forms, building articulation and modulation
- the range and combinations of materials and details

Natural and Environmental characteristics
- distribution and characteristics of landscaping and open space
- significant natural features such as watercourses, rock formations, habitat corridors and significant trees
- microclimate, including prevailing thermal, wind and solar radiation effects
3 DA Requirements

3.1 Context analysis

Explanation

Good design responds and contributes to its context. Responding to context involves identifying the desirable elements of a location’s current character, or the key aspects of its character that are important to its future.

The aim of a context analysis is therefore to identify existing prevailing built and natural features in the locality that positively contribute to the area, and should inform the design of new development, as well as the inconsistencies that could detract from it.

This section applies to all DAs involving new buildings, or those with external alterations or additions where these are visible from the public domain (excluding minor works, ancillary structures and outbuildings).

Objectives

- To ensure that development demonstrates an understanding of and an appropriate response to the existing form of a locality, and specific conditions of both the site and surrounds.

- To identify the key contextual features and characteristics of the surrounding urban form to which the design should respond.

Controls

i) Submit a context analysis with the DA. This shall include an analysis of the urban form of the locality, addressing as a minimum the sub-headings in 2.2: Urban Form:
   - Location
   - Spatial characteristics
   - Streetscape
   - Built form and character
   - Natural and Environmental characteristics

   Provide a written statement describing how the design proposal has considered and responded to the context.

ii) The context analysis shall be submitted in the format as described in the DA Guide.

3.2 Site analysis

Explanation

A site analysis identifies the existing conditions of a development site, and provides a basis to ensure that the development is of a high quality and is sensitive to its environment.
The site analysis will identify the opportunities and constraints of the site to be addressed through site planning and design, such as minimising issues relating to noise, overshadowing, community safety, access, views, privacy, energy consumption and waste generation.

This section applies to all DAs for new buildings, or external alterations and additions to existing buildings.

**Objective**

- To ensure that the opportunities and constraints of a site are fully considered and incorporated into the design proposal.

**Controls**

i) Submit a site analysis with all DAs for a new building or external alterations or additions to an existing building. Information shall include, but is not limited to:
- Property details including site boundaries, dimensions and area
- Encumbrances such as easements or rights of way
- Orientation, aspect, views and microclimate
- Existing noise sources, light spillage and overshadowing
- Landform including contours or spot levels, areas of landfill
- Landscape including existing trees, vegetation and natural features
- Services and infrastructure including stormwater drainage
- Access and street features including roads, poles, footpaths, driveways
- Existing development including buildings, fences, driveways
- Existing heritage or archaeological features on or adjoining the site
- Existing land and development adjoining the site
- Proposed development

ii) Submit a written statement, supported by photographs, demonstrating how the design responds to the constraints and opportunities identified in the site analysis.

iii) The site analysis shall include a plan drawn to scale, addressing the specific details and format requirements identified in the DA Guide.
4 Additional requirements for certain development

4.1 Design Excellence

Explanation

SEPP 65: Design Quality of Residential Flat Buildings has established a process under which DAs for certain residential flat buildings are required to demonstrate design excellence. RLEP also requires development proposals on certain sites and certain additional development types to demonstrate design excellence. Typically these occur on larger sites and institutions, in commercial centres and on surplus lands, and cover a range of potential uses and building types.

These design excellence guidelines aim to establish a consistent standard and criteria for high quality design for significant development across Randwick City.

Under Randwick LEP (Clause 6.11) design excellence must be demonstrated for new buildings and existing buildings (where external alterations are proposed):

- With a height of 15m or greater anywhere in Randwick City, and
- To development on land with an area of 10,000 square metres or greater, and
- To key sites identified under RLEP clause 6.12 requiring the preparation of a site specific DCP.

Objective

- Establish a consistent standards and criteria for high quality design for significant developments in Randwick City.

Controls

i) The context analysis must include an analysis of the design proposal’s response to 2.1: Ten Design Quality Principles, in addition to the requirements of 3.1: Context Analysis.

Note:

The proposed development will be referred to a Design Review Panel as part of the assessment process.
5 Guidelines for Site Specific Development Control Plans

Explanation

Under RLEP, a site specific DCP must be prepared for land identified as a Key Site, or having a site area of 10,000 square metres or greater, before development on that land can be considered and determined by Council.

The preparation of a site specific DCP should be made in consultation with Council to identify and resolve key issues early in the process.

A DCP is not required to be prepared if Council is satisfied that such a plan would be unnecessary or unreasonable in the circumstances, such as where there is already a masterplan or DCP in place, or the proposal is for minor or ancillary development.

Guidelines

i) Consult with Council, in the early stages of preparation, and prior to submitting the draft site specific DCP, to identify key matters needing to be addressed in the DCP.

ii) Include a minimum of one preliminary meeting to discuss the intentions of the proposal prior to submission of the draft site specific DCP.

iii) In addressing the requirements of RLEP clause 6.12, submit:

   i. Background documents, research and data supporting the draft DCP which explain and justify the proposed development, including a concept/masterplan.

   ii. A detailed response to how the requirements of clause 6.12(5) of the LEP have been addressed.

iv) The draft site specific DCP should include suitably dimensioned plans, elevations, figures, photographs and text to adequately explain the desired outcome for the site.

Note:

Under the Regulation (clause 21A) Council will refer any DCP containing residential flat development to the Design Review Panel as part of the assessment process.
## Contents

1 **Introduction** ........................................................................................................................................ 2
  1.1 Objectives ...................................................................................................................................... 2
  1.2 Heritage places in Randwick City .................................................................................................. 2
  1.3 Heritage Advice ............................................................................................................................... 2
  1.4 Burra Charter ................................................................................................................................. 3
  1.5 Aboriginal Cultural Heritage .......................................................................................................... 3
  1.6 Archaeological Sites ........................................................................................................................ 3
  1.7 State Heritage Items ....................................................................................................................... 4
  1.8 Consent Requirements .................................................................................................................... 4
  1.9 Demolition ...................................................................................................................................... 5
  1.10 Infill buildings ............................................................................................................................... 6
  1.11 Adaptive Reuse ............................................................................................................................ 6
  1.12 Development in the vicinity of heritage items and heritage conservation areas ....................... 7
  1.13 Heritage Management Documents .............................................................................................. 7
  1.14 Conservation Incentives ............................................................................................................... 7

2 **Development Controls** ...................................................................................................................... 8
  2.1 Heritage Items and Heritage Conservation Areas ........................................................................... 8
  2.2 Design and Character ..................................................................................................................... 8
  2.3 Scale and Form ............................................................................................................................... 10
  2.4 Siting and Setbacks ....................................................................................................................... 11
  2.5 Detailing ..................................................................................................................................... 12
  2.6 Materials, Finishes and Colour Schemes ....................................................................................... 14
  2.7 Roofs and Chimneys ...................................................................................................................... 15
  2.8 Verandahs and Balconies ............................................................................................................. 16
  2.9 Garages, Carports, Carspaces and Driveways .............................................................................. 17
  2.10 Fences ....................................................................................................................................... 18
  2.11 Gardens, Garden Elements and Swimming Pools ...................................................................... 19
  2.12 Access and Mobility .................................................................................................................... 20
  2.13 Commercial Properties ............................................................................................................... 20
  2.14 Services and New Technologies ................................................................................................. 21

3 **Landscape Elements** .......................................................................................................................... 22

4 **Heritage Conservation Areas: Statements of Significance, Values and Guidelines** ......................... 24
  4.1 Botany Bay National Park Heritage Conservation Area ............................................................. 26
  4.2 Bunnerong Power Station Heritage Conservation Area ............................................................... 30
  4.3 Caerleon Crescent Heritage Conservation Area .......................................................................... 36
  4.4 Dudley Street Heritage Conservation Area .................................................................................. 39
  4.5 Gordon Square Heritage Conservation Area ............................................................................... 42
  4.6 High Cross Heritage Conservation Area ...................................................................................... 45
  4.7 Malabar Headland Heritage Conservation Area ......................................................................... 49
  4.8 Moira Crescent Heritage Conservation Area ............................................................................... 51
  4.9 North Randwick Heritage Conservation Area .............................................................................. 54
  4.10 Old Tote/FIG Tree Theatre (UNSW) Heritage Conservation Area ............................................ 58
  4.11 Prince Henry Hospital Heritage Conservation Area ................................................................... 60
  4.12 Racecourse Precinct Heritage Conservation Area .................................................................. 63
  4.13 Randwick Environment Park Heritage Conservation Area ..................................................... 67
  4.14 Randwick Junction Heritage Conservation Area ..................................................................... 69
  4.15 Sacred Heart Heritage Conservation Area ................................................................................. 72
  4.16 The Spot Heritage Conservation Area ........................................................................................ 74
  4.17 St Judes Heritage Conservation Area .......................................................................................... 78
  4.18 St Mark’s Heritage Conservation Area ......................................................................................... 82
  4.19 Struggletown Heritage Conservation Area .................................................................................. 86
  4.20 West Kensington Heritage Conservation Area ............................................................................. 89
1 Introduction

Randwick City's heritage is rich and diverse and includes buildings, structures, Aboriginal and archaeological sites, parks and reserves. They are valued because they are associated with phases of history, or important people or events. Collectively, this heritage contributes to the community's cultural life, sense of place and identity.

This section of the DCP applies to all relevant development in Randwick City and should be read in conjunction with:

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

To the extent of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Objectives

- To clarify the consent requirements for the conservation of Aboriginal objects, Aboriginal places of heritage significance and archaeological sites.
- To provide detailed guidelines for change to heritage items and properties within heritage conservation areas, which will allow their heritage significance to be retained.

1.2 Heritage places in Randwick City

This DCP section applies to the following types of heritage sites and places within Randwick City:

- Aboriginal objects and places of heritage significance
- Archaeological sites
- Landscape elements
- Heritage items
- Heritage conservation areas

The requirements, objectives and controls in this section apply in addition to the heritage conservation requirements of RLEP Clause 5.10 and development requirements of other relevant parts of this DCP.

Heritage items, heritage conservation areas, some archaeological sites and significant landscape elements are listed in Schedule 5 of the RLEP.

1.3 Heritage Advice

Prior to lodging a DA or undertaking maintenance works to a heritage item or a property located within a heritage conservation area, or if works are likely to affect an Aboriginal object, Aboriginal place of heritage significance or archaeological site, applicants are advised to discuss their proposal with Council’s specialist Heritage Officer.
Where major work is contemplated, applicants are strongly advised to obtain professional assistance from a recognised expert in heritage conservation. A list of suitably qualified heritage consultants is available on the NSW Office of Environment and Heritage website (www.heritage.nsw.gov.au).

1.4 Burra Charter

Development affecting a heritage item or property within a heritage conservation area is assessed having regard to the principles and practices contained in the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter). The Charter is widely adopted as the standard guidelines for heritage conservation in Australia and sets out a standard of practice for those who provide advice, make decisions about or undertake works to places of cultural significance, including owners, managers and custodians.

1.5 Aboriginal Cultural Heritage

Aboriginal objects and places of heritage significance provide evidence relating to Aboriginal habitation of an area and are of special cultural significance to Aboriginal people because of their spiritual, ceremonial, historic, social or educational values. Aboriginal objects and places of heritage significance are protected under the NSW National Parks and Wildlife Act 1974.

The RLEP Schedule 5 identifies the former Prince Henry Hospital site as an area containing Aboriginal cultural heritage. Other Aboriginal objects and places of significance located in Randwick City are not listed in the RLEP due to the sensitive nature of these sites, consistent with common practice in NSW for protecting Aboriginal cultural heritage.

Development consent is required to disturb or excavate land containing Aboriginal objects or an Aboriginal place of heritage significance.

Under RLEP Clause 5.10(8) Aboriginal Places of Heritage Significance Council may require a Heritage Impact Statement to assist in its consideration of the effect of the proposed development on the heritage significance of the Aboriginal object or place of heritage significance, or to identify the potential for the discovery of Aboriginal cultural heritage on a particular site. As part of the heritage impact assessment results of consultation with local Aboriginal groups must be provided.

It is an offence to harm or desecrate an Aboriginal object or place of heritage significance. Works likely to impact on Aboriginal object or place of heritage significance are only permitted where an Aboriginal heritage impact permit as been issued by the NSW Department of Environment and Conservation.

1.6 Archaeological Sites

Archaeological sites provide physical evidence of the past and can include objects and artefacts from the lives of previous generations, such as tools and household items, as well as remains of early buildings and structures.
A number of archaeological sites are listed in Schedule 5 of the RLEP. Archaeological sites or relics that have local or state significance are protected under the *NSW Heritage Act 1977*.

Development consent is required for disturbing or excavating an archaeological site while knowing or suspecting that the work may result in a relic being discovered, exposed, moved, damaged or destroyed. Council may request an archaeological assessment to confirm the likelihood and potential significance of relics on the site and recommend appropriate action in the context of the proposed development.

When intending to disturb or excavate land where such archaeological relics have been identified or are considered likely to occur, it is the responsibility of the property owner to seek relevant approvals, including an excavation permit or an exception under section 139 and section 140 of the *Heritage Act 1977*.

RLEP Clause 5.10(7) Archaeological Sites outlines consultation requirements with respect to carrying out development on an archaeological site.

### 1.7 State Heritage Items

Heritage items of State Significance in Schedule 5 of the RLEP are also listed on the NSW State Heritage Register. The NSW Heritage Council is the consent authority for any development proposal affecting State Heritage Items, or for any site covered by an Interim Heritage Order under the *NSW Heritage Act 1977*.

Consent from the NSW Heritage Council requires either the submission of an Integrated DA, or a prior Section 60 application under the *NSW Heritage Act 1977*. Applicants are advised to consult with either Council or the Heritage Branch of the NSW Office of Environment and Heritage, in relation to works affecting State Heritage Items.

### 1.8 Consent Requirements

#### 1.8.1 Development not requiring consent

**Maintenance and Repair Works**

Maintenance and repair works are encouraged for heritage items and properties in heritage conservation areas and generally do not require development consent from Council if they are of a minor nature and would not adversely affect the heritage significance of the item or heritage conservation area.

Maintenance and repairs can include non-structural *external* works such as:

- Replacing broken windows, fly screens etc
- Minor repairs to roofing, brickwork, timberwork and metal work
- Repainting surfaces which are already painted (Council may be able to assist with suggesting sympathetic colour schemes) including timberwork and metalwork.

Maintenance and repairs can also include non-structural *internal* works such as:

Note:

The NSW Heritage Register is available at [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)
- Patching, painting and decoration to the interior to the house and installation of joinery items
- Repairing timber floors
- Plumbing and gas fitting work
- Electrical work and communications cabling
- Installation of insulation

RLEP Clause 5.10(3) contains some exemptions where development consent is not required if in the opinion of Council the proposed development is of a minor nature or consists of maintenance and would not adversely affect heritage significance.

Applicants must notify Council prior to undertaking any maintenance or repair work to determine whether development consent is required. A written response must be received from Council prior to the commencement of works.

Exempt Development

Under State Environmental Planning Policy Exempt and Complying Development Codes 2008 (The Codes SEPP) some categories of minor internal works are permitted as Exempt Development for buildings within heritage conservation areas, but not for heritage items. The classification of Exempt Development refers to works that have minimal environmental impact and therefore does not require Council's consent. The Codes SEPP does not permit external building alterations to heritage items or properties located within heritage conservation areas.

1.8.2 Development requiring consent

A DA is required for the carrying out of development which relates to a heritage item, development in a heritage conservation area, Aboriginal place of heritage significance or archaeological site (unless it falls into the minor development categories outlined in section 5.1). RLEP Clause 5.10 (2) identifies those instances where development consent is required.

Buildings within a heritage conservation area fall into one of two categories:

Contributory Buildings

Contributory buildings provide good evidence of the main development period(s) and make a positive contribution to the character and/or heritage significance of heritage conservation areas. They have a collective significance and their retention is essential if the character of the area is to be maintained.

Non Contributory Buildings

Non-Contributory buildings display qualities which do not add to the character of the heritage conservation area. They are not to be considered as a precedent for new work when assessing the merit of an application. Non contributory buildings may be demolished and replaced by new development sympathetic to the character of the heritage conservation area (see section 7 Infill Buildings).

1.9 Demolition

Demolition of a heritage item or contributory building in a heritage conservation area is generally not supported, unless there are
overriding reasons such as structural damage. The demolition of a non-contributory building and replacement by an appropriately designed infill building is generally supported.

In assessing a DA for the demolition of a heritage item or a contributory building, Council will consider:

- The heritage significance of the item or building
- The structural condition
- Comparative analysis of all options; and
- The contribution the item or building makes to the streetscape.

Council may require the submission of a report by a structural engineer with heritage experience to determine whether the building is, or is not, structurally capable of reasonable and economic use.

Where demolition of a heritage item or a contributory building within a heritage conservation area is approved it will generally be conditional upon the submission of a photographic archival recording using either film or digital capture to provide a stable and long term record. A photographic plan sheet of the building should be used to show the location and direction of all photographs and the sequence in which they were taken. The Heritage Branch guidelines include requirements for cameras, film and digital image storage.

Applications for demolition of a heritage item or buildings in a heritage conservation area are required to provide details on the replacement development.

### 1.10 Infill buildings

A new building within a heritage conservation area, referred to as an infill building, must respect and be sensitive to its neighbours, and should be in keeping with the street’s established setbacks, scale, form and materials. In accordance with the Burra Charter principles, an infill building should however be clearly seen as a new building and not attempt to replicate original buildings or copy traditional detailing.

### 1.11 Adaptive Reuse

Council supports the continuation of the original use of a building as it achieves the retention of the original floorplan and decorative features and enhances its heritage significance. However due to changes in technology and market/social trends, adaptive reuse of a heritage item may be acceptable on heritage grounds, provided the use is compatible and the heritage significance of the item is not adversely affected. The Burra Charter includes a definition for compatible use as follows:

“Compatible use means a use which involves no change to the culturally significant fabric, changes which are substantially reversible, or changes which require a minimal impact.”

Note:
An archival report must be prepared in accordance with the guidelines “Photographic Recording of Heritage Items using Film or Digital Capture” available on the NSW Heritage Branch website (www.heritage.nsw.gov.au).

Note:
Refer to the publication “New Uses for Heritage Places: Guidelines for the Adaptation of Historic Buildings and Sites” prepared by the Heritage Branch, Office of Heritage and Environment, for further guidance on the adaptation of heritage buildings.
1.12 Development in the vicinity of heritage items and heritage conservation areas

All new development adjacent to or in the vicinity of a heritage item or heritage conservation area needs to be considered for its likely effect on heritage significance and setting.

Applicants should address in their Statement of Environmental Effects any potential impacts of the development on a heritage item or heritage conservation area and measures to minimise this impact, with reference to Part 12 of this section of the DCP and the relevant statement of heritage significance.

1.13 Heritage Management Documents

Heritage Conservation Management Plan

A Heritage Conservation Management Plan may be required where Council considers the significance of a heritage item or the changes proposed warrant more detailed and rigorous assessment.

A Heritage Conservation Management Plan identifies conservation policies and management mechanisms to enable heritage significance to be retained and is particularly useful where building fabric has deteriorated, and to facilitate master planning and asset management for a large site. A Heritage Conservation Management Plan should be prepared by a specialist heritage consultant.


Heritage Impact Statement

A Heritage Impact Statement (or heritage impact assessment) considers the extent to which a proposal would affect the heritage significance of a heritage item or heritage conservation area. A Heritage Impact Statement establishes the heritage significance of a place, makes an assessment of the impact of the development on this significance, and proposes measures to minimise impact.

A heritage impact assessment is generally required for development relating to a heritage item or property within a heritage conservation area including alterations and additions, demolition or construction of a replacement building. A heritage impact assessment may also be required for development adjacent to or in the vicinity of a heritage item or heritage conservation area.

For major changes or demolition, the required Heritage Impact Statement should be prepared by a specialist heritage consultant able to advise on options to minimise heritage impact.

1.14 Conservation Incentives

Council recognises the need to be flexible with heritage items in terms of providing for their long term conservation. RLEP Clause 5.10(10) Conservation Incentives enables Council to approve development relating to a heritage item or the site of a heritage item or Aboriginal Place of heritage significance, which would otherwise be prohibited in the zone.

Note:
For more information, refer to “Assessing Heritage Significance” and “Statements of Heritage Impact” within the NSW Heritage Manual (1996) prepared by the NSW Heritage Office and the Department of Urban Affairs and Planning (DUAP).

Note:
Council’s Heritage Planners can clarify whether a DA requires the submission of a Heritage Impact Statement and/or Heritage Conservation Management Plan.

Further details on preparing a Heritage Conservation Management Plan is available at www.heritage.nsw.gov.au
If an applicant seeks approval for development under the conservation incentives clause, Council must also be satisfied that the development is in accordance with an approved Heritage Management Document and ensure that the necessary conservation work will be carried out in conjunction with the development.

2 Development Controls

2.1 Heritage Items and Heritage Conservation Areas

Explanation

Heritage buildings and heritage conservation areas are not museum exhibits, they are our homes, workplaces and public places, and need to adapt to modern lifestyle requirements. Such adaptation can be successfully accommodated without detracting from the building’s heritage significance.

This section contains objectives and controls to protect and enhance Randwick City’s heritage items and heritage conservation areas. It aims to ensure that development to heritage items or properties within heritage conservation areas is sympathetic to the heritage values while achieving a reasonable balance between contemporary design expectations, environmental sustainability and protecting heritage significance.

All new development in a heritage conservation area should be treated as infill development and respect the design of its neighbours and the key values of the heritage conservation area.

Alterations and additions to heritage items and contributory buildings within a heritage conservation area are to be designed and sited to ensure the retention of any contributory features or characteristics of the building and the streetscape of the heritage conservation area in which they are located.

Streetscape Analysis

Any proposal to alter or add to a heritage item or building in a heritage conservation area should start by assessing the heritage significance of the item and its various parts or the area, and also its relationship to neighbouring properties and the streetscape.

A new building, or additions which will be visible from the street, should fit into its streetscape context. The site analysis which is required for any DA must include a detailed streetscape analysis to identify consistent streetscape features.

The following section will assist in identifying streetscape features which contribute to the special qualities of the heritage conservation area and which should be maintained in new development.

2.2 Design and Character

Explanation

The design of development should ensure a sympathetic blend of old and new. This may be achieved by maintaining consistency
with the street's established scale and form, siting and setbacks, and materials and finishes, without being overly imitative. Careful attention should be paid to adjacent development and the existing streetscape.

Objectives

- To promote high quality design that complements the streetscape character and heritage significance of the heritage item or heritage conservation area.
- To ensure that new development does not adversely impact on the setting, streetscape or views associated with any heritage item or heritage conservation area.
- To ensure that additions or changes to the external appearance of heritage items and contributory buildings within heritage conservation areas respect the original, built form, architectural style and character.

Controls

All Development

i) Development must demonstrate how it respects the heritage values of the heritage item or the heritage conservation area (as detailed in the statements of significance and key characteristics outlined in this section of the DCP).

ii) Common elements and features of the streetscape are to be identified in a streetscape analysis and incorporated into the design (e.g. view corridors, built form, fencing styles, extent of soft landscaping, significant trees and driveway locations).

iii) New development should be consistent with important horizontal lines of buildings in the streetscape, in particular ground floor levels and eaves lines, where appropriate.

iv) Large blank areas of brick or rendered walls should be avoided. Where this is not possible in the design, contrasting building materials and treatments must be used to break up the expanse of wall.

Heritage Items and Contributory Buildings

v) Street elevations and visible side elevations must not be significantly changed. Additions must be located to the rear or to one side of the building to minimise impact on the streetscape.

vi) The design of any proposed additions or alterations must complement the existing building in its scale, form and detailing. However, it should be possible to distinguish the new work from the old, on close inspection, so that old and new are not confused or the boundaries/junctions blurred.

vii) All new work and additions must respect the proportions of major elements of significant existing
fabric including doors, windows, openings and verandas.

Non-Contributory Buildings

viii) Contemporary design is acceptable where it is sympathetic to the heritage conservation area and/or heritage items in the vicinity.

2.3 Scale and Form

Explanation

Bulk and scale refers to the height and size of a building. Form and massing are terms which refer to the arrangement of the component parts of a building.

Objectives

- To ensure that alterations and additions to heritage items and contributory buildings are consistent with the scale and form of these items or buildings, and do not dominate or compete with the existing significant heritage fabric.
- To ensure that the scale and form of development is consistent with the predominant scale and form of the heritage conservation area, and of adjacent heritage items or contributory buildings.

Controls

All Development

i) In streetscapes where development is of a consistent single storey height, upper floor additions are appropriate only if not readily visible from the street. However, ground floor rear addition remains the preferred option.

ii) Attic style additions may be permissible, but there should be no visible alteration to the front of previously unaltered buildings. Front dormer windows are especially discouraged where a building itself is a heritage item, or part of a relatively unaltered semi-detached pair or row.

iii) Dormer windows and skylights must not be located to street elevations or where they will be prominent from a public place or dominate the original roof form. The design of dormer windows should generally be appropriate to the style of the building.

Heritage Items and Contributory Buildings

iv) Additions must not visually dominate, compete with or conceal the original form and massing of the existing buildings.

v) Additions to heritage items must not contain any major or prominent design elements which compete with the architectural features or detailing of the existing building.
vi) Where single storey rear additions are proposed to dwelling houses, the addition must not compromise the integrity of the main roof and is to be lower in scale and secondary to it.

vii) Upper floor additions to the main roof of any single storey dwelling house may be acceptable if contained wholly within the existing roof space without change to the roof pitch or eaves height.

viii) Upper floor additions to the rear of any single storey dwelling house should preferably use pavilion-type forms, with a lower scale linking structure between the original building and any double storey addition.

ix) If a pavilion-type form is not suitable or desirable in the location, an upper floor addition may be acceptable, set well to the rear of the building to minimise impact on the main roof and to minimise streetscape visibility.

x) Where rear lanes exist, it may be possible to provide additional floor space in an outbuilding at the rear of the site, rather than as an upper level addition to the dwelling itself.

xi) Where rear additions are proposed to semi-detached dwellings, the additions must not compromise the symmetry and integrity of the front elevation or dominate the other house in the pair.

xii) Where rear additions are proposed to attached dwellings (e.g. terrace houses), the additions must not compromise the integrity of the front elevation or the forms of relatively intact rear wings.

Non-Contributory Buildings

xiii) The scale of new buildings must be compatible with the streetscape, (i.e. - single storey, or single storey to the front with two storey to the rear). The form should also be compatible, including roof form and articulation.

2.4 Siting and Setbacks

Explanation

Front and side boundary setbacks are a major contributor to the character and significance of a heritage item or heritage conservation area. Existing patterns should be maintained in new development to continue the established rhythm of buildings and spaces.

Objectives

- To conserve and maintain established setbacks to streets.
- To ensure adequate curtilage and landscape setting for the building.
- To ensure the integrity of the heritage item and its setting, or the heritage conservation area is retained by the careful
siting of new buildings and alterations and additions to existing buildings.

Controls

All Development

i) Development must conform to the predominant front setbacks in the streetscape.

ii) Development must respect side setbacks and rear alignments or setbacks of surrounding development.

iii) Front and rear setbacks should be adequate to ensure the retention of the existing landscape character of the heritage item or conservation area and important landscape features.

iv) Any significant historical pattern of subdivision and lot sizes must be retained. Subdivision or site amalgamation involving heritage items or contributory buildings must not compromise the setting or curtilage of buildings on or adjoining the site.

Heritage Items and Contributory Buildings
No additional requirements.

Non-Contributory Buildings
No additional requirements.

2.5 Detailing

Explanation

The significant features and elements of a heritage item or heritage conservation area are often reflected in details such as windows, doors and decorative woodwork, metalwork, brickwork, stonework and cement render.

Objectives

- To ensure that original detailing is retained and kept in good repair.
- To encourage the reinstatement of original elements and detail.
- To ensure that alterations and additions and new development have a level of detail which is appropriate to the architectural character and style of the heritage item or heritage conservation area setting.
- To ensure that the pattern of door and window openings is clearly related to the placement, proportions and scale of existing fenestration of the heritage fabric.

Controls

All Development

i) Only detailing which is known to have been original to your building is acceptable. Do not add what was never there.
Heritage Items and Contributory Buildings

ii) Retain and repair original doors, windows, original sunhoods, awnings, gable detailing and other decorative elements to principal elevations. Original leadlight and coloured glass panes should be retained.

iii) Where original windows, doors and façade detailing have been removed and replaced with modern materials, consideration should be given to reconstructing original features.

iv) Authentic reconstruction is encouraged. Decorative elements must not be introduced unless documentary or physical evidence indicates the decorative elements previously existed. Undertake thorough research before attempting to reconstruct lost detail and elements.

v) Alterations and additions should incorporate new doors and windows which are compatible with the position, size, and proportions and detailing of original windows and doors.

vi) Alterations and additions should adopt a level of detailing which complements the heritage fabric and should (in general) be less elaborate than the original.

Non-Contributory Buildings

vii) Decorative elements should adopt a level of detailing which is less elaborate than original buildings and does not mimic inappropriate heritage detailing.

Typical Federation style façade detailing
Typical Californian Bungalow style façade detailing

(Figures sourced from “Australian House Styles”. Maisy Stapleton and Ian Stapleton. 1997. Flannel Flower Press Pty Ltd)

2.6 Materials, Finishes and Colour Schemes

Explanation

Often it is not possible, or desirable, to replicate original materials due to cost constraints or lack of availability. The principle should be to use materials and colour schemes which visually relate to or approximate the building elements of the earlier work in size, style and type of finish. The painting of heritage items in appropriate colours can draw attention to the buildings and reinforce the historic character.

Original face brickwork should not be rendered, bagged or painted, as this will detract from the building’s heritage significance.

Objectives

- To ensure that the selection of materials and colours is based on the original finishes and matches those used in the heritage item or heritage conservation area.

- To ensure that the visual quality of the heritage conservation area is maintained and upgraded by encouraging the use of appropriate colour schemes in all development.

Controls

All Development

i) Materials for pathways and driveways must be consistent with the character of the heritage item or heritage conservation area.

Heritage Items and Contributory Buildings

ii) Changes to materials (including roofs and walls) on elevations visible from a public place are not favoured. Original face brickwork must not be rendered, bagged or painted. The removal of external brickwork skin is not supported.

iii) Matching materials must be used in repairing the fabric of external surfaces. In the case of new face
brickwork, the colour and texture of the brick, the type of jointing and mortar colour should be carefully matched.

iv) New or replacement roof materials must match existing materials. Alternative materials may be considered appropriate to the architectural style of the building and the streetscape context, and must be submitted for approval.

v) Alterations and additions must use materials and colours similar to, or compatible with, the original material or colours.

*Note:*
Where the roofing is tile or slate, matching replacement material may be difficult to obtain. In these circumstances, good tiles or slates from the rear or sides of the building can replace missing or damaged ones in the front. The back can then be repaired with new materials, which match the old as closely as possible.

**2.7 Roofs and Chimneys**

**Explanation**

Roof forms and details to heritage buildings vary according to building type and architectural style, and this variety makes an important contribution to the aesthetic significance and visual complexity of heritage items and heritage conservation areas. Fireplaces and chimneys were an important element in buildings up until the middle of the twentieth century, contributing to the character and skyline of the building.

**Objectives**

- To retain the characteristic roof forms of heritage items and heritage conservation areas.

**Controls**

*All Development*

i) Attic rooms are to be contained within roof forms and should not dominate the street and visible side elevations.

*Heritage Items and Contributory Buildings*

ii) Roofs must not be repitched or have their eaves line raised to allow for the provision of attic rooms.

iii) Chimneys must be retained.

*Non-Contributory Buildings*

iv) Roofs of new development are to be consistent to the type of roof (i.e. gabled, hipped), pitch, eaves and ridge height which are predominant in the heritage conservation area.
2.8 Verandahs and Balconies

Explanation

Verandahs and balconies on the street frontage are important design features which provide an interface between the building and the street. They also provide shading and a sense of depth to the front façade.

Objectives

- To ensure the retention and encourage re-instatement of early verandah and balcony forms.
- To ensure that alterations and additions do not detract from or reduce the importance of original verandahs and balconies.

Controls

All Development

i) Consider the provision of front verandahs and balconies at a compatible scale where these are a characteristic feature of the heritage conservation area.

Heritage Items and Contributory Buildings

ii) Original front verandahs and balconies must be retained and conserved. Consider opening up verandah enclosures or infills, to reinstate an original open verandah.

iii) Infilling or enclosure of front verandahs and balconies is not supported.

iv) Additional verandahs must not compete with the importance of the original and should be simple in design and based on existing detail or an
understanding of appropriate designs for each period or style.

Non-Contributory Buildings
No additional requirements.

2.9 Garages, Carports, Carspaces and Driveways

Explanation

Most early buildings were designed without garages or carports—the building itself was usually the only structure visible from the street. Later garages were commonly located as a separate structure to the rear of the property.

Site conditions on many older properties (including site width and front setback dimensions) preclude the provision of off street car parking. While off street parking in some instances may be accommodated forward of the building line where there is no alternative access, this must be not to the detriment of the building setting or the streetscape.

Objectives

- To minimise the visual impact of carparking on heritage streetscapes.
- To ensure parking structures and paved areas are visually discreet and do not dominate or compete with original character buildings.

Controls

All Development

i) Existing rear lane access or side street access (where available) must be utilised for carparking in preference to front access.

ii) Carparking structures are to be located to the side, or preferably to the rear of the building. Garages and carports must not be located forward of the building line.

iii) Open hard stand carspaces may be provided forward of the building line, but must be located adjacent to a side boundary, and generally not be greater than single car width.

iv) Existing building fabric, including verandahs and balconies, must not be altered to allow for the provision of a carparking structure or an open stand carspace.

v) Open hard stand carspaces must not dominate the setting of the building in terms of loss of planting, fencing or retaining walls.

vi) Carparking structures are to be unobtrusive and must be of materials, form and details which harmonise with and do not obscure views of the building. They must not be made larger by the provision of a bulky pitched roof.

Figures above sourced from “Getting the Details Right – Restoring Australian Houses 1890s-1920s. Ian Evans & NSW Department of Planning. 1989. Flannel Flower Press Pty Ltd
vii) Existing driveways constructed of two separate wheel strips contribute to the character of the streetscape and must be retained where possible.

viii) Large areas of concrete should be avoided and alternative materials such as pavers, gravel or permeable paving must be considered.

ix) Buildings housing original stables, coach houses and interwar motor garages should be retained and conserved wherever possible.

**Heritage Items and Contributory Buildings**

No additional requirements.

**Non-Contributory Buildings**

No additional requirements.

### 2.10 Fences

#### Explanation

Front fences are an extremely important streetscape element in heritage conservation areas with each architectural style having an individual characteristic style of fencing.

#### Objectives

- To encourage the retention, repair or reconstruction of original fencing.
- To encourage fencing in character with original buildings.
- To encourage consistent fencing where this is a significant element in the heritage conservation area.
- To encourage side and rear boundary fencing which is consistent with height and materials of original fencing.

#### Controls

**All Development**

(i) New and replacement front fences must not obscure building facades. High solid front fences are not appropriate.

(ii) New fence heights and form must be appropriate to the character of the heritage item, or to the heritage conservation area.

(iii) Lych gates must not be provided unless there is evidence that they originally existed.

(iv) Side fencing forward of the building line must be simple with a level of detail and of materials and height compatible with the heritage item, contributory building or heritage conservation area.

(v) Side and rear boundary fences should be preferably of traditional timber construction or otherwise of masonry

Note:

This can be done through researching the form of the original fence (old photographs, drawings) or by looking at fencing on houses of similar age and style.
Heritage Items and Contributory Buildings

(vi) Retain, repair or reconstruct original fences and retaining walls where possible.

(vii) Where an original fence has been lost, new fencing should try to match the original style.

Non-Contributory Buildings
No additional requirements.

2.11 Gardens, Garden Elements and Swimming Pools

Explanation

Period gardens enhance the relationship of the house to its setting. The garden softens and enhances views of the house and screens out unsympathetic buildings or alterations and additions.

Objectives

- To retain or reinstate landscaped settings and elements (particularly pathway location and materials) for heritage items or buildings within the heritage conservation area.
- To provide attractive front garden areas in keeping with those of the areas original houses.
- To improve the streetscape setting of all buildings in the heritage conservation area.

Controls

All Development

(i) Significant trees and landscape elements such as pathways, garden beds and structures must be retained.

(ii) Large areas of hard paving are to be minimised.

(iii) Garden and ancillary structures must be appropriate to primary buildings in terms of scale, style and materials.

(iv) Swimming pools must be located at the rear of the property and where possible should retain important trees and areas of soft landscaping. Swimming pools must not result in significant changes to ground levels on the site.

Note:
Guidelines on garden styles and elements are available on Council’s website

www.randwick.nsw.gov.au

Heritage Items and Contributory Buildings
No additional requirements.

Non-Contributory Buildings
No additional requirements.
2.12 Access and Mobility

Explanation

Heritage places should be accessible to everyone including people with disabilities, the elderly and families with small children. Owners and managers of heritage properties should commit themselves to creating a situation in which this can be achieved. Access solutions will be unique to each historic building.

Objectives

- To ensure that development to facilitate access and/or adaptable dwelling and universal housing provision does not adversely affect the heritage fabric of the heritage item or heritage conservation area.

Controls

All Development

(i) Modifications and alterations to facilitate access and mobility must be sympathetic to the heritage values and heritage fabric of the original building.

(ii) Alterations and additions to facility access and mobility must be reversible.

(iii) Preserve heritage items or heritage fabric of higher significance if a compromise is required.

2.13 Commercial Properties

Explanation

Randwick City has a number of commercial buildings listed as heritage items and some heritage conservation areas also include a number of commercial buildings, such as corner stores. These building types represent a traditional land use mix and contribute to diversity of built form.

Objectives

- To ensure that original characteristics of traditional neighbourhood retail buildings are retained and enhanced

Controls

All Development

No additional requirements.

Heritage Items and Contributory Buildings

(i) Original forms, details, materials and finishes must be retained, including original shopfronts, original suspended awnings and open balconies at first floor level.

(ii) Where the property is part of a single larger building, changes to ground level shopfronts and upper level facades must not detract from the integrity and group value.

Non-Contributory Buildings

No additional requirements.
2.14 Services and New Technologies

Explanation

Council encourages the installation of devices, which improve water conservation and energy efficiency. For heritage items and in heritage conservation areas new technologies (such as solar energy systems and telecommunications structures) should not be prominent from a public place nor intrude on any significant views or vistas gained from neighbouring properties. The siting and appearance of such devices should be discrete and not intrusive.

Objectives

- To minimise the prominence of new building services and technical equipment in heritage conservation areas and on heritage items.

Controls

**All Development**

(i) Air exhaust or ventilation systems, skylights, air conditioning systems, solar energy panels, TV antennae and satellite dishes should not be visible on the main elevation of the building or attached to chimneys where they will be obvious. Services and equipment should be installed at the rear, within the roof space or flush with the roof cladding and at the same pitch. They are to be of modest size and not prominent from the street.

(ii) Essential changes to cater for electrical or telecommunications wiring, plumbing or other services should be limited to what is essential to permit the new use to proceed.

(iii) Rainwater tanks are to be located at the rear or side of the dwelling and suitably screened. They should not be obvious from the street.
3 Landscape Elements

Explanation

Randwick City’s physical environment comprises a unique and complex pattern of natural and man-made elements. Some of the most identifiable features are the result of the adaptation of buildings and infrastructure to dramatic coastal topography, and of the powerful influence of the sandstone and the sand on which our City is built. Such elements include sandstone and brick retaining walls, stairs, embankments and road cuttings.

A number of significant landscape elements are listed as heritage items in Schedule 5 of the RLEP as having heritage significance. There are also a number of landscape elements located within heritage conservation areas which contribute to the heritage values of these areas. While most landscape elements are located on Council owned land, both public and private works can impact on their heritage value. A number of other landscape elements throughout do not warrant individual heritage listing, but collectively contribute to the built character of Randwick City.

Objectives

- To ensure that significant individual retaining walls and associated landscape elements are retained and conserved.
- To ensure that other contributory landscape elements are retained and conserved to the greatest extent possible.
- To ensure that private works including provision of vehicular access, modifications and repairs do not impact on the heritage value of the landscape elements.
- To ensure that infrastructure works do not impact on the heritage value of landscape elements.
- To ensure that Council repair and maintenance works are carried out in a timely manner using technically sound and appropriate construction methods.

Controls

(i) Significant sandstone and brick retaining walls must not be removed or replaced.

(ii) Significant sandstone and brick retaining walls or natural rock faces must not be modified to accommodate vehicular access.

(iii) New surface mounting of infrastructure including water and gas supply pipes, storm water and sewerage pipes, service conduits and other fixings on retaining walls must be minimised.

(iv) Maintenance and repairs by Council must use the same materials and techniques as the original construction, and should be carried out by experienced tradespeople.

Note:
RLEP Schedule 5 provides item numbers with an “L” prefix for landscape elements.
(v) Any reconstruction by Council works are to match the existing retaining wall in terms of block size, texture, bond pattern, alignment of blocks, mortar joint colour and capping detail.

(vi) Replacement by Council of associated elements such as handrails should preferably be carried out to match existing materials and details.

(vii) Cyclical maintenance programs (including inspections) should be established by Council to ensure that significant and contributory landscape elements are conserved.

(viii) New plantings by Council associated with retaining walls and associated landscape elements should be consistent with Council’s Street Tree Masterplan and of a type that will not cause physical damage by excessive root growth etc.

(ix) Retaining walls and natural rock faces must not be modified by adjacent property owners, including rendering and painting or replacement of handrails.

(x) Other landscape elements which are not heritage listed should be individually assessed for their contributory value if threatened.
4 Heritage Conservation Areas: Statements of Significance, Values and Guidelines

Heritage conservation areas have distinctive historic and streetscape qualities that represent particular phases in the development of Randwick City. Components which contribute to this special character of heritage conservation areas should be retained and all new development should reflect and reinforce this character.

This subsection contains the Statements of Significance for Randwick City's heritage conservation areas. The special characteristics for each heritage conservation area, together with the specific development guidelines for protection of these characteristics, are included under the following headings for each area:

- **brief history of development and significance** of the conservation area

- **significant characteristics and key values** or themes of the conservation area, to enable an understanding of the heritage significance of the conservation area

- **existing character values** to be retained for contributory buildings. New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings. These key values and characteristics need to be considered in addition to the general guidelines and controls contained in this DCP.

- **guidelines for change** identify issues which need to be addressed for development affecting contributory buildings in the heritage conservation area.

A detailed description of each heritage conservation area is provided in the Conservation Areas Review (2000) prepared by Perumal Murphy Wu and the Randwick Heritage and Visual Character Study (2003) prepared by Godden Mackay Logan. Both studies are available from Council’s administration centre and Council Libraries.
List of heritage conservation areas

4.1 Botany Bay National Park
4.2 Bunnerong Power Station
4.3 Caerleon Crescent
4.4 Dudley Street
4.5 Gordon Square
4.6 High Cross
4.7 Malabar Headland
4.8 Moira Crescent
4.9 North Randwick
4.10 Old Tote/ Fig Tree Theatre (UNSW)
4.11 Prince Henry Hospital
4.12 Racecourse Precinct
4.13 Randwick Environment Park
4.14 Randwick Junction
4.15 Sacred Heart
4.16 The Spot
4.17 St Judes
4.18 St Mark’s
4.19 Struggletown
4.20 West Kensington
4.1 Botany Bay National Park Heritage Conservation Area

The area comprises an extensive stretch of dramatic coastline including several areas of remnant bushland and a number of sites of early Aboriginal and European contact. La Perouse is also the location of one of the oldest urban Aboriginal communities in Australia.

The Botany Bay National Park Heritage Conservation Area covers the entire coastal strip facing Botany Bay and the Pacific Ocean, from Yarra Bay to Prince Henry Hospital. The heritage conservation area consists of four precincts: Yarra Bay and Frenchmans Bay; the La Perouse Headland; Botany Bay National Park and Prince Henry Hospital.

4.1.1 What is the area’s significance?

Aesthetic Significance

The aesthetic significance of the heritage conservation area as a whole arises from the scenic value of the natural landscape, and a number of man-made features within it. The heritage conservation area is in a topographically prominent position in Sydney, at the entrance to Botany Bay, opposite Kurnell.

Yarra Bay and Frenchmans Bay are mostly modified natural landscapes. Some areas of original native vegetation remain. The landscape is characterised by wide sand beached in the two bays, separated by low rocky headlands, and low dunes with scrub vegetation behind. This landform contrasts with the mostly treeless hill of Botany Cemetery, dotted with rows of headstones, which forms a backdrop to the north. The Federation period Yarra Bay House is a prominent feature of the headland between Yarra Bay and Frenchmans Bay.

The La Perouse headland is part of, but physically distinct from, the remainder of Botany Bay National Park, to the east. The peninsula is bare and grassy. It has a rounded form, sloping gently to the shoreline, with some low cliffs. The fortified Bare
Island juts into Botany Bay and is connected to the mainland by a wooden bridge. The other major man-made physical features of the peninsula are the Macquarie Watchtower, the Cable Station and the La Perouse Monuments.

Botany Bay National Park, to the east of the La Perouse peninsula, preserves a large area of indigenous bushland. Most of the area of the NSW Golf Course and St Michael's Golf Course is open space, though there are some remnant areas of native bushland between the fairways. An area of native bushland adjacent to Jennifer Street is also preserved in this part of the conservation area.

Prince Henry Hospital is built above the rocky foreshore of Little Bay. The hospital is set in an open landscape, and there is some surviving native vegetation. The hospital contains groupings of weatherboard and brick buildings dating from Federation period and later. The hospital cemetery is located to the south of the main group of hospital buildings, next to St Michael's Golf Course. The open space of the sea-side landscape extends to the north of the hospital site, on land which is owned by the University of New South Wales.

**Historic Significance**

The heritage conservation area was the location of some of the earliest contacts between Aboriginal people and Europeans on the east coast of Australia. The existing landscape and man-made features provide evidence of and are associated with, numerous historical events and processes, in the intervening period of more than two centuries.

Governor Phillip first set foot on Australian soil in the vicinity of Yarra Bay, on January 18 1788. Yarra Bay was the location of Chinese market gardens from the 1860's. Some market gardens still survive in the area. In 1901 the Yarra Bay Pleasure Grounds were established. Leisure pursuits have been a major use of the area for all of the 20th Century. Botany Cemetery was established in 1872.

The La Perouse headland represents Australia’s ‘front door’, where the early Colony encountered the rest of the world, through the processes of exploration, settlement, defence and overseas communication.

The La Perouse Monuments are internationally significant because of their association with the La Perouse expedition of 1788. The Macquarie Watchtower, constructed c1820, is nationally significant in representing the earliest permanent occupation of the Botany Bay area by Europeans. It is the oldest building in the Randwick City area. Bare Island Fort, constructed from 1881 to 1885, is one of the finest examples in Australian of a Victorian period military fortification. The Cable Station, constructed in 1882, represents an important stage in the development of Australia’s overseas communications, following establishment of cable telegraph in 1876. The Snake Pit demonstrates the history of the use of the area for tourism, which intensified after introduction of the tram service in 1902.
La Perouse is also the location of one of the oldest urban aboriginal communities in Australia, established in c1870.

Botany Bay National Park was created in 1970.

Prince Henry Hospital was established in 1881 on an isolated site at Little Bay, as a result of a smallpox epidemic. Its original name was the Coast Hospital. New development occurred in 1919 as a result of an influenza epidemic.

**Social Significance**

The natural and man-made landscapes of the conservation area have social significance because of their value to the community as a recreational resource. Many of the historical uses of the heritage conservation area are remembered by groups in the community, or continue today.

The La Perouse area has special significance to the aboriginal community because of its history of use before and after European contact. La Perouse headland provided access to plentiful food sources in the sea and on the land. The occupants of the area in 1788 were of either the Bidjigal or Cadigal group of Eora language speakers. Aboriginal occupation around Botany Bay continued until the early 1800's. The population was decimated by disease, disrupted lives and colonial policy.

The second phase of aboriginal occupation began as early as 1870. Aboriginal groups, primary from the South Coast, settled at La Perouse after being displaced from camps in the city. The area still suited a subsistence lifestyle, primarily fishing. Commercial income came from fishing and the sale of souvenirs to tourists.

The presence of the Aboriginal community at La Perouse was a factor in the government creating an Office for the Protector of Aborigines. The community had its status formalized by the creation of a reserve under the Aborigines Protection Board in 1883. The La Perouse aboriginal community has maintained a strong sense of identity over the intervening years.

**Technical/Research Significance**

There are several remnant bushland areas in the Yarra Bay area. Hill 60 is the largest. There is an area of scrub between Baragollar Avenue and Yarra Road which contains regionally rare indigenous plant species. On Yarra Point there is a significant stand of Casuarina glauca.

More than 95 hectares of remnant bushland is preserved in Botany Bay National Park and parts of the NSW and St Michaels Golf Courses. The bushland is regionally significant. A number of plant communities are present, including sclerophyll forest, scrub and heath and some wetland types. One plant community, Eastern Suburbs Banksia Scrub, is listed as an endangered ecological community under the Threatened Species Conservation Act (NSW) and the Threatened Species Protection Act (Commonwealth).

The site of Prince Henry Hospital and the neighbouring properties contain numerous areas, totalling almost 20 hectares, of regionally
significant bushland. The bushland includes Eastern Suburbs Banksia Scrub. Two nationally rare and several regionally rare plant species are present. There are two large ponds on the University of NSW property which are a habitat for native bird species and a vulnerable bat species under the Threatened Species Conservation Act (NSW).

The Little Bay Geological Site is an area of approximately 6 hectares, to the rear of the University of NSW Sports Field. The geological site is of national significance. It is the only site containing peat of Miocene age known on the coast of NSW.

4.1.2 Themes Represented

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

- Modifying the landscape
- Government and institutions
- Recreation, entertainment and leisure
- Transport and communications

The following theme is indirectly represented:

- Promotion of culture, religion and education

4.1.3 Guidelines for Change

The majority of the heritage conservation area is managed by the NSW Office of Environment and Heritage to maintain its natural and cultural heritage values. The parts of the area managed by Council are generally subject to Plans of Management which recognise heritage values.

4.1.4 Existing Character Values and Controls

Controls relating to the Prince Henry Hospital site are included in Part E of this DCP.

Any development within the area of Botany Bay National Park should refer to any Plans of Management prepared by the NSW Office of Environment and Heritage.
4.2 Bunnerong Power Station Heritage Conservation Area

The site retains structures and mature landscape elements dating from its use by the Bunnerong Power Station.

The Bunnerong Power Station Heritage Conservation Area is located on the north-western side of Military Road, in Matraville.

This section provides objectives and controls for the extension of the Eastern Suburbs Memorial Park into part of the old Bunnerong Power Station Site, in order to safeguard the site’s heritage values. It also provides objectives and controls which should be addressed for the existing Eastern Suburbs Memorial Park, while outside the heritage conservation area.

4.2.1 What is the area’s significance?

Aesthetic Significance

The site of the former Bunnerong Power Station is an open landscape with considerable visual appeal. There are a large number of mature trees, mostly introduced species, in avenue plantings and set in lawn areas. The tree species include brush box, Canary island date palm, Cape chestnut, Coral tree, cypress, eucalyptus, ficus, Kaffir plum, lily pilly, melaleuca, Norfolk Island hibiscus and Norfolk Island pine. Other evidence of the original design of the power station garden areas survives in the form of roadways, paths, garden beds and fence posts on the street boundary. The concrete retaining walls of the site of the power station building are a major element in long distance views from the west. The remains of the Switching Station gardens show their strong relationship to features of the site.

The heritage conservation area complements the landscapes of the Eastern Suburbs Crematorium and Botany Cemetery on the opposite side of Military Road. The art deco style of the
Crematorium building reflects the mostly rectangular layout and forms of the Cemetery.

**Historic Significance**

Both parts of the site show evidence of twentieth century development: the mass cultural expression of the burial sites of a suburbanising population and the coal fired generation of electric power for domestic consumption.

Bunnerong Power Station was constructed between 1925 and 1929. The association with the power generation and distribution industry is continued by the modern Bunnerong Substation No 7340, just outside the north-east boundary of the heritage conservation area.

**Social Significance**

The Cemetery and Crematorium have established the site as a major focus for burial ritual in Sydney.

The remnants of the Switching Station’s formal 1920s entry, lily ponds and terraced gardens represent the sense of involvement and pride that the Station’s employees had in their workplace. The Paperbark Grove is also significant as the site of the workers’ recreation area.

The heritage conservation area is an Inter-War period landscape which is appreciated by the community for its aesthetic values.

**Technical/Research Significance**

The original frontal dunes that marked the edge of Botany Bay before reclamation would have contained Aboriginal archaeological relics. The heritage conservation area may have the potential to yield information on the design and characteristics of Inter-War period power stations.

**Natural significance**

The area originally contained vegetated dunes including the Eastern Suburbs Banksia Scrub which is now restricted to a few remnant pockets in Sydney.

**4.2.2 Themes Represented**

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

- Modifying the landscape
- Government and institutions
- Industry and commerce

The following theme is indirectly represented:

- Transport and communications
4.2.3 Visual Character

The subject site covers an undulating area of broad sandy ridge leading to Bumborah Point on the northern side of Botany Bay. It is bounded on the south and west sides by steep slopes down to, respectively, Yarra Bay and reclaimed land used for port purposes.

To the south east of Military Road is the existing Eastern Suburbs Memorial Park. It includes the Crematorium and surrounding gardens, existing memorial gardens and monumental burial grounds, Pioneer’s Memorial Park, administrative building, funeral home, café and maintenance compound.

Strong visual elements are:

- Crematorium – the most prominent feature on the site; a strong art deco architectural form with axial vistas east-west and north-south
- Cemetery main access road with palm avenue
- Bare open character of the cemetery, furnished in dressed stone on a grid layout, with expansive views to the south
- Informal tree plantings in memorial gardens and car parking areas.

To the north west of Military Road is part of the former Bunnerong Switching Station site, including the remains of gardens associated with the Switching Station and sub-floor structures of part of the old building.

Strong visual elements are:

- Site entry, with 1920s garden, palm avenue and vista west to Port Botany and the bay beyond
- Platforms of the former Switch House, demolished down to floor slabs
- Ponds and terraced gardens
- Paperbark grove
- Retaining walls

Although only partially screened from Military Road by boundary planting of mature figs, the site orients itself to the west because of its dramatic position, presenting as a series of terraces overlooking Port Botany and the Bay. The predominant character is of the garden setting, with formal and informal elements of the former buildings. Views out are framed by mature tree plantings and at the southern end, screened by shrubs.

Negative elements are:

- The mixture of styles and forms in gardens surrounding the Crematorium
- The separation of the two sites by Military Road
- Some over mature trees.

4.2.4 Desired Future Character

Development in the area should maintain and enhance the positive elements of its character and correct negative elements. This will involve:
• Maintaining the open landscape character of the area
• Achieving a legible and coherent layout
• Fitting buildings, structures and the access/circulation system within the landscape and garden framework
• Using consistent design language based on:
  - unifying the two sites
  - recognising and where appropriate incorporating major elements of the previous use
  - the major existing site axes
  - rectangular building forms
  - solid structural elements in light coloured masonry
• Minimising changes to the existing landform, except over the former Switch House platforms, which may be raised to accommodate burial.

4.2.5 Site Planning

Objectives

• To achieve a coherent site layout that provides a pleasant, attractive, manageable, resource efficient and sustainable cemetery facility.
• To maximise the positive attributes of the site, correct or mitigate negative attributes and minimise any negative impacts of development.
• To ensure that local site conditions, constraints and opportunities are taken into account in the design process.
• To ensure that the relationship of new development to adjoining development is considered in the design process.

Controls

viii) Development is to be carried out in accordance with the masterplan.
ix) Building, streetscape and landscape design must relate appropriately to the topography, built and landscape character of the locality.
x) Development must include a safe and legible pedestrian and vehicular access and circulation system.
xi) The site layout must take into account and, where appropriate, retain and integrate any item or natural feature of identified conservation value.
xii) The siting and building layout must maximise microclimate opportunities related to solar access and prevailing breezes.

4.2.6 Conservation
Objectives

- To ensure development respects the landscape and built heritage significance of the site and surrounds.
- To ensure development is in keeping with the bulk, scale and character of any identified items of heritage significance.

Controls

i) Ensure that siting does not disrupt views to and from built and landscape elements.

ii) New development must be a similar scale and proportion to existing elements to ensure that it does not dominate or overwhelm the heritage items or heritage conservation area.

iii) New development is to complement, but not replicate, the design features of the heritage item and heritage conservation area.

iv) Building height is limited to two storeys, however, special building features such as spires may exceed the height limit provided that such building features do not dominate or overwhelm the heritage item or heritage conservation area.

Notes:

Any major excavation must be monitored by a qualified archaeologist and a representative of the La Perouse Land Council.

Minor excavation works associated with burials, tree planting, roadworks and footing excavation may not require archaeological monitoring.

Council’s Heritage Officer can clarify whether archaeological monitoring is required.
4.2.7 Internal Roads and Manoeuvring Areas

Objectives

- Provide adequate space for the efficient movement of vehicles within the site.
- Minimise the potential for conflict between vehicles and pedestrians.
- Minimise the amount of hard paved areas.
- Integrate driveway and manoeuvring areas with landscape features.

Controls

i) Internal roads must be between 5-6 metres in width and designed to allow for carparking in designated adjoining areas and at the kerbside where the road width is not less than 5 metres.

ii) Intersections must be designed to avoid conflict by positioning opposing roads either directly opposite or at a minimum separation of 60m where adequate sight distance is available.

4.2.8 Excavation and Fill

Objectives

- To ensure that earthworks are minimised and buildings are sited and designed to complement the existing topography.
- To minimise noise from excavation machinery during construction.
- To ensure that fill imported to the site is free of contaminants.

Controls

i) DAs involving building construction or significant earthworks must be accompanied by:

- a geotechnical assessment
- an assessment of the likely impacts on existing trees on or adjacent to the site
- details of the amount of cut and fill and methods of transportation of materials to or from the site.
4.3 Caerleon Crescent
Heritage Conservation Area

An unusual cul-de-sac subdivision with a wide planted median, featuring dwellings from the turn of the nineteenth century.

The area covers Caerleon Crescent properties and also includes a number of properties in Frenchmans Road and Chapel Street, Randwick.

Caerleon Crescent is a rare example of a heritage cul-de-sac in Randwick. Its proximity to Frenchmans Road, the region’s oldest thoroughfare and its place on the plateau of upper Randwick gives the Crescent quite a prominent place in the locality.

It is one of the few subdivisions in Randwick that is separate from the main street grid, Caerleon Crescent is an intimately-scaled contained precinct, with a wide central planted median and sandstone kerbing edged by single-storey houses with narrow setbacks from the front boundary.

Some of the houses have unsympathetic alterations such as painted face brickwork and high front fences but the overall form, particularly the cohesive roofscape, is largely intact.

4.3.1 What is the area’s significance?

Caerleon Crescent, which is not crescent-shaped, was an early twentieth century construct. It belonged to a block of land owned by the Moore family and fronting onto Frenchmans Road.

Caerleon Crescent is a thoughtfully planned street with a wide, planted median strip and a passage linking it to Frenchmans Road. Caerleon Crescent also has aesthetic significance as an intimate, contained precinct where the original buildings from the turn of the nineteenth century remain largely intact. The street trees contribute to the aesthetic values of the precinct.
4.3.2 What are the area’s key values?

- Historical value as a substantially intact example of subdivision in Randwick City at the turn of the nineteenth century.
- Central planted median, provides focus for the precinct.
- Pedestrian passageway to Frenchmans Road.
- Intimately scaled, contained precinct.
- Contributory street tree planting.
- Consistency of single storey scale and semi detached form of the contributory buildings.
- Consistency of roofscape.
- Federation Queen Anne style, featuring face brickwork, hipped and gabled roofs in terracotta tiles and timber trim.
- Some original early front fences.
- Consistent narrow setback from street boundary.

4.3.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Landscape and public domain elements</th>
<th>Planted median provides focus for the precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scale &amp; Form</td>
<td>Single storey, semi-detached cottages</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Minimal setbacks from street</td>
</tr>
<tr>
<td>Roofs</td>
<td>Consistent roofscape of traditional pitched roofs, hipped and gabled forms.</td>
</tr>
<tr>
<td>Materials</td>
<td>Face brickwork walls. Terracotta tiled roofs.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Timber trim contributes to Federation Queen Anne character.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Characteristic Queen Anne style front verandahs.</td>
</tr>
<tr>
<td>Carparking</td>
<td>Minimal side setbacks do not allow parking to side or rear of dwelling</td>
</tr>
<tr>
<td>Fences</td>
<td>Some original/early front fences</td>
</tr>
</tbody>
</table>

4.3.4 Guidelines for change
Alterations & Additions

Changes should not be made to front elevations of semi-detached dwellings which detract from the integrity of the pair. Rear additions should not be prominent in the streetscape nor compromise the integrity of the original roof. Rear additions to attached and semi-detached cottages should be consistent with the scale and form of surrounding rear wings.

Carparking

Where sites are of sufficient width, a rear garage or a side carport can be provided (set back from the front of the dwelling). On site carparking may not be able to be provided on narrow sites with minimal front setbacks.
4.4 Dudley Street Heritage Conservation Area

Fine quality Federation and Interwar detached houses in an outstanding elevated setting.

The Dudley Street heritage conservation area consists of rows of houses on Thomas Street, Higgs Street and Dudley Street Coogee, facing Baker and Leete Parks.

4.4.1 What is the area’s significance?

Aesthetic Significance

The heritage conservation area includes fine quality groupings and individual examples of large Federation and Inter-War period detached houses. Several styles are represented, including Federation Bungalow and Queen Anne and Inter-War Mediterranean and Functionalist. The most outstanding individual examples are the Federation Queen Anne style houses at Nos 16, 22, 34 and 36 Dudley Street and Nos 1 and 7 Thomas Street. Their large and bowed windows take maximum advantage of views.

The houses are situated on elevated sites, with views of the Pacific Ocean to the east and north over the adjacent Baker and Leete Parks. The front gardens, fence designs, sandstone kerbing, steep and undulating topography, and the palm, pine and fig tree plantings in the parks, all contribute to the aesthetic quality of the setting.

Historic Significance

The existing houses demonstrate the process of development of the area in the first few decades of the twentieth century. The social class and aspirations of the original occupants are demonstrated by the design of these large houses, on desirable sites with ocean views.
Social Significance

The heritage conservation area has social significance because its physical qualities are appreciated by its residents and the general community. The heritage conservation area continues in its traditional residential use.

4.4.2 Themes Represented

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

- Speculation and promotion
- Suburbanisation

The following themes are indirectly represented:

- Modifying the landscape
- Transport and communications

4.4.3 Existing Character Values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Landscape and public domain elements</th>
<th>Front gardens, steep and undulating topography, and palm, pine and fig tree plantings in the parks contribute to the aesthetic quality of the setting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scale &amp; Form</td>
<td>Large detached houses, single storey and two storey.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Houses generally well set back from and elevated above street</td>
</tr>
<tr>
<td>Roofs</td>
<td>Traditional pitched roofs, includes a number of steeply pitched gabled roofs.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls predominantly face brickwork, some stucco.</td>
</tr>
<tr>
<td></td>
<td>Terracotta tiles and slate roofing.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Predominantly timber decoration to verandahs, gables etc.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Front verandahs integral to each of the architectural styles which are represented in the area.</td>
</tr>
</tbody>
</table>
Carparking

Steep topography allows for garages to be provided within a retaining wall, below the level of the house.

Fences

Fence design varies according to style of dwelling and contributes to the quality of the setting. Many sandstone fences.

4.4.4 Guidelines for Change

Alterations & Additions

Rear additions should not be prominent in the streetscape nor comprise the integrity of the original roof. As the dwellings are on generous blocks, it is generally feasible to increase the floor space with a single storey rear addition, without detracting from its garden setting of the dwelling.
4.5 Gordon Square Heritage Conservation Area

A unique precinct of nineteenth century workers housing including several fine terraces

Located in the suburb of Randwick, it comprises a rectangular area generally bounded by Gordon Street in the north, Waverley Street in the west, and Sydney and Hodgson Streets in the south.

4.5.1 What is the area’s significance?

Aesthetic Significance

The Gordon Square heritage conservation area is unique in Randwick for its unusual street and subdivision layout. The centre block development, with its narrow streets and small lots, was an inventive attempt to maximize yields from subdivision.

The housing stock is an interesting mix of small and large terraces, semi-detached, single storey row houses and freestanding cottages. The mixture of periods and styles, from Victorian to Federation, results in a remarkably varied streetscape for such a small area. The combination of street layout and architecture produces an intimate scale and some interesting internal vistas, enhanced by the small park at the corner of Gordon and Randwick Streets.

Despite intrusions by a number of Post-War flat buildings, and some unsympathetic alteration to older houses, the area retains several reasonably intact period buildings. Most notable are the fine terraces on Gordon and Waverley Streets. The stepping of the Gordon Street terraces with the topography, and the projecting boundaries, produce a particularly impressive streetscape.

Historic Significance

The Gordon and Waverley Street terraces are also of special historical significance as examples of nineteenth century workers’
housing. The terraces have a special connection with Randwick Racecourse, one of the oldest and most enduring institutions in the area. The terraces are individually listed as heritage items.

Although the area developed later than Struggletown, it retains a greater degree of integrity and its streetscapes remain unmistakably Victorian and Federation in character.

Social Significance

The precinct is now the best surviving example of early workers’ housing in Randwick.

The subdivision layout has produced a quiet enclave with a strong sense of identity.

4.5.2 Themes Represented

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

- Speculation and promotion
- Suburbanisation

The following themes are indirectly represented:

- Modifying the landscape
- Transport and communications

4.5.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Subdivision</th>
<th>Unusual street and subdivision layout with narrow streets and small lots.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scale &amp; Form</td>
<td>Single storey and two storey.</td>
</tr>
<tr>
<td></td>
<td>Mixture of small and large terraced dwellings, as well as detached and semi-detached cottages.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Minimal or zero front setbacks.</td>
</tr>
<tr>
<td>Roofs &amp; Chimneys</td>
<td>Includes both pitched roof forms and skillion roofs with parapets.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls are painted stucco, originally in consistent colour schemes, some face brickwork.</td>
</tr>
</tbody>
</table>
Generally corrugated iron roofs.

**Detailing**
Cast iron decoration to verandahs and balconies.

**Verandahs & Balconies**
Projecting upper floor balconies contribute to an impressive streetscape.

**Carparking**
Narrow lots without rear lanes do not allow for on site carparking.

**Fences**
A number of the terraces are built to the street alignment, so that dwellings do not have front fences and front gardens. Where fencing exists it is predominantly open metal or timber fencing.

### 4.5.4 Guidelines for change

The Gordon Square heritage conservation area includes both single storey and two storey buildings. Rear additions should not be prominent in the streetscape nor comprise the integrity of the original roof. The attached dwellings were originally of modest size and have generally been subject to subsequent rear additions. Further changes should be consistent with the scale and form of surrounding rear wings.

![Typical Victorian terrace façade detailing](image)

**Carparking**
On site carparking is generally not able to be provided due lack of rear lane access, narrow width of properties.
4.6 High Cross Heritage Conservation Area

A major urban space providing a focus for nearby institutional buildings with many important religious and residential buildings in the surrounding area.

The High Cross Conservation Area, within the suburb of Randwick, includes High Cross Park, as well as urban areas to the north-east and south, and part of the Prince of Wales Hospital to the west.

4.6.1 What is the area’s significance?

Aesthetic Significance

High Cross Park has aesthetic significance as one of Randwick’s major urban spaces. It is a feature in vistas along Belmore Road, Avoca Street, Perouse Road and Coogee Bay Road. The Norfolk Island Pines in the park provide a visual link between the surrounding urban areas.

The sandstone and iron palisade fence and sandstone buildings of the former Superintendent’s residence, former Destitute Children’s Asylum and former Catherine Hayes Hospital, on the western side of Avoca Street, are part of the urban space formed by the park. The southern and north-eastern boundaries of this space are defined by Victorian, Federation and Inter-War period residential buildings, on Cuthill Street and Belmore Road. The Victorian Filigree style Royal Hotel is on the corner of Cuthill Street and Perouse Road.

In the north-eastern half of the heritage conservation area there are excellent groupings of Victorian and Federation detached and attached houses, and Inter-War period flat buildings. The row of ten Victorian Free Gothic style two storey terraces, Nos 2-20 Mears Avenue, is outstanding. “Nugal Hall”, at No 18 Milford Street, is one of Randwick’s grandest early Victorian houses. “Ventnor”, near the south-east corner of Milford Street and Avoca...
Street, is a fine quality Victorian period sandstone house. It is now in the grounds of the Sacred Heart School.

Our Lady of the Sacred Heart Church, on Avoca Street, is an excellent example of a Victorian Free Gothic style church. The church, “Ventnor” to the north, the Victorian period commercial buildings to the south, and the avenue plantings of fig trees, make a major contribution to the streetscape character of Avoca Street.

Visually, the connections to the statue of Captain Cook, and the buildings behind on the corner of Belmore and Avoca Streets, are an important part of the cross-roads character of the precinct.

**Historic Significance**

The heritage conservation area is located on a ridge in the centre of Randwick. Most of Randwick’s early roads cross or originate from High Cross. The existing buildings around High Cross demonstrate its use as a major civic space, since the foundation of the village of Randwick in the mid-nineteenth century. The sandstone buildings in the grounds of the Prince of Wales Hospital, and the Royal Hotel are the best examples. Our Lady of the Sacred Heart Church is another example of a communal use which was established in the area, due to its central location.

This part of “Randwick Ridge” was one of the first parts of the City to be developed, and was historically the most important. It has strong associations with Simeon Pearce, who first promoted the locality as a prestigious living environment. The residential buildings in the heritage conservation area provide evidence of the subdivision, development and subsequent redevelopment of the area in the Victorian, Federation and Inter-War periods. The heritage conservation area has excellent examples of housing from all three periods.

**Social Significance**

High Cross is widely recognized by the community as a central and identifying element of Randwick’s historic landscape. High Cross Reserve was an early focal point for social gatherings in the village. Its proximity to the former Destitute Children’s Asylum (now the Prince of Wales Hospital) was also significant. The reserve was used as a drill ground for the Randwick Volunteer Rifles in the nineteenth century, based on English village militia. This reinforced Simeon Pearce’s vision of an idealized English village for the elite of the Colony.

The physical presence of the Hospital marks its continuing importance in the local and regional community. The Royal Hotel is the other major building overlooking the central space.

The streetscape character of the residential parts of the heritage conservation area is also widely appreciated.
4.6.2 Themes Represented

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

- Speculation and promotion
- Government and institutions
- Promotion of culture, religion and education
- Recreation, entertainment and leisure
- Transport and communications

The following themes are indirectly represented:

- Modifying the landscape
- Industry and commerce
- Suburbanisation

4.6.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Landscape and public domain elements</th>
<th>Avenue plantings of fig trees within the Sacred Heart Church make a major contribution to the streetscape character of Avoca St.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scale &amp; Form</td>
<td>Dominated by the imposing scale of the buildings of the former Destitute Children’s Asylum, the Royal Hotel and the Lady of the Sacred Heart Church. Also a number of grand two storey houses. Housing predominantly two storeys.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Wide range of block sizes result in a wide variation in setbacks. Views of the large Victorian period buildings from the streets, across their forecourts and gardens.</td>
</tr>
<tr>
<td>Roofs</td>
<td>Traditional pitched roofs.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls of sandstone, stucco, some face brickwork. Slate roofs.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Decorative metalwork to verandahs and balconies, cement render detailing.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Front verandahs integral to each of the architectural styles which are represented in</td>
</tr>
</tbody>
</table>
Generous setbacks generally allow for carparking to rear.

**Fences**

Victorian metal palisade fencing.

A conservation management plan should be prepared if any major development is planned for the grounds of the Sacred Heart Church and Primary School. The conservation management plan should develop policies for preservation of significant tree specimens and vistas, as well as the period fabric of the site.

### 4.6.4 Guidelines for change

**Alterations & Additions**

Rear additions should not be prominent in the streetscape nor comprise the integrity of the original roof. Additions to terraced buildings should not compromise the integrity of relatively intact rear wings and should be consistent with the scale and form of surrounding rear wings.

**Carparking**

Where driveway access along the side of the dwelling was available, garages were traditionally provided in the rear yard of the dwelling, and this remains the preferred location. Otherwise an open carport can be provided to the side of the dwelling, set back from the front wall of the dwelling.
4.7 Malabar Headland Heritage Conservation Area

Malabar Headland contains two significant bushland remnants - referred to as the coastal section and the western section. Together, these contain what is probably the largest area of essentially unmodified bushland in Sydney's Eastern Suburbs. The bushland is a significant part of one of two semi-natural corridors between Botany Bay and Port Jackson. The two sections support at least seven distinct plant communities. This diversity of habitats is only matched in the Eastern Suburbs in Botany Bay National Park.

4.7.1 What is the area’s significance?

**Aesthetic Significance**
Malabar Headland demonstrates much of the range of landscapes which originally occurred in the Eastern Suburbs, including coastal rock platforms, sea cliffs and headlands in the coastal section, and sandstone escarpments and aeolian sand dunes in the western section.

**Historic Significance**
The place includes a World War Two coastal defence site of historic significance, the Boora Point Battery. This is an imposing, purpose built coastal landmark which is important for providing tangible evidence of Australia's coastal defence efforts in the Sydney area during World War Two. The battery features a number of particularly unusual attributes, including a rare example of 6 inch Mark XII gun mountings, a completely underground counter bombardment facility, with gun crew ready rooms, ammunition supply and engine room and a small gauge sunken railway associated with an imposing observation post. The area includes a number of additional sites of cultural heritage value, including World War Two graffiti, and features associated with a significant town service - the south-west ocean outfall sewer.

**Social Significance**
The battery has particular social significance to World War Two veterans and those involved in its war time operations, or interested in the history of fortifications.
Technical/Research Significance

The vegetation communities of Malabar Headland are of scientific and educational significance because they contain rare examples of coastal communities growing on Pleistocene sand deposits within the Sydney region. These communities have different species composition to those found elsewhere in the Sydney region.

Both the coastal and western sections of Malabar Headland support a high diversity of plant species, with species composition reflecting changes in aspect. At least three hundred plant species occur within the place and only fifty percent of the place’s flora is common to both sections.

Eastern Suburbs Banksia Scrub, a nationally endangered ecological community occurs as heath and scrub in the coastal section and as a low woodland in the more protected western section. Eastern Suburbs Banksia Scrub is regarded as of extremely high conservation significance, due to the extent of previous clearing. The community was once common on Quaternary sands in the Eastern Suburbs of Sydney; now less than one percent of the original community remains and is restricted to Malabar Headland and La Perouse.

The western section contains remnants of dunes believed to have been formed as a result of the last major glacial period. These occur adjacent to sandstone outcrops and provide an opportunity to study the place’s geomorphological formation.

Local Aboriginal people in the area used the site for fishing and cultural activities - rock engravings, grinding grooves and middens remain in evidence.

4.7.2 Themes Represented

The following historical themes, identified in the 1989 Randwick Heritage Study, are directly illustrated in the heritage conservation area:
- Modifying the landscape
- Government and institutions
- Recreation, entertainment and leisure
- Industry and commerce

The following themes are indirectly represented:
- Promotion, culture, religion and education
- Transport and communications

4.7.3 Existing Character Values and Controls

A conservation management plan should be prepared if any major development is proposed within the Malabar Headland Conservation Area. The CMP should develop policies relating to scenic value, landscape features, bushland features, and defence fortifications.
### 4.8 Moira Crescent Heritage Conservation Area

Randwick’s best grouping of Inter-War residential flat buildings.

A hilltop heritage conservation area (partly within the suburb of Clovelly and partly within the suburb of Coogee) includes Moira Crescent as well as part of Marcel Avenue.

#### 4.8.1 What is the area’s significance?

**Aesthetic Significance**

The heritage conservation area has aesthetic significance because of the high integrity of its Inter-War streetscapes. Most buildings are constructed of red or liver coloured face brickwork, which is complemented by the red terracotta tile roofs. The most common building types are detached single storey Inter-War Bungalows and two or three storey flat buildings in Functionalist, Spanish Mission, Art Deco, Stripped or Free Classical or Bungalow inspired styles.

The area includes the best preserved and most consistent grouping of Inter-War flat buildings in the City of Randwick, which were so characteristic of the City’s development in that period.

Most properties have dwarf piersed face brick boundary fences which allow the gardens in front of the buildings to become part of the streetscape. The landscape quality of the streetscapes is also enhanced by the curved streets and wide nature strips. Some steeper sites have sandstone walling.

The precinct of Inter-War period housing has a close spatial connection to the small commercial centre on Clovelly Road. Most of the shops are two storeys and date from the Inter-War period.
Heritage

**Historic Significance**

The existing buildings, lot and street pattern demonstrate the process of the rapid subdivision and development of this part of the Randwick City area in the Inter-War period. This development followed the opening of the Clovelly tram line earlier in the century.

The heritage conservation area is a well preserved example of an entire Inter-War period neighbourhood. The design of the buildings and the range of types are representative of the lifestyles and economic conditions which were current in the Inter-War period.

**Social Significance**

The heritage conservation area has social significance because its physical qualities are appreciated by its residents. The area continues in its traditional residential and commercial use.

### 4.8.2 Themes Represented

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

- Speculation and promotion
- Industry and commerce
- Suburbanisation

The following themes are indirectly represented:

- Modifying the landscape
- Transport and communications

### 4.8.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.
### Heritage

<table>
<thead>
<tr>
<th>Subdivision</th>
<th>Curved streets and wide nature strips.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape and public domain elements</td>
<td>Streetscapes have a strong landscape quality.</td>
</tr>
<tr>
<td>Scale &amp; Form</td>
<td>Consistency of scale, generally two and three storeys.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Main rooms and balconies of individual apartments oriented to the street.</td>
</tr>
<tr>
<td>Roofs</td>
<td>Includes both traditional hipped roofs and flat roofs with parapets.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls of red or liver coloured face brickwork. Red terracotta tiles.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Decorative elements in stone, brickwork and cement render.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Recessed balconies a design feature of the front elevation.</td>
</tr>
<tr>
<td>Garages, carports, carspaces &amp; driveways</td>
<td>Garages often incorporated to the rear of buildings.</td>
</tr>
<tr>
<td>Fences</td>
<td>Dwarf pierced face brick front boundary fences allow front gardens to become part of the streetscape.</td>
</tr>
<tr>
<td>Gardens &amp; garden elements</td>
<td>Private rear garden accessed by back stairs</td>
</tr>
</tbody>
</table>

### 4.8.4 Guidelines for Change

#### Alterations & Additions

Balcony additions to residential flat buildings can be provided to the rear of residential flat buildings to provide outdoor living areas and take advantage of views. Additional balconies should not be provided to the front or visible side elevations of buildings. Additional balconies should be part of a comprehensive scheme for the whole rear elevation, rather than for a single apartment in isolation.

#### Carparking

Garages were traditionally provided in the rear yard of the dwelling or residential flat building, and this remains the preferred location. Otherwise an open carport can be provided to the side of the dwelling, set back from the front wall of the dwelling.
4.9 North Randwick Heritage Conservation Area

Federation and Inter-War housing associated with the development of Centennial Park.

A large area to the south of Centennial Park, originally reserved for water supply purposes, delaying its release for housing.

4.9.1 What is the area’s significance?

Aesthetic Significance

Centennial Park is one of Sydney’s largest expanses of urban parkland and provides a much needed breathing space for Sydney’s inner eastern suburbs. The park has high scenic and landscape significance. It has a strong rural character, but also incorporates remnant natural vegetation, formal garden areas, tree lined avenues, playing fields and formal and informal water features. The melaleuca wetlands are a distinctive and important character element. Notable architectural elements include two residences, several kiosks and shelters, magnificent sandstone entry gates, the perimeter palisade fence, reservoir fences and steps, statues and monuments and an amphitheatre.

The North Randwick heritage conservation area is significant for its persistent, strongly Federation streetscapes. The imposition of a varied subdivision pattern, on the north facing slopes adjoining Centennial Park, has created numerous internal views and vistas of special interest. The combination of street pattern, topography and native and cultural plantings, set off the areas original buildings to good advantage.

The heritage value of the area largely derives from its Federation and Inter-War housing, its predominantly single storey scale, face brick construction, dominant slate and terra cotta tiled roofs and well established cultural plantings. The mixed building stock adds to the area’s interest, ranging from larger Federation houses on Darley Road to small semi-detached on Dangar Street. Whilst
many buildings have been substantially altered, there has been, very little redevelopment relative to other parts of Randwick. Most buildings and streetscapes retain their essential period character.

**Historical Significance**

Centennial Park has considerable historical significance. It originated as a Common, set aside by Governor Macquarie and later became the main source of Sydney's water supply. It was dedicated as a park to celebrate the first centenary of European settlement in Australia. It was also the focus of Sydney's celebration of Federation in 1901. Busby’s Bore and the lakes persist as important visual reminders of the area’s historical role as a water supply catchment.

The consistency of the architecture in North Randwick is partly a reflection of the unusual historical circumstances which delayed the release of the area for housing. Most of the area originally formed part of the Sydney Common. For many years it was reserved for water supply purposes. The eventual residential release saw the area develop reasonably quickly, despite the slow start in the 1890s recession. As a consequence, most housing dates from the early twentieth century. There are a few particularly notable examples of Victorian housing, as well as more numerous Inter-War houses. The latter filled in remaining empty lots in the 1920s and 30s.

The street and subdivision pattern is Victorian in origin, though the area developed over a long period. This has produced an interesting juxtaposition of Federation and Inter-War housing on often narrow Victorian allotments. There was a resultant modification of standard house designs to suit narrow frontages.

The continuing physical and historical connection with Centennial Park is important and gives special significance to houses fronting Darley Road. These buildings tend to be larger and grander, with more generous allotments. These allotments were created to help fund the establishment of Centennial Park.

The area still retains a few horse stables connected with the historic racing industry in the area. There are also historical and physical connections with the adjoining former tramway workshops.

**Social and Historical Significance**

Centennial Park has a high social significance at a regional level. It remains one of the most popular recreation areas in the Sydney region.

**Scientific Significance**

Centennial Park has special scientific significance for its natural values. It preserves remnant native vegetation and provides important wildlife habitat. The melaleuca wetlands are regionally significant.
4.9.2 Themes Represented

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

- Modifying the landscape
- Government and institutions
- Recreation, entertainment and leisure
- Suburbanisation

The following themes are indirectly represented:

- Transport and communications

4.9.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings. New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Subdivision</th>
<th>Lots of consistent depth, but varying width.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scale &amp; Form</td>
<td>Predominantly single storey and two storey, with higher residential flat buildings in the former quarry site. Detached, semi-detached and attached cottages.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Minimal front setbacks generally, greater setbacks for larger lots fronting Centennial Park.</td>
</tr>
<tr>
<td>Roofs</td>
<td>Traditional pitched roofs, hipped and gabled forms.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls of face brickwork, smooth faced red or liver bricks, often with stone footings and stone trim elements. Marseilles pattern terracotta tiles and slate roofing.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Predominantly timber decoration to verandahs, sunhoods, gables etc.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Front verandahs provide depth to facades, an interface to the street and contribute to dwelling character.</td>
</tr>
<tr>
<td>Carparking</td>
<td>Generally accessed from rear lanes.</td>
</tr>
<tr>
<td>Fences</td>
<td>Many low brick fences, some sandstone and wrought iron fencing.</td>
</tr>
</tbody>
</table>
4.9.4 Guidelines for change

Alterations & Additions

Part of the heritage significance of the area is its predominantly single storey scale. Single storey rear additions are therefore preferred so as not to compromise this aspect of significance. The dwellings are generally modest workers cottages on small blocks, and in order to increase the size of the dwelling, may be necessary to provide some upper level floor space. The bulk and prominence of any upper level addition should be minimised however. Any upper level addition should be set well to the rear to minimise streetscape visibility and retain the integrity of the original roof.

Outbuildings to the Rear

The scale and bulk of outbuildings to the rear should not dominate the main building on the site. Outbuildings should be of a 1 ½ storey scale with upper floor accommodation within available attic space. The maximum wall height of outbuildings is to be 3.5m and roof pitch is to be consistent with that of the main building on the site.

Carparking

Most of the properties within the conservation area have rear lane access allowing for carparking at the rear of the site. Where rear lane access is available, carparking to the front or side of the property will not be supported.
4.10 Old Tote/Fig Tree Theatre (UNSW)
Heritage Conservation Area

A group of buildings which date from the use of the site as Kensington Racecourse. The Fig Tree Theatre building has also been used as immigration barracks and the home of NIDA.

The Old Tote/Fig Tree Theatre heritage conservation area is on the south side of High Street, within the Kensington campus of the University of NSW. It includes three buildings which pre-date the foundation of the University, the Fig Tree Theatre, the White House and the Old Tote.

4.10.1 What is the area’s significance?

Aesthetic Significance

The precinct’s three period buildings are situated in an open space, surrounded by large fig trees and other campus buildings. The orientation of the Fig Tree Theatre and the White House, diagonal to the standard north/south building grid, identifies them as earlier structures. The orientation is also aesthetically distinctive. The space which is formed by the trees and the three buildings has visual qualities which are rare on the university campus. This quality is created by the traditional gabled and verandahed building forms, nestled between the larger masses of the fig trees.

The White House and the Old Tote have considerable individual aesthetic significance as rare examples of early Federation racecourse buildings. The design and detail of the White House verandah is outstanding.

The row of fig trees leading from the High Street entry gate, is an important point of arrival and orientation for the university campus.
Historic Significance

The White House, the Old Tote and the fig trees have historical significance as surviving evidence of the use of the university site as Kensington Racecourse, from 1893 to 1941. The orientation and location of the buildings and trees remain indicative of the layout of the racecourse.

The Fig Tree Theatre also provides evidence of the use of the site as an immigration barracks in the late 1940s.

The theatre was the original home of the National Institute of Dramatic Art (NIDA) prior to its relocation to the western side of Anzac Parade.

Social Significance

The heritage conservation area has social significance for the university and the wider community. It provides evidence of the historical continuity of human occupation and use of the site, which is absent in other parts of the campus.

4.10.2 Themes Represented

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

- Promotion of culture, religion and education
- Recreation, entertainment and leisure

The following themes are indirectly represented:

- Modifying the landscape
- Government and institutions

4.10.3 Existing Character Values and Controls

A conservation management plan should be prepared if any major development is planned for the grounds of the University. The conservation management plan should develop policies for preservation of open space character, interface with surrounding development and adaptive reuse of period buildings.
4.11 Prince Henry Hospital
Heritage Conservation Area

A diverse complex of buildings in a coastal landscape, the hospital played an important role in the treatment of infectious diseases from the 1880s until 1986. The site is important to Aboriginal people and to the many former staff and patients of the hospital, and contains a considerable archaeological resource.

The former Prince Henry Hospital is located in the suburb of Little Bay.

4.11.1 What is the area’s significance?

Historic Significance

The Prince Henry site was the most important site for the treatment of infectious diseases in New South Wales from its inception in the 1880s, when, as the Coast Hospital, it became the first public hospital in New South Wales in the post-convict era. The Hospital played a prominent role in treating and overcoming infectious diseases and later as a general hospital and teaching hospital for the University of NSW, until its closure was announced in 1988. Its isolation led to the establishment of the first ambulance service in New South Wales from within its grounds.

Aesthetic Significance

The location of the Hospital by the sea, the design and siting of buildings in a spacious open setting, their relationship with each other and the layout of the site itself, created an aesthetically distinctive complex with Pine Avenue as its central axis. The buildings and landscape provide evidence of the prevailing attitude to health care during a number of important phases of development. The Flowers Wards and the remains of the early infectious disease hospital, including Ward 16, the former Nurses Quarters, the former Nurses Dining Hall/Nurses Lecture Hall, the Bush Wards and the site of the Male Lazaret, demonstrate the isolation required for the treatment of infectious diseases and early
attitudes to public health, which saw health benefits in being by the sea.

The architectural character of these early buildings contrasts with later buildings built after 1934, after the Hospital changed its name to Prince Henry and a new phase of expansion began. The larger scaled Heffron and Delaney Medical Ward Buildings, the Matron Dickson Nurses Home, and the McIlrath Pathology Building provide evidence of changing practices in medical care and staff accommodation, as well as contributing visually to the ambience of the place. A range of ancillary buildings, such as the former Water Reservoir, the Memorial Clock Tower, Water Tower, and ‘Hill Theatres’ (Operating Theatres No.2 and No.3) add visual as well as technological interest.

A number of cultural landscape features including the Norfolk Island Pine trees along Pine Avenue, plantings of palms, New Zealand Christmas trees and banksias, rock cuttings, retaining walls, early road alignments and sandstone kerbs, provide evidence of human intervention in this coastal landscape. The North Cemetery, although separated from the present hospital site, is an important component of the cultural landscape.

Social Significance

The history of the Prince Henry site is interwoven with Aboriginal people and wider communities, many of whom were patients or worked on the site and still visit it. The site is valued by Aboriginal people for its historical associations and Aboriginal occupation prior to European occupation, as well as its associations with Aboriginal people treated for infectious diseases. The Prince Henry site is also important to many of the thousands of nurses, doctors and administrators who value their training and achievements at the hospital, which gained them a high reputation throughout New South Wales and Australia. Many former nurses have remained actively associated with the site, and have created a museum to conserve its history and artefacts. They come to the site to enjoy its ambience and continue to use the Interdenominational Australian Nurses War Memorial Chapel, built in memory of service nurses, many of whom died at sea. (Godden Mackay Logan, May 2002)

Technical/Research Significance

A coastal landscape of high scenic and scientific value is enhanced by the beach, headlands and pockets of indigenous vegetation. A geological exposure area has research and educational value relating to the development of the present coastline and to the climate and vegetation of the area twenty million years ago.

Much more about the history of the Prince Henry site is yet to be learnt from the rich array of known and potential Aboriginal and historical archaeological sites, from further research and archival recording, and from the oral histories of those who worked or trained there. The Prince Henry site contains both identified archaeological features and areas of known archaeological potential. These elements are part of the total physical record of the first post-convict era hospital in New South Wales.
The physical evidence at the site documents, and therefore provides opportunities to investigate, evolving medical practice associated with the treatment of infectious disease. In a wider context the site reflects changes and development in state health policy for more than 100 years. The research value of the site's historical archaeological resource is only moderate, however, because of the physical impact of ongoing development. Although the extant archaeological resource is therefore not intact, and there are extensive documentary sources available, the place has potential to yield information about site use and occupation. The spectrum of archaeological features across the site also provides a rare opportunity to use archaeology as an investigative tool on a wide scale. The historical archaeological resource at the Prince Henry site also contributes to the total ensemble providing an indication of former activities or features. They are therefore part of the site's wider social and historic value and have educational and interpretive potential (Godden Mackay Logan, 2002).

4.11.2 Themes Represented

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

- Modifying the landscape
- Government and institutions
- Evolution of culture- religion and education

The following themes are indirectly represented:

- Transport and communications
- Suburbanisation

4.11.3 Existing character values and controls

Refer to the site specific controls for Prince Henry Site, Little Bay in Part E of this DCP.
4.12 Racecourse Precinct
Heritage Conservation Area

A number of early buildings surround the historic track itself, while Doncaster Avenue includes some fine groups of nineteenth and twentieth century houses.

The Racecourse Precinct includes Royal Randwick Racecourse and all properties on the eastern side of Doncaster Avenue., Kensington, which adjoin the racecourse at the rear.

4.12.1 What is the area’s significance?

Aesthetic Significance

The Racecourse, together with Centennial Park and Moore Park, further to the north and east, forms one of the largest areas of open space in the eastern suburbs of Sydney.

The Racecourse provides an outlook for parts of the suburb of Randwick on higher ground to the east, and the University of NSW South Wales, to the south. The major built features of note are the stands, particularly the 1910 Members Stand, and the oval shaped course. Other racecourse buildings are located behind the stands in the north-west concern of the site, and close to the street frontages. The large modern grandstand is out of scale with its older neighbours but has become a local landmark.

The frontages to Alison Road, Wansey Road and High Street have avenue plantings of Port Jackson and Moreton Bay Figs, Plane trees and Brush Box, which enhance the visual amenity of these streets. In the north-west corner of the site there are Canary Island Date Palms and formal garden plantings.

The residential properties on the eastern side of Doncaster Avenue form a straight street frontage almost a kilometre in length, with a predominantly Victorian and Federation period character. This housing is representative of the larger Kensington precinct, on either side of Anzac Parade.
The most common building types are single storey Federation period detached and semi-detached houses. These mostly stand on narrow lots and have consistent setbacks and verandah and roof designs. There are also a large number of Victorian period one and two storey houses, and two storey terraces. The unity of the streetscape is disturbed to some degree by Post-War period three storey flat buildings, but to a lesser degree than the remainder of the historical Kensington precinct.

**Historical Significance**

The racecourse is historically significant for its early reservation as an official racecourse, in 1833. It has been in continuous use as a racecourse since the first regular meetings held in 1863. This is probably the longest period of any racetrack in Australia. The racecourse retains much original fabric from the nineteenth and early twentieth centuries. It is the best preserved Victorian and Federation period racetrack in Sydney.

Randwick Racecourse developed in parallel with the present City of Randwick. The racecourse, and the many stables and workers’ cottages in the surrounding area, demonstrate the process of development of the racing industry, and its importance to the commercial life of the district. This includes housing and stables on some of the properties fronting Doncaster Avenue.

The residential properties on Doncaster Avenue demonstrate the process of suburbanisation which took place in the late nineteenth and early twentieth centuries. This was the first part of Kensington to develop, and has a higher proportion of Victorian housing as a consequence. The housing (Victorian/Federation) is representative of the first stage of Kensington’s suburban development, prior to West Kensington (Federation/Inter-War). The street also has a close connection with the racecourse and the racing industry.

**Social Significance**

Randwick Racecourse is held in high esteem by members of the Australian Jockey Club, the racing industry, and past and present race-goers. Royalty has visited the facility on several occasions, giving the course special prestige in Australian thoroughbred racing. The physical environment of ‘Royal Randwick’ is an important part of the experience of a race day.

Doncaster Avenue shares a close physical and visual link with the racecourse. It is a major route for pedestrian access to the racecourse. Doncaster Avenue is also appreciated by the community as part of an important local period landscape and streetscape.

**4.12.2 Themes Represented**

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

- Modifying the landscape
- Government and institutions
- Recreation, entertainment and leisure
The following themes are indirectly represented:

- Speculation and promotion
- Transport and communications
- Suburbanisation

### 4.12.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings. New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP, and the site specific controls for Royal Randwick Racecourse in Part E.

<table>
<thead>
<tr>
<th>Subdivision</th>
<th>Narrow lots.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scale &amp; Form</strong></td>
<td>Major built features are the stands within the Racecourse. Single storey detached and semi-detached cottages, two storey detached houses and terraces, some intrusive 3 storey buildings. Historic significance of stable buildings at the rear of sites.</td>
</tr>
<tr>
<td><strong>Siting &amp; Setbacks</strong></td>
<td>Consistent setbacks.</td>
</tr>
<tr>
<td><strong>Roofs</strong></td>
<td>Traditional pitched roofs, many with gabled forms.</td>
</tr>
<tr>
<td><strong>Materials</strong></td>
<td>Walls predominantly face brickwork, some painted stucco. Walls that are painted stucco, originally in consistent colour schemes. Terracotta tiles and slate roofing.</td>
</tr>
<tr>
<td><strong>Detailing</strong></td>
<td>Predominantly timber decoration to verandahs and gable screens.</td>
</tr>
<tr>
<td><strong>Verandahs &amp; Balconies</strong></td>
<td>Federation detailing of front verandahs contributes to the character of the area</td>
</tr>
<tr>
<td><strong>Carparking</strong></td>
<td>Narrow lots without rear lanes generally do not allow for on site carparking.</td>
</tr>
<tr>
<td><strong>Fences</strong></td>
<td>Low brick fences and simple picket fences typical.</td>
</tr>
</tbody>
</table>
4.12.4 Guidelines for change

A Conservation Management Plan has been prepared for the Randwick Racecourse and should be addressed in any development proposal for the site.

Alterations & Additions

Rear additions should not be prominent in the streetscape nor comprise the integrity of the original roof. Rear additions to attached and semi-detached cottages should be consistent with the scale and form of surrounding rear wings.

Original stables

There are a number of original stables building in the area, associated with the racecourses which were located in the vicinity. These should be retained and conserved wherever possible.

Carparking

Where sites are of sufficient width, a rear garage or a side carport can be provided (set back from the front of the dwelling). On site carparking may not be able to be provided on narrow sites with minimal front setbacks.
4.13 Randwick Environment Park
Heritage Conservation Area

Comprises 13 hectares of parkland, bushland and wetland containing 92 species of indigenous plants. It includes the endangered Sunshine Wattle and 3.6 hectares of Eastern Suburbs Banksia Scrub, which is an endangered ecological community. The bushland and wetland provide valuable habitat for a range of fauna.

4.13.1 What is the area’s significance?

Aesthetic Significance

The heritage conservation area has considerable scenic value, providing an attractive natural backdrop for many views in the local area.

Historic Significance

Some historical significance is attributed to the use of the land by the military since the late 1800s, and its continuity as a large land holding within Randwick. The park was originally part of the Randwick Army Barracks with the eastern part used during World War II as the site for storage sheds.

Technical/Research Significance

The vegetation structure, species richness and natural regeneration of seedlings varies greatly within Randwick Environment Park. Since 1995, 92 indigenous plant species have been recorded within Randwick Environment Park. Of these, 27 species are considered to be characteristic of Eastern Suburbs Banksia Scrub. This is relatively high, given its location within the northern and more densely developed part of Randwick City. The high number of species is partly attributable to the variety of habitats present on the site. One of the species present, Acacia terminalis sub.sp. terminalis, has been listed as a ‘threatened species’ under both the TSC and EPBC Acts. Twelve other species recorded on the site have local significance in Sydney’s Eastern Suburbs.
Eastern Suburbs Banksia Scrub, is an endangered ecological community of state and national significance, occurring on the nutrient poor sands between Botany Bay and Port Jackson. It has been reduced to 1% of its former extent due to fragmentation, clearing, urban development and weed invasion, and is likely to become extinct unless factors threatening its survival cease. Eastern Suburbs Banksia Scrub is thus regarded as of extremely high conservation significance.

The Randwick Environment Park contains an ephemeral wetland which contains some aquatic flora species, the presence of which is influenced by periods when water is present in the wetland. The wetland is a window to the groundwater table forming part of the extensive Botany Aquifer, and drains an urban catchment of 89 hectares. The wetland has a sparse to open cover of vegetation, reflecting both past disturbance and extended periods of dryness over recent years.

Although degraded as a result of past clearing, some of the vegetation present in the Randwick Environment Park has considerable significance as fauna habitat. The park supports 4 main habitat types: shrub land; exotic grassland; wetland; and rock outcrops. The shrub land provides shelter and food for small animals such as birds and reptiles, while the grassland supports birds such as Australian magpies, galahs, and masked lapwings. The ephemeral wetland has some periodic habitat values for waders, waterfowl and frogs. In a 2002 study, a Great Egret (a migratory water bird listed under the Commonwealth’s EPBC Act 1999) was observed foraging within the shallow waters of the wetland. However, no Great Egret roosting colonies have been recorded on or in the vicinity of the Randwick Environment Park. The small areas of rock outcrops provide shelter for some reptile and frog species.

4.13.2 Themes Represented

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

- Modifying the landscape
- Government and institutions
- Industry and commerce

The following themes are indirectly represented:

- Recreation, entertainment and leisure

4.13.3 Existing Character Values and Controls

Randwick City Council manages its remnant areas of Eastern Suburbs Banksia Scrub, including that within Randwick Environment Park, in accordance with relevant management documents, in order to restore remnant vegetation and to enhance and expand native fauna habitat. These documents include a Recovery Plan for the Conservation of Eastern Suburbs Banksia Scrub; and the Best Practice Guidelines for the Management of Eastern Suburbs Banksia Scrub, both published by the NSW Office of Environment and Heritage. Volunteer Bushcare maintenance works are carried out in accordance with the Recovery Plan and Management Guidelines.
4.14 Randwick Junction  
Heritage Conservation Area

A largely intact traditional commercial centre with many good examples of buildings from the Victorian, Federation and Inter-War period.

The Randwick Junction heritage conservation area is centred on the Randwick Junction commercial centre. It is generally bounded by Belmore Road, Alison Road and Avoca Street, Randwick.

4.14.1 What is the area’s significance?

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

Aesthetic Significance

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

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

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

Historic Significance

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

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

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

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

Social Significance

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

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

4.14.2 Themes Represented

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

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

The following themes are indirectly represented:

- Speculation and promotion
- Government and institutions
- Suburbanisation

4.14.3 Existing character values and controls

Refer to the site specific controls in Part D of this DCP.
4.15 Sacred Heart
Heritage Conservation Area

A landmark church precinct which includes the Sacred Heart Monastery and Chapel, Convent and Our Lady of the Rosary Church.

A large area of church-owned land bounded by Addison Street in the north, and Tunstall Avenue in the west and extending east of Kensington Road and south of Roma Avenue, Kensington.

4.15.1 What is the area’s significance?

Aesthetic Significance

The Sacred Heart precinct is dominated by a notable group of brick religious buildings with tile roofs, mostly Federation Gothic style, located on a prominent knoll in the western half of the City of Randwick.

The buildings are highly visible from many parts of Randwick City, due to their height, elevated siting, and roof turrets and spires. The Monastery and Chapel are located on the axes of two streets, Kensington Road and High Street. The buildings’ appearance is enhanced by their setting in spacious grounds, with large areas of lawn, large copses or Moreton Bay figs, plantings of palms, camphor laurels and other mature trees, and brick walling on most street frontages.

Historic Significance

The Monastery and Chapel, Convent and Church have historic significance. They demonstrate the pioneering role of the Catholic Church in the early development of this part of the City of Randwick, and the contemporary religious and institutional practices of the Church. The grouping has been in continuous use since the completion of the monastery, convent and school in 1897.
The site has significance as an early land grant to Samuel Terry, a convict who became the Colony’s first millionaire. The monastery and convent site have an association with the flour mill and early industries of the Lachlan Mills Estate. These preceded the area’s dedication as a water catchment. The boundaries of Terry’s grant are still reflected in the street pattern. This part of the grant was favoured by its elevated position, above surrounding wetlands, and made it the logical site for the first development of the area.

Social Significance

The Sacred Heart precinct has particular social significance for the school community and other current and former users of the site. The precinct is readily identifiable by the wider Randwick community as a landmark element in the suburb of Kensington. The elevated position was the original reason for the site’s selection.

4.15.2 Themes Represented

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

- Modifying the landscape
- Government and institutions
- Promotion of culture, religion and education

The following themes are indirectly represented:

- Industry and commerce
- Transport and communications
- Suburbanisation

4.15.3 Existing Character Values and Controls

A conservation management plan for the church/school precinct should be prepared if any major development is planned by the Church. The conservation plan should develop policies for preservation of significant garden areas and vistas, as well as the period fabric of the buildings.
4.16 The Spot
Heritage Conservation Area

Groupings of nineteenth and twentieth century residential and commercial buildings including the outstanding Art Deco Ritz cinema.

Located within the suburb of Randwick, The Spot heritage conservation area consists of the commercial centre on Perouse Road and St Pauls Street, and surrounding residential areas.

4.16.1 What is the area’s significance?

Aesthetic Significance

The Spot is a large precinct exhibiting an interesting diversity of streetscapes. In the commercial centre the facades are mostly two storeys, continuous and built to the street alignments. They create a distinctive urban space, particularly at the curved corner of Perouse Road and St Pauls Street. The most common building styles of the commercial buildings are Victorian Italianate and Federation Free Classical. There are also Inter-War Art Deco style buildings. The Randwick Ritz, at No39 St Pauls Street is an excellent example of an Inter-War Art Deco style cinema.

The residential areas contain representative groupings of buildings from the Victorian, Federation and Inter-War periods.

Residential buildings from the Federation period are the most common. Most are Bungalow style. The row of detached houses at Nos 77-93 Perouse Road is only one example of several excellent groupings of Federation period detached or semi-detached houses in the conservation area.

There is a concentration of Victorian period houses in the western half of the conservation area, north of Barker Street and west of Perouse Road. Some are Italianate style detached houses. There
are several rows of Filigree style two storey terraces, which give streetscapes such as St Pauls Street, a distinctive character.

The most common types of Inter-War period residential buildings are California Bungalow style detached and semi-detached houses, and two or three storey residential flat buildings. A large number of the Inter-War period flat buildings are in the western half of the conservation area. However, the most intact grouping of Inter-War period buildings is on Hardiman Avenue. These buildings are detached houses or flat buildings, and are characterised by their liver brick external walls and fences.

Tree plantings, such as the Moreton Bay Figs in St Pauls Street, make a major contribution to the visual quality of streetscapes in the conservation area.

**Historic Significance**

The Spot heritage conservation area has historic significance for its origins as “Irishtown”, a poor working area on the fringe of Randwick Village, dominated by Irish Catholics. It came to be considered a settlement in opposition to Simeon Pearce’s “Struggletown”, the housing area he developed for his own workers. The original group maintained a long association with the area and contributed to its strong sense of local identity.

The original shanties, located along Perouse Road, have long since disappeared. The redevelopment of The Spot, in the late 1800’s, was an attempt to clear the temporary dwellings of Irishtown and displace the inhabitants.

The Spot is now a cohesive residential and commercial neighbourhood. It demonstrates the later processes of large scale urban subdivision and development, which began after the establishment of the tramway route between Randwick and Coogee in 1883. The commercial centre developed around a tram stop at the intersection of Perouse Road and St Pauls Street.

The Inter-War period flat buildings demonstrate the intensification of land use which resulted from increases in population and scarcity of other land for subdivision.

The design of the Victorian, Federation and Inter-War period dwellings and commercial buildings, and their range of types, are representative of contemporary lifestyles and economic conditions.

**Social Significance**

The Spot is a popular local name for the precinct and there is a strong sense of individual identity, dating back to its origins as “Irishtown”. The precinct remains something like a suburban “village”. The existing neighbourhood character has social significance for local residents and the general community. The heritage conservation area continues in its traditional residential and commercial use.

**4.16.2 Themes Represented**

The following historical themes, identified in the 1989 Randwick Heritage Study, are directly illustrated in the conservation area:
- Speculation and promotion
- Industry and commerce
- Transport and communications
- Suburbanisation

The following themes are indirectly represented:
- Modifying the landscape
- Promotion, culture, religion and education
- Recreation, entertainment and leisure

### 4.16.3 Existing character values and controls

Refer to the Part D for site specific controls for the business zoned part of The Spot conservation area. The table below provides a summary of key values or characteristics of the residential zoned part of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Landscape and public domain elements</th>
<th>Character of some streets enhanced by sandstone retaining walls and mature street planting.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scale &amp; Form</td>
<td>Diversity of scale including single storey detached cottages and villas, single storey and two storey semi-detached houses and two or three storey residential flat buildings.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Diversity of setbacks including smaller setbacks for cottages and larger setbacks for villas.</td>
</tr>
<tr>
<td>Roofs</td>
<td>Traditional pitched roofs.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls are stucco for Victorian buildings, face brickwork for Federation and Interwar buildings. Terracotta tiles and slate roofing.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Decorative metalwork and timberwork.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Front verandahs integral to each of the architectural styles which are represented in the area.</td>
</tr>
<tr>
<td>Carparking</td>
<td>Wider lots provide access for parking to the rear. Narrower lots do not allow for on site carparking, unless a rear lane is available.</td>
</tr>
<tr>
<td>Fences</td>
<td>Front fencing is sympathetic to the style of the dwelling.</td>
</tr>
</tbody>
</table>
4.16.4 Guidelines for change

Alterations & Additions

The Spot heritage conservation area comprises a range of building types including single storey detached cottages and villas, single storey and two storey semi-detached houses and two or three storey residential flat buildings. Rear additions should not be prominent in the streetscape nor comprise the integrity of the original roof. Rear additions to attached and semi-detached cottages should be consistent with the scale and form of surrounding rear wings.

Outbuildings to the rear

The scale and bulk of outbuildings to the rear should not dominate the main building on the site. Outbuildings should be of a 1 ½ storey scale with upper floor accommodation within available attic space. The maximum wall height of outbuildings is to be 3.5m and roof pitch is to be consistent with that of the main building on the site.

Carparking

Where rear lane access is available, carparking to the front or side of the property will not be permitted.

Where driveway access along the side of the dwelling was available, garages were traditionally provided in the rear yard of the dwelling, and this remains the preferred location. Otherwise an open carport can be provided to the side of the dwelling, set back from the front wall of the dwelling.

On site carparking is generally not able to be provided to narrow properties with minimal front setbacks and no rear lane access.
4.17 St Judes
Heritage Conservation Area

Randwick’s earliest church and civic buildings together with some fine groups of nineteenth and twentieth century houses.

Located within the suburb of Randwick, this area falls into two distinct precincts. One is the historic St Judes grouping. The other is the residential precinct centred on Alison Park and the intersection of Cook and Frances Streets.

4.17.1 What is the area’s significance?

Aesthetic Significance

The St Judes precinct is an outstanding building grouping centred on early church and civic buildings. The church and civic groupings are prominent on Randwick’s original main thoroughfare, the Frenchman’s Road.

The church group includes two notable early stone buildings, set in open grounds, with St Jude’s cemetery in the background. Each of the three main buildings in the group is significant in its own right, namely St Judes Church, the Rectory, and the former Borough Council Chambers. The buildings and their setting have changed little since the time they were built.

The civic group consists of the late nineteenth century Town Hall, the buildings of the former Randwick Public School, and a fire station. These buildings remain distinctive despite the presence of a number of more recent buildings.

The Alison Park precinct survives as a notable grouping of late nineteenth and early twentieth century houses. The building stock is a rich mixture of types, ranging from small semis and row houses, to Victorian terraces, Federation and Inter-War cottages, and grand mansions on generous allotments. Alison Park provides an important focus, as does the intersection of Cook and Frances Streets.
Immediately adjoining the church group there is a fine three storey terrace known as “Avonmore”, overlooking Alison Park. This terrace precedes the Federation and Inter-War housing to the north and west. The row is an outstanding Victorian grouping in its own right. Such grand London style terraces are rare for the Sydney region.

Particularly prominent in the Federation housing area is the ornate home at the Cook and Frances Street intersection. This building has achieved landmark status and is prominent on approaches from both streets. Despite intrusions by a number of Post-War flat buildings, and some unsympathetic alteration to older houses, this grouping persists as one of the best preserved examples of Federation housing in Randwick.

**Historic Significance**

The establishment of St Judes Church assisted Simeon Pearce’s promotion of Randwick as a semi-rural retreat for the Colony’s elite. The church symbolised the strength and stability of the new community. The church, cemetery and grounds continue as a clear reminder of the original English village model Pearce sought to imitate.

The establishment of the Borough Council was another of Pearce’s initiatives. The council was one of the first established in the Colony. The later Town Hall, close by, marked the considerable progress of the early municipality.

The 1883 public school was typical of many established following the passing of the Public Instruction Act. The Act made education “free, compulsory and secular”. The route of the former tramway, now part of the school grounds, has considerable historical interest. The tramways greatly assisted the establishment and growth of the settlement. Its boundaries are still well marked by fencing and different landscape treatments.

Housing in the Alison Park precinct is representative of the range of housing types and styles built in the City during the Late Victorian and Federation periods. The grander homes are in keeping with Simeon Pearce’s original ambitions for the area, but the presence of smaller and simpler cottages adds to the historical interest and diversity.

**Social Significance**

The church, school and civic precinct remains a major community focus and its institutions have been held high in local esteem for over 100 years.

The mixture of grand homes and simple cottages is notable as a continuing record of the area’s rich social mix.

**4.17.2 Themes Represented**

The following historical themes, identified in the 1989 Randwick Heritage Study, are directly illustrated in the heritage conservation area:
- Speculation and promotion
- Government and institutions
- Promotion of culture, religion and education
- Recreation, entertainment and leisure
- Transport and communications
- Suburbanisation

The following themes are indirectly represented:

- Modifying the landscape

### 4.17.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Subdivision</th>
<th>Varied subdivision pattern including larger and smaller lots.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape and public domain elements</td>
<td>Alison Park provides a landscape focus for the area.</td>
</tr>
<tr>
<td>Scale &amp; Form</td>
<td>Diversity of scale including landmark church buildings, three storey terraces, two storey villas and single story detached and semi-detached cottages.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Diversity of setbacks including smaller setbacks for terraces and larger setbacks for villas.</td>
</tr>
<tr>
<td>Roofs</td>
<td>Traditional pitched roofs.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls are stucco for Victorian buildings, face brickwork for Federation and Interwar buildings, stone for the church group. Terracotta tiles, slate roofing.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Decorative elements in stone, metal, timber and brick.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Front verandahs integral to each of the architectural styles which are represented in the area.</td>
</tr>
<tr>
<td>Carparking</td>
<td>Wider lots provide access for carparking to rear. Narrower lots do not allow for on site carparking.</td>
</tr>
<tr>
<td>Fences</td>
<td>Front fencing is sympathetic to style of dwelling.</td>
</tr>
</tbody>
</table>
4.17.4 Guidelines for Change

Alterations & Additions

The St Judes heritage conservation area comprises a range of building types including single storey and two storey villas, two storey terraces and attached and semi-detached cottages. Rear additions should not be prominent in the streetscape nor comprise the integrity of the original roof. Rear additions to attached and semi-detached cottages should be consistent with the scale and form of surrounding rear wings.

Outbuildings to the rear

The scale and bulk of outbuildings to the rear should not dominate the main building on the site. Outbuildings should be of a 1 ½ storey scale with upper floor accommodation within available attic space. The maximum wall height of outbuildings is to be 3.5m and roof pitch is to be consistent with that of the main building on the site.

Carparking

Where rear lane access is available, carparking to the front or side of the property will not be permitted.

Where driveway access along the side of the dwelling was available, garages were traditionally provided in the rear yard of the dwelling, and this remains the preferred location. Otherwise an open carport can be provided to the side of the dwelling, set back from the front wall of the dwelling.

On site car parking is generally not able to be provided to narrow properties with minimal front setbacks and no rear lane access.
4.18 St Mark’s Heritage Conservation Area

A fine collection of residential buildings, including nineteenth century villas and terraces and twentieth century cottages, adjacent to an important area of remnant bushland.

The area extends west from Glebe Gully to include parts of Dutruc Street, St Marks Road, Rae Street and Wood Street, Randwick.

4.18.1 What is the area’s significance?

Aesthetic Significance

The St Mark’s precinct boasts the City’s largest, most consistent collection of nineteenth century dwellings. There are two or three main building groupings, which together provide a very good representation of styles, types and densities.

The first main grouping features several outstanding Victorian villas, on large lots, fronting St Mark’s Road and Dutruc Street. The second includes impressive terraces, and more modest Victorian, Federation and Inter-War cottages and semi-detached, centred on Rae and Wood Streets. A third grouping consists of a mixture of styles and periods extending north to Frenchmans Road.

Although there are several modern and disruptive buildings present, there are two fine rows of intact buildings, one on the west side of St Mark’s Road, and one on the north side of Rae Street. Most of these are individually listed as heritage items. The recently restored house on the pivotal corner of Rae and Dutruc Streets has become something of a landmark, and is an outstanding example of a Late Victorian villa.

Buildings and gardens combine well with the topography and some good street planting. The street pattern provides some interesting internal vistas, and there is a notable view south along Dutruc
Street to the Brigidine Convent on the other side the Coogee valley.

**Historic Significance**

St Mark’s Road and Dutruc Streets have considerable historical interest. They were created by subdivision of the former Church of England Glebe Estate in 1888. The strong demand for land in the area ensured the establishment of substantial homes for the well-to-do, all within the significant Late Victorian “boom period”.

The Church’s continuing ownership of the adjoining Glebe gully was also of interest, as it ensured the gully’s eventual preservation.

Other housing in the precinct is historically representative of the wide range of house types and styles built on smaller lots during the Victorian, Federation and Inter-War periods.

**Scientific Significance**

The Glebe gully, now the Fred Hollows Reserve, has considerable natural heritage value. It is a rare surviving example of a well vegetated watercourse in the midst of an intensely developed residential area. The reserve is a habitat for significant local flora and fauna, including the rare Gully Skink.

**Social Significance**

The surviving villas on St Mark’s Road and Dutruc Street have social significance for what they reveal of the tastes and life styles of Randwick’s elite, in the late nineteenth century. Randwick had, by now, become a settled residential area, in contrast to its semi-rural origins. The subdivisions of the Glebe lands provided generous lots for those wishing to build prestigious homes close to the commercial and civic centre. The highly ornamented “Boom Style” buildings reflected the prosperity of the time.

**4.18.2 Themes Represented**

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

- Modifying the landscape
- Speculation and promotion
- Promotion of culture, religion and education
- Recreation, entertainment and leisure
- Suburbanisation

The following themes are indirectly represented:

- Government and institutions
- Transport and communications
4.18.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Subdivision</th>
<th>Varied subdivision pattern including larger and smaller lots.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape and public domain elements</td>
<td>Glebe gully, now Fred Hollows Reserve has natural heritage value as a rare surviving example of a well vegetated watercourse in an intensively developed residential area.</td>
</tr>
<tr>
<td>Scale &amp; Form</td>
<td>Diversity of scale including two storey villas and single storey detached, semi-detached and attached dwellings.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Diversity of setbacks including smaller setbacks for cottages and larger setbacks for villas.</td>
</tr>
<tr>
<td>Roofs</td>
<td>Traditional pitched roofs.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls are stucco for Victorian buildings, face brickwork for Federation buildings. Terracotta tiles, slate roofing.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Decorative metalwork and timberwork.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Front verandahs integral to each of the architectural styles which are represented in the area.</td>
</tr>
<tr>
<td>Carparking</td>
<td>Wider lots provide access for carparking to the rear. Narrower lots do not allow for on site carparking.</td>
</tr>
<tr>
<td>Fences</td>
<td>Front fencing is sympathetic to style of dwelling.</td>
</tr>
</tbody>
</table>

4.18.4 Guidelines for change

Alterations & Additions

The St Marks heritage conservation area comprises a range of building types including single storey and two storey villas, two storey terraces and attached and semi-detached cottages. Rear additions should not be prominent in the streetscape nor comprise the integrity of the original roof. Rear additions to attached and
semi-detached cottages should be consistent with the scale and form of surrounding rear wings.

Outbuildings to the rear

The scale and bulk of outbuildings to the rear should not dominate the main building on the site. Outbuildings should be of a 1 ½ storey scale with upper floor accommodation within available attic space. The maximum wall height of outbuildings is to be 3.5m and roof pitch is to be consistent with that of the main building on the site.

Carparking

Where rear lane access is available, carparking to the front or side of the property will not be permitted.

Where driveway access along the side of the dwelling was available, garages were traditionally provided in the rear yard of the dwelling, and this remains the preferred location. Otherwise an open carport can be provided to the side of the dwelling, set back from the front wall of the dwelling.

On site carparking is generally not able to be provided to narrow properties with minimal front setbacks and no rear lane access.

4.19 Struggletown
Heritage Conservation Area

One of the earliest settlements in Randwick, it includes a number of mid nineteenth cottages and stables buildings associated with the horse racing industry.

The Struggletown heritage conservation area consists of several street blocks of housing and stables between Young Street, Barker Street and Botany Street in Randwick.

4.19.1 What is the area’s significance?

Aesthetic Significance

The heritage conservation area has a streetscape character which differs markedly from other parts of Randwick. The heritage conservation area has a rectilinear layout of narrow streets with sandstone kerbing, on a flat topography. Building allotments are narrow and buildings are set back a small distance from the streets.

Many of the buildings in the heritage conservation area are single-fronted weatherboard, stone or brick Victorian Georgian workers' cottages. There are also cottages from the Federation period, in Bungalow or Georgian style and the Inter-War period.

There is a small grouping of Federation and Inter-War period shops, at the corner of Barker Street and Jane Street.

The range of housing types and styles is complemented by stables buildings, often at the rear of sites. The Newmarket Complex, on the eastern side of Young Street, is not in the heritage conservation area. However, the trees and buildings on the site, including the Big Stable, and the main residence, make a major contribution to the visual amenity of the conservation area and its character as a precinct for the horse racing industry.
Historic Significance

The heritage conservation area has historic significance as one of the earliest settlements in the Randwick City area, and its connection with Simeon Pearce. Pearce created a market garden here in the 1850’s. Stone cottages were constructed by Pearce for his workers from the late 1850’s onwards. Many of the early inhabitants were domestic workers who were employed locally by middle and upper class residents of Randwick. St Jude’s Mission Hall, on the north-east corner of Jane and Middle Streets, was built on land granted by Pearce for the building of a church for the community.

In the 1860’s Struggletown became a centre for the horse racing industry. More stabling was introduced into the area when the Sydney Omnibus Company moved its operations to the Newmarket complex, in 1870.

The primary uses of the heritage conservation area for housing and the horse racing industry, have continued throughout the twentieth century. The Randwick Equine Centre, on the block between Jane Street, Middle Street, Young Street and Barker Street, is currently the largest horse racing establishment within the conservation area.

Social Significance

The heritage conservation area has social significance for local residents and the wider Randwick community. The area is well recognised for its streetscape qualities, its rare Victorian period workers’ housing, and its long-term associations with the horse racing industry.

4.19.2 Themes Represented

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

- Speculation and promotion
- Industry and commerce
- Suburbanisation

The following themes are indirectly represented:

- Modifying the landscape
- Transport and communications

4.19.3 Existing character values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings.

New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.
Subdivision
Rectilinear layout of narrow sites.

Landscape and public domain elements
Trees on the Newmarket site and sandstone kerb and guttering contribute to the amenity and character of the area.

Scale & Form
Two storey shops on the corner of Barker St and Jane St, but otherwise modest single storey cottages. Stables buildings at the rear of sites.

Siting & Setbacks
Minimal front setbacks

Roofs
Simple pitched roofs.

Materials
Walls of weatherboard, stone or brick. Generally corrugated iron roofs.

Detailing
Plainly detailed metalwork and timberwork.

Verandahs & Balconies
Early buildings incorporate a simple verandah across the entire front of the cottage.

Carparking
Narrow lots without rear lanes do not allow for on site carparking

Fences
Traditional fencing probably low timber pickets.

4.19.4 Guidelines for change

Alterations & Additions

The dwellings are generally modest workers cottages on small blocks, and in order to increase the size of the dwelling, may be necessary to provide some upper level floor space. The bulk and prominence of any upper level addition should be minimised however. Any upper level addition should be set well to the rear to minimise streetscape visibility and retain the integrity of the original roof. As the dwellings are generally of quite early construction, they should be subject to careful and timely maintenance and repair.

Carparking

Where sites are of sufficient width, a rear garage or a side carport can be provided (set back from the front of the dwelling). On site carparking may not be able to be provided on narrow sites with minimal front setbacks.
Victorian Italianate cottage façade detailing

4.20 West Kensington
Heritage Conservation Area

Highly consistent early twentieth century streetscapes with an unusual triangular street layout.

A large area of land generally bounded by Samuel Terry Avenue to the west, Todman Avenue to the north, and the Australian Golf Course to the south.

4.20.1 What is the area’s significance?

Aesthetic Significance

The West Kensington heritage conservation area is significant for its highly consistent early twentieth century streetscapes. The unusual triangular street layout, overlaid on a former water supply catchment, has produced a unique subdivision pattern. It features interesting street junctions, many of which are T-junctions, and streets which range in length. This results in a great variety of...
internal vistas, long and short, most of which are terminated by buildings at an intersection or bend. Some of the more interesting views out include views to the elevated areas to the south-east, where the Sacred Heart Church still stands.

The area’s visual interest is mostly a consequence of built character, and the geometry of the subdivision, with all allotments orientated at 45 degrees to the main compass points. The landscape remains predominantly flat, though there are a few notable variations in level. Street planting is variable, but there is a particularly notable street tree canopy in Milroy Avenue.

The heritage character of the area largely derives from its Federation and Inter-War housing, its predominantly single storey scale, the originally consistent face brick construction, and the highly visible tiled and slated roofs. Whilst many buildings have been substantially altered, there has been very little redevelopment relative to other parts of Randwick. Most buildings and streetscapes still retain their essential period character.

Social and Historical Significance

The area has historical interest for its early importance as a water catchment, the boundaries of which expanded beyond those of the conservation area. This delayed its development, as did subsequent speculation and the 1890s recession. The eventual and long-awaited release in 1912 saw it develop relatively quickly. The area was almost fully settled within 15 to 20 years. The consistency of the area is strengthened by its being almost wholly residential. Commercial intrusions are minimal.

The area has important historical associations with early industries established on the Lachlan Stream.

The development of the area also has interest for its historical and physical associations with the former tobacco factory on the eastern side of Todman Avenue. The original developer of the West Kensington Estate, George Frederick Todman, was one of the founders of the factory. There was also a later association with the glass manufacturer, AGM, which had a factory nearby on Samuel Terry Avenue. There is a fine group of Inter-War buildings on Todman Avenue which was purpose built for employees of AGM. The area also has interest for its association with the local racing industry. A number of horse stables in the area are still in use, some of them quite old.

The housing (Federation/Inter-War) is representative of the second stage of Kensington’s suburban development, after the Doncaster Avenue / Anzac Parade precinct (Victorian/Federation) and prior to South Kensington (Inter-War). The unusual triangular street layout was probably a simple response to the shape of the residue parcel of the former water catchment, retained by Todman after the collapse of the earlier speculative joint venture for the wider area. It was as close as the area came to the original grand town planning vision for Kensington.

4.20.2 Themes Represented

The following historical themes, identified in the 1989 Randwick Heritage Study, are directly illustrated in the conservation area:
- Modifying the landscape
- Speculation and promotion
- Suburban action

The following themes are indirectly represented:

- Industry and commerce
- Transport and communications

### 4.20.3 Existing Character Values

The table below provides a summary of key values or characteristics of the heritage conservation area. These character values should be retained for contributory buildings. New development including alterations and additions to existing buildings and infill development should generally respect these character values in order to be compatible with their surroundings.

These key values and characteristics, and the guidelines for change that follow, need to be considered in addition to the general guidelines and controls contained in this DCP.

<table>
<thead>
<tr>
<th>Subdivision</th>
<th>Unusual triangular street subdivision layout with very consistent lot sizes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape &amp; public domain elements</td>
<td>Notable street tree canopy in Milroy Avenue.</td>
</tr>
<tr>
<td>Scale &amp; Form</td>
<td>Single storey detached cottages.</td>
</tr>
<tr>
<td>Siting &amp; Setbacks</td>
<td>Generous setbacks allow for attractive front gardens.</td>
</tr>
<tr>
<td>Roofs</td>
<td>Traditional pitched roofs, hipped and gabled forms.</td>
</tr>
<tr>
<td>Materials</td>
<td>Walls predominantly face brickwork- smooth faced red or liver bricks. Marseilles pattern terracotta tiles and slate roofing.</td>
</tr>
<tr>
<td>Detailing</td>
<td>Predominantly timber decoration to verandahs, sunhoods, gables etc. Heavy brick/timber verandah decoration. Timber and stucco gable decoration.</td>
</tr>
<tr>
<td>Verandahs &amp; Balconies</td>
<td>Front verandahs provide depth to facades, an interface to the street and contribute to dwelling character.</td>
</tr>
<tr>
<td>Carparking</td>
<td>Generous setbacks allow for car parking to rear.</td>
</tr>
<tr>
<td>Fences</td>
<td>Many low brick fences, some plain timber picket fences.</td>
</tr>
<tr>
<td>Gardens &amp; garden elements</td>
<td>A number of early stables buildings are found in the area, some retaining their original use.</td>
</tr>
</tbody>
</table>
4.20.4 Guidelines for Change

Alterations & Additions

Part of the heritage significance of the area is its predominantly single storey scale. As the dwellings are on generous blocks, it is generally feasible to increase the floor space with a single storey rear addition, without detracting from its garden setting of the dwelling.

Outbuildings to the Rear

The scale and bulk of outbuildings to the rear should not dominate the main building on the site. Outbuildings should be of a 1 ½ storey scale with upper floor accommodation within available attic space. The maximum wall height of outbuilding is to be 3.5m and roof pitch is to be consistent with that of the main building on the site.

Original Stables

There are a number of original stables building in the area, associated with the racecourses which were located in the vicinity. These should be retained and conserved wherever possible.

Carparking

Garages were traditionally provided in the rear yard of the dwelling, and this remains the preferred location. Otherwise an open carport can be provided to the side of the dwelling, set back from the front wall of the dwelling.
## Contents

1. **Introduction** .......................................................................................................................... 2  
   1.1  Objectives............................................................................................................................. 3  
2. **Building Materials and Finishes** .......................................................................................... 3  
3. **Energy and Water Efficiency** ............................................................................................... 5  
4. **Environmental Education** .................................................................................................... 8
1 Introduction

This section sets out objectives and controls to provide a framework for the application of sustainable development principles in the design, construction and operation of buildings across Randwick City.

The built environment is a major contributor to greenhouse gas emissions and energy consumption in Australia, accounting for approximately 22% of the nation’s total greenhouse emissions (COAG July 2009). Much of this is attributed to the resources and materials used in building construction as well as pollution and waste resulting from development activity. The actual operation of a building can also contribute significantly to energy and water consumption.

Sustainable development (as referenced in this DCP) refers to a building that is environmentally responsible and resource efficient throughout its life cycle, while reducing the overall impact on the environment and human health.

Buildings that are sustainable use environmentally friendly construction materials and fittings, are energy and water smart, have healthy and comfortable indoor environments, and yield considerable cost savings to property owners and tenancies.

Key environmental, economic and social benefits of sustainable development include:

- A reduction in greenhouse emissions
- Savings in household bills and business running costs
- Improved health and well being of building occupants
- Potable (drinking) water and energy conservation
- Improved indoor temperature moderation
- Assists in retaining infrastructure capacity
- Waste reduction and improved storm water management.

Sustainable development is a fundamental element of the planning framework and is part of all land use, development and environmental management decisions in Randwick City.

This section applies to all developments in Randwick City. The integration of sustainability measures into a building is the most effective and least costly when considered at the earliest stage of development.

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

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

- To ensure that the design, construction and operation of development minimises adverse impacts on the natural and built environment.
- To reduce the use of resources, pollution and waste resulting from development activity.
- To improve the quality of life, health and well being of residents and workers.
- To promote the use of renewable energy sources and materials.
- To promote education on key elements of sustainable development and maintenance.

2 Building Materials and Finishes

Explanation

The materials used in construction, renovation and/or refurbishment can significantly enhance or impact on the environment and/or the health and well being of building occupants.

Objectives

- To maximise the selection and use of environmentally responsible and robust construction materials and finishes.
- To ensure healthy indoor environments.
- To encourage use of materials that are non-polluting in manufacture, use and disposal.

Controls

i) Submit a schedule of materials with the DA that maximises the use of the following:

- Materials that are durable with low maintenance requirements.
- Materials with low embodied energy content.
- Renewable materials.
- Locally sourced products.
- Salvaged or recycled materials.
- Timber from plantation or sustainable managed re growth forests.
- Low volatile organic compound (VOC) emitting materials.
- Mechanical fittings instead of adhesives or glues.
- Toxin free flooring.

ii) Rainforest timbers or timbers cut from old growth forest must not be used.
iii) Design for the adaptive re use of existing building facades, building structures and fittings where feasible.

**Notes:**

1. **Examples of materials that should be minimised include:**
   - Chrome, cadmium, lead, mercury, cyanide and formaldehyde
   - Materials, sealants and adhesives containing volatile organic compounds (VOCS)
   - PVC
   - Wood treated with Copper Chrome Arsenate (CCA)
   - Solvents.

2. **Examples of common building materials that can contain recycled content include:** concrete, steel, insulation, composite timber products, carpet, underlay and many cladding materials. Consideration should be given to recycling and re using bricks within a development.

3. **Renewable natural materials encouraged for interior finishes and furnishings include:** bamboo, jute, sisal and cork. Applicants should also consider using low VOC/plant based paints and plant based oils for floor boards.

4. **PVC products produced in compliance with 'Best Practice Guidelines for PVC in the Built Environment' are supported.**

5. **The Forest Stewardship Council (FSC) is an international, independent, not-for-profit organisation that provides standards for responsible forest management and an accreditation system for sustainable forest products. Further information is available at www.fscaustralia.org**

6. **Good Environmental Choice Australia (GECA) is an independent, not-for-profit organisation that runs an internationally recognised Ecolabelling Program that certifies products in line with ISO 14024. Further information is available at www.geca.org.au**

7. **Further information on the use of environmentally friendly materials in the design, construction or renovation of homes is available at www.yourhome.gov.au**
3 Energy and Water Efficiency

Explanation
Buildings that are energy and water efficient offer substantial benefits including savings on the running costs of heating, cooling, lighting and equipment, as well as reducing greenhouse gas emissions and potable water use.

The Building Code of Australia (BCA) Section J contains minimum energy efficiency standards.

In NSW energy and water efficiency measures for most residential development is covered by BASIX (the Building Sustainability Index), a web based tool aimed at reducing water usage and greenhouse gas emissions. The tool provides a framework to assess energy and potable water consumption against specific targets which vary according to location and building type. Proposals that meet the targets are issued with a BASIX certificate which must be submitted with a DA before it is processed.

For further information on the implementation of BASIX refer to www.basix.nsw.gov.au.

These controls apply to buildings not affected by BASIX.

Objectives
- To promote energy and water efficiency in the design and operation of buildings.
- To minimise greenhouse gas emissions.
- To reduce the reliance on mechanical heating and cooling.
- To reduce energy and water bills and the whole of life cost of energy services.

Controls

3.1 Residential alterations and additions not affected by BASIX

i) All new or replacement electrical appliances must achieve the highest available energy rating at the time of development.

ii) All new or replacement domestic type gas hot water systems must be the most energy efficient option available at the time of development.

iii) Electric hot water heating must not be installed.

iv) All new or replacement products regulated for water efficiency under WELs must achieve the highest rating at the time of development (e.g. dishwashers and washing machines). WELs rated water saving devices must be installed including: 4 star dual flush toilets, 3 star shower heads, 4 star taps, and 3 star urinals.

Note:
BASIX does not apply to residential alterations and additions valued < $50,000, swimming pools with a capacity of 40,000 litres or less or visitor accommodation.
3.2 Non-Residential Development (commercial premises, industrial and hotel and motel accommodation)

i) Buildings are to be oriented and designed to achieve optimum solar access and natural ventilation where practical.

ii) On site renewable energy systems (e.g. solar energy, heat pump technology and the like) are to be installed where practical and effectively integrated to complement the overall building design.

iii) New or replacement solar and heat pump hotwater systems must be eligible for at least 24 Renewable Energy Certificates (RECs). All new or replacement domestic type gas hot water systems must be the most energy efficient option available at the time of development.

iv) Electric hot water heating must not be installed.

v) Heating and cooling systems are to be designed to target only those spaces which require heating or cooling at any one time, not the whole building.

vi) All new or replacement air conditioners of domestic/residential scale are to be MEPs rated: minimum 4 star on one cycle and 3 star for reverse-cycle models.

vii) All new or replacement electrical appliances must achieve the highest available energy rating at the time of development.

viii) Energy efficient LED lighting, dimmers, motion detectors and/or automatic turn off switches are to be installed where appropriate. Lighting systems should be designed to target only those spaces which require lighting at any “off-peak” time, not the whole building.

ix) Openable windows are to be installed in common areas to improve natural ventilation where appropriate (e.g. staff rooms, bathrooms etc).

x) Internal walls and partitions are to be positioned to provide cross flow ventilation through the building.

xi) All new or replacement products regulated for water efficiency under WELs must achieve the highest rating at the time of development (e.g. dishwashers and washing machines). WELs rated water saving devices must be installed including: 4 star dual flush toilets, 3 star shower heads, 4 star taps, and 3 star urinals.

xii) New commercial premises and hotel and motel accommodation with a floor area of 1,000m² or more must achieve a minimum 4 star NABERs rating for the base building and undertake a Commitment Agreement. DAs must include an ESD Statement prepared by an accredited professional providing design evidence that the required NABERs rating can be achieved.
Notes:

1. Details on type and location of renewable energy systems and water heaters must be clearly marked on relevant plans and specifications. Details on energy and water efficient appliances must be provided with the DA.


3. The Federal Government’s website www.energyrating.gov.au lists the Minimum Energy Performance Standards (MEPs) and Energy Rating Labels (ERLs) on a range of products and appliances including refrigerators, washing machines, televisions, air conditioners etc.

4. The Federal Water Efficiency Labelling and Standards Scheme (WELs) labels a range of products for water efficiency, helping households to save water and money. Further information is available at www.waterrating.gov.au

5. The National Australian Built Environment Rating System (NABERs) managed by the NSW Office of Environment and Heritage, measures the environmental performance of buildings and/or tenancies during their operation.

For the purposes of clause (xii), owners and/or occupiers are required to sign a NABERS – Energy Commitment Agreement to deliver the required rating and submit a copy to the Principal Certifier prior to the issue of a Construction Certificate. Further information on the NABERs rating system including a list of accredited professionals to prepare the ESD Statement is available at (www.nabers.gov.au).

6. The Green Star rating system, managed by the Green Building Council of Australia, is a voluntary environmental rating system that evaluates the environmental design and construction of buildings. A 4 star rating signifies ‘Best Practice’ in environmentally sustainable design and/or construction.

Although Green Star certification is not mandated by this DCP, applicants are encouraged to use the Green Star tools to improve the environmental attributes of their proposed development. Further information including guidance on the certification process is available from (www.gbca.org.au)
4 Environmental Education

Education has a fundamental role in informing the community about the sustainable design features of a development and encouraging environmentally responsible practices that will help to achieve a more sustainable built environment.

The ability to make informed choices and ways of dealing with environmental problems can assist towards sustainable living.

Objectives

- To educate residents, workers and other building occupants on the sustainability features of development.
- To encourage the use and maintenance of water efficient and energy efficient design features of the development over time.

Controls

i) Submit an Environmental Toolkit with all DAs for new residential and mixed use development containing 5 or more dwellings, and commercial and industrial development with a floor area of more than 1,000m$^2$. The Environmental Toolkit must detail the sustainability features of the development and maintenance requirements including (but is not limited to these):

- Rainwater tanks.
- Total water cycle management (including water conservation devices and stormwater treatment).
- On site renewable energy systems (including information on connection options and wiring).
- Lighting, energy and water efficient appliances, fixtures and fittings and associated ratings.
- Composting.
- Landscaping.
- Transport (including access to public transport).
- Any other site specific initiatives where relevant.

ii) Maintenance instructions are to be attached to the particular feature where practical (e.g. rainwater tank, solar panel).

iii) The Environmental Toolkit may be complemented with information from Randwick City Council (such as the *Local Native Plants for Sydney’s Eastern Suburbs* brochure) and/or other relevant material.

iv) The Environmental Toolkit is to be retained by building management with copies readily available to maintenance personnel, residents, tenancies and the like.

Note:

Contents

1 Introduction ........................................................................................................................................... 2
   1.1 Objectives ........................................................................................................................................ 2

2 Landscape Plan ...................................................................................................................................... 2

3 Landscape Design .................................................................................................................................. 3
   3.1 Existing vegetation and natural features ...................................................................................... 3
   3.2 Selection and location of plant species ............................................................................................ 4
   3.3 Water efficiency ................................................................................................................................. 4
   3.4 Outdoor car parks & circulation areas ............................................................................................... 5

4 Green roofs and green walls .............................................................................................................. 6
   4.1 Green roofs ....................................................................................................................................... 6
   4.2 Green walls ...................................................................................................................................... 7

5 Development in or near areas of biodiversity significance ............................................................. 8
1 Introduction

Randwick City has a rich diversity of natural, cultural and scenic landscapes and significant areas of remnant bushland, wetland and habitat corridors.

Landscape plays an essential role in integrating development into the streetscape and neighbourhood, enhancing appearance and amenity of the site and locality, providing for recreation and leisure, preserving natural areas and biodiversity and providing opportunities for improved stormwater management, environmental performance and micro-climatic conditions.

This section of the DCP outlines controls for preparing landscape plans and addressing various landscape design matters, including controls for development in and near areas of biodiversity significance.

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

- Part A - Introduction and other sections in Part B - General Controls (e.g. B5 – Preservation of trees and vegetation); and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the DA.

1.1 Objectives

- To promote high quality landscape design as an integral component of the overall design of a development.
- To provide landscape design and plantings that are compatible with the site and locality.
- To contribute to the preservation of and extension to native fauna and flora habitats.

2 Landscape Plan

Explanation

A landscape plan is required to accompany DAs for all new buildings, and for major alterations/additions which will impact on the existing tree coverage or landscaped area of a site.

Controls

Prepare a landscape plan in accordance with the Randwick DA Guide, including, but not limited to, the following elements and details:

i) Details (e.g. location, height, condition, etc) of all existing trees within or adjacent to the site (including Council properties) and trees proposed to be removed/retained/relocated or pruned.

Note:

Different requirements are set out for landscape plans prepared for dwelling house development and other development types. Refer to the DA Guide for more details, including minimum qualifications required for preparing landscape plans.
ii) Details of existing natural features (e.g. rocky outcrops, cliff lines, water bodies, etc).

iii) Details of design, including location of hard and soft landscaped areas and open space in relation to existing and proposed buildings.

iv) Details, including locations, of selected plant species.

v) Basic drainage details, i.e. location of all pits and lines, irrigation, hose cocks, etc.

vi) Erosion and sediment control measures.

3 Landscape Design

The design of landscaped areas and deep soil planting forms an integral part of the overall site planning for a development. Controls relating to location, minimum size and dimensions allocated for landscaped areas and deep soil zones are therefore incorporated into relevant DCP sections for various development types (as listed below):

- Low density residential
- Medium density residential
- Neighbourhood centres
- Local centres
- Industrial uses, and
- Specific sites

3.1 Existing vegetation and natural features

Explanation

Significant natural features and vegetation on the site, such as rocky outcrops, cliff lines, water bodies, trees, shrubs and groundcover vegetation should be retained and incorporated into the landscape design of the development.

Objective

- To conserve and incorporate significant natural features and vegetation of the site as part of the landscape design.

Controls

i) Maximise the retention and protection of existing vegetation including trees, shrubs and groundcover vegetation.

ii) Retain and incorporate existing natural features, such as cliffs and rock outcrops into the landscape design where possible.

iii) Retain and stockpile topsoil for reuse in the landscaped area.

Note:

Refer to DCP section – B5 Preservation of Trees and Vegetation for more detailed requirements on tree works.
3.2 Selection and location of plant species

Explanation

Suitable location and choice of plant species for the site is essential for achieving high standards of landscape design, residential amenity and biodiversity conservation.

Objectives

- To encourage the planting of appropriate native plants to contribute to the maintenance and extension of fauna and flora habitats.
- To ensure suitable plant species are selected for the existing aspect, soil and micro-climatic conditions.
- To ensure plants are appropriately selected and located to enhance the appearance and amenity of the development.

Controls

i) Native species must comprise at least 50% of the plant schedule, incorporating a mix of locally indigenous trees, shrubs and groundcovers appropriate to the area and surrounds. Plant species, such as noxious weeds or invasive species must not be included in the landscape design.

Note: This control may not be applicable for the setting of some heritage buildings or areas where a predominance of ornamental species may be more suitable.

ii) Link, extend and enhance existing fauna and flora habitats through appropriate selection and location of plant species, where relevant.

iii) Where suitable, incorporate food growing areas as part of the landscape design.

iv) Select and locate plants to improve the environmental performance and living amenity of the development, such as:
   a) plant deciduous shade trees to control solar access (e.g. providing shade in summer and allowing solar access in winter)
   b) intercept glare from hard surfaces
   c) channel air currents into the building
   d) provide windbreaks where desirable, and
   e) screen noise and reduce visual impacts to enhance privacy.

3.3 Water efficiency

Explanation

Landscape design has a significant effect on the quality and quantity of stormwater leaving the site and amount of water needed for irrigation.
Water efficient landscaping can assist in meeting BASIX water conservation targets for residential development and provide economic and environmental benefits to other development types (e.g. commercial, industrial and public open space).

**Objectives**

- To minimise landscape-related water consumption.
- To facilitate rainwater infiltration and minimise run-off through landscape design and plantings.

**Controls**

1. Maximise the capture and absorption of rainfall and prevent runoff, by:
   - a) minimising the amount of hard surface area,
   - b) directing the overland flow of rainwater to permeable surfaces, such as garden beds, and
   - c) utilising semi-pervious surfaces for paved areas.
2. Plant low water consumption and deep rooting plants.
3. Avoid large areas of lawn, which generally require greater amounts of water and fertiliser than native groundcovers, shrubs and trees.
4. Design water features to function with non-potable water.
5. Use water efficient irrigation systems, such as:
   - a) automated sub-soil drip systems,
   - b) soil moisture sensors, and
   - c) use of non-potable water sources (e.g. rainwater).

Note:

Other water conservation practices should also be considered, such as hydrozoning (grouping species with similar water needs) and providing adequate soil depth to increase water storage capacity.

### 3.4 Outdoor car parks & circulation areas

**Explanation**

Landscaping, as an integral part of outdoor parking design, offers a variety of benefits, such as shade for parked vehicles, screening the car parks from the street and public areas and softening the visual impact of large parking areas. Landscape in open car parks can also facilitate rainwater infiltration and help prevent runoff.

**Objective**

- To ensure outdoor ground level car parking areas are landscaped to provide shade for parked vehicles and improve the visual amenity of the car parks and adjacent areas.

**Controls**

1. Incorporate landscape planting in outdoor ground level car parks containing 5 or more car spaces.
2. If landscaping is required, it must be designed in accordance with the following:
a) Planting should be provided along the perimeter and internal to the parking area.
b) Perimeter planting should provide adequate screening of the car park at street level and integrate with streetscape planting.
c) Planting must not hinder the visibility of both drivers and pedestrians, with open sightlines maintained between the car park, public roads and paths.
d) Internal planting should provide shade for vehicles. As a guide, 1 canopy tree per 4 adjoining car spaces should be provided.
e) Planter beds must provide adequate aeration and water to the root zones of plants.
f) The following plant species should be used for car parks:
   - Trees with tall trunks and ample shade coverage.
   - Plants that do not drop fruits, branches, sap or bark.
   - Plants of vigorous growth and with minimum long-term maintenance requirements.
g) Conflicts with utility services must be avoided by ensuring adequate distances between planting and lamp posts, above ground electricity lines, footpaths, kerbs and underground services, etc.
h) Appropriate vehicle barriers are required to protect the planter beds and plants from damage by moving vehicles.

4 Green roofs and green walls

4.1 Green roofs

Explanation

A green roof is a roof top that is partially or completely covered with vegetation. It can enhance the building's appearance, reduce visual mass, improve environmental performance (e.g. thermal performance), create habitats and minimises stormwater runoff. Green roofs offer a good option for renovating and improving the amenity of existing buildings with limited landscaping.

A green roof system generally contains a waterproofing membrane and root barrier system, drainage system, filter fabric, a lightweight growing medium and plants.

Council will determine if green roofs can be considered as landscaped area on a site-by-site basis. Applications considering green roofs are encouraged to contact Council’s landscape officer prior to lodgement.

Objective

- To encourage well designed and maintained green roofs in suitable buildings and locations.

Controls

Any proposal for a green roof shall:
i) Undertake a detailed site analysis to assess the site suitability, including consideration of the climate conditions (e.g. solar orientation and wind loads), surrounding environment and the structural capacity, age and condition of the roof, etc.

ii) Suitably identify roof access (e.g. frequency and types of access), growing medium type and depth, function and type of green roof and plant schedule in accordance with the roof structural capacity.

iii) Select native and drought/heat tolerant plant species.

iv) Be designed with high standard components, including waterproofing membrane, growing medium, vegetation layer, root barrier, insulation and drainage system, etc.

v) Maximise retention and reuse of stormwater.

vi) Identify the most suitable irrigation system based on growing medium characteristics and plant needs.

vii) Consider integration of solar panels on the green roof.

viii) Prepare a maintenance plan detailing the maintenance arrangements for the following aspects as a minimum:

   a) Inspection and maintenance of the waterproofing roof membrane
   b) Drain inspection
   c) Care of plants and growing medium, and
   d) Maintenance of the irrigation system.

4.2 Green walls

Explanation

A green wall is a vertical garden, either free-standing or part of a building, that is partially or completely covered with vegetation.

Similar to green roofs, green walls can potentially offer a range of benefits, such as enhancing the appearance of the buildings, lowering energy consumption through increased thermal performance, reducing noise transmission, improving air quality and increasing biodiversity.

Green walls can only be considered as a supplement to the required landscaped area for any development.

Objective

- To achieve well designed and maintained green walls in suitable buildings and locations.

Controls

Any proposal for a green wall shall:
i) Design and locate green walls to suit the orientation and microclimatic conditions and enable access for maintenance.

ii) Select a mix of native and ornamental species.

iii) Provide details of the support system, demonstrating that the green wall can be removed without affecting the structural integrity or waterproofing of the building.

iv) Ensure green walls are designed to function with an irrigation system using non-potable water.

v) Suitably establish control and timing of the watering system.

vi) Prepare a maintenance plan detailing the maintenance arrangements.

5 Development in or near areas of biodiversity significance

Areas of biodiversity significance in Randwick City are identified in the RLEP and are either zoned E2 Environment Conservation or identified on the RLEP Biodiversity Map. These identified sites are scattered across the City, including large areas of Eastern Suburbs Banksia Scrub (ESBS) and Acacia terminalis, listed as endangered ecological community or species.

It is of vital importance for development in or adjoining these natural areas to carefully address any potential impacts on the biodiversity values at all development stages.

Note:

SSA of the EP&A Act requires a series of factors be taken into account to determine whether a development or activity (under Part 4 or 5 of the Act) is likely to significantly affect threatened species, populations, EEC or their habitats. The Threatened Species Assessment Guidelines have been prepared to help proponents with interpreting and applying the factors of assessment (see OEH’s website http://www.environment.nsw.gov.au/threatenedspecies/tsaguide.htm). This assessment of significance is the first step in considering potential impacts. When a significant effect is considered likely, a species impact statement is required to be prepared in accordance with Division 2 of Part 6 of the Threatened Species Conservation Act 1995.

Other legislation and policies, which also provide guidance for development within/near natural areas, include the Environment Protection and Biodiversity Conservation Act 1999, SEPP 19 Bushland in Urban Areas, SEPP 71 Coastal Protection and Recovery Plans prepared by the Office of Environment and Heritage.
Objective

- To ensure development in or adjacent to areas of biodiversity significance is designed, constructed and operated to appropriately manage the interface between the natural landscape and urban environment and protect the significant fauna and flora habitats.

Controls

Development (including landscape works) in or adjacent to areas of biodiversity significance:

i) must not impact on the environmental processes of natural areas, such as:
   a) erosion of soils
   b) siltation of streams and waterways
   c) overland flows and stormwater runoff
   d) overshadowing
   e) removal or degradation of existing vegetation.

ii) must consider and undertake appropriate protective measures during the design, construction and operation phases, such as:
   a) adequate buffer areas between any building structures and the natural areas
   b) ongoing management arrangements to control invasive species and maintain natural features
   c) silt/protective fencing
   d) erosion and run off controls
   e) appropriate site access points to prevent offsite disturbances, and
   f) clear and informative signage

iii) must select suitable plant species for landscape works with consideration of the following general criteria:
   a) Species shall not directly or indirectly jeopardise the functioning of remnant bushland areas, ie. having potential to create monocultures, affect the local native gene pool, impact on the hydrology or alter light levels;
   b) Species should improve on the ecological, cultural and aesthetic values of existing native plant communities and aim to link bushland remnants.

Note:

This is to ensure protection of the genetic integrity of individual species contained in the natural areas through careful sourcing and selection of plant species.

Please also contact Council’s bushland/landscape officers for advice on selection of appropriate plant species. A list of appropriate site-specific species would be provided upon request.
Contents

1 Introduction........................................................................................................................................ 2
  1.1 Objectives................................................................................................................................... 2

2 Tree works requiring Council approval ...................................................................................... 2

3 Information required with applications...................................................................................... 5

4 Notification...................................................................................................................................... 6

5 Penalties......................................................................................................................................... 7

Appendices ........................................................................................................................................ 8
  Appendix B5-1:Matters Council considers for applications for a tree permit or development consent.................................................................................................................................................. 8
  Appendix B5-2:Listing of undesirable species ................................................................................. 10
  Appendix B5-3:Guidelines for preparing an Arborist’s Report ..................................................... 10
  Appendix B5-4:Definitions .............................................................................................................. 11
1 Introduction

A healthy urban forest provides significant aesthetic, ecological and environmental benefits to residents, workers and visitors of Randwick City. It is of vital importance to protect and enhance the City’s urban environment through long term preservation and management of trees and other vegetation in our urban forest.

This DCP section applies to trees and other vegetation in Randwick City and supplements the RLEP Clause 5.9 (Preservation of Trees or Vegetation) by specifying additional types of tree works which require Council approval and providing detailed guidance for preparation of applications seeking Council approval.

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

- Part A - Introduction and other sections in Part B - General Controls (e.g. B4 – Landscaping and Biodiversity); and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the DA.

1.1 Objectives

- To effectively protect the urban forest in Randwick City, with particular emphasis on retaining trees with cultural, heritage and natural significance.
- To encourage the preservation of trees and vegetation that contribute to native flora and fauna habitat.
- To establish a clear framework and requirements for the proper management of trees and other vegetation.

2 Tree works requiring Council approval

RLEP sets out circumstances where development consent is required for carrying out tree works, such as works proposed to a heritage item, in a heritage conservation area, or at locations with acid sulfate soils. Clause 5.9 of the RLEP requires listing of additional circumstances in a DCP where Council approval is also required.

In response to Clause 5.9, this DCP further specifies that the following tree works require Council approval, either in the form of development consent or a tree permit, to ensure the appropriate preservation and maintenance of trees or vegetation with aesthetic, environmental and cultural values.

Refer to Appendix B5-1 for a list of matters to be considered by Council when determining applications seeking development consent or a tree permit.
Development consent

i) Development consent is required for tree works to any tree listed on Council's Register of Significant Trees.

Tree permit

i) A tree permit must be obtained for tree works proposed to any of the following (when development consent is not required):
   a) any palm tree, cycad or tree fern of any size;
   b) any tree on 'public land' (as defined in the Local Government Act 1993) by any persons not authorised by Council;
   c) any hollow bearing trees; or
   d) any other tree with:
      - a height equal to or exceeding 6 metres;
      - a canopy width equal to or exceeding 4 metres;
      - for a single trunk tree species, a trunk circumference equal to or exceeding one (1) metre at a height of one (1) metre above ground level; or
      - for a multi-trunk tree species, a combined trunk circumference (measured around the outer girth of the group of trunks) equal to or exceeding one (1) metre at a height of one (1) metre above ground level.

Exceptions

RLEP Clause 5.9 also specifies numerous exceptions where Council approval is not required, for example:

- if the tree is dying or dead, and is not required as the habitat of native fauna;
- if the tree is a risk to human life or property; or
- exceptions under other legislation.

This DCP identifies the following additional exceptions, such as works which are considered of a minor nature or where Council approval is not necessary. Prior written notification however must be made to Council before any work is carried out, providing information such as tree species, reasons for proposed works and digital photos.

The additional exceptions include:

i) Tree works to undesirable species as listed in Appendix B5-2;

ii) Minor or maintenance tree works, including:
   a) crown thinning by a maximum 10% of the existing canopy in any two year period;
   b) the pruning of deadwood more than 50mm in diameter;
   c) the removal of live branches to a height of 2.5 metres from ground level; and

Note:

All trees listed on Council's Register of Significant Trees are considered to have historic, cultural and natural significance. The Register can be viewed at Council's website.

Note:

Refer to the website of Office of Environment and Heritage (OEH):

Note:

Refer to the information sheet prepared by the OEH (http://www.environment.nsw.gov.au/resources/cpp/AssessHabitat.pdf) for guidance on how to identify if a tree or vegetation is required as habitat of native fauna.
d) formative pruning of young trees and powerline clearance, as defined in Australian Standard AS 4373 – 2007 - Pruning of Amenity Trees;

Note: For minor/maintenance works to a heritage item, in a heritage area or in an Aboriginal place of heritage significance, Council must be notified of and support in writing the proposed activity before any work is carried out.

iii) The removal of any tree growing within two (2) metres of any building (excluding an outbuilding) measured horizontally from the closest point of the trunk at one (1) metre from ground level to the closest point of the vertical alignment of the building structure which may be the eave, guttering or fixed awning of the building.

iv) Tree works to give effect to a development consent that permits the pruning or removal of the tree/s;

Note: If approval is given for the pruning and removal of tree/s as part of DA consent, tree works can only be carried out when construction work physically and substantially commences.

v) Tree works on public land owned by or under the care, control and management of Council and carried out by persons authorised by Council;

vi) Anything authorised by or under the State Emergency and Rescue Management Act 1989 or State Emergency Service Act 1989 in relation to an emergency (within the meaning of that Act) and that was reasonably necessary in order to avoid an actual or imminent threat to life or property; and

vii) Any emergency fire fighting act or bush fire hazard reduction work within the meaning of the Rural Fires Act 1997 that is authorised or required to be carried out under that Act.

Note:

Applicants must refer to other legislation and policies for requirements and controls where relevant, including the National Park and Wildlife Act 1974 (NPW Act), Threatened Species Conservation Act 1995 (TSC Act), Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), State Environmental Planning Policy (SEPP) 19 Bushland in Urban Areas, SEPP 71 Coastal Protection and Recovery Plans prepared by the NSW Office of Environment and Heritage. For example:

- Any proposed tree work involving a threatened species or an endangered population/ecological community or their habitats, are subject to Part 8A of the NPW Act, which requires any such work to be carried out with relevant approvals (e.g. development consent or a licence/certificate issued under the TSC Act).
• Under S5A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), where a development or activity (under Part 4 or 5 of the Act) is likely to significantly affect threatened species, populations, ecological communities or their habitats, assessment of likely impacts is required, which may also require a species impact statement prepared in accordance with the TSC Act. Refer to B4 of this DCP for controls on development in or near areas of biodiversity significance.

• **SEPP 19 – Bushland in Urban Areas** requires development consent for any disturbance of bushland zoned or reserved for public open space purposes. Tree works proposed in ‘bushland’ therefore could only be carried out with development consent.

### 3 Information required with applications

i) Any application for a permit or development consent to carry out tree works must contain the following information, as a minimum:

a) written consent of the owner of the land where the tree is growing;

b) details of the reasons for the proposed tree works;

c) a description of the existing tree/s, including:
   - site plan showing the location of the tree/s to be removed or pruned, drainage and sewer pipes and mains, all buildings, paved areas and overhead powerlines;
   - species type (botanical name and common name, if known); and
   - approximate height, canopy spread and trunk diameter at one (1) metre above ground level of individual trees (or groups of trees). Trees to be inspected should be identified on site with tape, spray paint or non-permanent marker.

ii) The following additional information is required when seeking development consent:

a) a description of existing trees (containing information as required above) on adjoining land:
   - within three (3) metres of the site boundaries (including street and park trees); or
   - where the canopy of a tree/s overhangs the site boundaries.

b) any proposed landscape treatments, identifying:
   - trees to be retained and protected,
   - methods of retention and/or protection during any works;
- proposed new plantings (species, mature heights and canopy spread);
- altered soil levels, including cut and fill details;
- site drainage, including siltation and erosion controls to be implemented where necessary; and
- proposed horticultural details, including growing mediums, mulching and irrigation.

iii) An Arborist’s Report is required to be submitted with an application:
   a) for tree works to a tree on Council’s Register of Significant Trees;
   b) for tree works identified in Clause 5.9 (7) and 5.10 (2) of the RLEP, as activities requiring development consent; or
   c) other circumstances where Council requires further information/clarification on the pruning or removal of the tree/s.

Refer to Appendix B5-3 for guidelines for preparing an Arborist’s Report.

Note:

Where a dangerous tree is removed in an emergency situation due to obvious instability or hazard (e.g. following storm damage), evidence of the tree’s condition must be retained for a period of at least six (6) months after the event and provided to Council upon request.

Such evidence should include:
- photographs of the tree/s; and/or
- a report by a qualified arborist; and/or
- a written statement from the State Emergency Service (SES), if the tree works are carried out by SES at the owner’s request.

Except for specified emergency situations, expert advice from an arborist should always be obtained with respect to dangerous trees to confirm their condition and that they do not provide habitat for protected species.

Cutting or removal of threatened species, endangered communities, or their habitats, which pose a threat to life and property, can only be authorised to be done under the State Emergency and Rescue Management Act 1989 or the State Emergency Service Act 1989. Otherwise, the action could be in breach of the NPW Act and penalty will apply.

4 Notification

In circumstances where an adjoining owner/s may be directly affected by a proposal relating to tree works, Council may determine to notify adjoining owner/s in accordance with the Public Notification section in Part A.
However, if in the opinion of Council any proposed tree works are of a minor or ancillary nature and not likely to result in any adverse impacts on adjoining land, notification will not be required.

5 Penalties

Under Section 629 of the *Local Government Act 1993*, penalties may apply to the injury or unnecessary disturbance of plants in or from public place, including road reserves.

Under Sections 125 and 126 of the *Environmental Planning and Assessment Act 1979*, court action (in addition to any pecuniary penalty) may apply to the destruction of or damage to a tree or vegetation. Offenders may be required to rehabilitate the site, plant new trees and vegetation and maintain these until maturity.

Further penalties may also apply to the damage or removal of trees or vegetation covered by the *NPW Act*, *TSC Act* and the *EPBC Act*. 
Appendices

Appendix B5-1: Matters Council considers for applications for a tree permit or development consent

The following matters are considered, but not limited to, when determining an application:

i) whether the tree has significant amenity or aesthetic value or is ecologically significant, with particular emphasis placed on retaining trees listed on Council's Register of Significant Trees;

ii) the condition, maturity and Safe Useful Life Expectancy (SULE) of the tree/s;

iii) a report from a qualified arborist, if required;

iv) whether the tree is affected by the provisions of any other Act, Regulation or State Environmental Planning Policy applying to the land;

v) the potential hazards to persons and/or property in the context of:
   a) the structural soundness of the particular tree (including condition of the canopy, amount of deadwood, any prolonged decline, significant and sustained insect attack, etc); and/or
   b) the characteristics and risk potential of the particular species; and/or
   c) siting issues such as ground conditions, building proximity, etc, which may give rise to a hazardous situation (particularly structural damage to public infrastructure and/or private property caused by the tree/s, its trunk or its root system); and/or
   d) ill health, such as allergies, where specific evidence is provided by an expert in the relevant medical field and a link between the ailment and the species is reasonably established; and/or
   e) existing (or potential for) traffic obstruction in relation to proximity to a roadway, intersection or driveway, where pruning would be an insufficient remedy;

vi) the demonstrated need for reasonable solar access to windows, openings of a building, solar appliances, clothes drying and outdoor living areas;

vii) whether a tree should be replaced by a more suitable species given its location or proximity to services such as overhead powerlines, sewer or drainage pipes or the like;

viii) whether an amenity tree no longer fulfils its original purpose in the landscape;

ix) whether the species’ natural propagation method is likely to create a nuisance in the landscape (e.g. Camphor laurel, Hackberry and Sweet Pittosporum);

x) whether the proposed work needs to be carried out by a suitably qualified and experienced person;

xi) whether appropriate additional (or replacement) planting has been or should be undertaken;

xii) the need for, and suitability of, soil erosion and siltation controls;

xiii) whether permanent and/or temporary fencing or barriers are required prior to works commencing;

Note:

Relevant forms are ‘Application for Permit to Prune/Remove Tree/s’ and ‘DA for Tree Works’. Both can be downloaded from Council’s website.
xiv) whether another alternative measure is required to ensure protection of trees on-site and on adjoining public land;

xv) whether a tree or vegetation is or provides habitat of a threatened species or ecological communities listed in Schedule 1 or 2 of the Threatened Species Conservation Act (TSC Act) 1995;

xvi) whether, prior to the felling of a tree, special measures should be in place to reduce the potential for injury or death of animals likely to inhabit the tree. Such measures may include:
   a) inspection of hollows and other potential habitat sites on the tree;
   b) sectional dismantling;
   c) supervision of works by an arborist and/or a licensed wildlife carer or handler.

Note: Provided that no significant hazard or other safety issues are caused by the existing tree/s, the following should not generally be considered as valid reasons to remove a tree/s or native vegetation:

i) leaf drop to gutters, downpipes, pools, lawns, etc.;
ii) to increase natural light, where it is the sole consideration;
iii) to improve street lighting into private property;
iv) to enhance views or reduce the height of trees;
v) to reduce shade created by a tree/s – particularly species such as Ficus or Araucaria;
vi) to reduce fruit, resin or bird droppings falling onto driveways and/or cars;
vii) minor lifting of driveways, front fences, paths and footpaths by tree roots;
viii) to erect a fence;
ix) bushfire hazard control, which has not been verified by Council; or
x) potential damage to sewer mains or stormwater pipes, unless supported by written expert advice and only where reasonable alternatives are not feasible (e.g. relocation or encasement of mains and replacement of damaged pipes in PVC plastic).

Appendix B5-2: Listing of undesirable species

<table>
<thead>
<tr>
<th>Species name</th>
<th>Common name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ailanthus altissima</td>
<td>Tree of Heaven</td>
</tr>
<tr>
<td>Cotoneaster species</td>
<td>Cotoneaster</td>
</tr>
<tr>
<td>Erythrina species</td>
<td>Coral tree</td>
</tr>
<tr>
<td>Ficus elastica</td>
<td>Rubber tree</td>
</tr>
<tr>
<td>Ligustrum species</td>
<td>Privet</td>
</tr>
<tr>
<td>Nerium oleander</td>
<td>Olearnder</td>
</tr>
<tr>
<td>Ochna serrulata</td>
<td>Ochna</td>
</tr>
<tr>
<td>Olea europaea var. africana</td>
<td>African Olive</td>
</tr>
<tr>
<td>Schefflera actinophylla</td>
<td>Umbrella tree</td>
</tr>
<tr>
<td>Syagrus romanzoffianum</td>
<td>Cocos Palm</td>
</tr>
<tr>
<td>Alnus jorullensis</td>
<td>Evergreen Alder</td>
</tr>
<tr>
<td>Bambusa species</td>
<td>Bamboo species</td>
</tr>
<tr>
<td>Celtis occidentalis</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Cupressocyparis x leylandii</td>
<td>Leyland Cypress</td>
</tr>
<tr>
<td>Lagunaria patersonia</td>
<td>Norfolk Island Hibiscus</td>
</tr>
<tr>
<td>Morus species</td>
<td>Mulberry</td>
</tr>
<tr>
<td>Populus species</td>
<td>Poplars</td>
</tr>
<tr>
<td>Salix species</td>
<td>Willows</td>
</tr>
<tr>
<td>Toxicodendron succedaneum</td>
<td>Rhus tree</td>
</tr>
</tbody>
</table>

Appendix B5-3: Guidelines for preparing an Arborist’s Report

Where necessary, Council will require an arborist to prepare a tree/vegetation report and the minimum accepted qualification for an arborist is the Australian Qualification Framework level 4 (AQF4).

Where trees are listed on Council’s Register of Significant Trees, a report must be prepared by a qualified arborist. The minimum accepted qualification for a qualified arborist is the Australian Qualification Framework level 5 (Diploma) (AQF5).

The following information is required to be included in any Arborist’s Report:

i) name, address, telephone number, ABN, qualifications and experience of the arborist who inspected the tree/s and prepared the report;

ii) address of the site, where the tree/s are located;

iii) who the report was prepared for, date site inspected, date report prepared and the aims of the report;

iv) methods and/or techniques used in the inspection;

v) a plan (to scale) accurately showing:
   a) location of tree/s on the subject site and any adjoining trees which may be affected by any development. Trees identified on the plan shall be named and numbered;
   b) optimum and minimum tree protection zones - if recommended by the arborist;
   c) lot boundaries, dimensions and North point;
   d) proposed development including services, driveways and any alteration to existing and proposed soil levels and drainage, as well as distances (in mm) between tree/s and works.

vi) a table showing, for each tree to be pruned/removed:
   a) number of the tree - as indicated in the plan;
   b) species name;
   c) conservation status (whether or not is a threatened species or a component of Endangered Ecological Community);
d) age class;
e) height;
f) canopy width;
g) trunk circumference at one (1) metre above ground level;
h) health and condition, and estimated Safe Useful Life Expectancy.

vii) a discussion of other relevant information, including details of tree hollows for wildlife, tree structure/defects, root form and distribution, pests and diseases and/or a Tree Hazard Assessment;
viii) supporting evidence such as photographs and laboratory results to confirm the presence of soil pathogens or to support soil assessment, where relevant;
ix) proposed replacement plantings, landscaping and/or soil remediation;
x) tree protection measures and a post-construction tree maintenance program which can be used as development consent conditions, should the application be approved;
xii) sources of information referred to in the report;
xii) measures to minimise impacts of proposed/approved development - eg, footing designs, excavation techniques, vents to atmosphere, etc;
xiii) any other relevant matters or information such as Resistograph or Picus Sonic Tomograph reports.

Qualified arborists and their contact details may be obtained from the Institute of Australian Consulting Arboriculturists (IACA) (www.iaca.org.au) or from Arboriculture Australia (www.arboriculture.org.au).

These organisations are not specifically recommended and Council will accept arborist’s reports from any registered member of a nationally recognised arboricultural organisation or association.

Appendix B5-4: Definitions

Dead tree means a tree with no living vascular tissue.

Destroy means any activity leading to the death, disfigurement or mutilation of a tree.

Height means the distance measured vertically between the horizontal plane of the lowest point of the base of the tree/s which is immediately above ground level and the horizontal plane of the uppermost point of the tree/s.

Injury or injuring means damage to a tree and includes:

a) lopping and topping;

b) poisoning, including applying herbicides and other plant toxic chemicals to a tree or spilling (including washing off or directing water contaminated by) oil, petroleum, paint, cement, mortar and the like onto the root zone;

c) cutting and tearing of branches and roots that is not carried out in accordance with accepted arboricultural practices, does not qualify as ‘pruning’ (as defined within AS 4373 – 2007 – Pruning of Amenity Trees), or which is done for invalid reasons;

d) ringbarking, scarring the bark when operating machinery, fixing objects (eg, signs) by nails, staples or wire, using tree climbing spikes in healthy trees marked for retention (except for access to an injured tree worker) or fastening materials that circle and
significantly restrict the normal vascular function of the trunk or branches;

e) damaging a tree's root zone by compaction, excavation or asphyxiation (including unauthorised filling or stockpiling of materials);

f) underscrubbing, particularly carried out by mechanical tools such as brushcutters and the like.

**Lopping** means the cutting of branches or stems between branch unions or at internodes on trees.

**Prune or pruning** means cutting branches from a tree/s in a planned and systematic manner that is carried out in accordance with the provisions of Australian Standard AS 4373 - 2007 - Pruning of Amenity Trees, and which consists of the following pruning types:

a) Crown maintenance pruning involving:
   - General pruning
   - Thinning
   - Deadwooding
   - Selective pruning
   - Formative pruning

   (Crown maintenance pruning relates to pruning according to the growth habit of the tree/s without reducing the area of the crown, while retaining the structure and size of the tree/s.)

b) Crown modification pruning involving:
   - Reduction pruning
   - Crown lifting
   - Pollarding
   - Remedial pruning
   - Powerline clearance

   (Crown modification pruning relates to pruning that changes the structural appearance and habit of the tree/s.)

**Remove or removal** means to cut down, fell, destroy, kill, take away, uproot or transplant a tree from its place of origin.

**Topping** means cutting away part or all of the tree canopy, leaving a trunk and stubbed main branches.

**Tree works** are works affecting the form, structure or foliage of a tree including root cutting, crown lifting, reduction pruning, selective pruning, crown thinning, remedial or restorative pruning or complete tree removal.

**Trunk** means the main stem of the tree, as distinguished from the branches and roots.

**Undesirable species** are plants listed in this control which are deemed undesirable due to characteristics which may lead to poisoning, weed infestation, brittle and dangerous wood, excessive spread of roots or bushland invasion.

**Width** means the distance measured horizontally (in metres) between the two (2) widest points of a tree's canopy.
## Contents

1. **Introduction** .........................................................................................................................2  
   1.1  Objectives ....................................................................................................................2  

2. **Recycling and Waste Management Plan** ..........................................................................2  

3. **Demolition and Construction** ............................................................................................3  

4. **On-going operation** ............................................................................................................3  

**Appendices** ..................................................................................................................................5  
  Appendix B6-1:  Site recycling and waste management plan (template plan) .......................5  
  Appendix B6-2:  Reuse and recycling opportunities .................................................................8  
  Appendix B6-3:  Types and number of bins required for residential development .............9
1 Introduction

This DCP section provides guidelines and requirements for sustainable and efficient recycling and waste management practices during the demolition, construction and on-going operation of a development.

It must be read in conjunction with Council’s Waste Management Guideline, which details and specifies waste management requirements for various development types.

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

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

1.1 Objectives

- To encourage best practice in waste management that minimises waste generation, facilitates waste separation and maximises reuse and recycling.
- To ensure quality design of waste management facilities that complement the building design and minimise noise, odour and visual impacts on adjacent uses and the public domain.
- To ensure suitable and efficient waste storage, recycling and collection in all development.

2 Recycling and Waste Management Plan

Explanation

A Site Recycling and Waste Management Plan (hereafter referred to as ‘Waste Management Plan’) estimates volume and type of waste and recyclables to be generated and outlines waste avoidance and resource recovery activities to be carried out during demolition, construction and operation of a proposed development.

Controls

i) Submit a Waste Management Plan with DAs involving:
    a) demolition;
    b) construction of a new building(s); or
    c) change of use or alterations/additions to existing premises (only when this would result in a change of waste generation).

ii) Prepare the Waste Management Plan in accordance with Council’s Waste Management Guideline and the template plan in Appendix B6-1.
3 Demolition and Construction

Controls

i) Identify in the Waste Management Plan, the type and estimated volume of waste to be generated during demolition and construction and respective recycling, reuse and disposal methods. 
Note: See Appendix B6-2 for potential reuse/recycling opportunities for various building materials.

ii) Illustrate on the DA plans/drawings:
   a) the location and space allocated for the storage of demolition and construction waste or materials;
   b) waste collection point(s) for the site; and
   c) path of access for collection vehicles.

iii) Provide separate bins or storage areas for materials to be reused, recycled and directed to landfill.

iv) Storage areas must be easily accessible for collection vehicles, clearly signposted indicating purpose and content and managed appropriately to prevent stormwater pollution, damage to vegetation and odour and health risks.

v) Demonstrate in the Waste Management Plan the use of second hand building materials and recycled building products during building design and construction.

vi) Retain records (including receipts) on site demonstrating recycling and lawful disposal of waste.

4 On-going operation

Controls

i) Provide suitable and sufficient waste storage facilities for all development, in accordance with Council’s Guideline.

ii) Identify in any required Waste Management Plan:
   a) estimated volume of general waste, recyclables, garden waste and bulky waste likely to be generated on the premise;
   b) required type, size and number of bins and space for storage of bins and bulky waste; and
   d) details of on-going management arrangements, including responsibility for cleaning, transfer of bins between storage facilities and collection points and maintenance of the storage facilities.

iii) Illustrate on the DA plans/drawings:
   a) storage space and layout for bins;
   b) storage room for bulky waste;
   c) waste collection point(s) for the site;
   d) path of access for users and collection vehicles;

Note:

Waste storage facilities include waste/recycling bins and storage space for bins (e.g. bin enclosures/rooms) and bulky waste, etc.
e) layout and dimensions required to accommodate collection vehicles when on-site collection is required.

iv) Locate and design the waste storage facilities to visually and physically complement the design of the development. Avoid locating waste storage facilities between the front alignment of a building and the street where possible.

v) Locate the waste storage facilities to minimise odour and acoustic impacts on the habitable rooms of the proposed development, adjoining and neighbouring properties.

vi) Screen the waste storage facilities through fencing and/or landscaping where possible to minimise visual impacts on neighbouring properties and the public domain.

vii) Ensure the waste storage facilities are easily accessible for all users and waste collection personnel and have step-free and unobstructed access to the collection point(s).

viii) Provide sufficient storage space within each dwelling/unit to hold a single day’s waste and to enable source separation.

ix) Bin enclosures/rooms must be ventilated, fire protected, drained to the sewerage system and have lighting and water supply.

x) For mixed use development, provide separate waste storage facilities for residential and commercial uses.

xi) Consult with Council and the NSW EPA with regards to any proposed storage and collection of special wastes (e.g. medical and household hazardous chemical wastes).
### Appendices

**Appendix B6-1: Site recycling and waste management plan**

#### (template plan)

## Part 1 Applicant and development details

### Applicant details

- Application No.
- Name
- Address
- Phone Numbers
- Email

### Development details

- **Type of development (please tick):**
  - Residential
  - Commercial
  - Residential & Commercial
  - Industrial

- **No. of proposed residential dwellings**

- **No. of proposed commercial/industrial tenancies**

- **Total industrial/commercial floor area**

- **Address of development**

- **Description of existing building/structures on site**

- **Description of proposed development**

## Part 2 Recycling and waste management details

### General information and requirements

A Site Recycling and Waste Management Plan (the Waste Management Plan) must be submitted with DAs involving:
- demolition;
- construction of a new building(s); or
- change of use or alternations/additions to existing premises (only when this would result in a change of waste generation).

The Waste Management Plan must be prepared in accordance with the DCP, demonstrating waste management arrangements during demolition, construction and on-going operation of the development.

In addition, details of the waste storage facilities must be clearly shown on the DA plans/drawings, illustrating location and layout of the bin and bulky waste storage, type and number of bins, waste collection points and associated path of access for users and collection vehicles, etc.
### Part 2 Recycling and waste management details

#### 1) Demolition phase

<table>
<thead>
<tr>
<th>Type of material (e.g excavation material, bricks/pavers, concrete, tiles, timber, etc)</th>
<th>Est. Vol (m³) and Wt (t)</th>
<th>Reuse (on-site and off-site)</th>
<th>Recycling (on-site and off-site)</th>
<th>Off-site disposal</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Specify proposed on-site and off-site reuse and recycling methods, landfill site to be used and contractor details</td>
</tr>
</tbody>
</table>

#### 2) Construction phase

<table>
<thead>
<tr>
<th>Type of material (e.g excavation material, bricks/pavers, concrete, tiles, timber, etc)</th>
<th>Est. Vol (m³) and Wt (t)</th>
<th>Reuse (on-site and off-site)</th>
<th>Recycling (on-site and off-site)</th>
<th>Off-site disposal</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Specify proposed on-site and off-site reuse and recycling methods, landfill site to be used and contractor details</td>
</tr>
</tbody>
</table>
### Part 2 Recycling and waste management details

#### 3) On-going operation

<table>
<thead>
<tr>
<th></th>
<th>General waste</th>
<th>Recyclables</th>
<th>Green waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount generated</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(L/development/week)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Size and number of bins</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>required</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frequency of collections</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(for commercial only)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other management arrangements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location and space of</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>storage areas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-site management (e.g.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>garbage chute, composting,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>and compaction equipments)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Floor area and height</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>required for manoeuvrability</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(if on-site collection is</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>required)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roles/responsibilities for</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>cleaning, transfer of bins</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>between storage facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>and collection points and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>maintenance of the storage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contractor details</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Your declaration

The information provided on this Recycling and Waste Management Plan and the accompanying plans provides an accurate indication of the manner in which recyclable/waste materials are to be managed.

All records demonstrating recycling and lawful disposal of waste will be retained and kept readily accessible for inspection by regulatory authorities such as Council, WorkCover NSW or the NSW EPA.

**Applicant(s) name:**

**Applicant(s) signature:**

**Date:**
**Appendix B6-2: Reuse and recycling opportunities**

<table>
<thead>
<tr>
<th>Materials</th>
<th>Reuse/recycling potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete</td>
<td>Reused on-site as fill; crushed for road base</td>
</tr>
<tr>
<td>Bricks</td>
<td>Cleaned and/or rendered for reuse; sold or provided to a recycled materials yard</td>
</tr>
<tr>
<td>Roof tiles</td>
<td>Crushed for reuse in landscaping and driveways or sold or provided to a recycled materials yard</td>
</tr>
<tr>
<td>Plasterboard</td>
<td>Crushed for reuse in manufacture of new plasterboard</td>
</tr>
<tr>
<td>Hardwood beams</td>
<td>Reused as floorboards, fencing, furniture</td>
</tr>
<tr>
<td>Other timber</td>
<td>Reused in formwork; ground into mulch for garden</td>
</tr>
<tr>
<td>Doors, windows, fittings</td>
<td>Reused in new or existing buildings</td>
</tr>
<tr>
<td>Glass</td>
<td>Recycled; aggregate for concrete production</td>
</tr>
<tr>
<td>Metal, steel/copper pipe</td>
<td>Recycled metal recycling facility</td>
</tr>
<tr>
<td>Cardboard packaging</td>
<td>Recycled</td>
</tr>
<tr>
<td>Synthetic and recycled rubber</td>
<td>Reused in manufacture/construction of safety barriers, speed humps</td>
</tr>
<tr>
<td>Green waste (organics)</td>
<td>Mulched, composted for reuse as</td>
</tr>
<tr>
<td>Top Soil</td>
<td>Stockpiled on-site for reuse in landscaped areas</td>
</tr>
<tr>
<td>Soil</td>
<td>Stockpiled on-site for reuse as fill</td>
</tr>
</tbody>
</table>

There are many opportunities to reduce the volume of waste generated during demolition and construction:

- Consider adaptive reuse of building materials by reusing or recycling materials onsite.
- Facilitate reuse/recycling by 'deconstruction', where various materials are carefully dismantled and sorted.
- Consider sourcing used or recycled building materials.
- Unwanted construction materials and reusable demolished building materials should be taken to a second hand building centre which will reduce waste disposal costs.
- Large quantities of single items like bricks may be picked up by recycling yards for free.
- Some specialist demolition companies will remove waste materials from a site and recycle off-site.
- Avoid purchasing materials that are individually wrapped and prefer purchasing materials that can be delivered in returnable packaging, i.e. timber pallets.
# Recycling and Waste Management

## Appendix B6-3: Types and number of bins required for residential development

<table>
<thead>
<tr>
<th>Type of development</th>
<th>General Waste Weekly collections</th>
<th>Recycling Fortnightly collections</th>
<th>Green Waste Fortnightly collections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single dwelling houses and semi-detached dwellings</td>
<td>1 x 140 L each</td>
<td>1 x 240 L</td>
<td>1 x 240 L</td>
</tr>
<tr>
<td>Dual occupancies and secondary dwellings</td>
<td>1 x 140 L each or 1 x 240L shared between 2 dwellings</td>
<td>1 x 240 L each or shared between 2 dwellings</td>
<td>1 x 240 L each or shared between 2 dwellings</td>
</tr>
<tr>
<td>Multi-dwelling housing (e.g. town houses) and attached dwellings (e.g. terrace houses)</td>
<td>If bins stored in each residence</td>
<td>1 x 240 L</td>
<td>1 x 240 L</td>
</tr>
<tr>
<td></td>
<td>If bins stored in a communal storage area</td>
<td>1 x 240L per 2 units</td>
<td>240L bin/s available on request</td>
</tr>
<tr>
<td>Residential flat buildings</td>
<td>1 x 240L per 2 units OR 660L bulk bins based on 120L/Unit</td>
<td>1 x 240L per 2 units</td>
<td>240L bin/s available on request</td>
</tr>
<tr>
<td>Boarding houses; hostels; residential care facilities; and tourist &amp; visitor accommodation</td>
<td>1 x 240 L per 6 rooms OR 1 x 240L per 2 rooms if each room has individual kitchen</td>
<td>1 x 240 L per 6 rooms OR 1 x 240L per 2 rooms if each room has individual kitchen</td>
<td>240L bin/s available on request</td>
</tr>
</tbody>
</table>

Note: Waste bins for residential component of mixed-use development must be provided in accordance with the above requirements for relevant development types.
# Transport, Traffic, Parking and Access

## Contents

1. **Introduction** .......................................................................................................................... 2  
   1.1 Objectives ........................................................................................................................... 2  

2. **Sustainable transport** ......................................................................................................... 3  
   2.1 Public transport .................................................................................................................. 3  
   2.2 Car share ............................................................................................................................. 4  
   2.3 Fuel efficient cars ............................................................................................................... 5  
   2.4 Resident parking schemes ................................................................................................. 6  
   2.5 Traffic and parking study requirements ............................................................................ 7  
   2.6 Traffic Generating Development ....................................................................................... 8  

3. **Parking & Service Delivery Requirements** ........................................................................ 8  
   3.1 Relationship to other documents ....................................................................................... 8  
   3.2 Vehicle Parking Rates ....................................................................................................... 9  
   3.3 Exceptions to the Parking Rates ........................................................................................ 13  
   3.4 Parking requirements for accessible spaces ...................................................................... 15  
   3.5 Parking requirements for adaptable housing – aging in place ...................................... 15  
   3.6 Car park location and design, streetscape and heritage ................................................. 16  
   3.7 Parking layout, configuration & dimensions ..................................................................... 17  
   3.8 Access to Dwellings Elevated Above Retaining Walls in Public Domain ...................... 18  
   3.9 Service and Delivery Vehicles ......................................................................................... 19  

4. **Bicycles** .............................................................................................................................. 20  
   4.1 Relationship to other documents ....................................................................................... 20  
   4.2 Bike parking rates and controls ....................................................................................... 20  

APPENDIX B7-1: Transport Assessment Study .............................................................................. 22
1 Introduction

The RLEP aims, among other things to:

- Support efficient use of land, vibrant centres, integration of land use and transport, and an appropriate mix of uses.
- Promote sustainable transport, public transport use, walking and cycling.

This section of the DCP incorporates a range of initiatives to promote sustainable transport including: small car parking spaces (within large commercial and shopping centre development), dedicated car share spaces, bicycles facilities, motorcycle and scooter parking. It also encourages the integration of development with the public transport network and an improved public domain.

The section applies to all development in Randwick City. It sets out the objectives, controls and options for development proposals to investigate, design and manage parking demand, access, and parking spaces and provide for alternative modes of transport. It also covers the requisite studies which may be needed when submitting a development proposal.

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

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

Note: Where a reference is made to a published Australian/New Zealand Standard it is to the most recent version.

1.1 Objectives

- To promote sustainable transport options for development, particularly along transport corridors, in commercial centres and strategic/key sites.
- To manage the provision of car parking within the broader transport network.
- To support integrated transport and land use options which can demonstrate shared and effective car parking provision with car share facilities, motorbikes/scooters, bikes and links to public transport.
- To ensure car parking facilities, service and delivery areas and access are designed to enhance streetscape character and protect pedestrian amenity and safety.
2 Sustainable transport

2.1 Public transport

Randwick City relies on a bus based public transport system providing services particularly to and from the Sydney CBD. Local and regional connections provide access to other centres and activities such as Bondi Junction, Waverley, Maroubra Beach and Coogee Beach.

Increasing pressure on the bus networks, over the last decade, has seen substantial interest and investigations into the re-establishment of a light rail system from the City to Randwick.

An integrated light rail system would facilitate access to large entertainment, employment, health and learning venues such as the Randwick hospitals campus, the University of NSW, NIDA, Centennial Park and Moore Park, Royal Randwick Racecourse, Randwick TAFE, the Entertainment Quarter, Sydney Cricket Ground, and the Sydney Football Stadium.

Commitment by the State Government to light rail will deliver benefits for local residents and businesses. Development along potential routes and in and around destination venues/activities will need to integrate with the overall public transport network.

Accessibility to public transport is critical, requiring suitably located services and infrastructure (eg. bus stops) integrating with pedestrian and cycle networks.

At a State level, the NSW Bike Plan aims to double the number of people cycling in NSW over the next 5 to 10 years, and to double the mode share in Metropolitan Sydney. This DCP supports those efforts with controls to improve walking, cycling and its integration with development and the public transport network.

While recognising the need for car travel this DCP also introduces the potential for sustainable and integrated transport solutions.

Objective

- To integrate development with the public transport network and improve walking, cycling, sustainable transport options and public transport use.

Control

i) All development in addressing transport, parking and access requirements must consider and integrate transport measures that provide for greater use of public transport, walking and cycling.
2.2 Car share

Explanation

Car share schemes provide an economical alternative to car ownership for residents and businesses. A number of commercial schemes operate in Sydney providing on-line booking of vehicles linked to dedicated parking spots. These schemes are more viable in locations where private car ownership is discouraged or where available on street parking is limited.

Membership of a car share scheme provides access to a network of new cars parked locally - without the expense of owning one. Car sharing also helps to reduce the number of cars on the road and alleviate problems associated with traffic congestion. Council has partnered with a carshare provider to promote car sharing in Randwick City. Council has also resolved to establish preferential parking for car-share and hybrid vehicles.

For large development, therefore, there may be an opportunity to provide dedicated on-site parking spaces for car share vehicles. This would be particularly effective for development on sites such as the University and Hospital, key strategic sites and within or adjoining commercial centres.

Car share schemes are effective on sites or in areas with higher density and ready access to good public transport and services. To operate successfully car share vehicles need to be highly visible, easily and safely accessed at any time (whether on or off the street) by residents and business operators on the site, as well as those in the surrounding precinct.

Car share spaces can also be dedicated for the exclusive use of building occupiers, if desired. In this case, the cost of the car share can be met through strata levies and must be organised by the developer.

Where car parking rates are being considered, Council will look more favourably on proposed reductions within close walking distance to strategic bus corridors and areas of high public transport provision and where a car share scheme is provided on site.

Objective

- To encourage car share spaces in developments with high public transport access.

Controls

i) Car share spaces are to be provided in residential and/or commercial development where public transport accessibility is high and/or where a Transport Assessment Study is required.

ii) Locate the car share space/s in a convenient, accessible, secure area.
iii) Ensure good visibility, 24 hour access and close proximity to the street. If in a basement it must be near exit/entry areas and not difficult to find or be out of sight.

iv) Identify (sign and road/pavement markings) the car share space for use only by car share vehicles in accordance with RMS standards.

v) The establishment and operation of a car share scheme must occur soon after completion or occupation of the development.

vi) Parking spaces for car share schemes located on private property are to be retained as common property by the Owners Corporation of the site.

2.3 Fuel efficient cars

Explanation

Priority parking spaces can be allocated, within certain developments, to targeted users to promote equity of access and encourage use of environmental vehicles over conventional vehicles.

The term “environmental vehicles” most typically covers very small cars, hybrid cars and fully electric cars.

The provision and management of priority spaces for smaller cars and environmental vehicles with easy access to entry/exits and lifts should be part of commercial, office and shopping centre developments.

Spaces allocated to these vehicles should be marked and managed according to the specific vehicle type targeted. In the case of fully-electric cars, it may be appropriate to provide recharging facilities adjacent to the parking space.

Objectives

- Encourage the use of smaller and fuel efficient vehicles within the community.

- Provide convenient, accessible parking spaces in commercial, office or shopping centres development.

Controls

i) A minimum of 10% parking spaces are to be designed and labelled for small & environmental vehicles in commercial, office or shopping centre development wherever 10 or more spaces are required.

ii) Give priority location to these spaces with easy access to entry/exits and lifts of the office/shops/buildings.
2.4 Resident parking schemes

Explanation

Resident parking permits are used to exempt residents from some kerbside time restrictions in areas where on street demand is high arising from shoppers, commuters and visitors. These circumstances are most likely to exist in and around business or neighbourhood shopping centres, centres of activity such as the University of NSW and Hospital Specialised Centre, public swimming pools, sports fields, beaches etc.

In the Randwick LGA a major objective of the resident parking scheme is to improve the amenity for those residents who do not have access to an off-street parking space and where there is time limited on-street parking in place.

No parking permits will be issued to residents of new developments that have been approved by Council in accordance with this DCP. This will be a condition of consent and recorded on Section 149(5) planning certificates and must be notified to all prospective buyers and tenants of the building. This is to ensure that new developments do not increase congestion and parking demands in busy areas while encouraging developers to adopt sustainable transport options and new residents to use public transport, car share, walking and cycling.

Student housing

Student housing and other forms of residential development, such as boarding houses approved by Council in accordance with this DCP will also not be permitted to apply for parking permits.

Controls

i) No resident parking permits will be issued for new development or for significant alterations and additions to residential flat buildings and this must be notified to all prospective owners and tenants.

Note: This applies to development determined under this DCP and the RLEP.

ii) A notice shall be placed in the foyer/common area of all buildings advising tenants that they are in a building which does not qualify for on-street resident parking exemptions.
2.5 Traffic and parking study requirements

Explanation

To enable Council to manage transport demand generated by development a suitable assessment must be provided by the developer/applicant.

Controls

i) Depending on the type of development one or more of the following will be required to be submitted with the development application:

a. Transport Assessment Study and Travel Plan
b. Parking and Access Study
c. Construction Traffic Management Plan (Preliminary) for busy arterial roads

Note: Table 1 Vehicle Parking Rates sets out where one or more of these studies are required, depending on types of development.

ii) The Transport Assessment Study must be prepared by a qualified traffic engineer. The study/report must then be signed by the author with their qualifications and MIE membership number quoted.

Transport Assessment Study Requirements

A Transport Assessment Study is a technical investigation into the transport and safety issues that might arise from a development. It also assesses the transport related impacts on the surrounding transportation network that are generated by a development and how those impacts are to be managed. Such a study recognises the role of traffic within a broader transport system that includes public transport, walking and cycling.

The RMS Guide to Traffic Generating Development, in particular Section 2 should be used as a guide to the detail required in the Transport Assessment Study which complements the matters listed in this DCP – see Appendix B7-1 for the Transport Assessment Study.

Parking and Access Report

A parking and access report is to assist in determining the most appropriate level of car parking for a development and is to accompany DAs for smaller scaled development. The requirement to provide such a report will depend on the type, scale and potential traffic impact of the proposed development and will be determined by Council at pre DA stage.

The Parking and Access report should incorporate a survey of available on-street parking within walking distance from the site (including Thursday evening and Saturday morning).
**Construction Traffic Management Plan (CTMP)**

A CTMP is a practical response to ensuring that demolition and construction works do not adversely impact on the public domain or vehicular and pedestrian movements in an area.

A construction traffic management plan should detail how proposed development located on busy roads, bus or light rail stops or on difficult sites will be able to undertake loading and unloading, demolition and construction including the manoeuvring of trucks in and out of a site with minimum disruption to vehicular and pedestrian traffic or transportation networks.

### 2.6 Traffic Generating Development

Council is required under State Environmental Planning Policy (Infrastructure) 2007 to refer to the Roads and Maritime Services (RMS) certain DAs. The development to be referred is listed in the SEPP.

In certain circumstances Council may also refer development to the Regional or Local Traffic Committee.

### 3 Parking & Service Delivery Requirements

This section provides vehicle parking rates, design and location requirements.

#### 3.1 Relationship to other documents

Development applications requiring car parking will need to consider the following documents:

- Australian Standards (AS)
  - i) AS 1428 Design for access and mobility
  - ii) AS 2890 Parking facilities series
    - AS 2890.1 Off-street car parking
    - AS 2890.2 Off-street commercial vehicle facilities
    - AS 2890.5 On-street parking
    - AS 2890.6 Off-street parking for people with a disability
- State Environmental Planning Policy (Infrastructure) 2007
- RMS Guide to Traffic Generating Development 2002
- Austroads guides
3.2 Vehicle Parking Rates

Explanation

The vehicle parking rates apply to all new development, alterations and additions to existing development and change of use.

The provision of motor cycle or scooter parking areas is included in the rates to encourage this mode as a viable, energy efficient transport option.

Service delivery rates are in Table 2 and Bicycle rates are set out in Table 3.

Objective

- To ensure that an appropriate level of off-street vehicle parking is provided.

Controls

i) Development must comply with the vehicle parking rates as detailed in Table 1 Vehicle Parking Rates. Any excess provisions over and above the parking rates will be included in GFA calculations.

ii) Parking for service/delivery vehicles, bicycles and people with a disability need to be considered for the relevant land use and in accordance with this DCP.

iii) Where a parking rate has NOT been specified in the table, the RMS Guide to Traffic Generating Developments shall be used to calculate the parking requirements for the proposed development and/or a Transport Assessment Study may be used to determine the parking, subject to approval by Council.

iv) Minimise the use of mechanical parking devices (car stackers or turntables) particularly on difficult (eg constrained access) sites and where queuing may result or safety is jeopardised.

v) For mixed use development the allocation of car spaces among the uses is to be indicated on the DA plans.

Note:

See sub-section 2 of this section for rates for car share spaces, fuel efficient cars and study requirements

Where development comprises an extension, modification or change of use to an existing development, Council will generally only require that additional parking be provided to cater for the additional demands arising from increases in floor space or changes in use.

Note:

Parking calculations should be rounded to the nearest whole number. Where the fraction is 0.5, then the figure must be rounded up to the next whole number.
### Table 1 Vehicle Parking Rates
(See also Tables 2 and 3, for service/delivery and bicycles rates)

<table>
<thead>
<tr>
<th>Proposed use</th>
<th>Vehicle</th>
<th>Motor cycle/scooter</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dwelling houses/dual occupancies, semi-detached dwellings, attached dwellings</td>
<td>1 space per dwelling house with up to 2 bedrooms</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 spaces per dwelling house with 3 or more bedrooms</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Note: Tandem parking for 2 vehicles is allowed</td>
<td></td>
</tr>
<tr>
<td>Boarding Houses and student accommodation</td>
<td>1 car space per 5 bedrooms</td>
<td>1 motorcycle space per 5 bedrooms</td>
</tr>
<tr>
<td></td>
<td>1 space per resident caretaker</td>
<td></td>
</tr>
<tr>
<td>Note: The Affordable Rental Housing SEPP contains controls for boarding houses, including parking requirements, which overrides the DCP. Refer to the SEPP for parking provisions for boarding houses.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group Homes</td>
<td>2 spaces per group home.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tandem parking is not allowed.</td>
<td></td>
</tr>
<tr>
<td>Home business/industry</td>
<td>1 space in addition to the parking for the dwelling.</td>
<td></td>
</tr>
<tr>
<td>Hostels</td>
<td>1 space per 10 beds;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 space per 2 staff;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 service and delivery space depending on size (e.g. 30+ beds)</td>
<td></td>
</tr>
<tr>
<td>Multi dwelling housing and residential flat buildings</td>
<td>1 space per 2 studio</td>
<td>5% of the car parking requirement</td>
</tr>
<tr>
<td></td>
<td>1 space per 1 bedroom apartments (over 40 m2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.2 spaces per 2 bedroom apartments</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5 spaces per 3 or more bedroom apartments</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 visitor space per 4 dwellings (but none where development is less than 4 dwellings)</td>
<td></td>
</tr>
<tr>
<td>Note: Car share facilities in certain locations are a viable option and should be discussed with Council staff.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Proposed use

<table>
<thead>
<tr>
<th>Proposed use</th>
<th>Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seniors housing</td>
<td>Hostels</td>
</tr>
</tbody>
</table>
| Note: These parking rates for seniors housing are contained in the SEPP (Housing for Seniors or People with a Disability) as ‘standards that cannot be used to refuse development consent’. The SEPP overrides the DCP. Refer to the SEPP for parking provisions for seniors housing. | (i) 1 space per 5 beds in the hostel  
(ii) 1 visitor space per 10 beds;  
(iii) 1 parking space per 2 staff; and  
(iv) 1 parking space suitable for an ambulance. |

Residential care facility

(i) 1 space for each 10 beds in the residential care facility (or 1 parking space for each 15 beds if the facility includes care for persons with dementia);  
(ii) 1 space for each 2 staff; and  
(iii) 1 parking space suitable for an ambulance.

Self-contained dwellings

(i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider; or  
(ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.  
Note: Resident spaces should be designed to be suitable for people with a disability.

### BUSINESS AND RETAIL

<table>
<thead>
<tr>
<th>Proposed use</th>
<th>Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business premises, retail premises and office premises</td>
<td>1 space per 40m² Gross Floor Area (GFA)</td>
</tr>
<tr>
<td>Business and office premises in residential zones</td>
<td>1 space per 100m² GFA</td>
</tr>
<tr>
<td>Entertainment facilities and function centres</td>
<td>A Transport Assessment Study is required.</td>
</tr>
<tr>
<td>Bulky goods premises and passenger transport facilities</td>
<td>Transport Assessment Study is required.</td>
</tr>
<tr>
<td>Proposed use</td>
<td>Vehicle</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
</tr>
<tr>
<td>Pubs, registered clubs, and nightclubs</td>
<td>1 space per 10 person as endorsed as the maximum number on the subject liquor license; or 1 space per 6m² bar, lounge, entertainment venues, restaurant, dining room, games rooms, auditoriums and disco etc, where the liquor license does not specify maximum number of persons. 1 space per 3 staff; 1 space per manager and 1 taxi/bus pick up point on site.</td>
</tr>
<tr>
<td>Restaurants or cafes</td>
<td>1 space per 40m² GFA for the first 80m² GFA then 1 space per 20m² GFA thereafter.</td>
</tr>
</tbody>
</table>
| Note1: Parking rate applies to restaurant uses, over a public road such as a balcony.  
Note2: Parking rates do not apply to dining on footpaths or on community land. | |
| Take away food and drink premises | Transport Assessment Study including provision for queuing for drive through facilities. | |
| Service stations and vehicle repair stations | 6 spaces per work bay; and 1 space per 25m² GFA. | |

**TOURIST AND VISITOR ACCOMMODATION**

| Backpackers’ accommodation | 1 space per 10 beds or 1 space per 5 bedrooms (which ever is the greater) plus 1 space per 2 staff | 5% of the car parking rate |
| Bed and breakfast accommodation | 1 space for guest use (plus parking for the dwelling) | |
| Hotel or motel accommodation | 1 space per 4 units; and 1 space per 2 staff. | |
| Serviced apartments | 1 space per 4 apartments; and 1 space per manager/caretaker | |

**HEALTH, EDUCATION AND COMMUNITY FACILITIES**

<p>| Child care centres | Transport Assessment Study or Parking and Access Study (depending on development size) is required, with 1 space per 8 children for drop off and pick up; and 1 space per 2 staff. | |
| Community facilities | Transport Assessment Study is required. | 5% of the car parking rate |</p>
<table>
<thead>
<tr>
<th>Proposed use</th>
<th>Vehicle</th>
<th>Motor cycle/scooter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educational establishments</td>
<td>Schools</td>
<td>5% of the car parking rate</td>
</tr>
<tr>
<td></td>
<td>▪ Schools</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Tertiary institutions (except the UNSW)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health consulting rooms</td>
<td>2 spaces per consulting room (plus parking for the dwelling)</td>
<td></td>
</tr>
<tr>
<td>Hospital</td>
<td>1 visitor space per 3 beds; plus 1 space per 2 staff; plus 1 space per doctor plus adequate space for ambulance parking.</td>
<td>5% of the car parking rate</td>
</tr>
<tr>
<td>Medical centre</td>
<td>1 space per 25m2 GFA</td>
<td>5% of the car parking rate</td>
</tr>
<tr>
<td>Places of public worship</td>
<td>1 space per 20m2 GFA</td>
<td>5% of the car parking rate</td>
</tr>
<tr>
<td>Respite day care centres</td>
<td>1 space per 2 staff plus 1 mobility access space plus drop/off pickup area.</td>
<td></td>
</tr>
<tr>
<td><strong>LIGHT INDUSTRY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck depots and shipping container</td>
<td>Transport Assessment Study required.</td>
<td></td>
</tr>
<tr>
<td>shipping container storage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garden centres, Plant nurseries,</td>
<td>1 space per 40m2 GFA</td>
<td>5% of the car parking rate</td>
</tr>
<tr>
<td>Hardware and building supplies,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>landscape materials supply</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light industry; warehouse or</td>
<td>Light industry 1 space per 80m2 GFA or</td>
<td>5% of the car parking rate</td>
</tr>
<tr>
<td>distribution centre; wholesale</td>
<td>Transport Assessment Study</td>
<td></td>
</tr>
<tr>
<td>supplies</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RECREATION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indoor recreation facility</td>
<td>1 space per 25m2 GFA or Transport Assessment Study</td>
<td>5% of the car parking rate</td>
</tr>
<tr>
<td>Outdoor recreation facility</td>
<td>Transport Assessment Study</td>
<td>5% of the car parking rate</td>
</tr>
<tr>
<td>Major recreation facility</td>
<td>Transport Assessment Study</td>
<td>5% of the car parking rate</td>
</tr>
</tbody>
</table>
3.3 Exceptions to the Parking Rates

Explanation

Council transport investigations note that Randwick City’s car parking rates are higher than adjoining comparable councils and the recommendations of the RMS. The rates for residential and business uses have not been altered in this DCP, except for minor adjustments made for specific development types (e.g. business premises in residential zones and backpackers’ accommodation). The DCP provisions continue to acknowledge that applicants may seek variations where suitable and sustainable transport alternatives are considered and incorporated into the development.

There may be circumstances where it may not be physically possible or aesthetically desirable to provide parking (e.g. the provision of off street parking in the frontage of a heritage item or in areas of significant streetscape value).

It is the responsibility of the applicant through the development assessment process to demonstrate that the proposed level of parking provision is adequate, or that the overall planning benefits of the proposed development outweigh the deficiencies.

Controls

i) Any variation to the parking rates must address the following issues (as relevant to the particular development):

(a) Type and scale of the development and its potential impact on local traffic and parking conditions.

(b) Survey of parking provision in comparable recent development.

(c) Existing parking facilities already provided prior to further development.

(d) Site and building constraints.

(e) Heritage and urban design considerations including significant streetscape elements such as sandstone retaining walls, significant mature trees etc

(f) On street and public parking in the area, as well as proximity and access to public transport.

(g) Location of local services, employment, retail and recreational facilities.

(h) Safety of vehicles, pedestrians and cyclists.

(i) Provision of any integrated, sustainable transport options on site.
3.4 Parking requirements for accessible spaces

Explanation

The Federal Government’s *Disability Discrimination Act* (DDA 1992) sets the framework for ensuring that people with a disability have the same rights to equality before the law as the rest of the community and are not discriminated against in areas such as housing, education, employment, access and provision of goods and services. The Building Code of Australia (BCA) and Disability (Access to Premises—Buildings) Standards establish the access requirements and rates for car parking for people with a disability.

All development must provide accessible car parking for people with a disability as set out in the BCA and the relevant (and most current) Australian Standard (AS).

The dimensions for car spaces including headroom and access requirements for people with a disability are set out in AS 2890.6.

3.5 Parking requirements for adaptable housing – aging in place

Explanation

Where adaptable housing units are provided in accordance with Part C3 of this DCP, the car parking rate will be the same as that required for residential flat buildings.

Objectives

- To ensure that the design of parking areas is safe and compatible with best practice standards for people with a disability.
- To provide a sufficient number of designated car parking spaces for vehicles used by people with a disability.

Controls

i) Comply with the minimum requirements of AS 4299 Adaptable Housing regarding car parking (e.g. internal dimension of 3.8m by 6m for garages and carports; 1 space per adaptable unit) or otherwise comply with the access and dimensions for car spaces for people with a disability as specified in the BCA and the Australian Standard AS 2890.6.

ii) Parking spaces for people with a disability are to be provided in close proximity to lifts or access points and be linked by a continuous path of travel.

iii) The location of the accessible parking spaces must be indicated at the entrance to the car park.

iv) Parking spaces must be well lit and clearly line marked.
v) Parking areas, signage and directions must be well lit and easily read for convenience and safety.

vi) Parking areas that use lifts should include audio cues and tactile control panels incorporated into the design of the lift.

vii) For residential development, accessible car parking spaces are to be allocated to adaptable units or as visitor parking. Accessible car parking spaces allocated to adaptable dwelling units are to be a part lot to an adaptable unit in the strata plan.

3.6 Car park location and design, streetscape and heritage

Explanation

The Australian Standards and RMS Guidelines provide the base requirements for parking location and design.

Car park location and design needs to be carefully considered to ensure pedestrian safety, clear sight lines and to maintain streetscape character and amenity.

In older established areas, uniform streetscapes and heritage conservation areas the provision of car parking needs to maintain the character of the area and the significance of the item or conservation area.

Controls

i) Minimise loss of existing on-street parking supply by:

   a. Careful location of crossings and laybacks
   b. Tapering the driveway at the property boundary
   c. Amalgamating driveway crossings with adjoining property where possible
   d. Considering the overall streetscape, continuity of footpaths and the need for safe pedestrian movement.

ii) Ensure pedestrian and cycling safety is maintained or improved.

Refer to other relevant Parts and Sections of this DCP, for example, Residential or Heritage for detail on car parking design, provision and location particularly for older areas or areas with heritage value. Note: In some cases, it may not be possible to provide off-street car spaces.
3.7 Parking layout, configuration & dimensions

Explanation

The specific requirements for parking layout and dimensions (for car spaces, aisles, disabled, grades etc.) are provided in the relevant Australian Standard and the RMS Guidelines. All development must comply with these standards as a minimum level of provision to ensure car parking facilities are efficient, adequate and safe.

In new commercial development the provision of a percentage of small car spaces with ready access to facilities is encouraged.

In residential areas, smaller car spaces are sometimes sought for dwelling houses or semi-detached dwellings on narrow lots with access from the primary street frontage. These carports or hard stand spaces may only be suitable where they are able to accommodate medium sized cars as this avoids overhanging the footpath and creating a potential sight and physical hazard to pedestrians and other road users. Off street parking often also involves the loss of valuable on-street car parking spaces and disrupts the continuity and safety of footpaths.

Controls

i) An off-street car space must be a minimum of 2.4m by 5.4m long and comply with AS 2890.1.

ii) Small car spaces as provided for in the Australian Standard are not permitted for dwelling houses, terraces, semi-detached dwellings or attached dwellings.

iii) Motor cycle parking spaces must be a minimum 2.5m by 1.2m and clearly marked.

iv) Motor cycle spaces are to be designed and located so they are not vulnerable to being struck by manoeuvring vehicles.

v) Motor cycle spaces must be located on flat and even surfaces as they rely on side-stands to park.

vi) In all development except dwelling houses, semi-detached dwellings or attached dwellings, all vehicles must enter and exit in a forward direction.

vii) Unless otherwise stated, development is to comply with the relevant Australian Standard and the RMS Guidelines for car parking layout, dimensions, aisle widths, grades, access requirements for different uses & users (eg those with disabilities), driveway widths, service and delivery needs.

Refer also to the relevant sections of this DCP for car parking details relating to specific land uses such as residential, commercial, industrial and specific locations such as UNSW.
3.8 Access to Dwellings Elevated Above Retaining Walls in Public Domain

Explanation

The historical subdivisions in the coastal areas of Randwick City have created a number of urban blocks that are elevated above public roads due to the sloping topography. The frontage to these allotments is supported by masonry block retaining walls aligning the carriageway boundaries, with public footpaths running above.

The provision of off-street parking to these sites often proves to be problematic as it necessitates significant demolition and modification to the retaining walls. In some occasions, the height of the retaining walls does not possess sufficient clearance for parking facilities required by the Australian Standard. The public footpaths above need to be raised along the frontage of the development site, which further compromises the visual integrity of the retaining walls, streetscape character and pedestrian accessibility. Any successive developments for vehicular access would incrementally remove wall sections and lead to cumulative visual impacts.

Due to the likely adverse implications on streetscape amenity, the partial demolition of existing retaining walls within the public domain for the sole purpose of gaining vehicular access to a private property will generally not be supported.

Controls

i) Any provision of vehicular access to dwellings must minimise demolition, modification and damage to existing retaining walls within the public domain.

ii) Double width driveway and entry to on-site parking involving full or part removal of retaining walls in the public domain must not be provided.

iii) Development must not involve any significant change to the existing gradients of public footpaths above the retaining walls, except to facilitate equitable access.

iv) The creation of an access driveway must not jeopardise the safety of pedestrians and vehicles.

v) Works that require alteration or replacement of landscape elements and structures (such as handrails) adjacent to the public footpaths situated above retaining walls must be compatible with the streetscape character.
3.9 Service and Delivery Vehicles

Explanation

The number of service bays required for a development depends on the size and nature of the development. The following rates are based on the RMS Guideline. However, given the age of the data used, major developments should quantify their service vehicle requirements through new surveys of similar developments.

The following minimum requirements for service delivery parking apply to new development:

Table 2 Service and Delivery Rates

<table>
<thead>
<tr>
<th>TYPE OF DEVELOPMENT</th>
<th>MINIMUM REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial premises</td>
<td>1 space per 4,000m² GFA up to 20,000m² GFA plus 1 space per 8,000m² thereafter (50% of spaces adequate for trucks)</td>
</tr>
<tr>
<td>Department Stores</td>
<td>1 space per 1,500m² GFA up to 6,000m² GFA plus 1 space per 3,000m² thereafter (all spaces adequate for trucks)</td>
</tr>
<tr>
<td>Supermarkets, shops and restaurants</td>
<td>1 space per 400m² GFA up to 2,000m² GFA plus one space per 1,000m² thereafter (all spaces adequate for trucks)</td>
</tr>
<tr>
<td>Warehouse, Industrial</td>
<td>1 space per 800m² GFA up to 8,000m² GFA plus 1 space per 1,000m² thereafter (all spaces adequate for trucks)</td>
</tr>
<tr>
<td>Hotels and Motels</td>
<td>1 space per 50 bedrooms or bedroom suites up to 200 plus one per 100 thereafter plus one space per 1,000m² of public area set aside for bar tavern, lounge and restaurant, (50% of space adequate for trucks)</td>
</tr>
<tr>
<td>Residential flat buildings</td>
<td>1 space per 50 units up to 200, plus 1 space per 100 units thereafter. PLUS 1 space per 1,000 m² of public area set aside for bar, tavern, lounge and restaurant.</td>
</tr>
<tr>
<td>Other uses</td>
<td>1 space per 2,000m² GFA (50% of spaces adequate for trucks)</td>
</tr>
</tbody>
</table>

(Source: RTA Guidelines 2002)

Controls

i) Development must comply with the minimum requirements for the parking of service and delivery vehicles as set in Table 2.

ii) Service vehicle dimensions, layout and service/loading bays must comply with Australian Standard AS 2890.2 Off street commercial vehicle facilities.
4  Bicycles

Explanation

Environmentally healthy, vibrant and sustainable cities support alternative modes of transport such as bicycles and the provision of suitable infrastructure and safe bikeways.

Major activity nodes, such as the University of New South Wales, Prince of Wales Hospital, Centennial Park and the beaches generate demand for non-car transport. Through improved facilities for cyclists, there is an opportunity to promote sustainable transport by reducing car dependency, encouraging walking and cycling and improving community health.

The following provides bicycle parking rates for certain development in the City. Where a type of use is not specified a merit assessment is required to ensure bicycle parking is not over or under provided.

Objectives

- To support active, healthy lifestyles via the provision of cycling infrastructure.
- To promote cycling as a safe, convenient and clean form of transport.
- To provide equitable access to parking facilities.

4.1 Relationship to other documents

DAs requiring the provision of bicycle facilities will need to consider the following documents:

- Australian Standard AS 2890.3 Bicycle parking facilities
- NSW Planning Guidelines for Walking and Cycling
- Austroads Part 14 Bicycles
- RMS Guide to Traffic Generating Development

4.2 Bike parking rates and controls

Controls

i) All new development is to provide on-site bike parking additional to other parking requirements, in accordance with the minimums set out in Table 3 below.

ii) The design and construction of bicycle facilities must comply with AS2890.3.

iii) Parking requirements for cyclists will vary. Developments therefore must consider the following categories:

   - All day parking for employees and students.
   - Permanent parking or storage of bicycles for residents.

Note:

While there are no requirements stated for a dwelling house or semi-detached dwelling the inclusion of suitable internal/covered bike space is encouraged.
c. Short term parking for visitors to shopping centres, offices, industrial buildings and other public and private buildings.
d. All day parking at transport nodes.

iv) Bicycle parking for residents/staff should be located close to building entry/exits and lifts and be given priority over other parking uses to ensure they are well located, designed and ultimately used. Avoid locating bicycle parking in hidden niches, at the end of aisles and under staircases etc.

v) Where parking is located in basement levels, bicycle parking must be located on the upper most basement level close to pedestrian exits.

vi) Bicycle parking spaces must be clearly marked and easily accessible, have good surveillance and provide a means of securely locking bicycle frames and wheels.

vii) One-wheel racks are not acceptable nor are facilities that require a wheel to be removed.

viii) A safe path of travel from bike parking areas to entry/exit points is to be marked and have a minimum width of 1.5m. Adequate sight lines are to be provided to ensure safety.

ix) Bike parking for visitors must be provided in an accessible on-grade location near a major public entrance to the development and is to be sign posted.

x) Minimum locker provisions for work places should be in accordance with Table 3 of the NSW Planning guidelines for walking and cycling and development.
### Table 3  Bicycle provision rates

<table>
<thead>
<tr>
<th>Proposed use</th>
<th>Residents/Employees</th>
<th>Customers/Visitors</th>
<th>Shower &amp; change facilities for workplaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential housing &amp; accommodation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shop top housing, multi dwelling housing, residential flat buildings</td>
<td>1 bike space per 2 units</td>
<td>1 per 10 units</td>
<td>Showers 1 per 0-12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 per 13-49</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4 per 50-149</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 change rooms (one male/one female) where 13 or more staff</td>
</tr>
<tr>
<td>Boarding Houses and student accommodation</td>
<td>1 bike space per 2 rooms</td>
<td>1 per 10 rooms</td>
<td>Nil</td>
</tr>
<tr>
<td>Back packers’ accommodation</td>
<td>1 bike space per 2 staff</td>
<td>1 per 10 beds</td>
<td>Nil</td>
</tr>
<tr>
<td>Serviced apartments, hotels and motels</td>
<td>1 bike space per 4 staff</td>
<td>1 per 20 rooms</td>
<td>Showers 1 per 0-12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 per 13-49</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4 per 50-149</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 change rooms (one male/one female) where 13 or more staff</td>
</tr>
<tr>
<td><strong>All other development</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial, retail, industrial, community, educational, recreational etc.</td>
<td>1 bike space per 10 car parking spaces.</td>
<td>Accessible showers 1 in 10 spaces.</td>
<td>Showers 1 per 0-12</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Changing facilities (next to the showers) with one secure locker per bike space.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 per 13-49</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4 per 50-149</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6 per 150-299</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>8 per 300-500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 change rooms (one male/one female) where 13 or more staff</td>
</tr>
</tbody>
</table>

**Sources:** Marrickville Council, Sydney City and NSW Planning Guidelines for Walking and Cycling

**Note:**

The minimum number of bike parking spaces is to be rounded up to the nearest whole number.
APPENDIX B7-1: Transport Assessment Study

A Transport Assessment Study is to consider:

a) The accessibility of the site by a range of transport modes including car, public transport, walking and cycling;

b) The ability of the public transport network to service the site in the peak and off peak and weekend periods;

c) Mode share targets;

d) Means of minimising travel demand by car and maximising the share of travel by other modes including public transport, cycling and walking;

e) Compliance with the requirements of the LEP and DCP;

f) A justification of car parking provision and site servicing arrangements in accordance with the objectives of the LEP and DCP;

g) The proposed allocation of parking to apartment types in residential developments;

h) Access for the mobility impaired;

i) Estimates of trip generation by the development and the impacts of trips generated by the development on the road network and other movement systems;

j) Means of accommodating and integrating trips generated by the development including necessary improvements to public transport services and infrastructure (eg. bus shelters), pedestrian systems, bicycle routes, and the road network;

k) Means of mitigating any adverse impacts of the development on movement systems;

l) Means of improving access to the site having regard to vehicular, pedestrian, cycle and public transport access;

m) Impacts on and means of improving pedestrian accessibility to public transport (including proximity to services), shops, schools, open spaces; community centres and the like.

n) Impacts on and means of improving pedestrian safety including demonstrating that access driveways are not in undesirable locations;

o) Availability of on street parking and potential on street parking controls to discourage all day residential parking demand generated by the development.
Vehicle Trip Generation

In relation to trip generation by vehicles, reference should be made to the ‘RTA Guide to Traffic Generating Developments’ which provides a summary of basic vehicular trip generating rates for both daily and peak hour vehicle trips. Surveys of existing developments similar to the proposal, can also be taken and comparisons drawn.

Two periods of traffic generation need to be considered:
 a) The peak activity time of the development itself
 b) The peak activity time on the adjacent road network.

This assessment should identify whether any on road improvements, traffic management or pedestrian measures are required to accommodate the increased movement on the system.

The Transport Assessment Study is to include a comparison between the vehicle trip generation rates in the ‘RTA Guide to Traffic Generating Developments’, availability of parking, access to public transport and access to neighbourhood shopping centre, community facilities and open spaces where relevant. Adjustments factors for each land use may include:

 a) Mode split by time period;
 b) Persons per vehicle;
 c) Trip purpose; and
 d) Availability of on-site parking.

A number of traffic facilities can be incorporated to ameliorate the impact of traffic and parking generated by the development including traffic signals, signs, pedestrian crossings, channelization, roundabouts, angled parking, and traffic calming devices, storage days and median islands.

Bicycles

End-of trip facilities such as storage, parking spaces, lockers and showers need to be provided in developments in accordance with the rates specified in the DCP.

Refer also to the Planning NSW, ‘Planning Guidelines for Walking and Cycling’ (December 2004) and the NSW Bike Plan (May 2010) and Council’s Bike Plan.

Travel Plans

A travel plan is a work place plan developed to make it easier for employees to get to and from work and reduce reliance on private vehicles and parking spaces. Such a plan typically includes support for walking, cycling, car pooling and public transport use. It is an important part of managing the transport demand generated by a development.

The travel plan should be based on the findings of the Transport Assessment Study and be prepared with reference to the Premiers Council for Active Living and section titled Workplace Travel Plan Resource.

Source: Draft Sydney City Council DCP 2010.
# Contents

1  Introduction .......................................................................................................................... 2

2  Water Conservation ............................................................................................................ 2

3  Stormwater Management .................................................................................................... 3  
   3.1 Water Quality ............................................................................................................... 3  
   3.2 On-site Detention and infiltration .................................................................................... 4 
   3.3 Construction water management ....................................................................................... 4 
   3.4 Stormwater infrastructure ............................................................................................... 5 

4  Groundwater ........................................................................................................................ 6  
   4.1 Site investigations .......................................................................................................... 6 
   4.2 Basement design and construction ................................................................................ 6 
   4.3 Groundwater during construction ................................................................................... 7 

5  Flooding ............................................................................................................................... 8  
   5.1 Flood Studies and Plans .................................................................................................. 10 
   5.2 Flood effects .................................................................................................................. 10 
   5.3 Floor levels .................................................................................................................... 10 
   5.4 Building components ..................................................................................................... 12 
   5.5 Driveway access and car parking ................................................................................... 12 
   5.6 Safety and evacuation .................................................................................................... 14 
   5.7 Management and design ............................................................................................... 14
1 Introduction

This section of the DCP contains objectives and controls for development in relation to water conservation, stormwater management, groundwater and flooding, with an overall focus on Water Sensitive Urban Design.

Water Sensitive Urban Design (WSUD) is the sustainable management of water in urban areas through intelligent and integrated design. It seeks to ensure that development is designed, constructed and maintained to minimise impacts on the natural water cycle.

It includes a wide range of technologies to reduce potable water consumption and reduce the pollution from stormwater ending up in local waterways. These can include rainwater tanks, gross pollutant traps, on site stormwater retention and reuse, landscaped swales, and infiltration systems.

For further information and examples of WSUD refer to www.urbanwater.info or www.wsud.org.au

2 Water Conservation

State Environmental Planning Policy (SEPP) - Building Sustainability Index (BASIX) includes targets for water conservation for most residential development.

The following controls, while not specifically mandated for residential development under BASIX, are encouraged to be applied, and are required to be addressed in all other development.

Objectives

- To promote the sustainable use of water across the City of Randwick.
- To minimise the development’s reliance on mains supplied water and encourage water conservation and reuse.

Controls

i) Provide rainwater tanks to meet all non-potable water demands including outdoor use, car washing, toilets and laundry.
   a. Include a site-specific analysis to determine tank capacity based on potential collection area, and internal and external demands.
   b. Encourage installation of dual reticulation systems to link collected rainwater to non-potable water uses such as irrigation or toilet flushing.
c. Where site constraints restrict rainwater tank capacity or installation, an alternative off-set provision (in addition to standard requirements) promoting sustainability and innovation may be considered.

ii) Encourage grey water recycling and reuse. Note that grey water treatment systems will require separate Council approval.

3 Stormwater Management

Randwick LEP includes provisions for stormwater management which aim to minimise the impact of urban stormwater on land in Randwick City, including adjoining downstream properties, native bushland and receiving waters.

This section supports these LEP provisions, and contains specific requirements for developments in relation to managing the quality and quantity of stormwater impacting on Randwick City and surrounding catchments, waterways and coastlines.

Other sections in this DCP also contain related requirements for water permeable surfaces in landscaped open space. Refer to the sections on specific development types for further details.

3.1 Water Quality

Explanation

Water bodies and coastlines in urban areas often suffer from decreased water quality resulting from stormwater run-off from roads and other impermeable surfaces. This run-off collects sediments, oils, chemicals and other pollutants, and adversely impacts on the biodiversity and recreational amenity of waterways and coastlines.

Management of stormwater quality is particularly important to larger developments with open areas of hardstand or car parking that have higher potential to collect and direct sediments and pollutants into the stormwater system.

Objectives

- To prevent the transportation of pollutants and sediments from a site by stormwater runoff.
- To ensure that stormwater runoff is of suitable quality to protect the recreational amenity of water bodies and coastlines; aquatic ecosystems and downstream receiving waters.
- To prevent pollution spills or contaminants from leaving a site via the stormwater network.

Controls

i) All development proposing open car parking or hard stand areas exceeding 200 square metres, or incorporating new

roads shall capture sediments and pollutants from the site via:

a) A minimum of one pollutant trap located between the last downstream stormwater pit and prior to discharge from the site, or

b) A system of water sensitive urban design treatments such as vegetated swales, bio-retention systems and buffer strips to achieve the same performance as the pollutant trap(s), and;

c) Submit a design report with the DA from a suitably qualified environmental consultant demonstrating how sediments and pollutants will be captured.

ii) All other development must consider the use of water sensitive urban design technologies to improve the quality of stormwater run-off from a site prior to entering the drainage system, nearby catchments or waterways.

### 3.2 On-site Detention and infiltration

**Explanation**

On-site Stormwater Detention (OSD) temporarily stores excess stormwater on a site. It acts to restrict the rate that the stormwater leaves the site with the aim of better managing the rate and quantity of stormwater entering the drainage system, and reducing the risk of downstream flooding effects.

On-site detention will be required for certain development types, and certain locations within Randwick City. These are specified in Council’s Private Stormwater Code

**Objectives**

- To control the release of private stormwater into Council’s drainage system to maintain its capacity.

- To require the use of on-site detention systems and, where practical, to encourage the use of stormwater infiltration in lieu of on site detention.

**Controls**

i) On-site detention and infiltration systems shall be designed and constructed to comply with the requirements of Council’s Private Stormwater Code.

ii) On-site detention storage volume may be reduced through the use of stormwater infiltration systems.

### 3.3 Construction water management

**Explanation**

Discharging site stormwater, groundwater or seepage water from a building site can introduce excess sediments and harmful
pollutants into Council's stormwater drainage system and downstream receiving waters. Construction sites are required to manage erosion of sediment and stormwater run-off during construction. Council will include conditions of consent describing requirements during construction.

**Objective**

- To protect the drainage system, downstream receiving waters and the surrounding environment from harmful contaminants from construction sites.

**Controls**

i) All DAs involving excavation or other site disturbance shall submit a soil and erosion management plan demonstrating how sediment and contaminants from construction shall be contained and managed.

ii) Separate approval will be required from Council for any proposals to discharge stormwater, seepage water or groundwater from a construction site into Council's stormwater drainage system. Council may require water quality testing of the discharged water by a suitably qualified environmental consultant.

### 3.4 Stormwater infrastructure

**Explanation**

This sub-section applies to all development in proximity to public stormwater infrastructure or inter-allotment drainage, and all development proposing new connections to Council's drainage system.

**Objectives**

- To ensure stormwater infrastructure is designed and constructed to an acceptable standard.

- To prevent adverse impacts of development on the performance, serviceability and integrity of publicly owned stormwater systems and inter-allotment drainage lines.

- To ensure that private stormwater systems discharge to the public stormwater system in an acceptable manner.

**Controls**

i) Design and install stormwater infrastructure in accordance with Randwick City Council's Private Stormwater Code.

ii) New structures may not be constructed above public stormwater infrastructure or inter-allotment drainage.

iii) Redevelopment of existing structures above public stormwater infrastructure or inter-allotment drainage shall occur only where:

---

**Note:**

The public stormwater infrastructure is the system of drainage pipes and pits owned by Council or another public authority.

Inter-allotment drainage lines carry stormwater from more than one lot across private property before connecting to the public stormwater system.
a. relocation of the stormwater conduit or structure is not feasible,
b. the conduit is reconstructed to meet relevant standards, and
c. the conduit is upgraded to ensure structural soundness and serviceability for the life of the structure and the life of the conduit;

iv) A drainage easement may be required for development impacting existing Council stormwater infrastructure or an inter-allotment drainage line

v) Separate approval from Council will be required for development proposing to connect private stormwater to the public drainage system.

4 Groundwater

Several areas within Randwick City are underlain by the Botany Sands aquifer. The level of the aquifer can vary with seasonal conditions, and in some areas is quite close to the surface. As a consequence some developments in locations above the aquifer may be affected by the groundwater system.

This sub-section applies to all development proposing basement construction or other forms of excavation that may interact with the groundwater table.

4.1 Site investigations

Explanation

It is important to establish the potential for a development to be impacted by groundwater early in the design process, to ensure appropriate investigations are undertaken that inform the design and construction of the development.

Objective

- To ensure appropriate site investigations are undertaken to identify the potential for a development to be affected by groundwater.

Controls

i) All development proposals incorporating a basement level are required to undertake a preliminary geotechnical investigation to establish whether the development may be affected by groundwater

ii) This investigation must be undertaken by a suitably qualified geotechnical or hydrogeological engineer, and shall be submitted with the DA.

4.2 Basement design and construction

Explanation
Basements that may intersect the water table must be designed and constructed to preclude the need for dewatering after construction, while also avoiding unreasonable adverse effects on groundwater flows and quality, and on neighbouring properties.

This sub-section sets out requirements for documentation to be included with DAs. Council will also include conditions of development consent requiring design details and certification of the suitability of the basement design prior to approval to commence works on site, and certification upon completion that the works have been implemented in accordance with the approved documentation.

**Objective**

- To require sufficient information to demonstrate that the proposed works may be feasibly constructed without unreasonable impacts to neighbouring properties, groundwater conditions, or the structural integrity of the development.

**Controls**

1. Provide a letter or report prepared by a suitably qualified engineer experienced in the design of structures below a water table, confirming that the proposed basement will be designed and constructed in a manner that is suitable for the site conditions.

2. The report shall be submitted with the DA and include confirmation that the basement:
   - will be designed and certified by a suitably qualified and experienced engineer
   - will preclude the need for dewatering after construction
   - will be suitably water-proofed and tanked in all areas where groundwater may impact on the development
   - will include groundwater management systems if needed to maintain natural flowpaths of groundwater around the development.

**4.3 Groundwater during construction**

**Explanation**

Where a development intersects the groundwater table, temporary pumping (dewatering) may be required to allow construction to proceed. Dewatering is the process of removing groundwater from an aquifer to lower the water table below the lowest level of the excavation. This allows construction to proceed safely by limiting the potential for excavation instability and water-logged ground conditions.

Development proposals involving dewatering are referred for assessment, review and approval from the NSW Government’s Office of Water. If approval is granted, they will issue general terms of approval which will be incorporated into any development consent issued by Council. It is also necessary to obtain a Water licence from the Office of Water after development consent is issued, to permit the extraction of water from an aquifer.
Note that the Office of Water will not endorse continuous extraction of groundwater. Temporary de-watering may be approved by the Office of Water provided the design of basement areas precludes the need for dewatering after construction.

Council will also include conditions of development consent relating to excavation, shoring, piling, dewatering and other construction activities relating to basements affected by groundwater, including requirements for information/certification to be provided prior to approval to commence construction works.

Objectives

- To ensure that construction activities do not adversely impact on groundwater conditions or neighbouring properties.

- To identify requirements for development proposals that may require temporary de-watering during construction.

Controls

i) All DAs involving excavations that may require temporary de-watering, shall include a letter or report prepared by a suitably qualified engineer experienced in the construction of structures below a water table. The letter/report shall:

   a. outline the proposed method of construction and dewatering; and

   b. confirm that the basement can be feasibly constructed without causing unreasonable impacts on the groundwater system or neighbouring properties.

5 Flooding

Explanation

Flooding in NSW is managed in accordance with the NSW Government’s Flood Prone Lands Policy, which aims to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone property, and to reduce private and public losses resulting from floods, utilising ecologically positive methods wherever possible.

Randwick City Council is in the process of undertaking flood studies, Floodplain Risk Management Studies and Plans for its catchments to quantify flooding risks and potential measures in accordance with the NSW Government’s Floodplain Development Manual.

RLEP includes flood planning provisions (Cl 6.3) applying to land at or below the defined flood planning level, and which require the consent authority to consider the impacts of development on flooding. This sub-section of the DCP supports RLEP, and provides controls for development consistent with the NSW

This sub-section applies to:

- Residential development on land below the 1% Annual Exceedence Probability (AEP) flood plus the required freeboard, and
- All other development on land below the Probable Maximum Flood (PMF) plus the required freeboard.

Applicants are encouraged to liaise with Council early in the design process to identify any applicable flooding implications.

Objectives

- To control development at risk of flooding in accordance with the NSW Government’s Floodplain Development Manual.
- To ensure that the economic and social costs which may arise from damage to property due to flooding is minimised and can be reasonably managed by the property owner and general community.
- To reduce the risk to human life and damage to property caused by flooding by controlling development on land impacted by potential floods.
- To ensure that development is appropriately sited and designed according to the site’s sensitivity to flood risk.

Definitions

Probable Maximum Flood (PMF):
The largest flood that could reasonably occur.

1% Annual Exceedance Probability (AEP) flood:
A flood with a 1% (1:100) probability of occurring in any given year, also known as the 100 year ARI.

5% Annual Exceedance Probability (AEP) flood:
A flood with a 5% (1:20) probability of occurring in any given year, also known as the 20 year ARI.

Freeboard:
A factor of safety typically used in relation to floor levels, to ensure that the required standard of protection is achieved.

Overland Flow Path:
The path of rain-induced surface run-off that is not part of a defined watercourse, including run-off in excess of the capacity of the underground drainage system.
5.1 Flood Studies and Plans

Objectives

- To ensure that development addresses any relevant flood studies, and is consistent with the requirements of any floodplain risk management studies or plans.

Controls

i) DAs are to identify any flood related information including flood levels, locations of floodways or overland flow paths impacting the site.

ii) Submit a site specific flood study or other calculations to demonstrate there is no adverse impact on flooding if a flood study for the catchment has not been prepared.

iii) Comply with any catchment-specific controls in an adopted Floodplain Risk Management Plan in addition to the controls in this section.

5.2 Flood effects

Objectives

- To ensure that development, either individually or cumulatively, minimises adverse impacts on flooding, conveyance of floodwaters and floodplain storage volume.

- To ensure that floodways and overland flow paths are not obstructed by development.

Controls

i) The development shall not increase flood effects elsewhere, having regard to loss of flood storage, changes in flood levels and velocities and the cumulative impact of multiple potential developments, for floods up to and including the 1% AEP flood.

ii) Floodways and overland flow paths must not be obstructed or diverted onto adjoining properties.

iii) Areas identified as flood storage areas must not be filled unless compensatory excavation is provided to ensure that there will be no net loss of floodplain storage volume below the 1% AEP flood.

5.3 Floor levels

Floor levels refer to the minimum required building floor levels. For development such as basements, the floor level refers to the lowest level at each access point.

Objective

Notes:

Refer to Council’s website for status of flood studies, and availability of information for different catchments.

Information including locations of floodways and flood levels is available from Council where a flood study for a particular catchment has been prepared.

Property specific information, where available, can be obtained from Council by completing a Flood Report Application Form.

A flood study may be prepared either by Council, or by the applicant in instances where Council requires the applicant to submit a flood study.
To ensure that floor levels are set at an appropriate height to reduce the frequency of inundation of structures and floors to an acceptable probability.

**Controls**

i) Building floor levels shall comply with the Table A – Floor Levels for Buildings, with exceptions noted below:

A single (once only) addition at the existing lowest habitable floor level may be permitted after a flood study has been prepared. Such an addition will be limited to:

a. A maximum 10 square metres for existing single and dual occupancy dwellings,

b. up to 10 percent of the existing gross floor area for all other development (note for large buildings, this increase may be limited to a lower amount)

ii) A certificate by a registered surveyor shall certify that the floor levels are not less than the required level.

iii) Where the lowest habitable floor area is elevated more than 1.5m above ground level, a restriction is to be placed on the title of the land confirming that the sub-floor area is not to be enclosed.

**Table A - Floor Levels for Buildings**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Floor level</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Habitable Floors - all development (excluding critical facilities)</strong></td>
<td></td>
</tr>
<tr>
<td>Inundated by flooding</td>
<td>1% AEP + 0.5m freeboard</td>
</tr>
<tr>
<td>Inundated by overland flow path</td>
<td>Two times the depth of flow in the 1% AEP flood with a minimum of 0.3m above the surrounding surface</td>
</tr>
<tr>
<td><strong>Habitable floors - Critical facilities</strong></td>
<td></td>
</tr>
<tr>
<td>Inundated by flooding</td>
<td>PMF + 0.5m freeboard</td>
</tr>
<tr>
<td>Inundated by overland flow path</td>
<td>Two times the depth of flow in the PMF with a minimum of 0.3m above the surrounding surface</td>
</tr>
<tr>
<td><strong>Non-habitable floors – residential outbuildings (excluding garages)</strong></td>
<td></td>
</tr>
<tr>
<td>Gross floor area less than or equal to 10 square metres.</td>
<td>1% AEP but not less than 0.15m above surrounding ground level</td>
</tr>
<tr>
<td>Gross floor area greater than 10 square meters.</td>
<td>The applicable habitable floor level</td>
</tr>
<tr>
<td><strong>Non-habitable floors – Industrial and commercial</strong></td>
<td></td>
</tr>
<tr>
<td>Located on flooding or overland flow path</td>
<td>1% AEP but not less than 0.15m above surrounding ground level</td>
</tr>
<tr>
<td><strong>Material storage locations – all development</strong></td>
<td></td>
</tr>
<tr>
<td>Materials sensitive to flood damage, or which may cause pollution or be potentially hazardous during flooding</td>
<td>1% AEP + 0.5m freeboard</td>
</tr>
</tbody>
</table>

*Note: floor levels for car parking are covered in 5.5*
5.4 Building components

Objective

- To ensure the structure and construction of development is compatible with flooding up to the applicable floor level.

Controls

i) All development shall have flood compatible building components below the floor levels identified in Table A.

ii) All structures shall be constructed to withstand the forces of floodwater, debris and buoyancy up to and including the floor levels identified in Table A.

5.5 Driveway access and car parking

Objectives

- To ensure car parking and site access is constructed to an acceptable flood standard.

- To require appropriate protection measures for warning and safe evacuation from basement car parking.

- To minimise the likelihood of cars or other objects becoming floating debris during a flood.

Controls

i) Car parking floor levels shall comply with Table B – Floor Levels for Car Parking.

ii) Locate vehicular access where the road level is greater than or equal to the required floor level for the car park. Where road access above the required floor level is not available, locate vehicular access at the highest feasible location.

Note:

For more information on overland flow paths, contact Council’s Development Engineering section.

Overland flow paths occur when:

- The maximum cross sectional depth flowing through and upstream of the site is less than 0.25m for the 1% AEP flood for other than critical facilities, or 0.25 for the PMF for critical facilities; and

- Existing surface levels within the site are above the floor level requirements, at the nearest downstream trapped low points, and

- The flood study demonstrates that blockage to any upstream trapped low point does not increase the depth of flow to greater 0.25m.

Note:

For additional guidance on structural soundness and flood compatibility of buildings refer to: Reducing Vulnerability of Buildings to Flood Damage – Guidance on Building in Flood Prone areas (Hawkesbury-Nepean Flood Plain Management Steering Committee, 2006)
iii) The level of the driveway between the road and car park shall be no lower than 0.3m below the 1% AEP flood or such that the depth of inundation during the 1% AEP flood is not greater than the depth of flooding at either the car park or the road where the site is accessed.

iv) Underground car parking accommodating more than three vehicles shall have warning systems signage and exits to ensure adequate warning and safe evacuation.

v) Barriers shall be provided to prevent floating vehicles leaving the site during the 1% AEP flood if the depth of flooding at the car space exceeds 0.3m.

vi) Vehicle access to critical facilities that have an emergency function must be achieved for floods up to the PMF.

Table B - Floor Levels for Car Parking

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Floor Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above ground level open car parking, car ports and garages</td>
<td>5% AEP flood</td>
</tr>
<tr>
<td>Open car parking spaces and car ports</td>
<td>1% AEP but not less than 0.15m above surrounding ground level</td>
</tr>
<tr>
<td>Residential garages with up to two spaces</td>
<td>Applicable residential habitable floor level requirement (Table A)</td>
</tr>
<tr>
<td>Residential garages with more than two spaces</td>
<td>Applicable industrial/commercial floor level requirement (Table A)</td>
</tr>
<tr>
<td>Enclosed industrial/Commercial parking spaces</td>
<td></td>
</tr>
<tr>
<td>Underground car park (where floor level is more than 0.8m below ground)</td>
<td></td>
</tr>
<tr>
<td>All driveways</td>
<td>1% AEP plus 0.3m freeboard at its highest point</td>
</tr>
<tr>
<td>All emergency exits</td>
<td>All underground garages and car parks to have emergency exits protected from</td>
</tr>
<tr>
<td></td>
<td>inundation up to the 1% AEP flood plus 0.5m freeboard with a minimum of 0.2m</td>
</tr>
<tr>
<td></td>
<td>freeboard from vehicle entry point.</td>
</tr>
<tr>
<td>All other openings inundated by flooding or local overland flow path</td>
<td>All openings to be sealed up to 1% AEP + 0.5m freeboard with a minimum of 0.3m above the surrounding ground level</td>
</tr>
</tbody>
</table>
5.6 Safety and evacuation

Objective

- To ensure development provides for the safety of persons and emergency access during a flood.

Controls

i) Include a description of the safety and evacuation methodology with all DAs, including:

a) the provision of reliable and safe egress for inhabitants from the lowest habitable floor level to a publicly accessible location above the PMF level.

b) the method of access for emergency personnel.

5.7 Management and design

Objectives

- To ensure stored materials do not become hazardous during a flood.

- To ensure land subdivisions have suitable potential to be developed in accordance with the flooding requirements of this DCP.

- To ensure development does not increase erosion, siltation or destruction of natural or modified watercourses, wetlands or coastal areas.

- To ensure fencing does not obstruct the flow of flood waters, become unsafe during times of flood or become moving debris.

Controls

i) Land shall not be subdivided unless it is demonstrated that the newly created parcels of land can be developed in accordance with the flooding requirements of this DCP. Parcels created for the specific purpose of being transferred to Council ownership are exempt from this requirement.

ii) The development shall not cause or increase erosion, siltation or destruction of natural or modified watercourses, wetlands or coastal areas.

iii) Fencing within a floodway or overland flow path shall be of permeable open type design, and be constructed to withstand the forces of floodwaters or to collapse in a controlled manner.

iv) Any proposed storage area shall be constructed and located to prevent stored materials or goods becoming hazardous during a flood.

Note:

For some developments a condition of consent may be imposed to require the placement of a safety and evacuation plan for all building occupants in a visible location.

Permeable open type fences are fences with sufficient openings to allow the unobstructed flow of water.
**Explanation**

A Management Plan is a document which outlines how the operation of a premises will be managed to minimise any potential impacts on the amenity of surrounding properties and/or the locality.

A Management Plan may be required as a condition of development consent for proposals for late night trading premises, sex services premises, backpackers accommodation, boarding houses and amusement centres. It may also be required for any other land uses that in the opinion of Council may potentially have unacceptable amenity impacts if poorly managed.

The content and level of detail in a Management Plan will vary on a case by case basis depending on the nature and intensity of the proposed land use or its intended location. Applicants are advised to also refer to the relevant DCP section for additional Management Plan requirements for specific land uses.

A Management Plan should be in the form of a separate attachment with a DA.

**Controls**

The Management Plan must address the following requirements:

1. **Objectives**
   
i) Objectives articulating the need for preparation of the Management Plan and outcomes it sets out to achieve.

2. **Site and Context Details**
   
   (i) Street address and lot number of the land to which the Management Plan applies.

   (ii) Date of preparation.

   (iii) Registered business name and trading name of the premises.

   (iv) A description of the primary use of the premises as well as any secondary/ancillary uses. This may be in the form of a floor or site plan indicating the use of all areas within the building or site.

   (v) Types of activities within the premises including any variations at different times of the day, week or in different seasons.
(vi) Any ‘active areas’ adjacent to the boundaries of the site associated with the premises (e.g. outdoor dining, queuing areas etc) where relevant.

(vii) A brief description of surrounding land uses including:
- Proximity to residential and other sensitive land uses (e.g. schools, places of worship etc).
- Premises of a similar nature and scale.

(viii) Maximum capacity of the premises.

(ix) A schedule of proposed hours of operation for each day of the week for all areas of the premises.

3 Operational Details

i) Name and contact details of operator/manager and type of management arrangement (e.g. on site or managed through off site agent etc).

ii) Organisational structure including number of staff, key roles and responsibilities. Information on any variation to staffing levels at different times of the day, week, or during different seasons should be provided.

iii) The procedure for receiving, recording and handling complaints regarding the operation of the premises. A Complaints Register should be maintained on site which includes the following information:
- Complaint date and time.
- Name, address and contact details of person making the complaint.
- Nature of complaint.
- Name of staff on duty.
- Action undertaken by premises to resolve the complaint.
- Follow up and outcome.

(iv) Details of training and induction procedures to ensure staff are aware of the provisions of the Management Plan and emergency procedures.

(v) Any requirements in respect of the on-going management of the premises arising from any conditions placed on the Development Determination, if approved.

4 Amenity

i) Details on all measures to be undertaken to ensure that the operation of the premises will not adversely affect the amenity of the locality by way of noise, vibration, fumes, waste disposal and the like.

5 Safety and Security

i) Details on systems and procedures to ensure the safety and well being of staff, patrons/residents and/or other users of the premises including:
- Risk management procedures appropriate to the service provisions (e.g. accident and injury etc).
- Method of surveillance of common areas.
- Location and monitoring of security alarms.
- Security personnel and their duties.

6 Waste Management

i) Procedures for minimising and managing waste and litter that is generated on site.

ii) Details on how and when waste will be collected.

iii) Details of when (frequency) and how the premises will be cleaned and serviced.

iv) Location of waste storage areas.

7 Fire Safety

i) Details on proposed fire safety regime including:

- Annual certification (if required).
- Maintenance of emergency systems.
- Actions to reduce fire risks.
- Provision of an emergency evacuation plan.

8 Deliveries and Loading/Unloading

i) Details on deliveries including frequency, hours and type of vehicles associated with delivery and loading/unloading.

ii) Guidelines for service providers and staff on how to mitigate any adverse impacts.

9 Declaration

i) A signed declaration from the licensee/manager that they have read, understood and will ensure compliance with the approved Management Plan.
Explanation

Randwick City covers almost 30km of coastline. The RLEP has identified visually prominent residential areas and commercial centres as the Foreshore Scenic Protection Area, to recognise, protect and enhance the scenic qualities of the coastline.

Development on any land located within the Foreshore Scenic Protection Area must be located and designed to minimise visual impact on public areas, including views to and from the coastline, foreshore reserves and open space.

This section includes controls to ensure future development is of high architectural quality and is sensitive to the aesthetic values of the foreshore areas.

Objectives

- To protect the natural landscape qualities and aesthetic appeal of the foreshore areas.
- To encourage high quality designs for dwellings that are sensitive and sympathetic to the natural landform, colours and landscape character of the foreshore areas.
- To retain and provide an ambient landscape that is suitable to the coastal conditions and enhances the scenic qualities of the foreshore.

Controls

i) The design of buildings must consider their visual presentation to the surrounding public domain, including streets, lanes, parks, reserves, foreshore walkways and coastal areas. All elevations visible from the public domain must be articulated.

ii) Outbuildings and ancillary structures must be integrated with the design of the main dwelling in a coherent architectural expression. They must not present as temporary or make-shift structures, nor constructed with non-durable, low quality materials.

iii) The exterior colour scheme must complement the natural elements in the coastal areas. The colour palette must predominantly consist of light toned neutral hues.

iv) High reflective glass in windows and doors visible from the public domain must not be used.
v) Finishing materials to buildings must be capable of properly withstanding deterioration and weathering accelerated by the coastal conditions.

vi) Plant species selected for landscaping must be capable of withstanding the exposed and windy coastal environment. Professional landscape advice must be obtained in the selection of species.

vii) Adequate soil depth must be reserved around buildings for gardens and soft landscaping purposes.

viii) Any exposed coping structures of swimming and spa pools must be minimised and screened from view from the public domain.

ix) Any rock outcrops, shelves and large boulders must be retained on the site and integrated into the landscape design.

x) Any retaining walls within the foreshore area (that is, encroaching upon the Foreshore Building Line) must be constructed or clad with sandstone.
Development in Laneways Nominated for Road Widening

Explanation

A number of narrow laneways in Randwick City have been identified for road widening. In many of these nominated laneways, Council has already commenced widening works which are gradually transforming the lane character.

These nominated laneways are listed below:

a) Ferguson Street, Maroubra, between Maroubra Road and Beauchamp Road
b) Glanfield Street, Maroubra, between Bunnerong Road and Bruce Bennetts Place
c) Green Street, Maroubra, between Anzac Parade and Cooper Street
d) Galvin Street, Maroubra, between Cooper Street and Mulgray Avenue
e) Mason Street, Maroubra, between Bunnerong Road and Anzac Parade
f) Alma Road, Maroubra, between Anzac Parade and Cooper Street
g) Metcalfe Street, Maroubra, between Garden Street and Flower Street
h) Nevorie Crescent, Maroubra, between Royal Street and Hannan Street
i) Marjorie Crescent, Maroubra, between Storey Street and Royal Street
j) Eastmore Place, Maroubra, between Bunnerong Road and Marjorie Crescent
k) Bundock Lane, Randwick, between Avoca Street and Canberra Street

The development of residential dwellings fronting these laneways is encouraged. Subject to dedication of land for the purpose of laneway widening, payment of relevant fees and compliance with the objectives of this DCP, subdivision for a dwelling to the rear lane may be permitted, notwithstanding the minimum allotment sizes required for subdivision under the RLEP.
The special land dedication requirements for corner blocks and specific allotments are detailed in Council’s Subdivision Code.

Objectives

- To facilitate widening and streetscape improvement of specially nominated laneways in Randwick City.
- To achieve the dedication of land for laneway widening purposes through permitting subdivision and dwelling house development on nominated sites fronting the lanes.

Controls

Notwithstanding the minimum allotment size provisions of the RLEP and the minimum frontage width requirements of this DCP, the subdivision of land for a dwelling house fronting a nominated laneway may be permitted having regard to the following criteria:

i) The merits of the proposal and compliance with the objectives of this DCP; and

ii) The dedication to Council of a strip of land 4.57m in depth along the frontage of the lane for road widening purposes.
Low Density Residential

Contents

1 Introduction ................................................................................................................................. 2

2 Site Planning ............................................................................................................................... 3
   2.1 Minimum Lot Size and Frontage ........................................................................................... 3
   2.2 Site Layout for Detached Dual Occupancies ....................................................................... 4
   2.3 Site Coverage ....................................................................................................................... 6
   2.4 Landscaping and Permeable Surfaces ................................................................................. 7
   2.5 Private Open Space ............................................................................................................. 9

3 Building Envelope ..................................................................................................................... 11
   3.1 Floor Space Ratio ................................................................................................................. 11
   3.2 Building Height ................................................................................................................... 11
   3.3 Setbacks ............................................................................................................................ 13

4 Building Design ......................................................................................................................... 17
   4.1 General ............................................................................................................................... 17
   4.2 Additional Design Provisions for Semi-Detached Dwellings ............................................ 19
   4.3 Additional Design Provisions for Attached Dual Occupancies ........................................ 21
   4.4 Roof Design and Features ............................................................................................... 22
   4.5 Colours, Materials and Finishes....................................................................................... 25
   4.6 Earthworks ....................................................................................................................... 25

5 Amenity ...................................................................................................................................... 27
   5.1 Solar Access and Overshadowing ...................................................................................... 27
   5.2 Energy Efficiency and Natural Ventilation ........................................................................ 28
   5.3 Visual Privacy .................................................................................................................... 30
   5.4 Acoustic Privacy ................................................................................................................. 31
   5.5 Safety and Security ............................................................................................................ 33
   5.6 View Sharing ..................................................................................................................... 34

6 Car Parking and Access ........................................................................................................... 35
   6.1 Location of Parking Facilities ............................................................................................. 36
   6.2 Parking Facilities Forward of Front Façade Alignment ....................................................... 38
   6.3 Setbacks of Parking Facilities ........................................................................................... 39
   6.4 Driveway Configuration ..................................................................................................... 39
   6.5 Garage Configuration ......................................................................................................... 40
   6.6 Carport Configuration ....................................................................................................... 40
   6.7 Hardstand Car Space Configuration ................................................................................ 41

7 Fencing and Ancillary Development ....................................................................................... 41
   7.1 General - Fencing .............................................................................................................. 42
   7.2 Front Fencing .................................................................................................................... 42
   7.3 Side and Rear Fencing ...................................................................................................... 44
   7.4 Outbuildings ..................................................................................................................... 44
   7.5 Swimming and Spa Pools ............................................................................................... 45
   7.6 Air Conditioning Equipment ............................................................................................ 46
   7.7 Communications Dishes and Aerial Antennae ................................................................. 46
   7.8 Clothes Drying Facilities ................................................................................................ 46

8 Area Specific Controls ............................................................................................................ 47
   8.1 Development in Laneways ............................................................................................... 47
1 Introduction

This section applies to all new development and alterations and additions for low density forms of housing in Randwick City, being:

- Dwelling houses
- Semi-detached dwellings
- Dual occupancies (attached)
- Dual occupancies (detached)
- Secondary dwellings

And ancillary facilities relating to the above land uses.

Note:

Dual occupancies (detached) are only permissible in R3 (Medium Density Residential) Zones.

Secondary dwellings are made permissible by State Environmental Planning Policy (Affordable Rental Housing) 2009 in all residential zones. The controls in this DCP supplement the provisions of the SEPP. Where there is any inconsistency between the provisions of this DCP and the SEPP, the SEPP shall prevail to the extent of that inconsistency.

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

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

2.1 Minimum Lot Size and Frontage

Explanation

The lot size controls are contained in the RLEP.

These lot frontage controls supplement the LEP provisions on lot size, and aim to maintain the established character of low density neighbourhoods occupied by dwelling houses, semi-detached dwellings, attached dual occupancies or a mixture of these housing types.

The frontage control serves to ensure suitable subdivision configuration, which will in turn enable dwellings of adequate dimensions, configuration and amenity performance. It also functions to ensure that suitable space for open space and visually acceptable and efficient parking and access arrangements could be achieved.

Objectives

- To ensure land subdivision respects the predominant subdivision and development pattern of the locality.
- To ensure land subdivision creates allotments that have adequate width and configuration, to deliver suitable building design and to maintain the amenity of the neighbouring properties.

Controls

i) The minimum frontage width for allotments resulting from the subdivision of land within Zone R2 (Low Density Residential) for the purposes of dwelling houses and semi-detached dwellings is 12m.

See Clause 4.1(4) of RLEP for minimum subdivision standards for residential purposes in Zone R2 (Low Density Residential).

ii) The minimum frontage width for allotments resulting from the subdivision of land within Zone R3 (Medium Density Residential) for the purposes of dwelling houses is 9m.

iii) Any subdivision of land within Zones R2 (Low Density Residential) and R3 (Medium Density Residential) must not create battle-axe or hatchet shaped allotments for the purposes of dwelling houses, semi-detached dwellings or dual occupancies (attached and detached).

iv) The minimum frontage width for the development of a dual occupancy (attached) within Zone R2 (Low Density Residential) is 15m.
2.2 Site Layout for Detached Dual Occupancies

Explanation

Detached dual occupancy is permissible only in the R3 Zone in Randwick City to provide flexibility in housing choice. It may be suitable for allotments, which do not have sufficient dimensions for other types of medium density residential development.

Building layout plays an important role in ensuring adequate levels of amenity for the occupants of the dual occupancy dwellings and the adjoining properties, and to avoid adverse visual impacts on the streetscape.

Objectives

- To ensure detached dual occupancy has suitable scale and form that complement the streetscape.
- To ensure detached dual occupancy does not result in unreasonable impacts on the surrounding properties in terms of visual amenity, solar access and privacy.
- To ensure each dwelling in a detached dual occupancy achieves adequate levels of living amenity in terms of private open space provision, solar access, privacy and accessibility.

Controls

i) Detached dual occupancies may be developed only if:

- The allotment has dual frontages with either rear lane or secondary street access; or
- The allotment has a primary street frontage of at least 18m in width.

ii) The dwellings in a detached dual occupancy must be sited in the following manner:

- One dwelling fronting the primary street and the other fronting the rear lane;
- One dwelling fronting the primary street and the other fronting the secondary street; or
- Both dwellings fronting the primary street in a side by side arrangement for sites without rear lane or secondary street access.
Site layout options for detached dual occupancy

iii) Minimum building separation between the two dwellings in a detached dual occupancy must satisfy the following:

<table>
<thead>
<tr>
<th>Site characteristics</th>
<th>Building layout</th>
<th>Minimum building separation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dual frontages with rear lane access</td>
<td>One dwelling fronting the street, with the other fronting the rear lane</td>
<td>10m</td>
</tr>
<tr>
<td>Corner allotment</td>
<td>One dwelling fronting the primary street, with the other fronting the secondary street</td>
<td>Merit assessment</td>
</tr>
<tr>
<td>Single frontage</td>
<td>Both dwellings fronting the street in a side by side arrangement</td>
<td>1800mm</td>
</tr>
</tbody>
</table>
Building separation is the distance between the nearest external walls of two buildings, excluding eaves, gutters, unroofed terraces, decks or landings not more than 1m above ground level (finished), and minor projecting features, such as awnings, sun hoods, screening devices and the like.

iv) A footpath of not less than 900mm in width must be provided to link any rear lane dwelling with the street frontage.

Note: This requirement does not apply to corner allotments.

2.3 Site Coverage

Explanation

Site coverage in conjunction with setback controls determine the extent and location within which a building may be developed. It aims to reserve sufficient unbuilt upon areas on a site for accommodating private open space, deep soil planting, permeable surfaces and open recreational and service areas.

Site coverage is expressed as a percentage to describe the proportion of a site that could be built upon. The allowable site coverage generally decreases as allotment size increases, so that the mass and scale of any building will not form a detracting feature compromising the streetscape character.

Objectives

- To ensure new development and alterations and additions to existing dwellings reserve adequate unbuilt upon areas for the purpose of private open space, deep soil planting, permeable surfaces and ancillary development.
Controls

i) Maximum site coverage must meet the following:

<table>
<thead>
<tr>
<th>Site Area</th>
<th>Maximum Site Coverage (% of site area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 300 sqm</td>
<td>60%</td>
</tr>
<tr>
<td>301 to 450 sqm</td>
<td>55%</td>
</tr>
<tr>
<td>451 to 600 sqm</td>
<td>50%</td>
</tr>
<tr>
<td>601 sqm or above</td>
<td>45%</td>
</tr>
</tbody>
</table>

**Definition:**

“Site coverage”, for development, does not include any of the following:

- an access ramp,
- any part of an awning, blind or canopy that is outside the outer wall of a building,
- a balcony, deck, patio, pergola, terrace or verandah attached to the dwelling that is not enclosed by a wall higher than 1.4m above the floor level,
- the eaves,
- a driveway,
- a fence or screen,
- a pathway or paving,
- a rainwater tank that is attached to the dwelling,
- a swimming pool or spa pool.

2.4 Landscaping and Permeable Surfaces

**Explanation**

Landsaping assists in visually integrating development with the streetscape and the wider neighbourhood. It also provides an attractive and useable outdoor environment.

Deep soil planting moderates local climatic conditions, and enhances permeability of surface water and infiltration of stormwater, thus improving the environmental performance of development. It also provides for trees, shade and plays a screening function that improves mutual privacy and visual amenity between development and the neighbours.

**Definition:**

Deep soil permeable surfaces include areas used for the growing of plants (including grasses, shrubs and trees) and areas occupied by loose gravels upon soil at the ground level of the site.

Deep soil permeable surfaces do not include swimming and spa pools, paved areas, planter boxes, or planted areas above basements, podiums, roofs or slabs.
Objectives

- To ensure landscaped areas are effectively distributed on the site to achieve a visual balance between building structures and open space.
- To provide privacy screening between dwellings.
- To retain and provide for canopy trees and large shrubs to contribute to the establishment of vegetation corridors across the locality.
- To assist with stormwater infiltration and reduction of overland flow.

Controls

i) Deep soil permeable surfaces must be provided in accordance with the table below:

<table>
<thead>
<tr>
<th>Site area</th>
<th>Minimum Deep Soil Permeable Surfaces (% of site area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 300 sqm</td>
<td>20%</td>
</tr>
<tr>
<td>301 to 450 sqm</td>
<td>25%</td>
</tr>
<tr>
<td>451 to 600 sqm</td>
<td>30%</td>
</tr>
<tr>
<td>601 sqm or above</td>
<td>35%</td>
</tr>
</tbody>
</table>

ii) Deep soil permeable surfaces must have a width of not less than 900mm.

iii) Maximise the amount of permeable surfaces in the front yards of new development.

iv) Existing mature native trees on the site must be retained and incorporated in the landscape design whenever possible. Where a development involves removal of such existing trees, suitable replacement planting of equivalent or larger size must be provided.

v) New development must incorporate a minimum of 1 canopy tree per allotment capable of reaching a mature height of at least 6m. For allotments with constrained dimensions or site conditions, a smaller tree with minimum mature height of 4m may be accepted.

The above requirement may not apply if the existing mature tree/s of similar or larger size is proposed or required to be retained.

Suitable soil depth and volume must be provided on the site to support the healthy, sustained growth of trees.

vi) Proposed and existing retained trees must be protected by locating paved areas, underground services (including
rainwater tanks) and building structures away from their root zones.

Not drawn to scale
Refer to the relevant controls for thresholds on deep soil permeable surfaces and private open space
Indicative elements of deep soil permeable surfaces

2.5 Private Open Space

Explanation

Private open space provides outdoor living areas for recreational activities of residents. Private open space should be located and designed to maximise solar access, privacy, accessibility and useability.

Objectives

- To ensure an adequate level of private open space is provided for dwellings to enable passive recreational activities by residents.
- To ensure private open space is designed for useability, solar access, privacy and accessibility.
- To ensure dual occupancy development provides a suitable level of functional private open space for each dwelling that offers high amenity for residents.
Controls

i) Provide at least 1 contiguous area of private open space satisfying the following:

<table>
<thead>
<tr>
<th>Minimum Dimensions for Contiguous Private Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dwelling Houses &amp; Semi-Detached Dwellings</strong></td>
</tr>
<tr>
<td><em>Site area</em> &amp; <em>Minimum dimensions</em></td>
</tr>
<tr>
<td>Up to 300 sqm</td>
</tr>
<tr>
<td>301 to 450 sqm</td>
</tr>
<tr>
<td>451 to 600 sqm</td>
</tr>
<tr>
<td>601 sqm or above</td>
</tr>
</tbody>
</table>

| **Dual Occupancies (Attached and Detached)** | |
| *Site area* & *Minimum dimensions* | |
| 451 to 600 sqm | 5m x 5m each dwelling |
| 601 sqm or above | 6m x 6m each dwelling |

ii) The contiguous private open space must satisfy the following criteria:

- Situated at ground level (except for attached dual occupancy development where one dwelling is situated above another);
- Does not include any open space on podiums or roofs;
- Adjacent to and directly accessible from the living or dining room of the dwelling;
- Oriented and configured to maximise solar access;
- Located to the rear of the allotment behind the dwelling where possible;
- Has minimal change in gradient; and
- Includes landscaped areas, terraces, decks, paved surfaces and the like.
3  Building Envelope

Building envelope is an imaginary 3-dimensional space within which a development may occur. Building envelope is defined by setbacks, building height, wall height and FSR.

3.1  Floor Space Ratio

Explanation

Floor space ratio (FSR) is a measure that assists in controlling the mass and bulk of a development. FSR operates in conjunction with building height, wall height and setback controls to define the 3-dimensional space within which a development may occur, that is, the building envelope. FSR is expressed as a ratio of the permissible gross floor area to the site area.

The maximum permissible FSR for any development is prescribed in the RLEP.

3.2  Building Height

Explanation

Building height is a major factor affecting the visual mass of a development and the degree of overshadowing on the neighbouring properties.

In Randwick City, dwelling houses, semi-detached dwellings and dual occupancies are typically single to double storeys, with an additional storey occurring on sloping sites.

The maximum building height control is stipulated in the RLEP, which varies across different residential zones. The maximum building height is specified at 9.5m in the R2 (Low Density Residential) Zone. This maximum building height control is measured to the topmost point of a building.

Operating in conjunction with the LEP height control, external wall height provision in this DCP stipulates the maximum height for the external enclosing walls of a building. Any structures above the wall height limit are intended for roof elements only. The two height controls together ensure the scale and mass of development complement the desirable streetscape character and achieve a suitable urban design outcome.

Definition:

“Wall height” is the vertical distance as measured from the ground level (existing) to the topmost point of an external wall. The topmost point of an external wall is taken to be the underside of the eaves or the highest point of a parapet, and excludes gable ends and clerestory windows. For skillion or butterfly roofs, the highest point of the external wall is measured to the underside of the eave of the lower end of the roof. For dormer windows that protrude horizontally from the roof by 2m or more, external wall height is measured to the underside of the dormer eaves.
For skillion or butterfly roofs, external wall height is measured to the underside of the eave on the lower end of the roof

**Measurement of external wall height for skillion or butterfly roofs**

**Objectives**

- To ensure development height establishes a suitable scale to the street and contributes to its character.

- To ensure development height does not cause unreasonable impacts upon the neighbouring dwellings in terms of overshadowing, view loss, privacy and visual amenity.

- To ensure the form and massing of development respect the topography of the site.

**Controls**

i) The maximum external wall height is 7m. For steeply sloping sites, the maximum external wall height is 8m.

**Note:**

Refer to Sub-Sections 7.4 and 8.1 for building height controls for outbuildings and laneway development.
The minimum floor-to-ceiling height for living areas, such as living room / lounge and dining room, is 2700mm.

**Note:**

This control does not apply to outbuildings, including any detached secondary dwellings. Refer to State Environmental Planning Policy (Affordable Rental Housing) 2009 for provisions relating to secondary dwellings.

ii) The maximum external wall height for all detached dual occupancies must be as follows:

<table>
<thead>
<tr>
<th>Detached Dual Occupancy</th>
<th>Maximum external wall height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling fronting the primary or secondary street</td>
<td>7m for sites with flat or gentle gradient</td>
</tr>
<tr>
<td></td>
<td>8m for sloping sites</td>
</tr>
<tr>
<td>Dwelling fronting the rear lane</td>
<td>7m</td>
</tr>
</tbody>
</table>

iii) An alternative design that variates from the above external wall height controls may be acceptable having regard to the following consideration:

- Site topography
- Site orientation
- Allotment configuration
- Allotment dimensions
- Potential impacts on the visual amenity, solar access, privacy and views of the adjoining properties

### 3.3 Setbacks

**Explanation**

Setbacks define the outer extremities of a building in relation to the front, side and rear boundaries. The front setback control is formulated to maintain any established building alignment along the street. Side and rear setbacks are devised to ensure an adequate level of building separation, and to provide for access, landscaping, privacy and natural lighting and ventilation.

**Measurement Rules:**

- Setback distances are measured perpendicular (that is, at 90 degrees angle) from the boundary to the outer face of the building elevation, excluding eaves, gutters, unroofed terraces, decks or landings not more than 1m above ground level (finished) and minor projecting features, such as awnings, sun hoods, screening devices and the like.
- Any basement or semi-basement level protruding 1.2m or more above ground level (finished) at any point will be counted as a storey.

Objectives

- To maintain or establish a consistent rhythm of street setbacks and front gardens that contributes to the character of the neighbourhood.
- To ensure the form and massing of development complement and enhance the streetscape character.
- To ensure adequate separation between neighbouring buildings for visual and acoustic privacy and solar access.
- To reserve adequate areas for the retention or creation of private open space and deep soil planting.
- To enable a reasonable level of view sharing between a development and the neighbouring dwellings and the public domain.

3.3.1 Front Setbacks

Controls

i) The front setback must be consistent with the average setbacks of the adjoining dwellings. Where there are no adjoining dwellings, the setback must be no less than 6m.

Where a development is proposed in an area identified as being under transition in the site analysis, the front setback will be determined on a merit basis.

ii) For corner allotments, the setback from the secondary street frontage must be in accordance with the following minimum requirements:

- 900mm for allotments with primary frontage width of less than 7m
- 1500mm for all other sites

iii) The front setback areas must be free of structures, such as swimming pools, above-ground rainwater tanks and outbuildings.

Note:

Transitional areas can be areas of mixed character, without clearly prevailing characteristics or features. They can also be precincts or localities in the process of undergoing change in terms of character or built form.
3.3.2 Side Setbacks

Controls

i) Comply with the minimum side setbacks as follows:

<table>
<thead>
<tr>
<th>Frontage width</th>
<th>Ground storey</th>
<th>First storey</th>
<th>Second storey &amp; above</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 6m</td>
<td>900mm</td>
<td>900mm</td>
<td>900mm</td>
</tr>
<tr>
<td>6m ~ 8m</td>
<td>900mm</td>
<td>900mm</td>
<td>900mm</td>
</tr>
</tbody>
</table>

**Note:**

Any basement or semi-basement protruding less than 1.2m above ground level (finished) will not be counted as a storey. In this case, the “ground storey” is taken to be the level immediately above and will be subject to the relevant side setback control.

<table>
<thead>
<tr>
<th>Frontage width</th>
<th>Ground storey</th>
<th>First storey</th>
<th>Second storey &amp; above</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 9m</td>
<td>900mm</td>
<td>900mm</td>
<td>900mm</td>
</tr>
<tr>
<td>9m ~ 12m</td>
<td>900mm</td>
<td>900mm</td>
<td>1500mm</td>
</tr>
<tr>
<td>12m and above</td>
<td>1200mm</td>
<td>1200mm</td>
<td>1800mm</td>
</tr>
</tbody>
</table>

Application of side setback controls

**Note:**

Refer to Sub-Section 6 for further information relating to side setback requirements for parking facilities.
3.3.3 Rear Setbacks

Controls

i) The minimum rear setback must be 25% of allotment depth or 8m, whichever is the lesser.

Note: Rear setback controls do not apply to corner allotments.

ii) Provide increased rear setbacks over and above the aforementioned minimum requirements, or demonstrate that this is not required, having regard to the following matters:

- Existing predominant rear setback line in the subject urban block.

- The need to achieve reasonable view sharing with the neighbouring dwellings and the public domain.

- The need to adequately protect the privacy and solar access to the neighbouring dwellings.

iii) Garages, carports, outbuildings, swimming or spa pools, above-ground water tanks, and unroofed decks and terraces attached to the dwelling may encroach upon the required rear setback, in so far as they comply with other relevant provisions of this DCP.

iv) For irregularly shaped allotments, or allotments with the longest boundary abutting the street or the rear adjoining neighbour (that is, the frontage width being longer than the site depth), the rear setback will be assessed on merit having regard to demonstration of the following:

- Compatibility with the existing development pattern in the subject and adjoining urban blocks.

- Provision of adequate private open space with dimensions compliant with the requirements of this DCP.

- Potential impacts on the neighbouring dwellings in terms of solar access, privacy and view sharing.
4 Building Design

4.1 General

Explanation

Following the establishment of the permissible building envelope (defined by site coverage, setbacks, FSR, overall building height and external wall height), the form and mass of development need to be modelled to respond specifically to the site characteristics and the surrounding natural and built context.

Facade treatment and detailing affect the visual presentation of buildings and play a pivotal role in enhancing the character and continuity of streetscapes. Façade composition has an impact on the perceivable bulk and scale of a building and should be carefully exercised to achieve an appropriate streetscape outcome.

Objectives

- To ensure the form, scale, massing and proportions of dwellings recognise and adapt to the characteristics of a site in terms of topography, configuration, orientation and surrounding natural and built context.

- To ensure building facades are articulated to complement or enhance the existing streetscape and neighbourhood character.

- To encourage contemporary and innovative designs to establish a preferred neighbourhood character in new and transitional residential areas.

Controls

i) Built form must respect and follow the natural topography of the site. On sloping sites, the building mass must be modelled or stepped in response to the land gradient and avoid concentrating the structural bulk on the uphill or downhill side of the allotment. (Note: when modelling the built form, avoid the creation of ‘wedding cake’ or ‘pyramid’ type of buildings due to their visual dominance and unsympathetic relationship with the natural landform.)

Avoid creating “wedding cake” or “pyramid” type of built form
ii) Articulate the external facades to reduce the apparent mass and present a human scale. This may be achieved by measures such as:

- Window openings
- Balconies or terraces
- Entry porches
- Staggered wall planes
- A combination of materials and finishes
- Decorative architectural elements

Design measures for modelling and articulating a building

iii) Divide side elevations into sections, bays or modules of not more than 12m in length, separated by measures, such as recesses or side courtyards, in order to avoid massive or unrelieved walls.

iv) Articulate all street elevations for development on corner allotments.

v) Alterations and additions to an existing dwelling must present an integrated design with suitable configuration, materials and detailing, so that the new and retained structures are visualised as one whole building.

Note:
For heritage items or buildings within conservation areas, it may be desirable to distinguish between old and new works. Refer to Section B2 Heritage for further details.

vi) Balconies, terraces and decks must be of a size and configuration that are appropriate to the proportions of the building without excessively increasing its visual bulk.
4.2 Additional Design Provisions for Semi-Detached Dwellings

Explanation

The following are additional provisions which must be addressed by proposals for symmetrical semi-detached dwellings.

Objectives

- Any redevelopment or alteration and addition to an individual semi-detached dwelling recognise it as being half of a pair of symmetrical, similar or complementary buildings.

- Any development to a semi-detached dwelling is carefully integrated with the building to which it is attached, and takes into account any possible future development to the latter.

Controls

i) Development must respect and enhance the architectural character of the pair of semi-detached dwellings as a coherent entity. The design of the works must be based on a detailed site and contextual analysis. Possible design solutions include:

- Respect the existing architectural expression and symmetry between the pair of semi-detached dwellings.

  The bulk of any first floor addition should be setback from the principal street frontage and accommodated to the rear of the dwelling, with a substantial portion of the existing front roof remaining intact. The addition should be positioned behind the apex or ridge of the main roof and retain any existing gable features and chimneys.

  The first floor addition should use a low profile roof form that is visually secondary to the existing front roof. Alternatively, the addition should adopt a roof form that is compatible with the style and period of the existing roof to be retained.

  This solution should not be used where the adjoining dwelling contains unsympathetic or poorly configured additions.

- Create a new character for the semi-detached dwelling based on a detailed analysis of the existing and potential architectural and streetscape outcome (e.g. construction of a first floor addition where its front setback is the same as that of the ground level).

  Note: The owners of the pair of semi-detached dwellings should coordinate with each other and present a

Note:

This is an important consideration in Heritage Conservation Area. Refer to the Heritage Section (B2 of this DCP) for further details.
consistent and integrated design approach to the buildings. It is encouraged that a DA/s for both dwellings be submitted to Council concurrently.

ii) Development to a semi-detached dwelling may be constructed to the common boundary with the adjoining dwelling.

iii) Avoid the exposure of existing blank party walls of the adjoining semi-detached dwelling to the public domain.

iv) New development must seek to minimise creation of exposed party walls at the common boundary. Where this is not feasible, the party walls must be appropriately finished.

The selection of materials used for alterations and additions must enhance the character of the pair of semi-detached dwellings.

Possible design solutions for first floor additions to semi-detached dwellings:
Respect the existing architectural expression with the first floor addition setback behind the roof ridge (above);
Create a new character for the pair of dwellings (below)
4.3 Additional Design Provisions for Attached Dual Occupancies

Explanation

Attached dual occupancies provide an alternative form of low density housing choice. They have the potential for more significant environmental impacts than single dwellings due to additional parking and access requirements and associated hard paved surfaces. Attached dual occupancies should present a similar bulk and scale as single dwellings in order to integrate with existing streetscapes.

The following are additional provisions which must be addressed by proposals for attached dual occupancies.

Objectives

- To ensure the configuration, scale, massing and proportions of attached dual occupancies are compatible with other dwellings in the street.
- To ensure parking facilities do not dominate the street elevations of dual occupancy dwellings but present as an integrated architectural element.

Controls

i) The garage for each dwelling within an attached dual occupancy must have a single car width only.

ii) Articulate the front facade to soften the visual dominance of parking facilities. This may include the following measures:

- Place balconies or verandahs above garages.
- Provide windows and/or doorways on the front elevation of the parking level, so that garage entries are not the sole façade elements.
- Recess garage entries below cantilevered or projecting architectural elements.

iii) Minimise driveway width.

iv) The main entrance to a dwelling must not be recessed behind the front facade alignment by more than 2m.

v) Maximise landscape planting or permeable surfaces in between, or adjacent to driveways to improve visual presentation to the street.
Design measures for articulating an attached dual occupancy

4.4 Roof Design and Features

Objectives

- To ensure roof design integrates with the form, proportions and façade composition of the building.
- To ensure trafficable roof space is integrated with the built form and maintains satisfactory privacy relationship with the neighbouring dwellings.

Controls

Rooftop Terraces:

i) Terraces, decks or trafficable outdoor spaces may be provided in stepped buildings, but must not be provided on the uppermost or main roof of the building (including the principal dwelling and any outbuilding).

For stepped buildings on sloping sites, a terrace may be provided on the roof (not the uppermost roof) above the storeys below.
Terrace or deck must not be provided above the topmost or main roof of the building

ii) Roof terraces above garages may only be provided in sloping sites, where the garages are located in the downhill side of the sites fronting the street.

Dormers:

iii) Dormer windows must be located and have a size, bulk and scale that do not dominate the roof form or add excessively to the building mass.

iv) The configuration of dormer windows must satisfy the following:

- A maximum height from base to ridge of not more than 1500mm.
- The highest point of a dormer must be situated below the ridge of the roof to which it is attached.
- Dormers must be setback from the sides of the roof by a minimum of 500mm.
- The front face of a dormer must be setback from the external face of the wall immediately below.
- The base of a dormer must be positioned above the gutter of the roof in which it is situated.

v) Dormers occurring in the same roof plane must be similarly sized and configured, and arranged symmetrically.
vi) Dormer windows may only be provided on buildings with an architectural character or style that is suitable for dormer features.

![Dormer window configuration](image)

**Clerestory Windows and Skylights:**

vii) The location, size, configuration and layout of clerestory windows and skylights must be sympathetic to the overall design of the dwelling and the streetscape.

**Mechanical Equipment:**

viii) Any plant and equipment must be contained within the roof form or screened behind parapet walls, so that they are not readily visible from the public domain and surrounding properties.
4.5 Colours, Materials and Finishes

Objectives

- To ensure colour and material schemes contribute to the articulation of the building and enhance the streetscape character.
- To ensure surface materials and finishes are durable and fit for their purpose.
- To retain or recycle existing sandstone block works as much as possible.

Controls

i) Provide a schedule detailing the materials and finishes in the DA documentation. The selection of colour and material palette must complement the character and style of the building.

ii) Exterior materials (such as wall cladding and roofing materials) to a building must be durable and non-reflective.

iii) Large expanses of rendered masonry must be avoided in street frontages and laneway elevations, except where they are created due to heritage consideration.

iv) Use a combination of materials and finishes to articulate long sections of walls and create visual interest.

v) Use materials and details that are suitable for the local climatic conditions to properly withstand natural weathering, ageing and deterioration.

vi) Sandstone blocks in existing buildings or fences on the site must be recycled and re-used.

Note:
Also refer to controls under Foreshore Scenic Protection Areas in Section B10.

4.6 Earthworks

Objectives

- To maintain or minimise change to the natural ground levels.
- To ensure excavation and backfilling of a site do not result in unreasonable structural, visual, overshadowing and privacy impacts on the adjoining dwellings.
- To enable the provision of usable private open space for dwellings with adequate gradient.
- To ensure earthworks do not result in adverse stormwater impacts on the adjoining properties.

Controls

i) Any excavation and backfilling within the building footprint must be limited to 1m at any point on the allotment, unless it is demonstrated that the site gradient is too steep to
reasonably construct a dwelling within this extent of site modification. These requirements do not apply to swimming or spa pool structures.

ii) Setback the outer edge of any excavation, piling or sub-surface walls a minimum of 900mm from the side and rear boundaries.

iii) Step retaining walls in response to the natural landform to avoid creating monolithic structures, particularly where visible from the neighbouring dwellings and the public domain.

iv) Where it is necessary to construct retaining walls at less than 900mm from the side or rear boundary due to site conditions, retaining walls must be stepped to follow the topography of the land. Each stepping must not exceed a maximum height of 2200mm, as measured from the ground level (existing). In this case, the retaining walls may be incorporated as part of the boundary fence.

v) For sites that slope upwards to the rear with the dwelling elevated above street level, the surface area of any blank retaining walls fronting the street must be minimised. Use a combination of materials to create articulation, and/or incorporate landscaping to visually soften the wall structures.

vi) Any cut and fill outside the building footprints (for the purposes of creating useable private open space) must take the form of terracing following the natural landform, in order to minimise the height or depth of earthworks at any point on the site. The appropriate extent of site modification will be assessed on a merit basis.

vii) For sites with a significant slope, adopt a split-level design for dwellings to minimise excavation and backfilling.

viii) For sites with a significant slope, design dwellings to minimise the height and extent of any exposed undercroft areas.

Measures for minimising earthworks
5 Amenity

Explanation

Natural sunlight is critical to the health and amenity performance of dwellings and their private open space, especially during the winter seasons. Access to sunlight also reduces reliance on artificial heating and lighting and consequential consumption of energy. It is therefore important that new development is sited and designed to capture appropriate levels of sunlight, and without unreasonable overshadowing on the neighbouring dwellings.

The required level of solar access may not be fully achievable in certain circumstances due to issues such as subdivision pattern, allotment orientation and site topography. In these cases, development proposals must be designed to maximise solar access and simultaneously minimise overshadowing upon the neighbours through responsive and skilful solutions.

5.1 Solar Access and Overshadowing

Objectives

- To ensure new dwellings and alterations and additions are sited and designed to maximise solar access to the living areas and private open space.
- To ensure development retains reasonable levels of solar access to the neighbouring dwellings and their private open space.
- To provide adequate ambient daylight to dwellings and minimise the need for artificial lighting.

Note:

In NSW energy and water efficiency measures for most residential development is covered by BASIX (the Building Sustainability Index), a web based tool aimed at reducing water usage and greenhouse gas emissions. For further information on the implementation of BASIX refer to [www.basix.nsw.gov.au](http://www.basix.nsw.gov.au)
Low Density Residential

Controls

Solar access to proposed development:

i) A portion of the north-facing living area windows of proposed development must receive a minimum of 3 hours of direct sunlight between 8am and 4pm on 21 June (in so far as it does not contradict any BASIX requirements).

ii) The private open space of proposed development must receive a minimum of 3 hours of direct sunlight between 8am and 4pm on 21 June. The area covered by sunlight must be capable of supporting passive recreation activities.

Solar access to neighbouring development:

iii) A portion of the north-facing living area windows of neighbouring dwellings must receive a minimum of 3 hours of direct sunlight between 8am and 4pm on 21 June.

iv) The private open space of neighbouring dwellings must receive a minimum of 3 hours of direct sunlight between 8am and 4pm on 21 June. The area covered by sunlight must be capable of supporting passive recreation activities.

v) Existing solar panels on neighbouring dwellings, which are situated not less than 6m above ground level (existing), must retain a minimum of 3 hours of direct sunlight between 8am and 4pm on 21 June.

Where the neighbouring dwellings do not contain any solar panels, direct sunlight must be retained to the northern, eastern and/or western roof planes of neighbouring dwellings, which are at least 6m above ground level (existing), so that future solar panels capturing not less than 3 hours of sunlight between 8am and 4pm on 21 June may be installed.

vi) Any variation from the above requirements will be subject to a merit assessment having regard to the following factors:

- Degree of meeting the FSR, height, setbacks and site coverage controls.
- Orientation of the subject and adjoining allotments and subdivision pattern of the urban block.
- Topography of the subject and adjoining allotments.
- Location and level of the windows in question.
- Shadows cast by existing buildings on the neighbouring allotments.

5.2 Energy Efficiency and Natural Ventilation

Objectives

- To contribute positively to reduction in energy consumption and greenhouse gas emission during the occupation and use of buildings.
- To enhance the amenity of indoor areas via the use of natural lighting and ventilation.
Controls

i) Provide day light to internalised areas within the dwelling (for example, hallway, stairwell, walk-in-wardrobe and the like) and any poorly lit habitable rooms via measures such as:

- Skylights
- Clerestory windows
- Fanlights above doorways
- Highlight windows in internal partition walls

Measures for optimising daylight access to interior space of dwellings

ii) Where possible, provide natural lighting and ventilation to any internalised toilets, bathrooms and laundries within the dwelling via measures such as ventilated skylights.
iii) All habitable rooms (that is, living rooms, dining rooms, rumpus rooms, kitchens and bedrooms) must incorporate windows opening to outdoor areas. The sole reliance on skylight or clerestory window for natural lighting and ventilation is not acceptable.

5.3 Visual Privacy

Explanation

Skilful design of buildings can optimise privacy by minimising cross viewing and overlooking to the adjoining dwellings.

In the urban context, complete privacy between dwellings is often not achievable or practicable, and some limited glimpses between neighbours can add to safety and social well being. The emphasis of the control is on minimising cross viewing and overlooking from the indoor and outdoor living areas of dwellings to maintain the amenity of the neighbours.

Objective

- To ensure development minimise overlooking or cross-viewing to the neighbouring dwellings to maintain reasonable levels of privacy.

Controls

i) All habitable room windows must be located to minimise any direct viewing of existing habitable room windows in adjacent dwellings by one or more of the following measures:

- Offsetting or staggering windows away from those of the adjacent buildings.
- Setting the window sills at a minimum of 1600mm above finished floor level.
- Installing fixed and translucent glazing up to a minimum of 1600mm above finished floor level.
- Installing fixed privacy screens outside the windows in question.
- Creating a recessed courtyard on the side elevations of a building measuring not less than 3m x 2m in dimensions, with windows opening towards the courtyard in lieu of the common boundary.

ii) The windows to the living areas must be oriented away from the adjacent dwellings where possible. In this respect, they may be oriented to:

- Front or rear of the allotment
- Side courtyard

iii) Focus upper floor balconies to the street or rear yard of the site. Any elevated balconies or balcony returns on the side facade must have a narrow width to minimise privacy impacts on the adjoining properties.

Note:

‘Living Areas’ are indoor space occupied for extended periods of time such as a living room, lounge room, dining room, family room and/or other open plan living areas.
iv) Where a balcony, deck or terrace is likely to overlook the private open space or windows of the adjacent dwellings, privacy screens must be installed in positions suitable to mitigate the loss of privacy.

Privacy screens must be permanently fixed and have a minimum height of not less than 1600mm as measured from the finished floor level. Privacy screens must achieve a minimum of 70% opaqueness and may be constructed with:

- Translucent or obscured glazing
- Fixed timber or metal slats mounted horizontally or vertically
- Fixed vertical louvres with the individual blades oriented away from the private open space or windows of the adjacent dwellings

v) Screen planting and planter boxes may be used as a supplementary device for reinforcing privacy protection. However, they must not be used as the sole privacy protection measure.

vi) For sloping sites, any ground floor decks or terraces must step down in accordance with the landform, and avoid expansive areas of elevated outdoor recreation space.

5.4 Acoustic Privacy

Explanation

Skilful design of buildings and space can minimise noise intrusion to the adjoining dwellings. The emphasis is on controlling noise generation from the indoor and outdoor living areas of dwellings, which are more critical in maintaining the amenity of the neighbours.

Objectives

- To ensure the siting and design of development minimise the impacts of noise transmission between dwellings.
- To ensure the siting and design of development minimise impacts from significant noise sources outside the property, such as arterial roads, flight paths, industries and ports.
Controls

i) Dwellings must be sited and designed to limit the potential for excessive noise transmission to the sleeping areas of adjacent dwellings. Accordingly, main living room windows, barbeques, swimming pools and spa pools must not be located immediately adjacent to the bedroom windows of the adjoining dwellings.

ii) Attached dual occupancies must be designed to reduce noise transmission between dwellings via the following measures:

- Locate noise-generating areas adjacent to each other, and quiet areas next to each other (for instance, living rooms to living rooms, bedrooms to bedrooms).
- Locate less sensitive areas, such as stairways, store rooms, toilets, walk-in-wardrobes, built-in-wardrobes and the like adjacent to the party wall for both dwellings to serve as noise buffer.
- Avoid locating wet areas, such as toilets, laundries and kitchens, adjacent to the bedrooms of the adjoining dwelling.

![Diagram showing room layout](image)

Example:
Designing room layout to minimise noise transmission between dwellings sharing a common wall

iii) Development affected by noise from road traffic, aircrafts and industrial and port operation must be designed and constructed in accordance with relevant Australian Standards and guidelines issued by relevant agencies and authorities.

As a minimum, the bedroom windows must be oriented away from the noise source where possible.
5.5 Safety and Security

Explanation

Crime Prevention Through Environmental Design (CPTED) is a crime prevention strategy focusing on the planning, design and structure of buildings, public places and neighbourhoods. The key principles of CPTED are:

Casual surveillance – Casual surveillance functions by increasing the perception that people can see and be seen. Surveillance occurs by designing building elements and activity areas in such a way that maximises visibility to the space in question.

Territorial reinforcement – Territorial reinforcement occurs when the design of space encourages users to adopt a sense of responsibility for its use and condition.

Access control – Access control limits the opportunity for crime by clearly delineating public, semi-public and private space.

Objectives

- To reduce crime risk and minimise opportunities for crime.
- To ensure relevant crime prevention principles are applied in the siting and design of buildings and landscaping.
- To ensure the siting and design of buildings and spaces contribute to the actual and perceived security to dwellings and the personal safety of residents and visitors.

Controls

i) The main entry to a dwelling must be located on the front elevation facing the street and be readily identifiable, unless the site has a narrow frontage width.

ii) The street number of a dwelling must be conspicuously displayed near the main pedestrian entry.

iii) Dwellings must provide at least 1 habitable room window with a total glazed area of not less than 2 square metres overlooking the street or a public place.

iv) Front fences, parking facilities and landscaping must be designed so as not to obstruct casual surveillance to and from the dwelling and permit safe access by residents and visitors.
5.6 View Sharing

Explanation

Many dwellings and public places in Randwick City enjoy views to the ocean, coastline, parks and distant skyline of Sydney CBD and Bondi Junction. Some elements are recognised as prominent natural features (such as Wedding Cake Island) or significant man-made artefacts, and carry scenic and iconic values.

The concept of view sharing relates to the equitable distribution of views between development and neighbouring dwellings and the public domain. View sharing control aims to achieve a balance between facilitating quality development and preserving an equitable amount of views for the surrounding properties as far as is practicable and reasonable.

View sharing does not prescribe the total retention of all significant views and vistas. In established inner metropolitan areas like Randwick City, development inevitably causes varying degree of view loss. The intent of the DCP is to ensure development is sensitively and skilfully designed, so that a reasonable level of views is retained for the surrounding areas.

The NSW Land and Environment Court has developed a planning principle relating to view sharing based on the case of Tenacity Consulting v Warringah Council [2004] NSWLEC 140.

Where view loss impact is likely to occur, development proposals must address this sub-section of the DCP as well as the aforementioned planning principle in detail.

Objectives

- To acknowledge the value of views to significant scenic elements, such as ocean, bays, coastlines, watercourses, bushland and parks; as well as recognised icons, such as city skylines, landmark buildings / structures and special natural features.

- To protect and enhance views from the public domain, including streets, parks and reserves.

- To ensure development is sensitively and skilfully designed to maintain a reasonable amount of views from the development, neighbouring dwellings and the public domain.

Controls

i) The location and design of dwellings and outbuildings must reasonably maintain existing view corridors or vistas from the neighbouring dwellings, streets and public open space areas.

ii) In assessing potential view loss impacts on the neighbouring dwellings, retaining existing views from the living areas (such as living room, dining room, lounge and kitchen) should be given a priority over those obtained from the bedrooms and non-habitable rooms.
iii) Where a design causes conflicts between retaining views for the public domain and private properties, priority must be given to view retention for the public domain.

iv) The design of fences and selection of plant species must minimise obstruction of views from the neighbouring dwellings and the public domain.

v) Adopt a balanced approach to privacy protection and view sharing, and avoid the creation of long and massive blade walls or screens that obstruct views from the neighbouring dwellings and the public domain.

vi) Clearly demonstrate any steps or measures adopted to mitigate potential view loss impacts in the DA.

6 Car Parking and Access

Explanation

The location, size and configuration of parking and vehicular access have significant implications on building design and the streetscape character. It is important that parking facilities are properly integrated into the architecture of buildings and do not present as prominent, intrusive features.

Garages tend to create a blank appearance to the building façade at the expense of window openings and articulation. Access driveways increase hard paved surfaces and occupy space which could otherwise accommodate landscaping.

Large parts of Randwick City were developed in the late 19th and early 20th centuries and dwellings in those periods were not designed to accommodate private cars. The provision of any car parking in existing and infill development must be sensitive to the character of the buildings and the streetscapes.

Objectives

- To ensure car parking and access facilities do not visually dominate the property frontage or streetscape.

- To ensure parking facilities are integrated with the architectural expression of the dwelling as an integrated element.

- To minimise hard paved surfaces occupied by driveways and parking facilities, and maximise opportunities for deep soil planting and permeable surfaces for stormwater infiltration.

- To ensure the location and design of parking and access facilities do not pose undue safety risks on building occupants and pedestrians.

- To ensure the location and design of parking and access facilities do not adversely impact on the amenity of neighbouring properties.

Advisory:

In order to facilitate assessment of potential view loss impacts, Council may request the installation of height poles on the development site to demonstrate the height and envelope of the works. The height poles must be checked and certified by a Registered Surveyor as being accurate with relevant certification submitted to Council.
6.1 Location of Parking Facilities

Controls

i) Provide a maximum of 1 vehicular access per property.

ii) Locate parking facilities off rear lanes, or secondary street frontages in the case of corner allotments, where available.

iii) Where rear lane or secondary street access is not available, parking facilities must be located behind the front façade alignment, either integrated within the dwelling or positioned to the side of the dwelling.

iv) Provide a single width garage or carport facing the primary street if the site frontage has a width of less than 12m.

   Double width garage or carport may only be provided where:
   - The frontage width is at least 12m;
   - The development is consistent with the predominant pattern in the street; and
   - Landscaping can still be provided in the front yard areas.

v) On flat or gently sloping sites, any basement garage must NOT be situated substantially or completely below ground level (existing), in order to minimise excavation and apparent scale of the front elevation.

vi) Avoid long driveways that occupy large expanses of impermeable surfaces.

Note:
See also 6.2 for circumstances where parking facilities forward of the front façade alignment may be considered.
vii) Location of parking facilities
6.2 Parking Facilities Forward of Front Façade Alignment

Controls

i) Where the provision of parking facilities behind the front façade alignment is not feasible (due to absence of rear lane or secondary street access, narrow site width, irregular allotment configuration, or retention of an existing dwelling), parking facilities may be provided within the front setback areas as follows:

- An uncovered single car space; or
- A single carport having an external width of not more than 3m (excluding eaves); and
- Landscaping must be able to be incorporated into the site frontage.

A single hardstand car space or a single carport may be provided in front of a dwelling on constrained sites. Landscaping must be able to be incorporated into the site frontage.

ii) Regardless of the site’s frontage width, the provision of garages or carports (single or double width) within the front setback areas may only be considered where:

- There is no alternative, feasible location for accommodating car parking;
- The site has a significant slope with the dwelling being elevated above the street level;
- The garage or carport will not adversely affect the visual amenity of the street and the surrounding areas;
- The garage or carport location will not pose an undue risk on the safety of pedestrians; and
- The garage or carport will not require the removal of significant landscape elements that enhance the streetscape, such as rock outcrop or sandstone retaining walls.
A garage or carport within the front setback area may be considered where the site has a significant slope with no feasible alternative for accommodating car parking, and where it does not create adverse visual and safety impacts on the street.

### 6.3 Setbacks of Parking Facilities

**Controls**

i) Garages and carports must comply with the side setback requirements stipulated in Sub-Section 3.3.

ii) Entry to garages and carports off the rear lane must be setback a minimum of 1m from the lane boundary.

iii) Garages and carports built to the side boundary may be considered where:

- The adjoining property has its parking facilities or outbuildings constructed to the common boundary;
- The location of car parking is compatible with the streetscape character;
- Appropriate sightlines will be maintained for drivers and pedestrians; and
- Development seeks to amalgamate the driveway crossing with that of the adjoining property.

### 6.4 Driveway Configuration

**Controls**

i) The maximum width of driveway is as follows:

- Single driveway – 3m
- Double driveway – 5m

In addition, the width of driveway must be tapered towards the street boundary and preferably form a single width at that boundary.
6.5 Garage Configuration

Controls

i) Garages must be recessed behind the front façade alignment of the dwelling on both the primary and secondary street elevations.

ii) The maximum internal width of a garage (including the garage door and the flanking piers or columns) is as follows:
   - Single garage – 3m
   - Double garage – 6m

iii) The minimum internal length of a garage is 5.4m.

iv) The maximum wall height of detached garages fronting the street is 2.6m and maximum building height of 3.0m for a pitched roof.

v) Garage doors must not be flush with the alignment of the garage walls. As a guide, the garage door should be recessed 200mm to 300mm behind the alignment of the walls, in order to provide articulation.

vi) The height of any parapet wall or bulkhead above the garage entry must not exceed 600mm, in order to minimise the visual bulk of the garage.

Measures for minimising visual bulk of garages

6.6 Carport Configuration

Controls

i) Carports must have a simple, post-support design and not solid enclosing walls. The carport may only be semi-enclosed with timber or metal slats achieving minimum 30% openness.

ii) The carport must have a flat roof, lean-to roof or gable or hipped roof having a pitch angle that relates to the dwelling or the street. The roof must not be trafficable.
iii) The maximum width of a carport is as follow:
   - Single carport – 3m
   - Double carport – 6m

iv) The minimum length of a carport is 5.4m.

v) The maximum building height of carports is 2.6m for a flat roof or 3.0m for a pitched roof.

vi) Carports must not use a solid panel or roller shutter door.

vii) The carport may be secured by a gate having minimum 30% openness.

viii) Carport gates must not encroach upon public land during operation.

6.7 Hardstand Car Space Configuration

Controls

i) Hardstand car spaces should include permeable materials, such as porous paving units. Gravels over deep soil may be provided in between concrete wheel strips.

ii) A hardstand car space must have minimum dimensions of 2.4m x 5.4m.

7 Fencing and Ancillary Development

Explanation

Fences demarcate property ownership and provide definition between the public and private domain. Fences must be designed to promote high quality streetscapes, adequate privacy and security protection for dwellings, and appropriate surveillance and interaction with the public domain.

Ancillary development is facilities and structures that are incidental to the use and occupation of a dwelling. Examples of ancillary development include outbuildings, swimming and spa pools, air conditioning equipment, communications dishes, aerials, antennae and clothes drying facilities.

Ancillary development should be of smaller scale and visually compatible with the design of the dwelling in terms of form, colours and finishes.

These should be considered as part of the preliminary design of development works and positioned to minimise visual impact on the public domain.

Definition:
“Outbuilding” is a freestanding building not being attached to any dwelling on the site, which may or may not be enclosed on the side elevations, and includes cabana, shed, gazebo, greenhouse, habitable room, secondary dwelling and the like.
- The alignment, configuration, rhythm of bays, height, materials, colours and texture of new fences complement the building on the site and the streetscape.

- Fences are designed to achieve a balance between privacy, safety and security for the building occupants and visual interaction with the public domain, without adversely affecting the amenity of the pedestrian environment.

- Fences are designed to minimise opportunities for graffiti and malicious damage.

- To provide for ancillary development that enhances the liveability of dwellings and maintains reasonable levels of visual amenity, solar access and privacy for the neighbouring dwellings.

- To ensure ancillary development do not present as prominent features and detract from the streetscape character.

### 7.1 General - Fencing

**Controls**

i) Construct fences with durable materials that are suitable for their purpose and can properly withstand wear and tear and natural weathering.

ii) Sandstone fencing must not be rendered or painted.

iii) The following materials must not be used in all fences:

   - Steel post and chain wire
   - Barbed wire or other dangerous materials

iv) Expansive surfaces of blank rendered masonry to street frontages must be avoided.

### 7.2 Front Fencing

**Controls**

i) The maximum height of front fencing is limited to 1200mm, as measured from the footpath level, with the solid portion not exceeding 600mm, except for piers.

   The maximum height of front fencing may be increased to 1800mm, provided the upper two-thirds are partially open, except for piers.

ii) Construct the non-solid portion of the fence with light weight materials (such as timber panels, slats or the like) that are at least 30% open and evenly distributed along the full length of the fence.

iii) Solid front fence of up to 1800mm in height may be permitted in the following scenarios:

   - Front fence for sites facing arterial roads.
- Fence on the secondary street frontage of corner allotments, which is behind the alignment of the primary street façade. The fence must be tapered down to match the height of the primary street fence once past the front façade alignment.

Such solid fences must be articulated through a combination of materials, finishes and details, and/or incorporate landscaping (such as cascading plants), so as to avoid continuous blank walls.

Configuration of front fencing

iv) The fence must incorporate stepping to follow any change in level along the street boundary. The height of the fence may exceed the aforementioned numerical requirement by a maximum of 150mm adjacent to any stepping.

v) The preferred materials for front fences are natural stone, face bricks and timber. Cast or wrought iron pickets may be used where they are compatible with the character of the building and the streetscape.

vi) Avoid roofed entry portal, unless designed to complement any established fencing pattern in heritage streetscapes.

vii) Gates must not open over public land.

viii) The fence must align with the front property boundary or the predominant fence setback line along the street.

ix) The fence adjacent to the driveway may be required to be splayed to ensure adequate sightlines for drivers and pedestrians.
7.3 Side and Rear Fencing

Controls

i) The maximum height of side, rear or common boundary fences is limited to 1800mm, as measured from the ground level (existing).

For sloping sites, the fence must be stepped to follow the topography of the land, with each step not exceeding 2200mm above ground level (existing).

ii) In the scenario where there is a significant level difference between the subject and adjoining allotments, the fencing height will be considered on merit.

iii) The side fence must be tapered down to match the height of the front fence once pasts the front façade alignment.

iv) Side or common boundary fences must be finished or treated on both sides.

Advisory:

The Dividing Fences Act 1991 regulates how the cost of a dividing fence is shared between adjoining land owners, where an owner wishes to erect a new dividing fence or undertake work to an existing dividing fence. The Act also sets out the procedures for resolving disputes involving the cost, type and position of a fence. Either property owner may apply to a local court or local land board to have any matters in dispute decided.

A copy of the Dividing Fences Act may be obtained in the following web site: www.legislation.nsw.gov.au.

7.4 Outbuildings

Controls

i) Locate behind the alignment of the front building façade.

ii) Position to optimise backyard space and must not be located within the required permeable surfaces.

iii) Except for laneway development, outbuildings must be single storey only, and must not exceed a maximum height of 3.6m and a wall height of 2.4m.

iv) Outbuildings may be constructed to the side and rear boundaries where:

- The external walls are finished and do not require frequent maintenance;
- There are no windows or openings facing the adjoining allotments; and
- Adequate solar access to the adjoining dwellings is maintained.
v) Where there is an existing detached garage at the rear of
the allotment, a first floor addition may be considered
subject to the following measures:

- Contain the upper floor level within the roof form as
an attic storey;
- Articulate the facades;
- Provide an integrated landscape design with screen
planting to visually soften the outbuilding;
- Does not create excessive structural bulk as viewed
from the adjoining properties;
- Maintain adequate solar access to the adjoining
dwellings; and
- Maintain adequate privacy to the adjoining dwellings.

vi) Outbuildings may be used as habitable space, but must
not be used as a separate business premises.

7.5 Swimming and Spa Pools

Controls

i) Locate behind the alignment of the front building facade.

ii) Locate to minimise damage to the root system of existing
trees on the adjoining properties, as well as trees on the
subject site proposed or required to be retained.

iii) Locate to minimise noise impacts on the adjoining
dwellings.

iv) The coping level of the pool must relate to the topography
of the site. On sloping allotments, the higher side of the
site must be excavated, so that the pool structures do not
protrude more than 1m above ground level (existing) on
the lower side.

v) Setback the outer edge of pool coping a minimum of
900mm from the rear and side boundaries.

vi) The side and rear setback areas must incorporate screen
planting extending along the full length of the pool. The
planting must be capable of reaching a mature height of
not less than 3m. This requirement may not apply where
there is a need to retain existing view corridors from
adjoining and nearby properties.

vii) Position any decking away from the side and rear
boundaries to minimise adverse privacy impacts on the
neighbours.

viii) Locate the pool pump and filter away from the
neighbouring dwellings. The equipment must be contained
within an acoustically treated enclosure that limits noise
generation.
7.6 Air Conditioning Equipment

**Controls**

i) Locate to minimise visibility from the street.

ii) Avoid installing air conditioning equipment on the street or laneway elevation of buildings.

iii) Any roof mounted air conditioning units must be screened from view by parapet walls, or contained within the roof form.

iv) Locate to minimise amenity impacts (e.g. noise, exhaust) on bedroom areas of adjoining dwellings.

---

**Advisory:**


---

A number of policies and guidelines also provide guidance on how to prevent noise and minimise impacts including ‘The NSW Industrial Noise Policy’, ‘Noise Guide for Local Government’ and ‘Dealing with Neighbourhood Noise’

---

7.7 Communications Dishes and Aerial Antennae

**Controls**

i) Provide a maximum of 1 communications dish and 1 antenna per dwelling.

ii) Communications dishes, TV antennae and ancillary facilities must be positioned to minimise visibility from the adjoining dwellings and the public domain, and must be:

- Located behind the front façade alignment;
- Setback a minimum of 900mm from the side and rear boundaries;
- Located below the ridge of the roof;
- Not located on the roof plane facing the primary and any secondary streets; and
- Positioned to avoid intrusion into significant views or outlook currently enjoyed by the adjoining dwellings.

iii) The topmost point of freestanding communications dishes must be no higher than 2.7m above ground level (existing).

---

7.8 Clothes Drying Facilities

**Controls**

i) Located behind the front façade alignment and not be prominently visible from the street.
8 Area Specific Controls

8.1 Development in Laneways

Explanation

A large proportion of housing development in the northern and central parts of Randwick City dates back to the late 19th and early 20th centuries. Development in these periods features narrow, elongated blocks serviced by rear laneways.

The rear laneways are generally narrow and shared by pedestrians, private cars and service vehicles. The visual amenity and perceived safety and security of many laneways are limited.

This Sub-Section provides general guidance on the appropriate forms of ancillary development for laneways, with the intent of promoting their safety and security and visual appearance.

Objectives

- To ensure any building fronting a rear lane has a scale and mass secondary to the main dwelling on the site, and is appropriate for the width of the lane.
- To promote casual surveillance and improve safety and security of laneways.

Controls

i) All ancillary buildings fronting laneways must have a maximum height of not more than 6m. The maximum external wall height is limited to 4.5m.

Ancillary buildings on laneways must have a mass and scale secondary to the primary dwelling on the allotment. Any upper level (for instance, storey above garage) must be contained within the roof form as an attic storey.

Note:

The above requirements do not apply to detached dual occupancies in R3 (Medium Density Residential) Zone.

ii) The laneway elevation of any upper level must provide at least 1 operable window to enable casual surveillance of the rear lane.

iii) Where there is a consistent setback pattern along the lane, buildings must be aligned in accordance with that setback. Where there is no consistent setback pattern, buildings must be setback a minimum of 1m from the laneway boundary. (Refer to Sub-Section 6 for controls relating to setback to garage entry.)

iv) Laneway development may reserve nil setback from the side boundaries in the following scenarios:
- The adjoining site already contains a building at the rear constructed to the common boundary.
- The reservation of nil side setback/s will not result in unreasonable visual, privacy and overshadowing impacts on the adjoining properties.

v) Laneway development must screen or match any exposed blank walls within the adjoining properties that are near to or abut the common / side boundaries.

Laneway development may be built to the common boundary, provided the adjoining site already contains a building constructed to the boundary, and where no unreasonable impacts will result.
Contents

1 Introduction ................................................................................................................................................. 2
  1.1 Medium density housing in Randwick LGA .......................................................................................... 2

2 Site Planning .............................................................................................................................................. 2
  2.1 Site Layout Options ............................................................................................................................... 2
  2.2 Landscaped open space and deep soil area ......................................................................................... 2
  2.3 Private and communal open space ...................................................................................................... 2

3 Building envelope .................................................................................................................................... 2
  3.1 Floor Space Ratio ................................................................................................................................. 2
  3.2 Building height ..................................................................................................................................... 2
  3.3 Building depth ...................................................................................................................................... 2
  3.4 Setbacks .............................................................................................................................................. 2

4 Building Design ...................................................................................................................................... 2
  4.1 Building Facade ................................................................................................................................... 2
  4.2 Roof Design ......................................................................................................................................... 2
  4.3 Habitable Roof Space ........................................................................................................................... 2
  4.4 External Wall Height & Ceiling Height ................................................................................................. 2
  4.5 Pedestrian Entry .................................................................................................................................. 2
  4.6 Internal Circulation ............................................................................................................................... 2
  4.7 Apartment Layout ............................................................................................................................... 2
  4.8 Balconies ............................................................................................................................................ 2
  4.9 Colours, Materials and Finishes .......................................................................................................... 2
  4.10 Alterations and additions to attached dwellings ................................................................................ 2
  4.11 Alterations and additions to residential flat buildings ....................................................................... 2
  4.12 Earthworks ....................................................................................................................................... 2

5 Amenity ..................................................................................................................................................... 2
  5.1 Solar access and overshadowing .......................................................................................................... 2
  5.2 Natural ventilation and energy efficiency ............................................................................................ 2
  5.3 Visual Privacy ....................................................................................................................................... 2
  5.4 Acoustic Privacy .................................................................................................................................. 2
  5.5 View sharing ........................................................................................................................................ 2
  5.6 Safety and security ............................................................................................................................... 2

6 Car parking and access .......................................................................................................................... 2
  6.1 Location ............................................................................................................................................... 2
  6.2 Configuration ....................................................................................................................................... 2
  6.3 Parking Facilities Forward of Front Façade Alignment ....................................................................... 2

7 Fencing and ancillary development ........................................................................................................ 2
  7.1 Fencing ................................................................................................................................................ 2
  7.2 Front Fencing ...................................................................................................................................... 2
  7.3 Side and Rear Fencing .......................................................................................................................... 2
  7.4 Outbuildings ....................................................................................................................................... 2
  7.5 Swimming and Spa Pools .................................................................................................................... 2
  7.6 Storage ............................................................................................................................................... 2
  7.7 Laundry facilities and air conditioning units ....................................................................................... 2

8 Area Specific Controls ............................................................................................................................ 2
  8.1 Coral Sea Park Estate, Maroubra ........................................................................................................ 2
  8.2 58-64 Carr Street, Coogee .................................................................................................................. 2
  8.3 Barker Street / Willis Street, Randwick ............................................................................................... 2
  8.4 Blenheim House curtilage, 15 Blenheim Street, Randwick ................................................................. 2
  8.5 Hill 60, La Perouse ............................................................................................................................. 2
1 Introduction

This section of the DCP contains objectives and design controls which apply to new development and alterations and additions for the purposes of medium density housing including the following types of development defined in the RLEP:

- Attached dwellings;
- Multi dwelling housing; and
- Residential flat buildings.


For residential flat buildings, applications must specifically address the ‘Design Code’ principles.

State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development (SEPP 65) provides design principles for residential flat buildings containing three or more storeys (not including levels below ground level provided for car parking or storage, or both, that protrude less than 1.2m above ground level), and four or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops)

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

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

The following document should also be considered:

- Randwick City Council’s ‘Design ideas for rejuvenating residential flat buildings’
1.1 Medium density housing in Randwick LGA

Over half the housing stock in Randwick consists of medium density housing, characterised by pre and post war residential flat buildings, walk up flats, newer multi storey apartment buildings, villas and terraces.

The following terms describe the dwelling types covered by this section and as defined by RLEP.

**Attached dwellings** such as terraces and townhouses means a building containing 3 or more dwellings, where:
(a) each dwelling is attached to another dwelling by a common wall, and
(b) each of the dwellings is on its own lot of land, and
(c) none of the dwellings is located above any part of another dwelling.

**Multi dwelling housing** such as villas as 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.

**Residential flat buildings** such as pre and post war walk up flats and newer multi storey buildings means a building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing.
2 Site Planning

2.1 Site Layout Options

Explanation

A large proportion of properties in the R3 medium density zone consist of deep allotments with an average length of 30 to 40m. Many also have a narrow frontage width of less than 15m. To configure a building that would achieve adequate daylight access, natural ventilation and privacy on these properties requires careful and skilful execution of site planning and building layout.

In addition to the above, many properties that are suitable for redevelopment into medium density housing are situated among older style residential flat buildings, which generally occupy a large proportion of the land area with living spaces oriented to the side boundaries. This represents a considerable challenge in achieving good amenity outcomes between properties, and the constraints to be resolved during the design process.

This sub-section provides guidance for site planning by suggesting general solutions that are relevant to the context of Randwick City.

Objectives

- To ensure the site layout and building location respond to the unique characteristics of the site and the surrounding context.
- To ensure development achieves adequate levels of natural lighting and ventilation, privacy, visual amenity and spatial separation from the neighbouring properties.

Controls

i) The site layout and location of buildings must be based on a detailed site analysis and have regard to the site planning guidelines in table 1 below.

ii) For development fronting laneways, the building must incorporate operable windows enabling casual surveillance of the rear lane.

iii) Laneway setbacks should be aligned with existing setbacks and where there is no consistent setback, a minimum of 1m setback is to be provided from the laneway.
Table 1  Site Planning Guidelines

Note: The following site layout options are provided as examples only and are based on recently approved DAs. Refer to sections B1 Design: subsections 3.1 and 3.2 for further information on responding to site and contextual analysis.

<table>
<thead>
<tr>
<th>Site Planning Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Block / Courtyard Example</td>
<td>Configuration: The floor space is distributed into two building blocks, with one building addressing the street, and the other situated at the rear. The two blocks may be situated above a common basement containing car parking facilities. The buildings are separated by a central courtyard that functions as communal garden with opportunities for canopy tree planting. The habitable room windows can be oriented to the front and rear of the allotment as well as the central courtyard. Application: • Both narrow, elongated allotments and wider allotments; • Allotments with rear lane access; • Allotments with significant level difference or steep slope; • East-west oriented allotments where overshadowing from the adjoining property to the north forms a major constraint; and/or • The adjoining developments have significant building mass with habitable room windows oriented to the common boundaries.</td>
</tr>
</tbody>
</table>

Building layout concept:

Example:
<table>
<thead>
<tr>
<th>T-Shape Example</th>
<th>Configuration:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The floor space is distributed between two building wings. The wider wing is positioned at the front of the allotment addressing the street. A narrower wing with generous side setbacks is attached to the rear of the front block, forming a T-shape in plan view. The habitable room windows are oriented towards the street, rear and side boundaries. The side setback areas enable landscape planting.</td>
</tr>
</tbody>
</table>

**Application:**
- Allotments with a frontage width of at least 15m;
- Wedge shaped allotments with a wider frontage (of at least 15m) towards the street, gradually tapered towards the rear; and/or
- Allotments (with a frontage of at least 15m) adjoined by residential buildings with long side walls and habitable room windows oriented towards the common boundaries.

**Building layout concept:**

![Diagram of T-shape configuration](image)

**Example:**

![Diagram of example](image)
<table>
<thead>
<tr>
<th>U-Shaped Example</th>
<th>Configuration: The floor space is contained in an elongated building block with narrow setbacks from the side boundaries. A courtyard or light well on the side elevation is provided to admit daylight and natural ventilation to the central part of the building.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Application:</td>
</tr>
<tr>
<td></td>
<td>- Narrow and elongated allotments with a site width of less than 12m; and</td>
</tr>
<tr>
<td></td>
<td>- Allotments in more urban context, such as adjacent to local or neighbourhood centres.</td>
</tr>
<tr>
<td></td>
<td><strong>Building layout concept:</strong></td>
</tr>
<tr>
<td></td>
<td><img src="image1.png" alt="Image of U-Shaped Example" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Conventional Example</th>
<th>Configuration: The floor space is contained within a single building block which is setback from the front, side and rear boundaries of the allotment. The setback areas enable landscaping and open space provision. Habitable room windows may be provided on all elevations.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Application:</td>
</tr>
<tr>
<td></td>
<td>- Allotments with a uniform configuration and a width of at least 15m; and/or</td>
</tr>
<tr>
<td></td>
<td>- Corner allotments.</td>
</tr>
<tr>
<td></td>
<td><strong>Building layout concept:</strong></td>
</tr>
<tr>
<td></td>
<td><img src="image2.png" alt="Image of Conventional Example" /></td>
</tr>
</tbody>
</table>
2.2 Landscaped open space and deep soil area

Explanation

Landscaped open space should provide a range of usable, attractive and accessible landscaped open space and recreation areas for the use of occupants of the dwellings. Landscaped open space also contributes to the relationship of the building to adjoining and nearby development and has a significant relationship to the level of amenity and quality of life for local residents.

Landscaped open space also includes deep soil zones suitable for the growth of vegetation and large trees. Deep soil zones enable planting of significant vegetation, which has the ability to grow to a mature size and provide a permeable ground surface alternative to paving or other hard surface treatments, which allows infiltration of surface water into the soil. Deep soil zones have important environmental benefits including supporting the healthy growth of large trees with large canopies, protecting existing mature trees and improving infiltration of stormwater.

Objectives

- To provide landscaped open space of sufficient size to enable the space to be used for recreational activities, or be capable of growing substantial vegetation.
- To reduce impermeable surface cover including hard paving.
- To improve stormwater quality and reduce quantity.
- To improve the amenity of open space with landscaped design.
Controls

2.2.1 Landscaped open space

i) A minimum of 50% of the site area is to be landscaped open space (see clause (iii) below).

ii) For multi dwelling housing and attached dwellings, a minimum of 50% of the site area is to be landscaped open space. A minimum width of 2m of landscaped open space is to be provided. For attached dwellings, this refers to each allotment individually.

iii) The following items are considered to constitute landscaped open space:

(a) “Landscaped area” as defined in RLEP (including areas of deep soil planting)
(b) Outdoor recreation areas including communal open space (not located on the roof)
(c) Unroofed swimming pools
(d) Clothes drying areas
(e) Barbecue areas and ancillary structures
(f) Footpaths
(g) Landscaped podium areas (not more than 1.5m above ground level existing) and water tanks at ground level
(h) Paved areas
(i) Areas covered by shading structures that are located at ground level and substantially open on the side elevations without wall enclosure, such as cabanas, pergolas, canopies and the like but excluding verandas, balconies and decks (see clause iv) below.

iv) Landscaped open space area excludes:

(a) Areas used for parking
(b) Driveways
(c) Balconies
(d) Rooftop gardens
(e) Areas used for garbage or recycling material
(f) Areas occupied by storage sheds and the like

2.2.2 Deep soil area

i) A minimum of 25% of the site area should incorporate deep soil areas sufficient in size and dimensions to accommodate trees and significant planting.

Note: The deep soil area is counted towards the required landscaped open space area

ii) Deep soil areas must be located at ground level, be permeable, capable for the growth of vegetation and large trees and must not be built upon, occupied by spa or swimming pools or covered by impervious surfaces such as concrete, decks, terraces, outbuildings, or other structures.

Note:
Refer to Part B of this DCP on standards for landscaping and how to prepare landscape plans.
iii) Deep soil areas are to have soft landscaping comprising a variety of trees, shrubs and understorey planting (refer to Part B section on Landscaping).

iv) Deep soil areas cannot be located on structures or facilities such as basements, retaining walls, floor slabs, rainwater tanks or in planter boxes.

v) Deep soil zones shall be contiguous with the deep soil zones of adjacent properties.

Diagram demonstrating elements of Landscaped Open Space and Deep Soil Areas
2.3 Private and communal open space

Explanation

Private and communal open space areas should be conducive to a range of uses and activities as well as enhancing the appearance of the development.

Objective

- To provide useful areas of private and communal open space for outdoor living and recreation to serve the needs of the residents and enhance their quality of life.

Controls

2.3.1 Private open space

Private open space is to be:

i) Directly accessible from the living area of the dwelling

ii) Open to a northerly aspect where possible so as to maximise solar access

iii) Be designed to provide adequate privacy for residents and where possible can also contribute to passive surveillance of common areas

For attached dwellings and multi dwelling housing-

iv) Each dwelling is provided with an area of useable private open space or courtyard area, at ground and/or podium level with minimal or no level changes; and

v) A minimum area of 20 square metres of private open space should be provided at ground and/or podium level capable of containing a rectangle with minimum dimensions of 3m x 4m with minimal or no level changes.

For residential flat buildings-

vi) Each dwelling has access to an area of private open space in the form of a courtyard, balcony, deck or roof garden, accessible from within the dwelling.

vii) Private open space for apartments has a minimum area of 8 square metres and a minimum dimension of 2m.

2.3.2 Communal open space

i) Communal open space for multi dwelling housing and residential flat buildings is to be:

   (a) Of a sufficient contiguous area, and not divided up for allocation to individual units;

   (b) Designed for passive surveillance;

   (c) Well oriented with a preferred northerly aspect to maximise solar access;
(d) Adequately landscaped for privacy screening and visual amenity;

(e) Designed for a variety of recreation uses and incorporate recreation facilities such as playground equipment, seating and shade structures.

3 Building envelope

A building envelope is a three dimensional representation of the outer limits of a proposed building that can illustrate the appropriate scale of future development in terms of height, floor space ratio (FSR), depth and setback from boundaries.

RLEP sets the height and FSR objectives and controls for medium density development on land across Randwick City. The following provisions provide further guidance on their application.

3.1 Floor Space Ratio

Explanation

Floor Space Ratio (FSR) is a measure that assists in controlling the mass and bulk of a development. Under RLEP the maximum FSR permissible on a parcel of land is shown on the Floor Space Ratio Map. FSR is expressed as a ratio of the permissible gross floor area to the site area and is explained and defined in Clause 4.5 of RLEP.

3.2 Building height

Explanation

Building height is a major factor affecting the visual mass of a development and influences streetscape character and adjoining residential amenity. Under RLEP the maximum building height permissible on a parcel of land is shown in metres on the Height of Buildings Map. The height of buildings is measured from the natural ground level (at any point) to the highest point of the building which includes roofs, list overruns and plants, as defined in Clause 4.3 of RLEP.

3.3 Building depth

Explanation

Building depth is the horizontal distance between the front and rear elevations, or between the side elevations, of a building, as measured from window line to window line. It is the sectional dimension of a building and has significant effects on residential amenity.

In general, buildings with a narrow sectional depth have greater potential for dual aspect apartments that facilitate natural ventilation and daylight access to the interior space.

Note:

The Floor Space Ratio Map shows the maximum FSR which may not be achievable on all sites. The maximum FSR is not “as of right” and will depend on how the proposed development meets other relevant controls in this DCP.

Note:

See also Sub-section 4.4 for maximum wall heights and ceiling heights which operate in conjunction with the LEP maximum building height.

Note:

The Height of Buildings Map shows the maximum height of a development which may not be achievable on all sites. The maximum height is not “as of right” and will depend on how the proposed development meets other relevant controls in the LEP and DCP. RLEP clause 5.6 Architectural roof features also addresses height limits and architectural roof features on buildings.
This control aims at achieving adequate building depths and ensuring all future developments provide good amenity and contribute to energy efficiency.

**Objectives**

- To facilitate the provision of dwelling units with more than one aspect in order to improve natural lighting and ventilation.
- To ensure reasonable amenity for occupants of dwellings in terms of solar access and natural ventilation.

**Controls**

i) For residential flat buildings, the preferred maximum building depth from (window line to window line) is between 10m and 14m. The building depth is to be determined by the following factors:

- Site configuration
- Site orientation and aspect
- Prevailing wind patterns
- Building layout
- Internal room configuration
- Window size, configuration and operation

Any greater depth must demonstrate that the design solution provides good internal amenity such as via crossover, double-height or corner dwellings/units.

**3.4 Setbacks**

**Explanation**

Setbacks define the outer extremities of a building in relation to the front, side and rear boundaries. The front setback control is formulated to maintain any established building alignment and proportions of the street. Side and rear setbacks are devised to ensure an adequate level of building separation, and to provide for access, landscaping, privacy and natural lighting and ventilation for both the new development and the adjoining properties.

**Measurement Rules:**

Setback distances are measured perpendicular (that is, at 90 degrees angle) from the boundary to the outer face of the building elevation, excluding eaves; gutters; semi-basement car park, terraces, decks or landings not more than 1200mm above ground level (finished); and minor projecting features, such as awnings, sunhoods, screening devices and bay windows.

**Objectives**

- To define the street edge and establish or maintain consistent rhythm of street setbacks and front gardens that contributes to the local character.
To ensure adequate separation between buildings for visual and acoustic privacy, solar access, air circulation and views.

To reserve contiguous areas for the retention or creation of open space and deep soil planting.

3.4.1 Front setback

Controls

i) The front setback on the primary and secondary property frontages must be consistent with the prevailing setback line along the street.

Notwithstanding the above, the front setback generally must be no less than 3m in all circumstances to allow for suitable landscaped areas to building entries.

ii) Where a development is proposed in an area identified as being under transition in the site analysis, the front setback will be determined on a merit basis.

iii) The front setback areas must be free of structures, such as swimming pools, above-ground rainwater tanks and outbuildings.

iv) The entire front setback must incorporate landscape planting, with the exception of driveways and pathways.

3.4.2 Side setback

Controls

Residential flat buildings and Multi dwelling housing

i) Comply with the minimum side setback requirements stated below for residential flat buildings and multi dwelling housing:

<table>
<thead>
<tr>
<th>Site Frontage Width</th>
<th>Minimum Side Setbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Irregularly shaped allotments</td>
<td>Merit assessment</td>
</tr>
<tr>
<td>Less than 12m</td>
<td>Merit assessment</td>
</tr>
<tr>
<td>12m ≤ Width &lt; 14m</td>
<td>2.0m</td>
</tr>
<tr>
<td>14m ≤ Width &lt; 16m</td>
<td>2.5m</td>
</tr>
<tr>
<td>16m ≤ Width &lt; 18m</td>
<td>3.0m</td>
</tr>
<tr>
<td>18m ≤ Width &lt; 20m</td>
<td>3.5m</td>
</tr>
<tr>
<td>20m and above</td>
<td>4.0m</td>
</tr>
</tbody>
</table>

ii) Incorporate additional side setbacks to the building over and above the above minimum standards, in order to:

- Create articulations to the building facades.
- Reserve open space areas and provide opportunities for landscaping.
- Provide building separation.
- Improve visual amenity and outlook from the development and adjoining residences.

Note: Transitional areas can be areas of mixed character, without clearly prevailing characteristics or features. They can also be precincts or localities in the process of undergoing change in terms of character or built form.
- Provide visual and acoustic privacy for the development and the adjoining residences.
- Ensure solar access and natural ventilation for the development and the adjoining residences.

iii) A fire protection statement, prepared by a qualified building consultant, must be submitted where windows are proposed on the external walls of a residential flat building or multi-dwelling housing within 3m of the common boundaries. The statement must outline design and construction measures that will enable operation of the windows (where required) whilst still being capable of complying with the relevant provisions of the BCA.

Solutions include, but are not limited to:

- Orienting side windows generally to the front and rear of the site, and incorporating blade walls for fire protection and separation.

Attached Dwellings

i) Attached dwellings should comply with the minimum side setback requirements for dwelling houses and dual occupancies (attached and detached) (see Section C1 Low Density Residential: 3.3.2 Side Setbacks).

Notwithstanding the above, side setbacks do not need to comply where they attach to another dwelling within the same development.

3.4.3 Rear setback

Controls

i) For residential flat buildings and multi-dwelling housing, provide a minimum rear setback of 15% of allotment depth or 5m, whichever is the greater.

ii) For attached dwellings, provide a minimum rear setback of 25% of the allotment depth or 8m, whichever is the lesser.

Note:
Clearly show all affected windows/openings on the DA plans.
Any garages fronting rear lanes may encroach upon the rear setback areas.

iii) The required rear setback may be varied in the following scenarios:

- Allotments with an irregular shape.
- Allotments with the longest boundary abutting the street or the rear adjoining neighbour (that is, the frontage width being longer than the site depth).
- Allotments with the rear boundary abutting a laneway.
- A central courtyard is provided in the development.

4 Building Design

4.1 Building Facade

Explanation

The treatment and detailing of building facades has a significant impact on the apparent scale and proportion of developments and contribution to the streetscape. A skilful façade design requires the appropriate disposition of building elements, textures, materials and colours, which reflect the function, internal layout and structure of a development.

Objective

- To ensure building facades are articulated to complement and enhance the streetscape and neighbourhood character.
- To encourage contemporary and innovative design to establish a preferred neighbourhood character in new and transitional residential areas.

Controls

i) Buildings must be designed to address all street and laneway frontages.

ii) Buildings must be oriented so that the front wall alignments are parallel with the street property boundary or the street layout.

iii) Articulate facades to reflect the function of the building, present a human scale, and contribute to the proportions and visual character of the street. Design solutions include but are not limited to:

- Defining a base, middle and top section related to the overall scale and mass of the building.
- Expressing the internal layout or structural system of the building via revealing elements, such as columns, beams, floor slabs and party walls.
- Using a variety of window types and openings to create a pattern or reflect the interior uses (for

Note:

For heritage items or Heritage Conservation Areas, it may be desirable to distinguish old and new works.

Refer to the Heritage section of this DCP for further details.
example, a living room window versus a bathroom window).

- Selecting balcony types that respond to the living amenity, building orientation and context: cantilevered balconies, partially or fully recessed balconies, and Juliet or French balconies.
- Detailing balustrades to reflect the type and location of the balconies.
- Incorporating weather and sun protection devices appropriate to the orientation of the building elevation, such as eaves, awnings, hoods, louvres, pergolas and the like.
- Articulating building entries with porticos, awnings and the like.
- Articulating vertical circulation space (such as stairwells) with recesses, blade walls, bays and the like.
- Adopting a combination of materials and finishes.
- Using vertical gardens (that is, landscape planting mounted on building elevations).

iv) Avoid massive or continuous unrelieved blank walls. This may be achieved by dividing building elevations into sections, bays or modules of not more than 10m in length, and stagger the wall planes.

v) Conceal building services and pipes within the balcony slabs.

vi) Alterations and additions to an existing residential flat building must present an integrated design with suitable façade configuration, materials and detailing, so that the new and retained structures are visualised as one whole building.
4.2 Roof Design

Explanation

The roof is a key architectural component in the overall form and expression of a building. In some cases, the roofs of buildings sit within a broader skyline and are highly visible from different vantage points. Quality roof design contributes to the streetscape and silhouette of the local area, and enhances the character and environmental performance of the building.

Objectives

- To ensure roof design integrates with the overall form, proportions and façade composition of the building.

- To ensure any recreational use of the roof integrates with the built form and does not cause unreasonable privacy and noise impacts on the surrounding residences.

Controls

i) Design the roof form, in terms of massing, pitch, profile and silhouette to relate to the three dimensional form (size and scale) and façade composition of the building.

ii) Design the roof form to respond to the orientation of the site, such as eaves and skillion roofs to respond to sun access.

iii) Use a similar roof pitch to adjacent buildings, particularly if there is consistency of roof forms across the streetscape.

iv) Articulate or divide the mass of the roof structures on larger buildings into distinctive sections to minimise the visual bulk and relate to any context of similar building forms.

v) Use clerestory windows and skylights to improve natural lighting and ventilation of internalised space on the top floor of a building where feasible.

The location, layout, size and configuration of clerestory windows and skylights must be sympathetic to the overall design of the building and the streetscape.

vi) Any services and equipment, such as plant, machinery, ventilation stacks, exhaust ducts, lift overrun and the like, must be contained within the roof form or screened behind parapet walls so that they are not readily visible from the public domain.

vii) Terraces, decks or trafficable outdoor spaces on the roof may be considered only if:

- There are no direct sightlines to the habitable room windows and private and communal open space of the adjoining residences.

The roof structure contributes to the 3-dimensional form of the building. It incorporates clerestory windows for additional daylight access and has been divided into sections to avoid a monolithic bulk.

(Courtesy of Candalepas Architects)
- The size and location of terrace or deck will not result in unreasonable noise impacts on the adjoining residences.
- Any stairway and associated roof do not detract from the architectural character of the building, and are positioned to minimise direct and oblique views from the street.
- Any shading devices, privacy screens and planters do not adversely increase the visual bulk of the building.

viii) The provision of landscape planting on the roof (that is, “green roof”) is encouraged. Any green roof must be designed by a qualified landscape architect or designer with details shown on a landscape plan.

4.3 Habitable Roof Space

Objectives

- To broaden the dwelling mix by creating opportunities for larger sized units on the uppermost storey.
- To promote high amenity apartment design with flexible layout and good natural ventilation.
- To provide opportunities for creating interesting roof forms that contribute to the streetscape and neighbourhood character.

Controls

i) Habitable roof space may be considered, provided it meets the following:

- Optimises dwelling mix and layout, and assists to achieve dual aspect or cross over units with good natural ventilation.
- Has a maximum floor space of 65% of the storey immediately below.
- Wholly contain habitable areas within the roof space.
- When viewed from the surrounding public and private domain, the roof form (including habitable roof space, associated private open space and plant and machinery) has the appearance of a roof. A continuous flat roof with habitable space within it will not satisfy this requirement.
- Design windows to habitable roof space as an integrated element of the roof.
- Submit computer-generated perspectives or photomontages showing the front and rear elevations of the development. Any space above the external wall height control will be visualised as a roof form.

Note:

Any design seeking the inclusion of habitable roof space must allow for adequate floor to ceiling heights, and floor slab and roof construction. The design should fully meet the building height and FSR controls contained in the RLEP and this DCP, and take into account the topographical conditions of the site.
Example:
Habitable roof space must present itself as a roof form (Note: this example relates to sites subjected to a building height control of 12m under RLEP)

4.4 External Wall Height & Ceiling Height

Explanation

In addition to the RLEP maximum building height, which sets out the absolute height of the development including roof and all plant equipment, the following wall height and ceiling height controls supplement the LEP to ensure that development provides for a suitable number of storeys and encourages interesting roof forms suitable to the streetscape.

The external wall height control has been devised to ensure that adequate floor to ceiling height, realistic floor slab and roof construction and basement or semi-basement car parking could be achieved under different topographical conditions.

Definition:

“Wall height” is the vertical distance as measured from the ground level (existing) to the topmost point of an external wall.

The topmost point of an external wall is taken to be the underside of the eaves or the highest point of a parapet, and excludes gable ends and clerestory windows.

For skillion or butterfly roofs, the highest point of the external wall is measured to the underside of the eave of the lower end of the roof. For dormer windows that protrude horizontally from the roof by 2m or more, external wall height is measured to the underside of the dormer eaves.
Measurement of external wall height for skillion or butterfly roofs

Where a dormer extends 2m or more from the roof pane, external wall height is measured to the underside of the dormer eaves.

Objectives

- To ensure that the building form provides for interesting roof forms and is compatible with the streetscape.
- To ensure ceiling heights for all habitable rooms promote light and quality interior spaces.
- To control the bulk and scale of development and minimise the impacts on the neighbouring properties in terms of overshadowing, privacy and visual amenity.

Controls

i) Where the site is subject to a 12m building height limit under the LEP, a maximum external wall height of 10.5m applies.
ii) Where the site is subject to a 9.5m building height limit under the LEP, a maximum external wall height of 8m applies.

iii) The minimum ceiling height is to be 2.7m for all habitable rooms.

4.5 Pedestrian Entry

Objectives

- To provide clearly identifiable and safe pedestrian entries to buildings.
- To contribute positively to the façade design and the streetscape.

Controls

i) Separate and clearly distinguish between pedestrian pathways and vehicular access.

ii) Present new development to the street in the following manner:

   - Locate building entries so that they relate to the pedestrian access network and desired lines.
   - Design the entry as a clearly identifiable element in the façade composition.
   - Integrate pedestrian access ramps into the overall building and landscape design.
   - For multi-dwelling housing and residential flat buildings, provide direct entries to the individual dwellings within a development from the street where possible.
   - Design mailboxes so that they are convenient to residents, do not clutter the appearance of the development at street frontage and are preferably integrated into a wall adjacent to the primary entry (and at 90 degrees to the street rather than along the front boundary).

iii) Provide weather protection for building entries.

Postal services and mailboxes

i) Mailboxes are provided in accordance with the delivery requirements of Australia Post.

ii) A mailbox must clearly mark the street number of the dwelling that it serves.

iii) Design mailboxes to be convenient for residents and not to clutter the appearance of the development from the street. Design solutions include:

   - Locating mailboxes adjacent to the main entrance of a building and inserting them into a wall.
   - Positioning mailboxes at 90 degrees to the street, rather than parallel to the front boundary.

Note:
All premises must display a street number that is legible whilst not presenting as a dominant feature of the façade.
4.6 Internal Circulation

Explanation

Lobbies, stairs, lifts, hallways and corridors constitute the common circulation space within a building.

Objectives

- To create safe and pleasant spaces for circulation of residents and visitors and their possessions.
- To facilitate good apartment layout with optimal environmental performance.
- To contribute positively to the built form and façade articulation.

Controls

i) Enhance the amenity and safety of circulation spaces by:
   - Providing natural lighting and ventilation where possible.
   - Providing generous corridor widths at lobbies, foyers, lift doors and apartment entry doors.
   - Allowing adequate space for the movement of furniture.
   - Minimising corridor lengths to give short, clear sightlines.
   - Avoiding tight corners.
   - Articulating long corridors with a series of foyer areas, and/or providing windows along or at the end of the corridor.

ii) Use multiple access cores to:

   - Maximise the number of pedestrian entries along a street for sites with wide frontages or corner sites.
   - Articulate the building façade.
   - Limit the number of dwelling units accessible off a single circulation core on a single level to 6 units.

iii) Where apartments are arranged off a double-loaded corridor, limit the number of units accessible from a single core to or 8 units.

4.7 Apartment Layout

Explanation

The internal layout of an apartment establishes the spatial arrangement of rooms and private open space and the circulation routes between them. The layout directly affects the quality of living amenity, such as access to daylight and natural ventilation, and maintenance of acoustic and visual privacy.

Objective
• To ensure apartment layouts provide high standard of living amenity in terms of access to sunlight and natural ventilation, visual and acoustic privacy, open space provision and accommodate a range of domestic activities.

Controls

i) Maximise opportunities for natural lighting and ventilation through the following measures:
   - Providing corner, cross-over, cross-through and double-height maisonette / loft apartments.
   - Limiting the depth of single aspect apartments to a maximum of 6m.
   - Providing windows or skylights to kitchen, bathroom and laundry areas where possible.
   - Providing at least 1 openable window (excluding skylight) opening to outdoor areas for all habitable rooms and limiting the use of borrowed light and ventilation.

ii) Design apartment layouts to accommodate flexible use of rooms and a variety of furniture arrangements.

iii) Provide private open space in the form of a balcony, terrace or courtyard for each and every apartment unit in a development.

iv) Avoid locating the kitchen within the main circulation space of an apartment, such as hallway or entry.

4.8 Balconies

Objectives

• To provide all apartments with functional private open space

• To ensure that balconies and terraces are integrated into the overall architectural form and detail of residential flat buildings.

Controls

i) Provide a primary balcony and/or private courtyard for all apartments with a minimum area of 8 square metres and a minimum dimension of 2m and consider secondary balconies or terraces in larger apartments.

ii) Provide a primary terrace for all ground floor apartments with a minimum depth of 4m and minimum area of 12 square metres. All ground floor apartments are to have direct access to a terrace.

iii) The piece meal enclosure of balconies or terraces on existing residential flat buildings will not generally be supported unless an overall scheme for the building is implemented using similar materials or materials which will harmonise with the existing building facade.
4.9 Colours, Materials and Finishes

Objectives

- To ensure colour and material schemes contribute to the articulation of the building and enhance the streetscape character.
- To ensure surface materials and finishes are durable and fit for their purpose.
- To ensure the retention or recycling of existing sandstone block works.

Controls

i) Provide a schedule detailing the materials and finishes in the development application documentation and plans.

ii) The selection of colour and material palette must complement the character and style of the building.

iii) In Foreshore Scenic Protection Areas, the exterior colour scheme must complement the natural elements in the coastal locations. The colour palette must predominantly consist of light toned neutral hues.

iv) Use the following measures to complement façade articulation:
   - Changes of colours and surface texture
   - Inclusion of light weight materials to contrast with solid masonry surfaces
   - The use of natural stones is encouraged.

v) Avoid the following materials or treatment:
   - Reflective wall cladding, panels and tiles and roof sheeting
   - High reflective or mirror glass
   - Large expanses of glass or curtain wall that is not protected by sun shade devices
   - Large expanses of rendered masonry
   - Light colors or finishes where they may cause adverse glare or reflectivity impacts

vi) Use materials and details that are suitable for the local climatic conditions to properly withstand natural weathering, ageing and deterioration.

vii) Sandstone blocks in existing buildings or fences on the site must be recycled and re-used.

4.10 Alterations and additions to attached dwellings

Objective

- Ensure that additions are appropriate to the scale and character of the existing building and the streetscape.
Controls

i) Additional storeys to the main building or street frontage are generally not supported where:
   (a) A building is part of an intact group or streetscape;
   (b) The existing building is comparable to a consistent or predominant building height in the streetscape;
   (c) The predominant height of development in the vicinity of the site is single storey;

ii) Additional storeys should respect the parapet or ridge line of immediately adjoining buildings.

iii) Rear additions to terraces must not alter the parapet, ridgeline, chimneys and profile of party walls projecting above the roof of the terrace, as perceived from the front streetscape.

iv) Where the rear of a group of attached dwellings (terraces) displays a consistent form that is visible from a public space, alterations and additions are to be restricted to the ground floor.

v) Lean-to additions are the most traditional form of rear extension, and are suitable for most buildings. Generally, lean-to additions are to have a skillion roof with a low pitch that pitches away from the building or a flat roof may be acceptable at rear (as shown in the figure above).

vi) A detached pavilion can be located at the rear boundary, limited to single storey where the allotment is long enough to provide adequate private open space and where the new structure will not adversely affect the amenity of neighbours. This may be extended to two storeys, on rear laneways.

Note:

For heritage items or Heritage Conservation Areas, it may be desirable to distinguish old and new works and/or to provide a detached pavilion rather than extension to an existing building. Refer to the Heritage section of this DCP for further details.
4.11 Alterations and additions to residential flat buildings

Explanation

Walk-up residential flat buildings, typically built between the 1950s-1970s forms a significant proportion of residential flat buildings in Randwick City. These older residential flat buildings are often now in need of redevelopment or refurbishment to meet current lifestyle needs, improve sustainability and to update the building’s appearance. Randwick City Council’s ‘Design Ideas for Rejuvenating Flat Buildings’ manual published 2006, contains design principles and concepts to promote and guide the refurbishment of older residential flat buildings.

Objective

- Promote design excellence in the refurbishment of older residential flat buildings.

Control
i) DAs for the comprehensive refurbishment of older walk up flat buildings must have regard to the Randwick City Council ‘Design Ideas for rejuvenating residential flat buildings’ manual, dated 2006.

ii) DAs involving alterations and additions to residential flat buildings located within heritage conservation areas or a heritage item shall ensure that the overall aesthetic improvements to the appearance of the building can make a positive contribution to the heritage streetscape by:

- providing for a combination of materials, colours and finishes to the building façade that are compatible with the heritage conservation area or heritage item;
- incorporating elements such as shading devices, blade walls or vertical elements to articulate the façade of the building;
- providing for balconies and terraces that can help recess garages;
- incorporating landscaping and where practical suitable fencing to the street frontage;
- where practical, remove external elements that detract from the appearance of the heritage conservation area or heritage item.

4.12 Earthworks

Objectives

- To maintain or minimise change to the natural ground levels.
- To ensure excavation and backfilling of a site do not result in unreasonable structural, visual, overshadowing and privacy impacts on the adjoining properties.
- To enable the provision of usable communal or private open space with adequate gradient.
- To ensure earthworks do not result in adverse stormwater impacts on the adjoining properties.

Controls

Excavation and Backfilling

i) Any excavation and backfilling within the building footprints must be limited to 1m at any point on the allotment, unless it is demonstrated that the site gradient is too steep to reasonably construct a building within this extent of site modification. (This does not apply to swimming or spa pool structures).

ii) Any cut and fill outside the building footprints (for the purposes of creating useable communal or private open space) must take the form of terracing following the natural landform, in order to minimise the height or depth of earthworks at any point on the site. The appropriate extent of site modification will be assessed on a merit basis.

Example of refurbishment of a residential flat building. Note the use of finishes, materials and colours in delivering significant upgrade to the façade articulation, and the extended balconies, weather protection and privacy screens that improve the living amenity.

(Courtesy of Smart Design Studio)
iii) For sites with a significant slope, adopt a split-level design for buildings to minimise excavation and backfilling.

Measures for minimising earthworks

Retaining walls

iv) Setback the outer edge of any excavation, piling or subsurface walls a minimum of 900mm from the side and rear boundaries.

The thickness of retaining walls and indicative footing locations must be shown on the drawings.

v) Step retaining walls in response to the natural landform to avoid creating monolithic structures visible from the neighbouring properties and the public domain.

vi) Where it is necessary to construct retaining walls at less than 900mm from the side or rear boundary due to site conditions, retaining walls must be stepped with each section not exceeding a maximum height of 2200mm, as measured from the ground level (existing). In this case, the retaining walls may be incorporated as part of the boundary fence.

vii) For sites that slope upwards to the rear with the building elevated above street level, the surface area of any blank retaining walls fronting the street must be minimised. Use a combination of materials to create articulation and/or incorporate landscaping to visually soften the wall structures.

A combination of materials and/or landscaping, including planter boxes may be incorporated in the retaining walls to visually soften the structures.

5 Amenity
The following amenity provisions on solar access and overshadowing, natural ventilation, visual and acoustic privacy and view sharing are to ensure reasonable amenity for dwellings and their occupants and neighbouring properties.

5.1 Solar access and overshadowing

Explanation

Solar access forms an integral part of the design process. Buildings should be sited and designed to provide adequate daylight and sunlight access to living areas and private and communal open space areas. Good solar design improves amenity and energy efficiency.

Objectives

- To ensure the design, orientation and siting of development maximises solar access to the living areas of dwellings and open spaces, and is encouraged to all other areas of the development.
- To ensure development retains reasonable levels of solar access to the neighbouring properties and the public domain.
- To provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours.

Controls

Solar access for proposed development

i) Dwellings within the development site must receive a minimum of 3 hours sunlight in living areas and to at least 50% of the private open space between 8am and 4pm on 21 June (mid winter).

ii) Living areas and private open spaces for at least 70% of dwellings within a residential flat building must provide direct sunlight for at least three hours between 8am and 4pm on 21 June (mid winter).

iii) Limit the number of single-aspect apartments with a southerly aspect (SW-SE) to a maximum of 10 percent of the total units within a residential flat building.

iv) Any variations from the minimum standard due to site constraints and orientation must demonstrate how solar access and energy efficiency is maximised.

Solar access for surrounding development

i) Living areas of neighbouring dwellings must receive a minimum of 3 hours access to direct sunlight to a part of a window between 8am and 4pm on 21 June (mid winter).

ii) At least 50% of the landscaped areas of neighbouring dwellings must receive a minimum of 3 hours of direct sunlight.

Note:

‘Living Areas’ are indoor space occupied for extended periods of time such as a living room, lounge room, dining room, family room and/or other open plan living areas.

‘Habitable room’ is a room used for normal domestic activities, other than a bathroom, laundry, toilet, pantry, walk in wardrobe, hallway, lobby, clothes drying room or other space of a specialised nature that is not occupied frequently or for extended periods (see BCA for full definition).
sunlight to a part of a window between 8am and 4pm on 21 June (mid winter).

iii) Where existing development currently receives less sunlight than this requirement, the new development is not to reduce this further.

5.2 Natural ventilation and energy efficiency

Explanation

Natural ventilation is the circulation of sufficient volumes of fresh air through an apartment to create a comfortable indoor environment.

Objectives

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

Controls

i) Provide daylight to internalised areas within each dwelling (for example hallways and stairwells) and any poorly lit habitable rooms (that is living rooms, dining rooms, rumpus rooms, kitchens and bedrooms) via measures such as ventilated skylights, clerestory windows, fanlights above doorways and highlight windows in internal partition walls.

ii) Sun shading devices appropriate to the orientation should be provided for the windows and glazed doors of the building.
Measures for optimising daylight access to interior space of dwellings

iii) All habitable rooms (that is living rooms, dining rooms, rumpus rooms, kitchens and bedrooms) must incorporate windows opening to outdoor areas. The sole reliance on skylight or clerestory windows for natural lighting and ventilation is not acceptable.

iv) All new residential units must be designed to provide natural ventilation to all habitable rooms. Mechanical ventilation must not be the sole means of ventilation to habitable rooms.

v) A minimum of ninety percent (90%) of residential units should be naturally cross ventilated.

In cases where residential units are not naturally cross ventilated, such as single aspect apartments, the installation of ceiling fans may be required.

vi) A minimum of twenty five percent (25%) of kitchens within a development should have access to natural ventilation and be adjacent to open able windows.

vii) Developments, which seek to vary from the minimum standards, must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable rooms.
5.3 Visual Privacy

Explanation

Sensitive design of buildings can optimise visual privacy by minimising cross viewing and overlooking to adjoining dwellings.

Objectives

- To ensure a high level of amenity by providing for reasonable level of visual privacy for dwellings and neighbouring properties
- To ensure new development is designed so that its occupants enjoy visual and acoustic privacy, whilst maintaining the existing level of privacy of adjoining and nearby properties.

Controls

i) Locate windows and balconies of habitable rooms to minimise overlooking of windows or glassed doors in adjoining dwellings (whether part of the development or on adjoining properties). Refer to the figure above on techniques to protect privacy.

ii) Orient balconies to the front and rear boundaries or courtyards as much as possible. Avoid orienting balconies to any habitable room windows on the side elevations of the adjoining residences.

iii) Orient buildings on narrow sites to the front and rear of the lot, utilising the street width and rear garden depth to increase the separation distance.

iv) Locate and design areas of private open to ensure a high level of user privacy. Landscaping, screen planting, fences, shading devices and screens are used to prevent overlooking and improve privacy.

v) Incorporate materials and design of privacy screens including (but not limited to):
   - Translucent or obscured glazing
   - Fixed timber or metal slats mounted horizontally or vertically
   - Fixed vertical louvers with the individual blades oriented away from the private open space or windows of the adjacent dwellings
   - Screen planting and planter boxes may be used as a supplementary device for reinforcing privacy protection. However, they must not be used as the sole privacy protection measure.
5.4 Acoustic Privacy

Explanation

Acoustic privacy is a measure of sound insulation between dwellings and between external and internal spaces.

Objectives

- To ensure a high level of amenity by providing for reasonable level of acoustic privacy for dwellings and neighbouring properties
- To ensure dwellings are designed so that its occupants enjoy acoustic privacy, whilst maintaining the existing level of privacy of adjoining and nearby properties.
- To ensure dwellings are designed to minimise impacts from significant exterior noise sources such as arterial roads, flight paths, industries and ports.
- To design buildings with adequate separation within the development and from adjoining properties

Controls

i) Design the building and layout to minimise transmission of noise between buildings and dwellings by:

- locating busy, noisy areas near each other and quiet areas such as bedrooms near each other
- use storage and circulation areas to buffer noise where possible
- minimise the extent of part walls

ii) Separate “quiet areas” such as bedrooms from common recreation areas, parking areas, vehicle access ways and other noise generating activities.

iii) Utilise appropriate measures to maximise acoustic privacy such as:

- double glazing
- operable screened balconies
- walls to courtyards
- sealing of entry doors.
This example locates sleeping rooms away from the main living areas of the units and common circulation. The extent of party walls is minimised. (Source: Residential Flat Design Code)

iv) For developments fronting arterial roads, provide noise mitigation measures to ensure an acceptable level of living amenity for the dwelling units is maintained. A noise assessment report prepared by a qualified acoustic consultant must be submitted with suitable noise mitigation solutions. The intention is to achieve an acceptable level of noise exposure in the interior space, without relying on mechanical ventilation.

v) Adopt design solutions for developments fronting arterial roads such as provision of an enclosed, recessed balcony or loggia to the dwelling units to function as a buffer between the outdoor environment and the interior living space.

Enclosed balconies / loggias may be used as a buffer to attenuate traffic noise in arterial roads and improve living amenity for the dwelling units.
5.5 View sharing

Explanation

Many residences and public places in Randwick City enjoy views to the ocean, coastline, parks and distant skyline of Sydney CBD and Bondi Junction. Some elements are recognised as prominent natural landforms (such as Wedding Cake Island) or significant man-made artefacts, and carry scenic and iconic values.

The concept of view sharing concerns with the equitable distribution of views between developments and neighbouring dwellings and the public domain. View sharing control aims to achieve a balance between facilitating quality development and preserving an equitable amount of views for the surrounding properties as far as is practicable and reasonable.

View sharing does not prescribe the total retention of all significant views and vistas. In established inner metropolitan areas like Randwick City, developments would inevitably cause varying degree of view loss. The intent of the DCP is to ensure developments are sensitively and skilfully designed, so that a reasonable level of views is retained for the surrounding areas.

The NSW Land and Environment Court has developed a planning principle relating to view sharing based on the case of Tenacity Consulting v Warringah Council [2004] NSWLEC 140.

Where view loss impact is likely to occur, development proposals must address this Section of the DCP as well as the aforementioned planning principle in detail.

Objectives

- To acknowledge the value of views to significant scenic elements, such as ocean, bays, coastlines, watercourses, bushland and parks; as well as recognised icons, such as city skylines, landmark buildings / structures and special natural features.

- To protect and enhance views from the public domain, including streets, parks and reserves.

- To ensure developments are sensitively and skilfully designed to maintain a reasonable amount of views from the development, neighbouring dwellings and the public domain.

Controls

i) The location and design of buildings must reasonably maintain existing view corridors or vistas to significant elements from the streets, public open spaces and neighbouring dwellings.

ii) In assessing potential view loss impacts on the neighbouring dwellings, retaining existing views from the living areas (such as living room, dining room, lounge and kitchen) should be given a priority over those obtained from the bedrooms and non-habitable rooms.
iii) Where a design causes conflicts between retaining views for the public domain and private properties, priority must be given to view retention for the public domain.

iv) The design of fences and selection of plant species must minimise obstruction of views from the neighbouring residences and the public domain.

v) Adopt a balanced approach to privacy protection and view sharing, and avoid the creation of long and massive blade walls or screens that obstruct views from the neighbouring dwellings and the public domain.

vi) Clearly demonstrate any steps or measures adopted to mitigate potential view loss impacts in the development application.

5.6 Safety and security

Explanation

Design of buildings and spaces can influence actual and perceived safety and security. These controls aim to minimise such risks and create a residential environment in which people will feel secure.

Objectives

• To consider safety and security of residents and the security of the neighbourhood through building and landscaping design.

• To provide for casual surveillance of footpaths and driveways important for the safety of residents and passing pedestrians, and for the security of the neighbourhood.

Controls

i) Design buildings and spaces for safe and secure access to and within the development. Design solutions include, but are not limited to:
   - sheltered, well lit and highly visible entries to building and mail collection areas.
   - direct entry to ground level dwellings from the street rather than from a common foyer.
   - a clear line of sight between one circulation space to the next.
   - Avoiding recessed alcoves or potential entrapment points adjacent to entries, along hallways and within car parks.
   - Providing direct access between car park and residential levels:

ii) For multi dwelling housing and attached dwellings, provide direct access between the private garages and the dwellings where possible.

iii) For residential flat buildings, provide direct, secure access between the parking levels and the main lobby on the ground floor.
iv) Design window and door placement and operation to enable ventilation throughout the day and night without compromising security. The provision of natural ventilation to the interior space via balcony doors only, is deemed insufficient.

v) Avoid high walls and parking structures around buildings and open space areas which obstruct views into the development.

vi) Resident car parking areas must be equipped with security grilles or doors.

vii) Control visitor entry to all units and internal common areas by intercom and remote locking systems.

viii) Provide adequate lighting for personal safety in common and access areas of the development.

ix) Improve opportunities for casual surveillance without compromising dwelling privacy by designing living areas with views over public spaces and communal areas, using bay windows which provide oblique views and casual views of common areas, lobbies/foyers, hallways, open space and car parks.

x) External lighting must be neither intrusive nor create a nuisance for nearby residents.

xi) Provide illumination for all building entries, pedestrian paths and communal open space within the development.

Note:

All outdoor illumination must be designed to minimise light overspill and nuisance to the surrounding areas and comply with AS 4282: Control of the Obtrusive Effects of Outdoor Lighting.
6 Car parking and access

Explanation

Car parking and access facilities have significant implications on the streetscape, site layout and façade configuration. It is important that vehicular access is integrated with site planning at the early design stage to balance any potential conflicts between pedestrian movements, local traffic patterns and the streetscape character.

Objectives

• To ensure the location and configuration of car parking are integrated with the site planning and building design.

• To ensure that car parking and access facilities do not visually dominate the property frontage or adversely detract from the streetscape character.

• To minimise hard paved surfaces occupied by driveways and parking, so as to maximise opportunities for deep soil planting and permeable surfaces.

• To ensure the location and design of parking and access facilities do not pose undue safety risks on building occupants, pedestrians, cyclists and motorists.

6.1 Location

Controls

i) Car parking facilities must be accessed off rear lanes or secondary street frontages where available.

ii) The location of car parking and access facilities must minimise the length of driveways and extent of impermeable surfaces within the site.

iii) Setback driveways a minimum of 1m from the side boundary. Provide landscape planting within the setback areas.

Where the adjoining property has its driveway abutting the common boundary, the new driveway may be built to that boundary. In this scenario, a combined crossing must be created to serve the two neighbouring properties.

iv) Entry to parking facilities off the rear lane must be setback a minimum of 1m from the lane boundary.

Note:

See Part B7 Transport, traffic, parking and access for vehicle parking rates
v) For residential flat buildings and multi dwelling housing, comply with the following:

(a) Car parking must be provided underground in a basement or semi-basement for new development.
(b) On grade (surface) car park may be considered for sites potentially affected by flooding. In this scenario, the car park must be located on the side or rear of the allotment away from the primary street frontage.
(c) Where rear lane or secondary street access is not available, the car park entry must be recessed behind the front façade alignment. In addition, the entry and driveway must be located towards the side and not centrally positioned across the street frontage.

vi) For attached dwellings, where rear lane or secondary street access is not available, garages may be provided on the primary street elevation of the buildings provided they are:

(a) Single car width only.
(b) Recessed behind the front façade alignment.

6.2 Configuration

Controls

i) With the exception of hardstand car spaces and garages, all car parks must be designed to allow vehicles to enter and exit in a forward direction.

ii) For residential flat buildings and multi dwelling housing, the maximum width of driveway is 6m. In addition, the width of driveway must be tapered towards the street boundary as much as possible.

iii) For controls on the configuration of hardstand car spaces, carports, garages and driveways for attached dwellings, refer to the Low Density Residential chapter.

iv) Provide basement or semi-basement car parking consistent with the following requirements:

(a) Provide natural ventilation.
(b) Integrate ventilation grills into the façade composition and landscape design.
(c) The external enclosing walls of car park must not protrude above ground level (existing) by more than 1.2m. This control does not apply to sites affected by potential flooding.
(d) Use landscaping to soften or screen any car park enclosing walls.
(e) Provide safe and secure access for building users, including direct access to dwellings where possible.
(f) Improve the appearance of car park entries and avoid a ‘back-of-house’ appearance by measures such as:
Installing security doors to avoid ‘black holes’ in the façades.
- Returning the façade finishing materials into the car park entry recess to the extent visible from the street as a minimum.
- Concealing service pipes and ducts within those areas of the car park that are visible from the public domain.

v) Where on-grade (surface) car park cannot be avoided, incorporate the parking area into the landscape design of the site:

(a) Use planting to screen the parking areas from view from the communal and private open space and the public domain.
(b) Provide canopy or shade trees among parking bays.
(c) Use a combination of paving materials to divide the parking surface.

6.3 Parking Facilities Forward of Front Façade Alignment

Controls

i) Where the provision of parking facilities behind the front façade alignment is not feasible (due to absence of rear lane or secondary street access, narrow site width, irregular allotment configuration, or retention of an existing building), parking facilities may be provided forward of the front façade alignment as follows:

Attached Dwellings
- Take the form of an uncovered single car space;
- Take the form of a single carport having an external width of not more than 3m (excluding eaves); and
- Landscaping must be incorporated into the site frontage.

Residential Flat Buildings and Multi Dwelling Housing
- Minimise the length and height of the car park enclosing walls and driveway entries.
- Use high quality external finishes and materials for any visible car park enclosing walls and roller doors.
- Incorporate landscaping in the site frontage.
- The car park will not require the removal of significant landscape elements that enhance the streetscape, such as rock outcrop or sandstone retaining walls.
- The car park location will not pose an undue risk on the safety of pedestrians.
7 Fencing and ancillary development

7.1 Fencing

Explanation

Fences demarcate property ownership and provide definition between the public and private domain. Fences must be designed to promote high quality streetscapes, adequate privacy and security protection for dwellings, and appropriate surveillance and interaction with the public domain.

Objectives

- The alignment, configuration, rhythm of bays, height, materials, colours and texture of new fences complement the building on the site and the streetscape.

- Fences are designed to achieve a balance between privacy, safety and security for the building occupants and visual interaction with the public domain, without adversely affecting the amenity of the pedestrian environment.

- Fences are designed to minimise opportunities for graffiti and malicious damage.

General - Fencing

Controls

i) Fences are constructed with durable materials that are suitable for their purpose and can properly withstand wear and tear and natural weathering.

ii) Sandstone fencing must not be rendered and painted.

iii) The following materials must not be used in fences:
   - Steel post and chain wire
   - Barbed wire or other dangerous materials

iv) Expansive surfaces of blank rendered masonry to street frontages must be avoided.

7.2 Front Fencing

Controls

i) The fence must align with the front property boundary or the predominant fence setback line along the street.

ii) The maximum height of front fencing is limited to 1200mm, as measured from the footpath level, with the solid portion not exceeding 600mm, except for piers.

The maximum height of front fencing may be increased to 1800mm, provided the upper two-thirds are partially open, except for piers.
iii) Construct the non-solid portion of the fence with light weight materials (such as timber or metal panels, slats or the like) that are at least 30% open and evenly distributed along the full length of the fence.

Configuration of front fencing

iv) Solid front fence of up to 1800mm in height may be permitted in the following scenarios:

- Front fence for sites facing arterial roads.
- Fence on the secondary street frontage of corner allotments, which is behind the alignment of the primary street façade. The fence must be tapered down to match the height of the primary street fence once pasts the front façade alignment.

Such solid fences must be articulated through a combination of materials, finishes and details, and/or incorporate landscaping (such as cascading plants), so as to avoid continuous blank walls.

v) The fence must incorporate stepping to follow any change in level along the street boundary. The height of the fence may exceed the aforementioned numerical requirement by a maximum of 150mm adjacent to any stepping.

vi) The preferred materials for front fences are natural stone, face bricks and timber. Cast or wrought iron pickets may be used where they are compatible with the character of the building and the streetscape.

vii) Gates must not open over public land.
viii) The fence adjacent to the driveway may be required to be splayed to ensure adequate sightlines for drivers and pedestrians.

7.3 Side and Rear Fencing

Controls

i) The maximum height of side, rear or common boundary fences is limited to 1800mm, as measured from the ground level (existing).

For sloping sites, the fence must be stepped to follow the topography of the land, with each step not exceeding 2200mm above ground level (existing).

ii) In the scenario where there is significant level difference between the subject and adjoining allotments, the fencing height will be considered on merit.

iii) The side fence must be tapered down to match the height of the front fence once pasts the front façade alignment.

iv) Side or common boundary fences must be finished or treated on both sides.

7.4 Outbuildings

Controls

i) Locate behind the alignment of the front building façade.

ii) Position to optimise backyard space and must not be located within the required permeable surfaces.

iii) Outbuildings must be single storey only, and must not exceed a maximum height of 3.6m and a wall height of 2.4m.

7.5 Swimming and Spa Pools

Controls

i) Locate behind the alignment of the front building façade.

ii) Locate to minimise damage to the root system of existing trees on the adjoining properties, as well as trees on the subject site proposed or required to be retained.

iii) Locate to minimise noise and privacy impacts on the adjoining dwellings.

7.6 Storage

Explanation

Storage is important in the proper functioning of a residential unit. Lack of sufficient storage space can result in cramped living.
accommodation and displacement of vehicles from allocated parking spaces on site on to the street for parking.

**Objective**

- Provide adequate storage for everyday household items within easy access of the dwelling.

**Controls**

i) The design of development must provide for readily accessible and separately contained storage areas for each dwelling.

ii) Storage facilities may be provided in basement or sub floor areas, or attached to garages.

Where basement storage is provided, it should not compromise any natural ventilation in the car park, reduce sight lines or obstruct pedestrian access to the parked vehicles.

iii) In addition to kitchen cupboards and bedroom wardrobes, provide accessible storage facilities at the following rates:

   - (a) Studio apartments – 6m$^3$
   - (b) One bedroom apartments – 6m$^3$
   - (c) Two bedroom apartments – 8m$^3$
   - (d) Three plus bedroom apartments – 10m$^3$

7.7 Laundry facilities and air conditioning units

**Controls**

**Laundry and drying facilities**

i) Provide a retractable or demountable clothes line in the courtyard of each dwelling unit.

ii) Provide internal laundry for each dwelling unit.

iii) Provide a separate service balcony for clothes drying for dwelling units where possible.

Where this is not feasible, reserve a space for clothes drying within the sole balcony and use suitable balustrades to screen it to avoid visual clutter.

**Air conditioning units:**

i) Avoid installing within window frames. If installed in balconies, screen by suitable balustrades.

ii) Air conditioning units must not be installed within window frames.
8 Area Specific Controls

Explanation

Throughout Randwick City there are a number of areas that for a variety of reasons possess special qualities warranting specific controls that supplement those generally applying in this DCP. These areas may be identified for any number of reasons, including, but not limited to, historic, landscape and/or scenic or localities where it may be desirable to retain or provide for particular uses or characteristics.

In these situations Council has taken the initiative to:

- Identify such areas of special significance in terms of their landscape, scenic, historic or other development qualities.
- Formulate objectives and design controls for development in each of the identified areas of special significance.

To the extent of any inconsistency between this sub-section and any other DCP sections, this sub-section will prevail.

8.1 Coral Sea Park Estate, Maroubra

Explanation

The Coral Sea Park Estate is a distinctive and historically important precinct. It is located in Maroubra and generally bounded by Fitzgerald Avenue, Malabar Road, Beauchamp Road and Anzac Parade. The Estate is characterised by a mixture of single storey bungalows and low to medium rise multi-unit housing, most of which harmonises with the single storey detached bungalows.

The relative scale, placement and configuration of buildings in the Estate is testimony to careful urban design and how low scale residential precincts can sustain increased density and housing choice. The Estate was developed by the then NSW Housing Commission in the early to mid 1950's. It is an early example of a planned neighbourhood in Australia. Subsequent private development has occurred, also within the low-medium rise scale of the original development.

The significant characteristics of the Estate are:

- It is a neighbourhood made up of a balanced combination of dwelling types housing a wide population mix ranging from young families to aged persons.
- The provision and spatial arrangement of facilities whereby open space, schools, shops and community facilities are centrally located on the Estate.
- The arrangement and mix of cottages, duplexes and blocks of flats. An important feature is the open rear gardens of cottages and flats alike which provide quality access to sunlight and maintain high levels of privacy.
- The curvilinear street pattern responding to the local topography forming an amphitheatre type effect to the central open spaces.
Objectives

- To ensure new development reflects the scale and massing of existing development in the Estate.
- To ensure new development maintains the characteristics of building setbacks and garden areas prevalent throughout the Estate.
- To maintain the planned neighbourhood and garden suburb characteristics of the Estate.

Controls

i) Building materials and external finishes are to be consistent with the dominant themes in the Estate.

ii) Site area and dimensions, particularly width, are of sufficient size to allow and maintain the existing themes of large rear garden areas and open spaces between buildings to continue.

iii) Sites have a minimum frontage of 20 metres for development of more than 2 dwellings.

iv) Open spaces in front of buildings are not fenced off from the street. Where fencing is proposed it is no more than one metre high.

v) Front setbacks of development must consider consistency with the surrounding buildings. Front façade design must consider compatibility with the form, massing and articulation of existing development.

8.2 58-64 Carr Street, Coogee

Explanation

The land at 58-64 Carr Street Coogee comprises three separate lots located between Kurrawa Avenue and Beach Street Coogee. The sites are currently zoned for residential purposes and are developed with the following uses:

- 58-60 Carr St: 8 storey residential flat building, strata titled (with ground level parking)
- 62 Carr Street: 2 storey shop top building with café at ground floor and yoga studio on 1st floor
- 64 Carr Street: Private hotel (heritage listed)

The subject sites form the southern end of the horseshoe shaped built form of the Coogee business centre and residences opposite the foreshore reserve of Coogee Beach. The local context includes the northern and eastern sections of the business centre providing an active street edge of commercial, retail and food related uses which services resident and visitor needs.
Land uses immediately to the west of these sites include ground floor retail and café and visitor accommodation. Land uses to the south of the block along Kurrawa Avenue and Beach Street comprise multi-unit housing and some single dwellings.

The RLEP zones these sites residential, while permitting restaurants or cafes, subject to development consent. The purpose of this sub-section is to provide site specific controls to ensure that any development of these sites for restaurant or cafe use does not adversely impact on residential amenity of surrounding residences. The zoning also permits other limited business premises including a neighbourhood shop for which these provisions are also relevant. Development for residential purposes must address other relevant sections of this DCP section relating to medium density residential.

Objectives

- To enable ground level small scale neighbourhood shop, restaurant or cafe development whilst protecting the amenity of nearby residents.
- To ensure any development improves the public domain of Carr Street.
- To promote pedestrian activity and safety in the public domain.
- To encourage high quality design and enhance the street frontage of buildings.

Controls

i) Proposals for a neighbourhood shop, restaurant or café must be limited to the ground floor of these buildings and must present an active street front to Carr Street only.

ii) Any outdoor seating must be limited to the Carr St frontage only.

iii) Business signage must address Carr Street only and must be limited to the ground or first floors.

iv) Proposals must specify likely sources of noise or odour generated from the premises and measures to be implemented in order to minimise these and other amenity impacts on adjoining residents.

v) The standard hours of operation for non-residential uses will be limited to 7am – 10pm.

vi) Outdoor lighting must limit light spillage, including light emitted from signage to minimise impacts on residents, living on, or adjoining the subject sites.

vii) High quality awnings, complimentary to the adjoining building design shall be provided along Carr St to achieve a continuous awning with adjoining properties.

viii) Awnings should be a minimum 3 metres deep and setback a minimum 600mm from the kerb.
ix) Cantilever awnings from the building must have a minimum soffit height of 3.5 metres.

x) Colonnades along the street edge are inappropriate.

xi) Canvas blinds along the street edge may be suitable where they would assist in sun access/protection.

xii) Signage on canvas blinds is inappropriate.

xiii) Ensure all awnings are structurally sound and safe and comply with relevant BCA requirements.

xiv) The minimum floor to ceiling heights for the ground floor must be 3.5m. Note: (Ceiling heights shall be measured from finished floor level (FFL) to finished ceiling level (FCL)).

xv) The loading and unloading of goods associated with a proposal for a neighbourhood shop, restaurant or café at 58-60 Carr Street shall be from Carr Street frontage only.

xvi) Development including upgrading of existing buildings shall be designed to achieve high quality urban design and a high level of pedestrian amenity at street level having regard to the coastal context, adjoining heritage item and pedestrian traffic movement.

Note:

Any proposal for 58-60 Carr Street will be referred to the Joint Randwick/Waverley Design Review Panel. State Environmental Planning Policy No.65 (Design Quality of Residential Flat Development) may also be relevant to development proposals for upgrading works to this building.


xvii) New development including upgrading of buildings shall incorporate passive surveillance of public and communal spaces (including, but not limited to balconies over public spaces, effective lighting, landscaping to reduce opportunities for crime prevention, design with clear boundaries between private and public areas) and shall have regard to the principles of Crime Prevention through Environmental Design (CPTED) in Section B (General Control) of this DCP and guidelines available at: http://www.planning.nsw.gov.au/rdaguidelines/documents/duaguide_s79c.pdf

xviii) Any alterations and/or refurbishment proposals at 58-60 Carr Street must address Part C section on Medium Density Residential of this DCP and address the following:
- Retain current side and rear building setbacks for residential uses onsite.
- Minimise change to the size and location of balconies.
- Minimise overlooking and privacy impacts on other balconies and adjacent dwellings.

xix) Any proposal for a neighbourhood shop, restaurant or café at 58-60 Carr Street must be within the developable area as shown in the figure below subject to meeting all other site requirements including parking assessment; and:

- provide for a continuous street façade and zero lot line to Carr Street. This zero lot line should also extend to the corner of Carr Street and along Kurrawa Avenue, as shown in the figure below; and
- remove the existing driveway crossing along Carr Street in order to improve pedestrian amenity and safety.
- Street facade should display proportions and detailing which respect the prevailing building facades of the sites at 62 and 64 Carr St.

Developable area for proposed neighbourhood shop, restaurant or café at 58-60 Carr Street, Coogee
8.3 Barker Street / Willis Street, Randwick

Explanation

This subject sites is rectangular in shape, split in two by Kennedy Lane. It is bound by Barker Street to the north, Willis Street to the west, a five storey residential flat development to the east and four storey residential flat buildings as well as a single storey dwelling to the south. Kennedy Lane reduces in width as it passes through the block, facilitating pedestrian connections only. There are existing services located in Kennedy Lane. The block falls approximately 7 to 9 metres on either side of the ridge at Kennedy Lane (see the Figures below on Building envelope – typical section).

The site comprises six lots, with six single storey detached dwellings and a two storey flat building. The five storey strata titled residential flat building to the east of the site is unlikely to be redeveloped.

There are excellent views from the block towards the City to the north-west and outlook to the south west towards Botany Bay. Due to the topography of Barker Street, there is no direct pedestrian or vehicular connection from the block to Barker Street. There is a footpath along Barker Street adjacent to the Block, accessed by Willis Street and Kennedy Street. Due to the steeply sloping topography, Willis Street is characterised by blank retaining walls with dwellings above.

The sites have unique opportunities and constraints. A building envelope has been developed for the sites that respond to context, streetscape and the sites characteristics.

Objectives

- To encourage residential uses including affordable housing that reflect the needs of key workers and students in the adjacent Randwick Education and Health Specialised Centre.
- To reinforce Kennedy Lane as part of the urban structure.
- To maintain public pedestrian access and visual connection along Kennedy Lane.
- Locate residential lobbies along Kennedy Lane.
- Locate private open space at ground floor.

Controls

i) Building Envelope Plan: The building envelope plan shows the maximum envelope including balconies (while excluding the roof structure and roof envelope). Development Applications are to demonstrate that the proposed building fits within the envelope. To achieve the envelope, the sites must be developed holistically as shown in the plan for blocks A and B.

ii) Height: RLEP identifies a maximum height of 15m. The building envelope illustrations show four storeys, excluding
the roof envelope and structure. Between Willis Street and Kennedy Lane, with the building envelope is articulated as four equal forms, stepping with the sloping topography. Any habitable roof space provided above the maximum building envelope must be setback an additional 4m from the street front at Barker Street, Kennedy Street and Kennedy Lane.

iii) **Building Depth:** Refer to setbacks.

iv) **Setbacks**

**Block A:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Setback</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barker Street</td>
<td>5m</td>
<td>Ground floor and above.</td>
</tr>
<tr>
<td>Kennedy Lane</td>
<td>4m</td>
<td>Ground floor and above.</td>
</tr>
<tr>
<td>Willis Street</td>
<td>0m</td>
<td>Ground floor.</td>
</tr>
<tr>
<td></td>
<td>5m</td>
<td>First floor and above.</td>
</tr>
<tr>
<td>Rear</td>
<td>6m</td>
<td>All floors.</td>
</tr>
</tbody>
</table>

**Block B:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Setback</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barker Street</td>
<td>5m</td>
<td>Ground floor and above.</td>
</tr>
<tr>
<td>Kennedy Lane</td>
<td>5.5m</td>
<td>Ground floor and above.</td>
</tr>
<tr>
<td></td>
<td>2.5m</td>
<td>First floor and above.</td>
</tr>
<tr>
<td>Willis Street</td>
<td>0m</td>
<td>Ground floor.</td>
</tr>
<tr>
<td></td>
<td>5m</td>
<td>First floor and above.</td>
</tr>
<tr>
<td>Rear</td>
<td>6m</td>
<td>All floors.</td>
</tr>
<tr>
<td>Side</td>
<td>6m</td>
<td>Ground floor and above.</td>
</tr>
</tbody>
</table>

v) **Form and articulation:** For Block B, the built form envelope may comprise two separate buildings or demonstrate sufficient articulation. Vertical articulation is to be provided between stepped forms along Barker Street to reduce the apparent length of the facade to a proportion that is compatible with the surrounding built form.

vi) **Building Uses:** Residential only.

vii) **Mix:** The following residential mix is to be provided:

<table>
<thead>
<tr>
<th>Type</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>50% maximum.</td>
</tr>
<tr>
<td>1 Bed</td>
<td>50% maximum.</td>
</tr>
<tr>
<td>2 Bed</td>
<td>50% maximum.</td>
</tr>
<tr>
<td></td>
<td>An additional 50% can be provided if they are dual key units.</td>
</tr>
<tr>
<td>3 Bed</td>
<td>No requirement.</td>
</tr>
</tbody>
</table>

viii) **Parking and access:** Access to parking is to be provided from Willis Avenue. Depending on how these sites are amalgamated, there are two options:

1. Develop the two blocks concurrently and provide all parking in a basement within Block A, or

2. Provide parking directly to each Block. At grade parking may be provided for Block B provided it is not visible from the public domain.
ix) **Open space**

Communal open space 15% of site area.

- Roof top communal open space is encouraged for Block A.
- Communal open space at first floor is encouraged.

Deep soil zone 25% of communal open space.

x) **Public dedication**: A public dedication is to be provided in the form of a 2.5m road widening to Kennedy Lane to provide better pedestrian amenity and visual connection along Kennedy Lane.
Building Envelope – Typical section

Building Envelope – 3D view from north-east

Building Envelope – 3D view from north-west

Building Envelope – 3D view from south-west
8.4 Blenheim House curtilage, 15 Blenheim Street, Randwick

Explanation

The site, located at 15 Blenheim Street is a single lot, rectangular in shape with a single frontage to Blenheim Street. It is bound by a 4 storey residential flat building to the west, single detached dwellings and a three storey residential flat building to the north. Immediately to the east are Blenheim House and its former stables building, listed as heritage items under RLEP 2012. The site falls approximately 1 metre towards the west across the site.

Most lots along Blenheim Street are strata-titled, with only a few lots remaining in single ownership. Blenheim Street is lined with large street trees. Existing buildings within the block comprise single detached dwellings, attached dwellings and residential flat buildings, ranging in size from one storey to four storeys. There are some health services facilities located within the block, but the predominant use is residential.

Blenheim House (17 Blenheim Street) is Randwick’s oldest remaining house and was completed in early 1848 by Simeon Pearce who later became the first Mayor of Randwick. The two storey sandstone building is a fine example of simple Colonial Georgian design. Blenheim House was originally constructed on 1.6 hectares with its main façade and entrance facing west with a driveway providing access from Botany Street. Subdivisions of the original site of Blenheim House have resulted in Blenheim House having a Blenheim Street address to its south, and a western boundary with 15 Blenheim Street. Both Blenheim House and its stables building are well set back from Blenheim Street. A double carport at the front of the site encloses a private garden to the south of the dwelling.

The height, length and setbacks of existing residential flat building at 15 Blenheim Street have significantly impacted on the amenity and heritage curtilage of Blenheim House. The siting and envelope of the existing building affects sunlight and privacy to Blenheim House, blocks views towards its original front façade, and detracts from its setting. Redevelopment of the site presents an opportunity to improve the curtilage and amenity of Blenheim House and to allow it to be viewed in a more sympathetic setting. A building envelope has been developed for the sites that respond to the heritage context, streetscape and site characteristics, while retaining potential development floor space and improving amenity.

Objectives

- Improve the curtilage and amenity of Blenheim House.
- Create a strong built edge to Blenheim Street
- Provide articulation to the built edge along Blenheim Street.
- Manage stepping of built form with the topography behind the primary building line to Blenheim Street.

Controls
Building Envelope Plan
The building envelope plan shows the maximum envelope including balconies. DAAs are to demonstrate that the proposed building fits within the envelope.

Height
Four storeys along Blenheim Street and two storeys are the rear of the site.

Building Depth
Refer to Building Envelope Plans.

Setbacks
Blenheim Street 3m All levels
East boundary 3m All levels
Rear 3m All levels

For west boundary setbacks, refer to Building Envelope – Plan.

Building Uses
All levels Residential

Mix
If residential units are provided the following mix is to be provided:

<table>
<thead>
<tr>
<th>Studio</th>
<th>50% maximum.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bed</td>
<td>50% maximum.</td>
</tr>
<tr>
<td>2 Bed</td>
<td>50% maximum.</td>
</tr>
<tr>
<td>3 Bed</td>
<td>No requirement.</td>
</tr>
</tbody>
</table>

Parking and access
If parking is provided, no parking is to be located within the front setback zone.

There is no requirement for car parking on the site for studio or 1 bedroom units and their visitors.

Open space
Communal open space 25% of site area
Deep soil zone 25% of communal open space

Site Plan – Existing

Building Envelope - Plan
Building Envelope – Section through Block A

Building Envelope – 3D view from north-east
Building Envelope – 3D view from north-west

Building Envelope – 3D view from south-west

Building Envelope – 3D view from south-east
Indicative Layout – Plan (Residential)  Indicative Layout – Plan (Boarding Houses)
8.5 Hill 60, La Perouse

Explanation

The land at known as Hill 60 has a total site area of approximately 12 ha and comprises the following parcels:

* 9-23 Karoo Ave (Lot 5300 DP 48768),
* 1-7 Karoo Ave (Lot 5299 DP 48768),
* 42 Yarra Rd (Lot 5235 DP 821317),
* 2-14 Kooringai Ave (Lots 56-62 DP 752015), along with several Crown road reserves adjoining these parcels.

Hill 60 is an undulating, predominantly vacant site and its topography has been greatly altered through its history of sand mining and landfill. There are pockets of remnant vegetation retained towards the southern end of the site. The site is bounded by the Chinese Market Gardens to the north (which is listed on the State Heritage Register), the Yarra Bay Beach and Bicentennial Park to the west (a local heritage item and conservation area), La Perouse Public School to the east and a row of dwelling houses along Yarra Rd to the south.

The site also comprises internal unmade/informal access roads known as Karoo Avenue and its unnamed extension connecting to Baragool Avenue. The site may contain the Eastern Suburbs Banksia Scrub (ESBS) listed as an endangered ecological community under the *Threatened Species Conservation Act, 1995*. This requires further investigations.

The site is owned by the La Perouse Local Aboriginal Land Council (LPALC) and has significant social and cultural significance for the Aboriginal community.

The majority of the site has a residential zoning that permits low to medium density housing development as well as a range of community uses including child care centres, churches, schools and recreation facilities. A portion of the site on the south-western side is zoned for public recreation (along Kooringai Avenue).

The RLEP cl.6.11 requires that a site specific DCP must be prepared for large sites (over 10,000 sqm). This section of the DCP provides guidance on the key issues for any such future planning for the site.

Objectives

* To ensure any future development on the site is planned in a holistic and orderly manner.

* To ensure any identified biodiversity value of the site is protected and conserved.

* To promote, recognise and protect the cultural and social significance of the site to the Aboriginal community.

* To provide for appropriate and legible public access and open spaces through the site.
Medium Density Residential

- To maintain appropriate view corridors from surrounding development including the public domain.
- To provide key design principles for any future planning and development of the site.
- To encourage a diverse range of housing, including affordable and adaptable dwellings.

Controls

i) Prepare a site-specific DCP for the entire Hill 60 site to guide any future redevelopment in a holistic suitably staged manner and must address (but not limited to) the following specific matters:

- Overall vision and design principles for the site in the context of its significant Aboriginal history, social and environmental considerations;
- identification of and provision for the social and cultural needs of the Aboriginal community and consideration of Council’s La Perouse Needs Study
- a suitable and clearly dimensioned buffer zone to the adjacent Chinese Market Garden site
- clarification of the existence and extent of Eastern Suburbs Banksia Scrub (ESBS) at the site, appropriate curtilage and future zoning and management measures to ensure its ongoing conservation;
- provision for a minimum of 10% of the total site area as public open space that suitably connects with existing open space and serves the needs of the new and existing community. Open space provision should have regard to the existing open space zone boundary and extent of any identified biodiversity significance; Note: This 10% threshold requirement for public open space does not include any land identified for connections/pathways or environmental conservation purposes (e.g. ESBS).
- clear street hierarchy and legible street network;
- strong pedestrian and cycle linkages through the site and connections to the surrounding street network;
- legible access and entry points to the site that aim to integrate the site with the surrounding neighbourhood;
- potential soil and groundwater contamination, potential flooding and stormwater management.

Note:

Variations to the existing zoned open space boundaries will require a rezoning application. When clarified, the specific ESBS locations should also be zoned for Environmental Conservation.
Adaptable and Universal Housing

Contents

1  Introduction .......................................................................................................................... 2
   1.1  Objectives .................................................................................................................... 2

2  Universal Housing ............................................................................................................. 3

3  Adaptable Housing ............................................................................................................ 4
1 Introduction

This section provides objectives and controls to increase the amount of adaptable and universally designed dwellings in Randwick City.

Adaptable and universally designed dwellings are conventional dwellings that incorporate construction and design elements to meet people’s changing mobility requirements over their lifetime (e.g. levelled pathways, wider doorways and corridors and reinforced bathroom walls to enable future installation of grab rails).

This section applies to all development in Randwick City for attached dwellings, multi dwelling housing, residential flat buildings, shop top housing and is encouraged for new dwelling houses, semi detached dwellings and dual occupancy development.

The focus is on creating safe, accessible, and functional housing for a diverse demography including the elderly, families with children, and people with permanent or temporary disabilities.

The Building Code of Australia (BCA) and associated Australian Standards set technical requirements in regards to the accessibility of buildings.

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

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

1.1 Objectives

- To increase the supply of adaptable and universal housing.

- To ensure a suitable proportion of dwellings include layouts and design features to accommodate changing mobility requirements of residents.

- To promote sustainable development by extending the usability of a dwelling to meet ‘whole of life’ needs of the community.
2 Universal Housing

Explanation

A dwelling of universal design is a form of adaptability that incorporates elements that are ‘designed in’ at the construction stage, thus not requiring subsequent modification or adaptation through the lifecycle of occupants.

Controls

i) All new attached dwelling, multi dwelling and residential flat building development must incorporate the following universal design measures for all ground floor dwellings:

- An accessible continuous path of travel from the street entrance and/or parking area to dwelling entrance.
- At least one level entrance into the dwelling.
- Internal doors and corridors widths that facilitate comfortable and unimpeded movement between spaces.
- A toilet on the ground (or entry) level that provides easy access.
- Reinforced walls around the toilet, shower and bath to support the safe installation of grab rails at a later date.
- A continuous handrail on one side of any stairway where there is a rise of more than one metre.

ii) For all new dwelling house, semi detached dwelling and dual occupancy development, consider incorporating the universal design measures outlined in control 2(i).

iii) Where proposed, all universally designed dwellings must be clearly identified on the submitted DA plans.

Note:

Variations to 2(i), will only be considered where it can be demonstrated that site conditions would preclude achieving the controls (e.g. sloping sites with steep gradients, narrow allotments etc)
3  Adaptable Housing

Explanation

An adaptable dwelling incorporates design and construction features that can be readily modified over time to cater for an occupant with changing access and mobility restrictions, without requiring costly and/or energy intensive alterations.

Typical features of an adaptable dwelling include: level and relatively wide doorways, non slip surfaces, easy to use door handles, reachable power plugs, hobless shower recesses, and reinforced bathroom walls to facilitate grab rails.

The required standard for Adaptable Housing is AS 4299.

Controls

i) In addition to the requirements of clause 2(i) controls, a minimum 20% of dwellings in new multi dwelling housing, shop top housing and residential flat buildings containing 10 or more dwellings must be adaptable dwellings and designed and constructed to a minimum Class C Certification under AS 4299 Adaptable Housing.

ii) Where the development does not provide for lifts, the adaptable dwellings are to be located on the ground floor of the development.

iii) The design of adaptable dwellings must be integrated into the development with the use of consistent materials and finishes.

iv) Where proposed, the adaptable dwellings must be clearly identified on the submitted DA plans.

Note:

For the purposes of 3(ii), adaptable dwellings provided on the ground floor of a development substitutes the equivalent number of dwellings of universal design required under control 2(i).

Note:

Parking requirements for adaptable housing are contained in Part B7 Section 3.5.
## Contents

1. **Introduction** ....................................................................................................................... 2  
   1.1 Objectives .................................................................................................................. 2  
   1.2 Application ............................................................................................................... 2  

2. **Building design** ............................................................................................................. 3  
   2.1 Boarding rooms ......................................................................................................... 3  
   2.2 Outdoor communal open space ............................................................................... 3  
   2.3 Indoor communal living areas .................................................................................. 4  
   2.4 Communal kitchen, bathroom and laundry facilities .............................................. 4  
   2.5 Safety and crime prevention ..................................................................................... 4  
   2.6 Visual and acoustic amenity and privacy ................................................................... 5  

3. **Management Plan** ........................................................................................................ 5
1 Introduction

Boarding houses play a key role in providing affordable rental accommodation for people on low incomes. The NSW Government has introduced a range of strategies, including the Affordable Rental Housing SEPP (AHSEPP), to increase the amount and diversity of affordable housing. Boarding houses are generally permitted (with consent) through the AHSEPP in all RLEP residential and business zones.

Boarding House (as defined in RLEP) means a building that:

(a) is wholly or partly let in lodgings, and
(b) provides lodgers with a principal place of residence for 3 months or more, and
(c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and
(d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers,

but does not include backpackers’ accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

The following controls supplement the AHSEPP provisions with additional guidelines and operational requirements to ensure quality yet affordable building design, effective on-going management and suitable living environment for both occupants and neighbours.

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

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

1.1 Objectives

- To encourage housing choice and affordability through the provision of high quality boarding houses in Randwick City.
- To achieve high standards of amenity for boarding house residents and surrounding neighbours through effective design and management controls.

1.2 Application

This DCP section applies to all DAs for new or existing boarding houses, which seek approval for:
• establishing a new purpose built boarding house;
• conversion or adaptation of an existing building to a boarding house; or
• alteration, intensification or refurbishment of an existing boarding house.

In relation to building classifications under the Building Code of Australia (BCA), this DCP section applies to both Class 1b and Class 3 buildings.

2 Building design

Explanation

Satisfactory standards of building design and provision of adequate facilities are essential for delivering a high quality living environment in boarding house premises, maintaining the current amenity of adjoining residences and protecting the long term economic viability of boarding houses.

Objectives

To incorporate suitable design features to:

• ensure boarding rooms and communal spaces are appropriately sized, located and equipped with suitable facilities;
• reduce the opportunity for crime and enhance the feeling of safety for residents; and
• protect the acoustic and visual privacy and living amenity for both boarding house residents and neighbours.

Controls

2.1 Boarding rooms

i) Orientate to receive the maximum amount of sunlight;

ii) Provide a balcony, terrace or window opening to outdoor areas for natural light and ventilation; and

iii) Where provided, private open space in the form of a balcony or terrace must have a minimum useable area of 4 square metres.

Note:

Refer to the BCA for detailed buildings classifications.

2.2 Outdoor communal open space

i) Provide for all boarding houses, with a minimum total area of 20 square metres and a minimum dimension of 3 metres;

Note:

Skylights or windows opening to an internal hallway or corridor cannot be used as the sole source for light and air circulation.
Boarding Houses

ii) Provide at ground or podium level in the form of a courtyard or terrace area, accessible to all residents;

iii) Locate and orientate to maximise solar access;

iv) Incorporate both hard and soft landscaped areas;

v) Provide shared facilities such as fixed outdoor seating benches, barbecues and the like to allow social interaction; and

vi) Provide partial cover for weather protection, such as pergola, canopy or the like, where it does not cause unreasonable overshadowing on adjoining properties.

2.3 Indoor communal living areas

i) Provide with a minimum dimension of 3 metres and a minimum total area of 20 square metres or 1.2 square metres/resident, whichever is greater; and

ii) Orientate to maximise solar access and have a northerly aspect where possible.

2.4 Communal kitchen, bathroom and laundry facilities

i) For all boarding houses, provide communal kitchen, bathroom and laundry facilities where they are easily accessible for all residents, unless these facilities are provided within each boarding room;

ii) For development of over 12 boarding rooms without en suite bathrooms, provide separate bathroom facilities for male and female residents;

iii) Locate and design any communal laundry room to minimise noise impact on boarding rooms and neighbouring properties; and

iv) Where possible, locate clotheslines to maximise solar access while not compromising the street amenity or usability of communal open space.

2.5 Safety and crime prevention

i) Locate building entry points and internal entries to living areas where they are clearly visible from common spaces;

ii) Locate a habitable living area (such as lounge room, kitchen, dining or bedroom) to allow general observation of the street and communal open space;

iii) Separate ground level private open space from public and common areas by measures such as open fencing or low level plants; and

iv) Select trees and low-lying shrubs that do not interfere with sight lines nor provide opportunities for concealment or entrapment.

Note:

If provided, a roof terrace cannot be used as the sole or main outdoor living area. It can only function as supplementary open space to minimise privacy impacts on neighbouring properties and enhance the living amenity for boarding house residents.

Refer to the Low Density (C1) and Medium Density Residential (C2) sections for other specific controls on roof-top terraces.

Note:

The calculation of indoor communal areas can include any dining area, but cannot include boarding rooms, kitchens, bathrooms, laundries, reception area, storage, parking, hallways, corridors and the like.
2.6 Visual and acoustic amenity and privacy

i) Indicative locations of facilities and appliances for bathrooms, kitchens and laundries must be clearly shown on the DA plans/drawings;

ii) Locate kitchen, dining room, lounge room and outdoor open space adjacent to or directly accessible from each other;

iii) Locate similar uses (such as bedrooms or bathrooms) back to back, to minimise internal noise transmission;

iv) Provide screen fencing, plantings and acoustic barriers where practicable to screen noise and reduce visual impacts;

v) Where possible locate the main entry point at the front of the site, away from the side boundary and adjoining properties;

vi) Locate communal open space, balconies and windows to bedrooms or communal areas, to minimise overlooking, privacy and acoustic impacts on adjoining properties;

vii) An acoustic report prepared by a suitably qualified acoustic consultant must be submitted for new development or conversions/intensifications with an increase in resident numbers. The report must:

   a) establish the existing background noise levels;
   b) identify all potential noise sources from the operation of the premises, including any mechanical plant and equipment;
   c) estimate the level of potential noise emission;
   d) establish desirable acoustics performance criteria; and
   e) recommend any mitigation measures (such as sound proofing construction and/or management practices) required to achieve relevant noise criteria.

Note:
Please also refer to the Protection of the Environment Operations (POEO) Act 1997, POEO Regulation 2008 and relevant policies and guidelines for noise prevention and control

Note:
Indicative locational relationships between communal living areas and facilities

K- Kitchen; D- Dining room; L- Lounge room; O- Outdoor open space.

3 Management Plan

Explanation

Effective and responsive day-to-day management is critical to ensure high standards of amenity is maintained and protected for both boarding house residents and neighbours.

This can be achieved by adhering to a Management Plan during the operation of boarding houses, which clearly documents all management measures and house rules.
Boarding Houses

Objective

- To ensure clear and suitable operational measures and practices are in place for the on-going management of boarding houses.

Controls

i) Submit a Management Plan with all DAs for new and existing boarding houses, that addresses the general requirements outlined in the Management Plan section in Part B, and the following specific requirements:

   a) Criteria and process for choosing residents. Preference should be given to people on low and moderate incomes;

   b) A schedule detailing minimum furnishings for boarding rooms, provision of facilities and appliances for kitchens, bathrooms and laundry rooms and maximum occupancy of each room;

   c) House rules, covering issues such as lodger behaviour, visitor and party policies, activities and noise control, use and operation hours of common areas (e.g. communal open space and living rooms) and policies for regulating smoking and consumption of alcohol and illicit drugs;

   d) Professional cleaning and vermin control arrangements for at minimum, the shared facilities, such as kitchens and bathrooms;

   e) Public notice and signs, including:

      - A sign showing the name and contact number of the manager/caretaker, placed near the front entry and in a visible position to the public;

      - Clear display of fixed room identification number for each boarding room; and

      - Internal signage prominently displayed in each boarding room and/or communal living areas informing maximum number of lodgers per room, house rules, emergency contact numbers for essential services, annual fire safety statement and current fire safety schedule and emergency egress routes and evacuation plan.

ii) The manager/caretaker must maintain an up-to-date accommodation register with information on residents’ details, length of stay, etc. and provide to Council officers upon request.

Note:
Refer also to the Boarding House Act 2012, which sets out registration requirements and occupancy principles for ‘registrable boarding houses’ (as defined under the Act) to ensure delivery of quality accommodation services and protection of the wellbeing and living amenity of residents.
RANDWICK CITY COUNCIL
DEVELOPMENT CONTROL PLAN

D Commercial and Industrial Uses

Local Centres
D1 Kensington Centre
D2 Kingsford Centre
D3 Randwick Junction Centre
D4 Maroubra Junction Centre
D5 Matraville Centre

Neighbourhood Centres
D6 General controls
D7 Maroubra Beach Centre
D8 The Spot, Randwick

Commercial Uses
D9 Amusement centres
D10 Backpackers accommodation
D11 Child care centres
D12 Footpath dining and trading
D13 Late night trading
D14 Sex service premises

D15 Industrial Areas
Contents

1 Introduction ..................................................................................................................................... 3
  1.1 How to Use This Section ........................................................................................................ 3

2 Vision Statement ............................................................................................................................. 6

3 Centre Context ................................................................................................................................ 7
  3.1 Early History ............................................................................................................................. 7
  3.2 Regional Context ...................................................................................................................... 8
  3.3 Local Context ........................................................................................................................... 9
  3.4 Heritage Built Form ................................................................................................................. 9
  3.5 Landscape Character ............................................................................................................... 11
  3.6 Parks and Public Open Space .................................................................................................. 11
  3.7 Pedestrian and Bicycle Amenity ............................................................................................. 11
  3.8 Local Parking .......................................................................................................................... 11
  3.9 Public Transport ..................................................................................................................... 12
  3.10 Traffic ..................................................................................................................................... 12
  3.11 Groundwater Conditions ...................................................................................................... 12
  3.12 Urban Structure ..................................................................................................................... 14

4 Development & Design Controls .................................................................................................. 15
  4.1 Managing Change .................................................................................................................... 15
  4.1.1 Site Amalgamation .............................................................................................................. 15
  4.2 Building Envelopes ................................................................................................................. 16
  4.2.1 New Built Form .................................................................................................................. 16
  4.2.2 Architectural Character ...................................................................................................... 17
  4.2.3 Articulation Zone ................................................................................................................ 19
  4.2.4 Building Heights ............................................................................................................... 20
  4.2.5 Building Zone ..................................................................................................................... 21
  4.2.6 Contributory Buildings ...................................................................................................... 22
  4.2.7 Mews Style Development ................................................................................................. 24
  4.2.8 Neighbourhood Supermarket Shopping Centre ............................................................... 25
  4.2.9 Specialist Concept Retail ................................................................................................... 26
  4.2.10 Setbacks ........................................................................................................................... 26
  4.3 Block by Block Controls ......................................................................................................... 28
  4.3.1 Block 1: Carlton Street to Goodwood Street ..................................................................... 28
  4.3.2 Block 2: Goodwood Street to Ascot Street ....................................................................... 30
  4.3.3 Block 3: Ascot Street to Bowral Street ............................................................................. 34
  4.3.4 Block 4: Bowral Street to Todman Avenue ....................................................................... 37
  4.3.5 Block 5: Todman Avenue to Darling Street ...................................................................... 40
  4.3.6 Block 6: Darling Street to Doncaster Avenue .................................................................... 43
  4.3.6a Block 6: 40-246 Anzac Parade ‘Doncaster Plaza Site’ ....................................................... 46
  4.3.7 Block 7: Doncaster Avenue to Lorne Avenue .................................................................... 50
  4.3.7a Block 7: 159-171 Anzac Parade – ‘Lorne Avenue site’ ....................................................... 53
  4.3.8 Block 8: Addison Street to Todman Avenue ...................................................................... 57
  4.3.9 Block 9: Todman Avenue to Duke Street ......................................................................... 60
  4.3.10 Block 10: Duke Street to Balfour Lane ............................................................................ 64
  4.3.11 Block 11: Balfour Lane north to Centre boundary ............................................................ 69
  4.4 Accessibility ............................................................................................................................ 72
  4.5 Access & Parking ..................................................................................................................... 72
4.5.1 Access for Vehicles – Rights of Carriageway ................................................................. 72
4.5.2 On-site parking ................................................................................................................... 74
4.6 Buildings - Exterior ................................................................................................................. 77
4.6.1 Active Frontages ................................................................................................................. 77
4.6.2 Awnings .............................................................................................................................. 78
4.6.3 Building Entrances ............................................................................................................. 79
4.6.4 Façade Composition and Articulation .............................................................................. 80
4.6.5 Materials and Finishes ....................................................................................................... 82
4.6.6 Outdoor Dining ................................................................................................................... 82
4.6.7 Public Art ............................................................................................................................ 83
4.6.8 Rear Colonnades .............................................................................................................. 84
4.6.9 Roof Forms ....................................................................................................................... 86
4.6.10 Solar Access, Overshadowing and Natural Daylight ......................................................... 88
4.6.11 Street Corners ................................................................................................................ 89
4.6.12 Visual Privacy .................................................................................................................. 90
4.7 Buildings - Interior ................................................................................................................. 91
4.7.1 Acoustic Privacy ................................................................................................................. 91
4.7.2 Apartment Layout ............................................................................................................. 92
4.7.3 Apartment Mix .................................................................................................................. 93
4.7.4 Apartment Size ................................................................................................................ 94
4.7.5 Building Use ....................................................................................................................... 96
4.7.6 Floor to Ceiling Heights ................................................................................................. 97
4.7.7 Garden to Ground Floor Apartments .............................................................................. 99
4.7.8 Home Offices ................................................................................................................... 99
4.7.9 Stairs, Lifts and Corridors ...............................................................................................100
4.7.10 Storage ............................................................................................................................101
4.8 Open Space ..........................................................................................................................102
4.8.1 Communal Open Space .................................................................................................102
4.8.2 Landscape Treatment ....................................................................................................103
4.8.3 Private Open Space ........................................................................................................104
4.9 Safety and Security ..............................................................................................................105
4.9.1 Safer by Design ...............................................................................................................105

Definitions ......................................................................................................................................... 108

Useful Reference Materials.............................................................................................................. 110
1 Introduction

This section of the DCP will guide future development in the Kensington Centre by:

- Providing a clear vision;
- Establishing controls that encourage high quality urban design, a high level of residential amenity, and environmental sustainability; and by
- Promoting innovation and creativity.

1.1 How to Use This Section

This section must be read and understood as an entire document: no single element takes precedence over another, unless there is a clear statement otherwise. Also read in conjunction with Part A - Introduction and Part B - General Controls, and other sections for specific development types, if relevant to the application.

To use this section, you should:

- Become familiar with the clear vision of the desire future character for the Kensington Centre (2: Vision statement);
- Develop an understanding of the existing Centre Context, from its early history as a Town to the current Urban Structure;
- Recognise that site amalgamation may be necessary in order for development to proceed, and that a detailed site analysis must be prepared (4.1: Managing Change);
- Become familiar with the concept of Building Envelopes (4.2: Building Envelopes);
- Identify your site’s Block number, and then develop an understanding of how the specific Block by Block Controls (including height, setbacks, building location zone) apply to your site (4.3: Block by Block Controls);
- Within the constraints and opportunities of those Block by Block Controls, use the remaining sections of Part 4 to guide the detailed resolution of your development proposal. These sections will note instances in which the Block by Block Controls take precedence.
Map 1 - Kensington Centre
19th Century planning for Kensington envisaged perimeter block development surrounding communal open spaces. These design principles are just as relevant today.

A poster advertising the ‘Plan of the First Subdivision of the Kensington Freehold Estate’ 1891, by the vendors (Australian Cities Investment Corporation Ltd) described an ‘extension of the City’ where ‘everything that science and energy can do will be done to make Kensington the most perfect, the most healthy, and the favourite place of residence for the citizens of Sydney’.
2 Vision Statement

In the Kensington Centre of the future:

New development and public improvements have created a high quality medium density centre, where walking, cycling and public transport use are promoted, and where a mix of retail, commercial, residential and leisure uses caters primarily for the needs of the local community.

The vitality of the retail, commercial, residential and leisure mix encourages users of major facilities such as Randwick Racecourse, Centennial Park and the University to enjoy local community life.

Extensive new landscaping in Anzac Parade brings to life the unfulfilled Victorian vision of a Model Suburb with a grand boulevard creating a focus for shopping and community activities in a centre where ‘everything that science and energy can do’ has been done to create ‘the most perfect, the most healthy and the favourite place of residence for the citizens of Sydney’.

Ground floor areas of new development are characterised by shops, restaurants and business premises that create active building frontages and contribute to the life of the street. Residents who live on the upper floors, or work from home, enjoy the vibrant and convenient facilities at street level.

Design excellence contributes to the recognisable identity of the centre, by helping to define streets and public spaces, and by creating environments that are sustainable, comfortable, interesting and safe.

People are attracted to live, work and enjoy their leisure time in the Kensington Centre, because it is dynamic, well presented, enjoyable, and highly accessible by walking, cycling and public transport. It is a centre that:

- creates an active heart for the Kensington community by fulfilling its day to day needs;
- builds community values by encouraging residents to meet and interact with one another in the public domain;
- encourages residents to invite friends and family members to visit;
- encourages other Sydneysiders to enjoy its facilities;
- creates business and employment opportunities;
- is well connected to the major public facilities which surround it; and
- has a recognisable and welcoming ‘identity’.
3 Centre Context

3.1 Early History

The area now encompassed by the suburb of Kensington was, in the nineteenth and early twentieth centuries, a swampland traversed by the Lachlan Stream. A water-powered mill on the bank of the Lachlan Stream near what is now Todman Avenue, produced paper, cloth, and later flour from 1814 until 1832.

When emancipist Samuel Terry gained title to the surrounding area in 1819, he called his land the ‘Lachlan Mills Estate’, a name that was retained after he on-sold the land to former convicts Solomon Levey and Daniel Cooper. Daniel Cooper, who in time bought out Levey’s share, encouraged industry on his land, attracting workers and their families to the area.

The estate, with its rough one and two room shanties, passed from Daniel Cooper to his nephew, who was the first to envisage a grander future for the land now know as ‘Tin Town’. He proposed to level the shanties and subdivide the land for a new township to be called ‘Epsom’. But work was forestalled until 1887, when Sydney stopped drawing its water supply from the Lachlan Stream.

This lifting of Sydney Water Reserve restrictions freed Daniel’s nephew Samuel to attract the private capital which formed a syndicate to subdivide the estate. Aspiring architects competed to produce the best design for what was to be the new ‘Model Suburb’ of Kensington.

The winning entry, romantically entitled Rus in Urbe (country in the city) envisaged:

‘The principal feature is the main Boulevard……which is the main artery for traffic. It is designed two chains in width and comprises two outer roadways for light and local traffic and a central one for tram and heavy traffic. Two outer and two inner footpaths provide for foot traffic and general promenading, the inner ones being planted down their centres with suitable trees.’

The first subdivision of the Kensington Freehold Estate was offered at public auction by the Australian Cities Investment Corporation Ltd on Saturday April 11, 1891. The 96 allotments, including 9 along Anzac Parade and the whole of the eastern side of Doncaster Ave, were substantial, with frontages varying from ’50 to
78 feet, and depths from 123 to 165 feet......presenting a most pleasing appearance to the eye.1

By October 1891, another public auction was offering the balance of ‘unsold allotments in the Kensington Freehold Estate’2, including lots fronting Anzac Parade between Bowral Street and Doncaster Ave, and lots fronting Ascot, Bowral, Todman and Darling Streets. The allotment sizes first established in April were maintained.

Land on the western side of Anzac Parade, between Salisbury Road and Grosvenor Street, was released later, with auctions continuing until at least March 1906. In October 1907, the Centennial Park Lands on the corner of Alison Road and Anzac Parade were submitted for public auction.

At the turn of the century development in the area was sparse but some major developments began to take place in the 1920s as the second wave of residential development swept across the suburbs.

West Kensington’s eventual and long awaited release in 1912 saw it develop relatively quickly. The area was almost fully settled within 15-20 years. The consistency of the area is strengthened by it being almost wholly residential1.

The 1920s represented the most important stage of development along Anzac Parade, boosted by residential development. The Masonic Temple was built on the south western side of the recently named Anzac Parade and became popular for social events. Shops sprang up on either side of the road and on the Eastern side adjoining the Doncaster hotel (built in 1922-23), while the Doncaster Theatre was erected between Anzac Parade and Doncaster Avenue2.

No other significant periods of development are represented in Kensington centre for the remainder of the 20th century.

1 The Doncaster Hotel Heritage Assessment Report, Dec 1996 Noel Bell Ridley Smith and Partners Architects Pty Limited
2 West Kensington Draft DCP

3.2 Regional Context

The Kensington Centre, on Anzac Parade, lies approximately 6 kilometres south east of the Sydney CBD. It is strategically located within one block of Royal Randwick Racecourse, immediately north of the University of New South Wales, and just south of Centennial Parklands.

The largest nearby shopping centre is a Major Regional: Westfield Eastgardens, approximately 3 kilometres to the south. The
nearest regional centre is Westfield Bondi Junction, approximately 2.5 kilometres to the north east. Sub-regional centres also provide competition at Bondi Junction and Maroubra Junction.

3.3 Local Context

The suburb of Kensington is primarily characterised by its physical proximity to the University. The single largest age group (counted at the 2001 Census) is 20 - 29 years. The dominant marital status is 'never married'. Almost one quarter of the local population attends university or another tertiary institution full time. Close to 60% of all private dwellings are flats, units or apartments. In particular, the streets nearby the Centre primarily comprise flats, units and apartment buildings of 3 storeys or more, populated by younger, single people. Approximately one-third of all Kensington residents live within a block of the centre.

Slightly older residents have taken up home ownership of the better quality apartments provided by the Raleigh Park development, which opened in 1993. For example, 32% of those who live close to the centre are aged 40 years or more, whilst 43% of those who live in the area of Raleigh Park are aged 40 years or more. 42% of apartments here are fully owned, and another 12% are being purchased.

Families with children under 15 years, and more mature residents over 60 years, tend to live in well preserved and well presented aggregations of Federation homes located more than a block away from the Centre.

3.4 Heritage Built Form

In today's Centre the Masonic Hall and the Doncaster Hotel are identified as Items of Heritage (in LEP 2012). The balance of properties represent a cross section of architecture dating back to the late 19th and early 20th centuries. None can really be considered as exemplary expressions of the architecture of their respective periods. However, a number of two storey Victorian terrace style shops do reflect the gentrified origins of Kensington in its earliest days of subdivision. These properties are considered Contributory to the Kensington Centre streetscape. (See Map 2)

All new development should be sympathetic to the architectural characteristics of Contributory buildings. Improvements to Contributory buildings should utilise established Heritage principles to avoid Facadism.
Map 2: Heritage Built Form: Centre & Surrounds
3.5 Landscape Character

Current street tree planting is intermittent throughout the centre. Current tree species include: London Plane trees, Figs, Brush Box and various Eucalypt species. There is remnant avenue planting within the Anzac Parade median strip.

Council will implement a co-ordinated Public Domain Improvement Strategy to progressively improve and upgrade pedestrian and environmental amenity throughout the centre.

3.6 Parks and Public Open Space

Kokoda Park is centrally located near the centre, which is itself surrounded by open space assets including Centennial Park, Moore Park and the Randwick Racecourse.

New development should capitalise on opportunities to strengthen open space links to Centennial Park, Moore Park, Randwick Racecourse, Kokoda Park and UNSW. New development should maintain views and vistas from the centre into the surrounding open spaces such as Centennial Park and should give particular consideration to the historic values of the Centennial Parklands.

3.7 Pedestrian and Bicycle Amenity

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

There is currently no designated bicycle or pedestrian network connecting Kensington with major facilities such as the Randwick Racecourse, Centennial Park and Moore Park, the University of NSW, and the Australian Golf Course.

Council will work with the Centennial Park and Moore Park Trust to promote visitation to these facilities by sustainable means such as walking and cycling. Council will progressively implement the Randwick Bicycle Plan and the Public Domain Improvement Strategy, and will work with State Government Agencies to improve the location of pedestrian crossings and the timing of walk indicators at those crossings. New development should identify where it can improve pedestrian links, and pedestrian amenity.

3.8 Local Parking

On-site parking is limited and the current perception of existing users is that the availability of parking is inadequate. Existing users also believe that resident and short term customer parking in local roads off Anzac Parade is negatively impacted by long stay commuter parking. Council will work to optimise the efficiency of on-street parking within the centre.

Council will work to discourage long stay and commuter parking that impacts negatively on residential amenity and the commercial viability of the centre, in association with Parklands and the Racecourse to find solutions which do not displace commuter parking to other areas.
3.9 Public Transport

Public Transport is a significant presence in the Kensington street network. Major bus services operate along Anzac Parade and a cross regional service operates in Todman Ave.

The State Government has confirmed plans to introduce a Light Rail System from central Sydney to UNSW along Anzac Parade.

New development should consider the benefits of locating 24 hour uses adjacent to public transport stops.

Council will continue to work with State Government Agencies to improve and promote public transport use in Kensington, including the Light Rail System.

3.10 Traffic

The speed of traffic along Anzac Parade is relatively fast compared to other successful suburban retail streets. When combined with the movement effects of clearways, the traffic volume is not pedestrian friendly.

Council is committed to working with State Government agencies to slow the speed of traffic through the centre in order to improve the local shopping and social environment.

3.11 Groundwater Conditions

The Kensington Centre is entirely underlain by the Botany Sand Beds of the Botany Basin. The Botany Sand Beds consist of fine to medium grained sands with interspersed lenses of silt, sandy clay, clay and peat. These sediments range up to about 50 metres in thickness but there are paleochannels where the depth to bedrock could be around 70 metres.

The water table is particularly shallow in the Kensington Centre area with groundwater levels commonly found to be less than 2.5 metres below the natural surface level.

Groundwater levels are also very responsive to seasonal conditions and may fluctuate up to about 1 metre from a period of dry conditions to a period of wet weather.

To assist the development of underground parking in these conditions, this Plan proposes semi-basement parking, to reduce the need for excavation. For more information, refer to 4.5.2: On-Site Parking

The NSW Office of Water has a statutory involvement where a proposed development intersects a shallow permanent water table. More information can also be found in 4.5.2: On-Site Parking and Section B8: Water Management.
Map 3: Existing Building Heights: Centre & Surrounds - 2002
3.12 Urban Structure

The Kensington Centre is a long, linear strip stretching from Carlton Street in the north to Doncaster Ave in the south. Current retail and commercial uses aggregate into three distinct urban precincts:

3.12.1 Park/Lifestyle Precinct Carlton St to Goodwood St

This precinct comprises a series of mainly single storey commercial buildings, interspersed with residential dwellings. Retail and commercial uses are currently fragmented and service oriented.

Adjacent properties with frontages to Boronia St to the west and Elsemere St to the east are within a Medium Density Residential Zone R3.

Within and adjacent to this precinct are many 3, 4 and more storey residential dwellings, particularly to the west of Anzac Pde and north of Carlton Street.

3.12.2 Core Retail Precinct Goodwood St to Todman Ave

This part of the Centre includes a series of narrow frontage retail buildings on the eastern side of Anzac Parade, with more recent, larger retail buildings on the western side.

This precinct has an almost continuous retail frontage in predominantly two storey commercial buildings.

The B2 Local Centre Zone encompasses all properties fronting to Anzac Parade, and some with frontages to Goodwood, Ascot, Bowral and Todman. Adjacent properties are within a R3 Medium Density Residential Zone.

Residential dwellings within or immediately adjacent to this precinct tend to be 3 to 4 storey walkups - the Census Collection District with the most 3 storey walkups in Kensington straddles this precinct.

There are no Items of Heritage in this precinct. The former bank on the western corner of Todman and Anzac Parade, a series of Victorian shops between Ascot and Bowral and another on the eastern corner of Todman and Anzac Parade are considered ‘Contributory’ to the Kensington Centre streetscape.

This precinct would make an ideal location for a supermarket.

3.12.3 University Precinct Todman Ave to the UNSW

This precinct includes some large individual freestanding buildings with varying front and side setbacks in a B2 Local Centre Zone. It also includes a number of 2 storey residential buildings with ground floor commercial uses. Where retailing occurs at the ground floor it tends to be service oriented.

The Masonic Hall near the corner of Anzac Parade and Doncaster Ave is an identified Item of Heritage, and the Doncaster Hotel has been recognised for identification in Council’s LEP.

A series of three Victorian shops on the corner of Anzac and Darling is considered Contributory to the Kensington Centre streetscape.

Refer to Maps 2 & 3 for visual detail of the information on this page
4 Development & Design Controls

4.1 Managing Change

4.1.1 Site Amalgamation

The Vision for the Kensington Centre will only be fulfilled if the built form of new development achieves design excellence, environmental sustainability and a high level of residential amenity.

The Kensington Centre comprises a variety of lot sizes and dimensions, some of which are unsuitable for redevelopment into the required built form unless they are amalgamated with one or more adjacent sites.

Objectives

- To facilitate redevelopment when existing lots are too small to achieve a change in building type.
- To ensure that redevelopment achieves an appropriate scale and is able to meet the Performance Criteria of this Plan.
- To achieve new residential development comprising dual aspect, cross-ventilated apartments located on the perimeter of lots.
- To maintain street rhythm and expression.
- To achieve a neighbourhood supermarket centre within the Retail Core of the Kensington Centre.

Controls

Unless otherwise indicated in the Block by Block Controls:

- The minimum frontage for new development is 20 metres, except for corner sites.
- Corner sites may be developed if they are a minimum area of 900 sq metres, regardless of frontage.
- Existing strata title buildings may be developed regardless of frontage.
- Ensure that lot dimensions contribute to the built form, grain and rhythm along the street.
- Ensure that development/redevelopment/amalgamation results in allotments which are able to achieve the envelopes designated in the Block by Block Controls.
- Ensure that development/redevelopment/amalgamation does not adversely affect the development potential of adjacent and adjoining sites within the Block.
vii) When development or redevelopment occurs in the Centre, ensure that lots left between developable properties are not limited in their identified future development potential by providing a minimum 20 metre separation between the developable properties.

4.2 Building Envelopes

4.2.1 New Built Form

New development in the Kensington Centre will occur within Building Envelopes that are determined by:

- The Architectural Character of the Centre;
- Articulation Zones which provide for architectural movement and modulation within building facades;
- Building Heights which establish the appropriate height for each block, and in some instances for particular buildings or groups of buildings;
- Building Zones which establish the area in which buildings can be located;
- Contributory Buildings, which must be treated in accordance with the principles of the Burra Charter, and must be sensitively incorporated into new development;
- Setbacks which are defined for each block, and in some instances for particular buildings or groups of buildings; and
- Transitional Development, which addresses local streets rather than Anzac Parade, and must create the transition from Centre heights and setbacks to local street heights and setbacks.

Objectives

- To achieve a new built form that responds to the Building Envelope Controls of this Plan.
- To achieve well designed buildings incorporating suitable facade design and articulation

Controls

i. Demonstrate that the achieved Gross Floor Area occupies no more than 80 - 85% of the Building Envelope.

ii. With each DA, submit a summary of Uses and Areas, detailing:
   - Building Envelope Footprint;
   - Breakdown of Residential Apartments (by number of Bedrooms, by Area, by Storey, and by Area of associated Private Open Space);
   - Total retail floor space;
   - Total commercial floor space;
- Floor space of Building entrances and associated foyers and lobbies;
- Floor to Ceiling and Floor to Floor Heights (by Storey and by Use);
- Common vertical circulation (stairs and lifts);
- Communal Open Space (by location);
- Number of car spaces and method for calculating this number;
- Floor space occupied by vehicular access and pedestrian access to parking;
- Floor space occupied by loading areas, garbage and services, lift towers, cooling towers, machinery and plant rooms, and air-conditioning ducts.

4.2.2 Architectural Character

Quality and Innovation

Posters advertising the 1891 subdivision plan for the 'Model Suburb of Kensington' described:

'The new suburb of Kensington - or rather Extension of the City.........that should become to Sydney what the original Kensington has proved to be to London........a subdivision upon the most artistic and scientific principles, including the provision of all modern conveniences. The modern estates which have been laid out within the last few years in the suburbs of the principal cities and watering places of the Old World, and in the United States of America, are well known to many Australians, who cannot possibly fail to appreciate the enormous advantages to be derived from a residence in a properly ordered and attractive suburb, such as Kensington will undoubtedly be.......'

'...the Australian Cities Investment Corporation have already entered into arrangements for the erection upon the Estate of various residences of a modern and attractive class. The Corporation have also invited architects to submit competitive designs for various types of houses.......everything that science and energy can do will be done to make Kensington the most perfect, the most healthy, and the favourite place of residence for the citizens of Sydney.

New development in the Kensington Centre is expected to achieve today’s equivalent of the innovative design quality first envisaged for the 'Model Suburb of Kensington'.

The overall character of new development will comprise slim buildings designed with a clear bottom, middle and top, helping to break down building scale and relate buildings to their neighbours. Building facades will be articulated and modulated in all elevations, using a variety of physical and design elements to achieve buildings of character and visual interest.

The ground floor of new development along Anzac Parade will feature retail and commercial uses to activate the street. Anzac Parade, including its corners, will feature continuous awnings to provide shelter for pedestrians.

The general form will feature a strong street edge, with development built to the street alignment, but setback on its upper
floors. At the rear, covered colonnades will provide sheltered access to residential lobbies and rear gardens, creating opportunities to soften rear facades with upper level terraces and balconies.

To maximise open space and provide a pleasant outlook for residents and neighbours, no off-street parking will be provided above ground. Basement and semi-basement parking will achieve access across landlocked sites by Rights of Carriageway negotiated between adjoining owners on the open market.

Residential apartments will be designed to achieve environmental sustainability, with a requirement that all apartments be dual orientated to facilitate natural ventilation and maximise solar access. Generous room sizes and ceiling heights, and large balconies and terraces will ensure the highest standards of residential amenity.

Objectives

- To achieve design excellence and innovation.
- To achieve a desirable, healthy, modern urban environment.
- To achieve well-mannered buildings which fit sensitively into the Centre streetscape.

Controls

i) In accordance with SEPP 65: ‘Design Quality of Residential Flat Development’, engage a registered architect to design all developments of three or more storeys involving 4 or more apartments.

ii) Address the ten SEPP 65 Design Principles: respond and contribute to the Context of the Centre; provide an appropriate Scale of development; achieve a Built Form that contributes to the character of the streetscape; achieve a Density appropriate to the Centre; make efficient use of Resources including energy and water;

iii) Recognise that Landscape and buildings operate as an integrated and sustainable system; optimise Amenity and Safety & Security; respond to the Social context of the Centre and its desired future character; and ensure that buildings achieve quality Aesthetics.

iv) Design for best practice in planning, environmental quality, and local context.

v) Design for the urban environment of the Kensington Centre, with particular attention to the vision of a grand boulevard.

vi) Explore innovative technologies and design approaches to maximise accessibility, natural ventilation, solar orientation, and energy efficiency.
vii) DAs for developments of 30 or more apartments and all student accommodation proposals will be subject to assessment by a Design Review Panel.

viii) DAs which can demonstrate that the design is a result of a competitive process formulated to achieve design excellence will be highly regarded. Refer also to Section B1: Design for requirements for development to demonstrate design excellence.

4.2.3 Articulation Zone

Dynamic Facades

Older buildings along Anzac Parade present an almost continuous frontage at the street property line, and new development should reinforce this existing character. However, this reinforcement will not be achieved by buildings which present a bland, unarticulated façade for the entire length of any given site. Quality design will be achieved by articulated facades to the front, sides and rear of new development.

All development permitted under this Plan must achieve an Articulation Zone, an area within the Building Envelope which provides for architectural movement and modulation.

The Articulation Zone allows for expression of entries to buildings, awnings, façade modulation and other architectural elements, as well as private open space features such as courtyards at ground level and balconies incorporated into the building’s façade.

Objectives

- To achieve building facades that contribute to the character of the street.
- To achieve buildings of articulated design and massing to all facades, with useable private external spaces.
- To ensure buildings respond to environmental conditions such as noise, sun, breezes, privacy and views.
- To promote integration of buildings and open spaces.

Controls

i) Physically articulate all facades to achieve an Articulation Zone with a minimum depth of 600mm and a maximum depth of 2.5 metres within the most extreme points of the Building Envelope.

ii) Emphasise articulation where building facades face an adjacent building.

iii) Ensure that buildings along Anzac Parade reinforce the continuity of the street edge.

iv) For further requirements see 4.6.4: Façade Composition and Articulation.
4.2.4 Building Heights

The Right Scale for the Street

Most dwellings in Kensington streets close to the Centre are residential flats in buildings of 3 storeys or more (See Map 3). Proposed building heights for the Centre acknowledge that Anzac Parade can visually support slightly taller buildings along the main street, with a visual transition to lower heights ‘behind’ the main street. Generally, this means that the maximum height of any building along Anzac Parade will be 4 storeys setting back to 6 storeys, and the maximum height of any other building will be 3 storeys setting back to 5 storeys.

Objectives

- To ensure appropriate scale relationship between new development and: street width; local context; adjacent dwellings; and Contributory Buildings.
- To achieve well-proportioned buildings.
- To maintain public view corridors from the east side of Randwick Racecourse over the Centre to the Monastery of the Missionary of the Sacred Heart.
- To ensure appropriate management of overshadowing, access to sunlight and privacy.
- To ensure appropriate floor to ceiling height within buildings.
- To achieve a visual transition between the heights of buildings on Anzac Parade and the heights of buildings ‘behind’ the main street.

Controls

i) Comply with the maximum Envelope heights specified in the Block by Block Controls.

ii) Achieve the minimum heights in respect of each Storey. For more information see 4.7.6: Floor to Ceiling Heights on pages 110 and 111.

iii) Achieve a built form which reflects the proportions of the Building Envelopes specified in the 4.3: Block by Block Controls i.e 3:5, 4:6, 5:8.

iii) Comply with the maximum height of any building as a relationship between storeys and height to the underside of the ceiling of the topmost floor, in accordance with the following tables:

\[ H = D + 1.6 \]

where:
- \( H \) = maximum parapet height
- \( D \) = street width
- 1.6 = pedestrian eye level

Legend of development controls and minimum setbacks. Well proportioned streets are generally 1:1 street width to building height.

Source: NSW Department of Planning 2005

The Urban Design Advisory Service, in its ‘Guidelines for Better Urban Housing in NSW’ notes that well-proportioned streets are generally 1:1 street width to building height. For the Kensington Town Centre, 1:1 proportions would result in Anzac Parade building heights of 40 metres or more.

This Plan reflects Council’s response to community input that building heights of 40+ metres would be out of context with the character of the Kensington Town Centre.
Note about building height:

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

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

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

4.2.5 Building Zone

Addressing the Street

The Building Zone determines the position of new development in relation to the lot, the street edge and neighbouring development. Along Anzac Parade, the intention is to reinforce the existing street character by aligning buildings with the line of the street. This will have the additional benefit of improving the natural surveillance of footpaths and bus stops, a strategy recommended by Planning NSW (Practice Note - Improving Transport Choice) to encourage walking, cycling and public transport use.
Because dual aspect, cross-ventilated apartments are an essential component of this Plan, the resulting Building Zone is slim.

Similarly, Building Zones which align with side streets are expected to result in slim buildings which can ultimately contribute to perimeter block development.

Objectives

- To achieve a strong street edge to Anzac Parade.
- To achieve environmentally sustainable, dual aspect apartments with natural cross-ventilation.
- To achieve a high standard of environmental amenity for residents of new development.
- To ensure the bulk and scale of new development reinforces positive neighbourhood amenity and character and responds to the scale of the street and surrounding buildings.
- To distribute building bulk and height in order to maximise accessible, well configured communal open space.

Controls

i) Locate buildings within the Building Zones indicated on the Block by Block Controls.

ii) Align buildings to the street and line of kerb.

4.2.6 Contributory Buildings

Recognising the Past

The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) provides the guiding philosophy for the care of important places, defining the basic principles and procedures to be observed in their identification and conservation.

The Burra Charter defines the term ‘Conservation’ and the specific processes which make up Conservation work: Preservation, Restoration, Reconstruction and Adaptation. (For a more complete explanation, refer to the entire Burra Charter: www.icomos.org/australia/).

Several buildings in the Kensington Centre are identified as ‘Contributory to the centre streetscape’ because their basic form, which has not been significantly altered over time, attests to the early history of main street shopping in Kensington. These buildings are clearly identified in the Block by Block Controls. Their retention will help to mark the continuing history of the Kensington Centre as a place of commerce and trade.

Sensitive Adaptation and Reconstruction1 of these buildings to ensure their Adaptive Re-Use is encouraged, but Facadism is not.

Note:

For the meaning of terms such as ‘Conservation’, ‘Significance’, ‘Re-use’ and ‘Reconstruction’, refer to the ICOMOS Burra Charter.
Facadism, (the retention of only the outer skin of a building) is not accepted as suitable conservation practice. Development adjacent to Contributory Buildings should be sensitive to those buildings.

Objectives

- To ensure sensitive Adaptation and Reconstruction of buildings considered Contributory to the Kensington Centre streetscape.
- To ensure that new development adjacent to Contributory Buildings is sympathetic to their character.

Controls

For Contributory Buildings

i) Provide a Statement of Conservation Works prepared by a heritage practitioner/Conservation Specialist identified by the Heritage Office of NSW

ii) Conserve the substantial part of Contributory Buildings indicated in the Block by Block Controls

iii) Do not diminish, destroy, distort or conceal Significant fabric. If alteration to Significant fabric is necessary, ensure that it is reversible

iv) Avoid changes that falsify evidence of the building’s history.

v) When undertaking Reconstruction or repairs, clearly distinguish new work from old. Buildings and structures should not nostalgically create a false impression or interpretation of age or a style.

vi) Do not place emphasis on one period of the Building’s development at the expense of others, unless that period is much more significant.

vii) For any developments involving neighbouring contributory buildings, ensure that any internal connections are designed to recognise and express original room configurations.

For new development adjacent to Contributory Buildings:

viii) Provide a contemporary design which is sympathetic to the Contributory building in terms of: proportions; materials; colours and details.

ix) Do not closely imitate, replicate or mimic the historic style of the Contributory Building.

x) Do not apply historic details such as small paned windows, cast-iron decoration, ornate decorative details, original window glazing, etc. New development should be recognisable as a product of its time and should not create a false impression of age or a style.
xi) Provide contemporary new signage that compliments the character of the Contributory Buildings.

4.2.7 Mews Style Development

Sensitive and Stylish

New development in Mews Style (i.e buildings lining a court, yard or pedestrian lane) is encouraged at the rear of Contributory Buildings, in order to provide a suitable incentive for owners to invest in the work necessary to appropriately upgrade those Contributory Buildings. Mews Style Development will be slim, no more than 5 storeys high, and setback from Contributory Buildings by pedestrian connections along their frontage and through to Anzac Parade.

These pedestrian connections will also create a physical separation between 2 storey Contributory Buildings and any adjacent new development along Anzac Parade, softening the transition from 2 to 4 storeys at the street edge.

Objectives

- To ensure appropriate setbacks between Contributory Buildings and adjacent new development along Anzac Parade.
- To achieve unique Mews Style Development at the rear of Contributory Buildings.
- To provide pedestrian pathways from Anzac Parade to Mews Style Development.

Controls

i) The maximum height for Mews Style Development is 5 storeys.

ii) There are no upper level setbacks.

iii) Provide retail/commercial/residential uses on the Ground floor and residential uses on Storeys 2 to 5.

iv) Provide pedestrian-only pathways between Contributory Buildings and Mews Style Development, connected to Anzac Parade and side streets as indicated in the Block by Block Controls. Ensure that pedestrian pathways remain permanently open for public access.

v) Front and side balconies may project up to 1.5 metres outside the Building Zone, but may not penetrate the property boundary.

vi) Articulate the building to the front, sides and rear. Note the ‘front’ is considered to be the elevation which faces the Contributory Buildings.

vii) Provide individual shopfront canopies rather than continuous awnings.
4.2.8 Neighbourhood Supermarket Shopping Centre

Day to Day Shopping

The Kensington Centre would benefit from the development of a neighbourhood supermarket shopping centre, fulfilling local day to day shopping needs with the provision of groceries, fresh food and other convenience items. Subject to suitable site amalgamation, there are three Blocks within the Core Retail Precinct with the potential for redevelopment as a neighbourhood supermarket shopping centre: Blocks 4, 9 and 10.

Objectives

- To create an active heart for the Kensington community by fulfilling its day to day shopping needs.
- To achieve one neighbourhood supermarket shopping centre with an active and inviting street edge.

Controls

i) The minimum site area is 3,000 sq metres.

ii) The minimum lettable and common floor area is 4,500 sq metres over two levels.

iii) Provide supermarket and other convenience shopping at ground level. The building depth at ground and first level (Storeys 1 & 2) may extend to within 6 metres of side and rear property boundaries.

iv) Use skylights to maximise daylighting to this extended building depth.

v) Council may consider a zero metre setback at the side and/or rear subject to impact on the amenity of residential neighbours.

vi) Ensure that the entrance to an internally orientated arcade, and the arcade itself, is a minimum of 7 metres wide.

vii) Provide active retail uses (including shopfronts, café/restaurants, and retail entrances) to the Anzac Parade frontage.

viii) Provide all loading and parking at basement or semi-basement level.

ix) Provide evidence of an Agreement to Lease with a recognised supermarket retailer intending to operate a supermarket of at least 1,000 sq metres retail area.

x) Submit a design which is the result of a competitive process formulated to achieve design excellence.

xi) Any development consent granted for a neighbourhood supermarket shopping centre will have a time limited period of two years for commencement.
4.2.9 Specialist Concept Retail

Lifestyle/Leisure/Recreation

The Kensington Centre would benefit from the development of a large specialist or concept retailer, servicing needs for lifestyle/leisure or recreational goods e.g. a large bookstore, a specialist sports or fashion retailer. There are four Blocks within the Core Retail Precinct with this potential: Blocks 2, 4, 8 & 10.

Objective
- To achieve a specialist retail outlet with an active and inviting street edge.

Controls
i) The minimum site area is 1,000 sq metres.

ii) The minimum site depth is 35 metres.

iii) The building depth at ground and 2nd storey may extend to 26 metres.

iv) Use skylights to maximise daylighting to this extended building depth.

v) Ensure that the entrance to an internally orientated arcade, and the arcade itself, is a minimum of 7 metres wide.

vi) Provide active retail uses (including shopfronts, café/restaurants, and retail entrances) to the Anzac Parade frontage.

vii) Provide retail and/or commercial uses on the 2nd storey.

viii) Provide all loading and parking at basement or semi-basement level.

ix) Provide evidence of an Agreement to Lease with a recognised retailer intending to operate a single specialist store of at least 500 sq metres retail area.

x) Submit a design which is the result of a competitive process formulated to achieve design excellence.

4.2.10 Setbacks

Address & Transition

Depths of front setbacks reflect the character of a precinct. Typically, in centres, buildings have little or no setback from the street alignment. Other than the use of the Articulation Zone to provide interest and modulation to the building façade, new development along Anzac Parade and at the Anzac Parade corners of local streets is encouraged to build to the street property line. Within the residential zone, front setback can provide a front garden. The Block by Block Controls indicate locations where minimum front setbacks are necessary to establish the transition from commercial to residential zones.
Rear and side setbacks create the relationships between neighbouring buildings, create opportunities for landscaped open space and are important contributors to visual and acoustic privacy. Minimal side setbacks encourage buildings to address the street, rather than addressing side boundaries and adjacent buildings. This not only contributes to privacy but increases passive surveillance of the street.

Upper level setbacks soften the built form, and assist buildings to achieve a human scale.

**Objectives**

- To reinforce the prevailing character of the Centre.
- To provide visual and acoustic privacy between neighbouring buildings.
- To orientate buildings and habitable rooms towards the street, and towards communal open space.
- To minimise any negative impact on the amenity of adjacent sites.

**Controls**

i) Unless otherwise specified in the Block by Block Controls, comply with the following setbacks:

<table>
<thead>
<tr>
<th>Location</th>
<th>Building</th>
<th>Setback distance</th>
<th>Setback from</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>First 4 storeys</td>
<td>0 metres</td>
<td>Anzac Parade &amp; side boundaries</td>
</tr>
<tr>
<td></td>
<td>5th &amp; 6th storeys</td>
<td>4 metres (min)</td>
<td>Anzac Parade &amp; side street boundaries</td>
</tr>
<tr>
<td></td>
<td>6th storey rear</td>
<td>4 metres (min)</td>
<td>Floor below</td>
</tr>
<tr>
<td></td>
<td>All storeys</td>
<td>6 metres (min)</td>
<td>Property boundary existing strata title building unlikely to change</td>
</tr>
<tr>
<td>Transitional</td>
<td>First 3 storeys</td>
<td>0 metres</td>
<td>Front &amp; side boundaries</td>
</tr>
<tr>
<td>Development</td>
<td>4th &amp; 5th storeys</td>
<td>4 metres</td>
<td>Front boundaries</td>
</tr>
<tr>
<td></td>
<td>All storeys</td>
<td>6 metres (min)</td>
<td>Property boundary existing strata title building unlikely to change</td>
</tr>
<tr>
<td>Mews Development</td>
<td>All storeys</td>
<td>2 metres</td>
<td>Street boundary</td>
</tr>
</tbody>
</table>

ii) All development should give consideration to the following setbacks:

<table>
<thead>
<tr>
<th>Habitable room</th>
<th>6 metres</th>
<th>Non-habitable room adjacent building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Habitable room</td>
<td>9 metres</td>
<td>Non-habitable room adjacent building</td>
</tr>
<tr>
<td>Habitable room</td>
<td>12 metres</td>
<td>Habitable room adjacent building</td>
</tr>
</tbody>
</table>
4.3 Block by Block Controls

4.3.1 Block 1: Carlton Street to Goodwood Street

This Block marks the northern edge of the centre boundary. Between this Block and Darling Street, the potential to create synergies with the Randwick Racecourse are important to the future of the centre.

If well designed and well presented to the street, new development along Goodwood Street should encourage pedestrian movement between the centre and the Racecourse, and between the centre and regional cycleway along Doncaster Ave and the Centennial Parklands/Alison Road.
Block 1: Building Envelope Viewed from Rear

Block 1: Building Envelope Viewed from Anzac Parade

Block 1: Section West to East Looking North

4.3.2 Block 2: Goodwood Street to Ascot Street
Block 2 abuts Kokoda Park, a formal memorial park with some child play facilities. Ascot Street is the main taxi and chauffeur driven vehicle entrance to the Race Course on Race days. As such it provides an opportunity to impress race-goers with the qualities of the Kensington Centre: if well presented, Ascot Street could encourage race-goers to use the centre on Race days or to return to the centre in future.

If well designed and well presented to the street, new development along Goodwood and Ascot Streets should encourage pedestrian movement between the centre and Kokoda Park, and between the Race Course and the centre.

Within Block 2, built to the boundary of Kokoda Park, is Kensington War Memorial Club and the Kensington RSL Sub-Branch. Club facilities play a significant role in the social life of Kensington. An extended Club with improved facilities is considered an appropriate use for this site, given its relationship with the Randwick Racecourse.

If Site Amalgamation results in Defined Parcel A, Council may consider an extension of Building depth for Club use at Ground level, subject to design considerations and impact on neighbouring amenity. Council may consider balconies which project up to 1.5 metres outside the western edge of the Building Zone of T03 development, which would be for Club uses as well as residential uses. However, no ground floor uses should encroach on the public spaces of Kokoda Park.

There are two existing strata titled buildings in this Block. Although they are unlikely to change, there is always the slight possibility that development may occur in the future. The standard setback requirements for development adjacent to existing strata titled buildings apply in this Block.

Note that these standard setbacks allow for future infill to side boundaries if existing strata titled buildings do redevelop.

Should the entire Block be developed, a pedestrian through link connecting Kokoda Park to Anzac Parade would be a desirable outcome.

This Block has been identified as an appropriate location for a large specialist concept retailer, should suitable site amalgamation occur.
BLOCK 02: PROPOSED LAYOUT

not to scale
Block 2: Building Envelope Viewed from Anzac Parade

Block 2: Building Envelope Viewed from Kokoda Park

Block 2: Section West to East Looking North
4.3.3 Block 3: Ascot Street to Bowral Street

Like Block 2, this Block forms an important pedestrian and vehicle link with the Randwick Racecourse. New development towards the Anzac Parade end of Ascot Street should attract movement from the Racecourse to the retail and commercial offerings of Anzac Parade.

Contributory Buildings make up much of the Anzac Parade frontage of this Block, creating the opportunity for Mews Style development at the rear, connected to Ascot Street and Anzac Parade by a pedestrian and visual through-link which is to remain permanently open to public access.

Note that the current configuration of Contributory Buildings in Defined Parcel A includes a recent imitative infill (shown in grey at the southern end of the collection of Contributory Buildings on the Existing Layout). This infill is positioned over what was once an entry point to a 1902 Methodist Chapel, which this study has identified as a potential item of Heritage. New development must remove this infill building to reinstate the original entry path to the Chapel. Defined Parcel A has been identified as the minimum site amalgamation necessary to enable this reinstatement.

This Block also includes the recently completed Coptic Church. The Church features non-habitable walls to the east and west, and adjacent new development may therefore build to the property boundary of the Church, provided that the first residential floor level from the ground is clear of the domes of the Coptic Church (i.e. it is likely that Storeys 1, 2 & 3 would be required to be retail/commercial uses). Otherwise, setbacks would apply.

Development which creates visual and physical (subject to suitable negotiations with the owners) connections with the Chapel at the rear of the Coptic Church will be highly regarded. In order to ensure that physical connections are possible, the pedestrian through link in Defined Parcel B must meet this Plan’s accessibility criteria.

Defined Parcel B may be developed. Council may consider an automated traffic light control for the Bowral Street entry point to the Rights of Carriageway for Parcel B, reducing the entry requirement from 6 metres to 3.5 metres.

The Maximum Building Height for Development TO4 is 13.8 metres. TO4 is only likely to occur if two existing strata titled residential flat buildings (one fronting Ascot Street and one fronting Bowral Street) are part of substantial site amalgamation.

The Maximum Building Height for the Coptic Church is 2 storeys, excluding domed roof structures.
BLOCK 03: PROPOSED LAYOUT
not to scale
Block 3: Building Envelope Viewed from Anzac Parade

Block 3: Building Envelope Viewed from School

Block 3: Section West to East Looking North
4.3.4 Block 4: Bowral Street to Todman Avenue

Block 4 is in the heart of the Core Retail Precinct, and is one of the locations where sites could be amalgamated to create the space necessary to achieve the neighbourhood supermarket shopping centre, or a specialist concept retailer.

Contributory Buildings at the corner of Todman Ave create the opportunity for Mews Style development at the rear, connected to Todman Ave and Anzac Parade by a pedestrian and visual through-link which is to remain permanently open to public access. Development which creates visual and physical connections (subject to suitable negotiations with the owners) to the Potential Item of Heritage in the centre of the Block will be highly regarded.

A large strata titled complex exists in the centre of this Block. Although unlikely to change, there is always the slight possibility that development may occur in the future. The standard setback requirements for development adjacent to existing strata titled buildings apply in this Block. Note that these standard setbacks allow for future infill to side boundaries if existing strata titled buildings do redevelop.

The eastern edge of this Block abuts the Kensington Public School. Currently, parents dropping off and picking up their children from school find themselves double parking, mainly in Bowral Street. This situation is considered unsatisfactory for the school children involved, as well as for other traffic.

Should site amalgamation result in Defined Parcel A, T04 may be developed, providing that the owner dedicates the identified shared zone to provide a suitable kiss/n/ride area for Kensington Public School parents and children. This shared zone must be created in consultation with Council and the Kensington Public School, and must satisfy Randwick City Council’s Traffic Committee requirements.

Council may consider balconies which project up to 1.5 metres outside the western edge of the Building Zone of T04.

The maximum Building Height for TO4 & TO5 is 13.8 metres.
Block 4: Building Envelope Viewed from Anzac Parade

Block 4: Building Envelope Viewed from Shared Zone adjacent to School
4.3.5 Block 5: Todman Avenue to Darling Street

Block 5 features some Contributory Buildings at the corner of Darling Street, creating the opportunity for Mews Style development at the rear, connected to Darling Street and Anzac Parade by a pedestrian and visual through-link which is to remain permanently open to public access.

The Darling Street elevation of this Mews Style development should complement the existing Heritage dwellings on the other side of Darling Lane.

Other than at the Todman Corner, vehicular access to this Block can be gained from Darling Lane.

Defined Parcel A represents the minimum site amalgamation required for redevelopment of the Anzac Parade/Darling Street corner.
BLOCK 05: PROPOSED LAYOUT

not to scale
4.3.6 Block 6: Darling Street to Doncaster Avenue

Block 6 includes: Defined Parcel A - the ‘Doncaster Plaza Site; Defined Parcel B - the corner of Darling Street and Anzac Parade; and the Doncaster Hotel, an identified Item of Heritage.

Specific controls for the Doncaster Plaza set an Anzac Parade street edge maximum of 5 storeys and this height can also be supported on the corner of Anzac Parade and Darling Street.

Defined Parcel B represents the minimum site amalgamation required to achieve the preferred design outcome for the redevelopment of the Anzac Parade/Darling Street corner.

The Doncaster Hotel is an identified Item of Heritage and may not be increased in height. In future, the preferred outcome for the site of the Doncaster Hotel is that the existing single storey addition at the rear be removed altogether for a wide entry to open space uses (possibly including open lightweight structures suitable for a beer garden or outdoor dining area using a narrower footprint than existing) in conjunction with the Restoration of the Hotel facade.

Any proposals for the Doncaster Hotel must better integrate with Anzac Parade and on-site open space and must be accompanied by a Heritage Impact Assessment (prepared by a Conservation professional identified by the Heritage Office of NSW) in accordance with the terms of Burra Charter, to ensure that they are sympathetic to the Doncaster Hotel Item of Heritage.

Block 6: Section West to East Looking North
Block 6: Building Envelope Viewed from Anzac Parade

Block 6: Building Envelope Viewed from Darling Street/Doncaster Corner
4.3.6a Block 6: 40-246 Anzac Parade ‘Doncaster Plaza Site’

Vision for the Doncaster Plaza Site
A vibrant mixed use development that:

- Reinforces the heritage values, visual appearance and importance of the adjacent Doncaster hotel;
- Provides a high quality living environment for its residents;
- Incorporates uses such as commercial office space, community facilities, restaurants, entertainment, and retail;
- Incorporates an active town square/public open space; and
- Creates pedestrian links between Anzac parade and Doncaster Avenue to enhance the uses on-site and the social and recreation amenity of the Kensington centre in general.

Doncaster Plaza Site Objectives
- To achieve perimeter buildings of slender proportions, with buildings orientated to the street.
- To ensure that buildings address the major intersection of Anzac Pde and Doncaster Ave and the geometry of the Doncaster Hotel.
- To ensure that higher building elements within the site are appropriately proportioned to the perimeter building elements.
- To integrate site through-links from Anzac Parade and Doncaster Ave.
- To ensure that a significant proportion of the site is retained as open space for the benefit of residents and amenity of surrounding areas.
- To provide useable areas of private open space for outdoor living and recreation to serve the needs of the residents.
- To provide public open space on-site that enhances public uses of the site.

Doncaster Plaza Site Building Height:

i) The maximum height of any building on-site is 8 storeys (maximum 27.4 metres).

ii) Buildings are not to exceed 5 storeys along Anzac Parade and Doncaster Ave, setting back to 8 storeys. The overall built form must achieve an aesthetically pleasing 5:8 ratio, and match the geometry of the Doncaster Hotel.
Doncaster Plaza Site Minimum Floor to Ceiling Heights:
Variations of up to 0.1 metres from this Plan’s minimum Floor to Ceiling Heights (see Page 111) may be acceptable, to enable the first 5 storeys to align along Anzac Parade and Doncaster Ave with the eaves line of the Doncaster Hotel (R.L. 38.8 metres).

Should flood levels/ground level rises along any frontage mean that acceptable floor to ceiling heights cannot be achieved within R.L. 38.8 metres, the applicant must:

- comply with the minimum/maximum floor to ceiling/floor to floor/overall building heights described on pages 21 and 111 and
- provide a Heritage Impact Assessment (prepared by a Conservation Specialist identified by the Heritage Office of NSW) demonstrating that the eaves line of the hotel is suitably reflected in the built form, facade detailing and articulation of the 5 storey (maximum 18.3 metre) elements of the building.

Doncaster Plaza Site Building Zone

i) The built form should comply with the Block by Block Plan.

ii) The preferred built form incorporates two separate buildings aligned to Anzac Parade & Doncaster Ave.

iii) Any 6th to 8th storey elements along the Anzac Parade frontage should generally occupy not more than 50% of the total site frontage, to ensure that the built form is well proportioned and does not dominate the street frontage.

iv) To ensure adequate sunlight access, privacy and amenity for apartments within and adjacent to the site, a minimum distance of 12 metres is required between:
   - face to face windows of habitable rooms; and
   - the rear or side facade of any building fronting the street and the façade of any building located within the central portion of the site.

v) The siting and design of buildings should enclose and define a midblock open space system creating intimate and useable open spaces.

vi) Continuous colonnades may be acceptable in addition to awnings along Anzac Parade and internally on the site, where these provide useable and safe spaces that integrate with the adjacent public domain.

Doncaster Plaza Site Parking/Access

i) Provide all car-parking facilities below ground, at semi-basement level, and/or beneath a podium to optimise site amenity and open space. The roof of any podium should, at most, align with the finished floor level of Storey 2 provided that, at the boundaries of the site, the podium achieves continuity with the ground levels of adjacent sites.

ii) Provide a two-way vehicle access to the site from Doncaster Avenue.
iii) Provide additional vehicle access/accesses along Doncaster Avenue to allow for relocation of the bottle shop, while minimising breaks in the commercial frontage.

iv) An additional two-way access may be considered from Darling Street, on the basis of detailed traffic investigations on impacts for the site and surrounds.

v) Provide a series of pedestrian and visual through-links to connect areas of public open space with surrounding streets, between Anzac Parade and Doncaster Avenue.

vi) Consider a pedestrian/vehicle access between Doncaster Avenue and Darling Street, to enhance through-links within the site.

Doncaster Plaza Site Setbacks

In order to ensure an adequate separation between buildings, landscape opportunities, privacy, adequate sunlight access, and residential and streetscape amenity:

i) The first 5 storeys on the front boundary should align with the Doncaster Hotel along both Anzac Pde and Doncaster Ave, to reinforce the geometry of the hotel and its street corner.

ii) Setback the 6th to 8th storeys on the front boundary along both Anzac Pde and Doncaster Ave a minimum of 6 metres to ensure a pleasant and well proportioned relationship between the lower and upper levels of each building.

iii) Setback the first 5 storeys of the building a minimum of 6 metres from the northern boundary of the site along Doncaster Ave.

iv) Setback the 6th to 8th storeys at the northern boundary along Doncaster Ave a minimum of 6 metres from the 5th storey setback.

v) To ensure adequate separation of new and existing buildings, landscape opportunities, privacy, sunlight access and residential amenity, and to maintain opportunities for site through-links, provide a minimum 6 metre setback along the northern boundary of the site and entry of the laneway to Darling Street, or a minimum of 4 metres if the vehicle through link is provided underground.

vi) Side setbacks are not required along the northern-western boundary of the site’s Anzac Pde frontage.

vii) Provide an open and welcoming entry to the public open space from Anzac Parade by setting back 7.5 metres from the southern boundary of the site (Doncaster Hotel Northern Boundary), in accordance with the following diagram:
Doncaster Plaza Site Open Space

i) Provide public and private/communal open space in the locations designated in the Block by Block Plan.

ii) Retain at least 50% of the site as open space (including private, communal and public open space).

iii) The majority of the open space must be open to the sky.

iv) If ground level communal open space equates to more than 30% of the total site area, Council may consider removing the requirement for private open space from up to 10% of all apartments, providing those apartments have good visual and physical connections with the communal open space.

v) Private and public open space should be appropriate in size, dimensions, sunlight access and amenity for users and nearby residents.

vi) The private/communal open space may be provided on a podium or over excavated basements but should, at the boundaries of the site, ensure continuity with the ground levels of adjacent sites.

vii) Provide visual links to private/communal open space from the public domain.

viii) Provide significant public amenity by creating a welcoming, defined and safe public open space that addresses any noise impacts from Anzac Parade or noise/wind impacts from the configuration of surrounding buildings.

ix) Integrate public open space with other public uses on-site and on the adjacent hotel site.

x) Public open space should provide for a range of uses for local residents and visitors including outdoor dining, leisure and recreation.

xi) All public open space should be continuously accessible to the public.

xii) All accesses to public open space should be at grade (without steps) and allow direct views from the street.

xiii) Locking or closing these through-links will not be permitted.
4.3.7 Block 7: Doncaster Avenue to Lorne Avenue

Block 7 includes the centre Heritage Item (Masonic Temple), a number of older style two storey residential flat buildings and the ‘Lorne Ave Site’.

The maximum Building Height for the corner of Doncaster Ave and Anzac Parade is shown as 3 storeys setting back to 5 to provide a similar scale to the Doncaster Hotel (identified Item of Heritage) opposite.

The maximum Building Height for the Masonic Temple is 2 storeys.

New development between the Masonic Temple and the Lorne Ave site (Defined Parcel B) should be strictly commercial/residential unless a retail feasibility study demonstrates otherwise.
Block 7 - Building Envelope Viewed from Lorne Ave/Anzac Corner

Block 7 - Building Envelope showing Lorne Ave Site from Lorne Ave
4.3.7a Block 7: 159-171 Anzac Parade – ‘Lorne Avenue site’

Vision for the Lorne Ave Site

A dynamic mixed use development that:

- Activates the street frontage to Anzac Parade;
- Provides an appropriate transition to residential uses along Lorne Avenue;
- Provides a high quality living environment for its residents; and
- Incorporates such uses as commercial office space, community facilities, restaurants, entertainment, retail uses, residential accommodation and university-related uses.

Lorne Ave Site Objectives

- To achieve perimeter buildings orientated towards Anzac Parade and Lorne Avenue, enclosing an internal open space.
- To achieve a distinct built form along Anzac Parade, recognising the importance of this curve to the streetscape of the Centre.
- To achieve a distinct built form on the corner of Anzac Parade and
• Lorne Avenue, marking the termination of a key vista south along Anzac Parade.

• To achieve a design transition from commercial and retail uses towards the corner of Lorne Avenue and Anzac Parade to purely residential uses in Lorne Avenue.

**Lorne Ave Site Building Height**

i) The maximum height of any building on site is 6 storeys (21.6 metres to the underside of the ceiling of the topmost storey).

ii) The maximum height of 6 storeys applies only to Building One. Setbacks apply.

iii) Building Two must not exceed 4 storeys (13.8 metres to the underside of the ceiling of the topmost storey). Setbacks apply.

**Lorne Ave Site Building Envelope**

i) The built form and building articulation should comply with the Block by Block Plan.

ii) The preferred built form for the site incorporates two separate perimeter buildings orientated to the street, with one aligned to Anzac Parade and another, smaller scaled building aligned to Lorne Avenue.

iii) The central portion of the block will comprise a well defined intimate and useable open space.

iv) Above-ground linkages between the buildings are discouraged.

v) Any proposed above-ground linkages must demonstrate:
- The use of largely transparent materials;
- That habitable rooms and internal open spaces would retain adequate sunlight access, privacy and amenity;
- That level changes between the two Buildings are designed to achieve equity of access; and
- That they do not add bulk to the building design.

vi) The built form and roof elements of the corner between Anzac Parade and Lorne Avenue should utilise a strong vertical emphasis to reflect and reinforce the curve of Anzac Parade.

vii) At roof level, the corner element to Anzac Parade/Lorne Avenue (Building One) may extend at least 4 to 6 metres in height above the ceiling of the topmost storey, in order to contribute to the vertical emphasis of the corner built form.

viii) The design of the northern corner of the building fronting Lorne Avenue (Building Two) should be consistent in design with Building One, scaled proportionately to the relative height and bulk of the two buildings.
Lorne Ave Site Visual Privacy

In order to ensure visual privacy between Buildings One and Two:

i) Stagger or offset windows and/or balconies

ii) Provide external privacy screens to windows and/or balconies.

iii) Demonstrate that any fixed screens do not diminish sunlight and natural ventilation to habitable rooms.

Lorne Ave Site Open Space

i) Provide a minimum of 550 sq metres of open space, appropriately dimensioned and sited to achieve sunlight access and amenity for residents.

ii) The majority of the open space must be open to the sky.

Lorne Ave Site Car Parking

i) Provide all car-parking facilities below ground or semi-basement, to optimise site amenity and open space.

ii) Provide access to the below ground parking from Lorne Avenue, to avoid a break in the built form along Anzac Parade.

Lorne Ave Site Usage

i) Ground and Storey 2 Building One: Retail/Commercial

ii) Ground Floor Building Two: Commercial uses for no more than half the Lorne Avenue façade, measured from the northern corner.

Lorne Ave Site Floor to Ceiling Heights

i) Minimum floor to ceiling heights should comply with the ‘Floor to Ceiling Heights’.

ii) For Building Two, the minimum floor to ceiling height for the Ground Floor (Storey 1) is 2.7 metres. The minimum floor to floor height for this floor is 3.5 metres.

Lorne Ave Site Setbacks

i) To ensure an adequate separation between buildings, opportunities for landscaping, privacy, sunlight access and residential amenity:

ii) Align the first 4 storeys of the Anzac Parade façade of Building One with the property line.

iii) Set back the 5th and 6th storeys of the Anzac Parade façade of Building One a minimum of 4 metres from the property line.
iv) Define the Anzac Parade/Lorne Avenue corner element of Building One by reducing this setback to zero for a distance of 12 to 15 metres from the corner in both directions (i.e. to both the Anzac Parade and Lorne Avenue facades). Ensure that the preferred length is symmetrical to both facades and demonstrate that it reinforces the corner by providing vertical emphasis.

v) Provide a minimum 3 metre setback for the balance of the Lorne Avenue façade of Building One. The length of this setback façade should be equal to the length of the zero setback element. Balconies may project up to 2.5 metres into this setback providing they achieve a level of physical transparency which clearly defines the corner.

vi) Provide a minimum 6 metres separation between Buildings One & Two.

vii) Establish a new corner element by aligning the Lorne Avenue façade of Building Two with the property line for 8 to 11 metres from its northern corner. Demonstrate that the preferred length achieves façade proportions similar to those achieved for the corner element of Building One.

viii) From this point south, provide a minimum 4 metre setback for a distance of no more than half the Lorne Avenue façade, measured from the northern corner. Balconies may project up to 2.5 metres into this setback providing they achieve a level of physical transparency which clearly defines the corner.

ix) Provide a minimum 6 metre setback for the remainder of the Lorne Avenue façade of Building Two. Balconies may project up to 2 metres into this setback to enhance articulation, and as an appropriate transition to existing residential setbacks in Lorne Avenue.

x) Provide a minimum 6 metre setback to adjacent property boundaries.
4.3.8 Block 8: Addison Street to Todman Avenue

The current built form at the corner of Anzac Parade and Addison Street is inconsistent with the overall objective for the Centre of a continuous built form at the street edge. This corner currently features a very small Council owned carpark at the street edge.

The Kensington streetscape would benefit from realignment of the footpath to achieve a continuous built form as Anzac Parade sweeps around the corner. However, this is dependent on the outcome of the current planning for light rail route alignment, and implications for existing utility services.

Such a re-alignment would also achieve an effective privacy barrier for residential dwellings on the Addison Street/Lorne Avenue corner.

Council may consider the sale of land currently in the public domain in order to achieve this streetscape benefit. These controls are based on the built form which could be achieved should such a sale (including suitable off-set arrangements for the existing on-street carparking) be concluded. The sale would also need to address access to existing infrastructure services located within the road reserve (the sewer, a Sydney water main, AGL gas line and a Telecom line).

Whilst an easement is preferred, and generally not considered problematic given the type of services involved, public authorities may require that services be relocated along the new footpath. Should site amalgamation result in Defined Parcel A, this Parcel may be developed despite being slightly smaller in size than the 900sq metre minimum for corner sites.

Defined Parcel B represents the Addison on Anzac, a 5 storey motel with more floor space than is envisaged under this Plan. This complex currently dominates the streetscape, with highly visible features inconsistent with this Plan’s Design Controls (e.g. lift overruns and other structures visible on the roof). Defined Parcel C represents a large strata title residential flat building. In order to achieve a better built form than currently exists in these Parcels, Council may consider development proposals incorporating portions of the existing buildings, subject to suitable design resolution of that incorporation.

The 26 metre Building Zone at the Todman/Anzac Parade corner only applies if the site on the western boundary (Site D) is amalgamated into the development. Otherwise a 22 metre Building Zone applies, with the usual upper level setbacks.

Block 08 has been identified as a suitable location for a specialist concept retailer, subject to suitable site amalgamation. (See Page 26).
Kensington Centre

Block 8 - Building Envelope Viewed from Anzac Parade

Block 8 - Building Envelope Viewed from Rear

Block 8 - Section West to East Looking North
4.3.9 Block 9: Todman Avenue to Duke Street

As a Block within the core retail precinct, located on a convenient corner, Block 9 is one of the Blocks identified as suitable for a neighbourhood supermarket shopping centre, should site amalgamation result in an allotment with a minimum area of 3000 sq metres.

A Contributory Building on the Anzac Parade/Todman Avenue corner creates the opportunity for Mews Style development at the rear, connected to Todman Avenue and Anzac Parade by a pedestrian and visual throughlink which is to remain permanently open to public access.
BLOCK 09: PROPOSED LAYOUT

LEGEND
- 5 STOREY
- 4 STOREY
- 3 STOREY
- 2 STOREY
- 1 STOREY
- 2 STOREY CONTRIBUTORY BUILDING
- RIGHTS OF CARRIAGeway (VEHICULAR ACCESS)
- AWNING
- COLONNADE
Block 9- Building Envelope Viewed from Todman Ave/Anzac Corner

Block 9 - Building Envelope Viewed from Rear
Block 9 - Section West to East Looking North
4.3.10 Block 10: Duke Street to Balfour Lane

This Block has been identified as a suitable location for a neighbourhood supermarket shopping centre or a specialist concept retailer, subject to suitable site amalgamation. An alternative Building Zone Layout for a neighbourhood supermarket shopping centre is included in this Plan on page 76. (note that the maximum height for T02 fronting Boronia Street is 13.8 metres).

Defined Parcel A represents the minimum site area for development at this corner. It includes a Contributory Building on the Anzac Parade/Duke Street corner, creating the opportunity for pedestrian and visual connections between Duke Street and Anzac Parade.

New 2 storey development (T01) abutting this Contributory Building should be contemporary but sympathetic, and should ‘complete’ the overall form of the building, creating an architectural ‘whole’ but clearly showing new work, in accordance with the principles of the Burra Charter.

Defined Parcel B represents a site currently used as private carparking. Unless this Parcel is incorporated into a neighbourhood supermarket shopping centre or a specialist concept retailer, Residential R3 height controls will continue to apply provided that the existing amount of commercial parking is replaced as part of any redevelopment, and a 7 metre wide pedestrian connection (permanently open to the public) is created between Boronia Street and Anzac Parade to improve the permeability of this long block.

Defined Parcel C represents Peters of Kensington, which is the subject of an existing Development Approval. In the event that this approved Development does not occur, and a new application is submitted for the same use under the controls of this Plan:

i) Retail uses may be provided at Ground, Storey 1 and Storey 2;

ii) The Envelope may extend to the rear (western boundary) wherever the topography means it is effectively below ground level;

iii) The Balfour Lane facade must present an active edge to the Lane, at a human scale; and

iv) Anzac Parade entry to parking must be well integrated into the street, with inviting, active edges.
Block 10: Building Envelope Viewed from Balfour Lane/Anzac Corner
Block 10: Section West to East Looking North

Block 10: Alternative Layout: Neighbourhood Supermarket Shopping Centre
Building Envelope Viewed from Duke Street
Block 10: Alternative Layout: Neighbourhood Supermarket Shopping Centre

LEGEND
- 9 STOREY
- 8 STOREY
- 6 STOREY
- 4 STOREY
- 3 STOREY
- 2 STOREY
- 1 STOREY
- 2 STOREY CONTRIBUTORY BUILDING
- RIGHTS OF CARRIAGeway (VEHICULAR ACCESS)
- DEFINED PARCEL

DUKE STREET

BLOCK 10 (a): PROPOSED LAYOUT - SUPERMARKET CENTRE
not to scale

Duke Street to Balfour Lane
Neighbourhood Supermarket Shopping Centre Alternative
Building Envelope Viewed from Duke Street
4.3.11 Block 11: Balfour Lane north to Centre boundary

This Block currently has no opportunity for new access via a Rights of Carriageway. It currently features 7 driveways crossing the Anzac Parade footpath.

New development will reduce these crossings from 7 to a maximum of 4. New driveway crossings will be 2-way, an improvement on the current situation which sees vehicles reversing out from driveways into Anzac Parade.

This Block includes a strata-titled residential flat building unlikely to change.
BLOCK 11: PROPOSED LAYOUT

LEGEND
- 6 STOREY
- 5 STOREY
- 4 STOREY
- 3 STOREY
- 2 STOREY
- 1 STOREY
- VEHICULAR ACCESS
- AWNING
- COLONNADE
- STRATA TITLE UNLIKELY TO CHANGE
Block 11: Building Envelope Viewed from Anzac Parade

Block 11: Building Envelope Viewed from Rear

Block 11: Section West to East Looking North
4.4 Accessibility

Self care, Mobility and Communication

According to the Australian Bureau of Statistics, in 1998, 3.6 million people in Australia had a disability (19% of the total population). Of those with a disability, 87% (3.2 million) experienced specific restrictions in core activities, schooling or employment.

Self care, mobility and communication are fundamentally important activities underlying all aspects of everyday life. Most people with a disability (78%, or 15% of the total population) were restricted in one or more of these core activities.

As the overall population ages, more and more of us will experience restrictions in our daily lives. New development must be designed for people with disabilities.

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, buildings, communal areas and apartment lobbies.

Controls

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 Australian Standard AS 1428 (parts 1 & 2).

iii) Use appropriate gradients and materials, including slip resistant materials, tactile surfaces and contrasting colours.

4.5 Access & Parking

4.5.1 Access for Vehicles – Rights of Carriageway

Roads and Maritime Services have advised that new vehicular access to developments fronting Anzac Parade will not be permitted via Anzac Parade. Vehicular access for land within the Centre should be via alternate roads such as rear lanes and side streets.

The narrow width of lots, the lack of rear lanes, and current land ownership patterns makes this quite difficult. As the RMS will not permit new vehicular access to developments fronting Anzac Parade it is necessary to make provision for alternate means of access. Due to the configuration of blocks, and current development patterns, rear lane access and direct access from side streets is only available in limited circumstances. Rather than force the dedication of laneways as public roads as part of redevelopment, this Plan is formulated on the basis of the creation
of co-ordinated development within blocks, with access gained from side streets via Rights of Carriageway.

The timing and order of development of land in the Centre, particularly land fronting Anzac Parade, will depend on market forces and the ability of land owners to successfully negotiate with adjoining property owners to achieve reciprocal Rights of Carriageway created under Section 88B of the Conveyancing Act 1919. These Rights of Carriageway will allow below ground (semi-basement or basement) access across adjoining properties for owners, residents, staff, visitors, customers and service vehicles.

Given requirements for minimum site frontages and areas for redevelopment, the reciprocal Rights of Carriageway should result in interconnected semibasement and basement car parking (not tunnels). Effectively, those driving along the Rights of Carriageway will experience the common everyday experience of driving through a carpark.

Opportunities exist for individual owners to join together to either sell their land for a single coordinated development or to develop together in a coordinated fashion. For example, a mixed-use retail/residential development could be developed as a Strata Titles or Community Titles scheme with any common access way being part of the Common Property of the scheme, rather than a Right of Carriageway.

Applicants should note that if an individual owner within a development block refuses to grant a Right of Carriageway to benefit adjoining properties then a legal avenue exists under Section 88K of the Conveyancing Act 1919 for an aggrieved land owner to commence proceedings in the Supreme Court to seek an order of that Court granting the right of access across an adjoining property in circumstances where such access is necessary for the reasonable development of such land.

Objectives

- To achieve vehicular access to land within the Centre via driveways from side streets and below ground Rights of Carriageway privately negotiated by adjoining property owners or from co-ordinated access within the development.
- To facilitate traffic management in the Centre.
- 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) Unless otherwise indicated on the Block by Block Controls, direct vehicular access must not occur via Anzac Parade.
ii) Provide 6 metre wide two way vehicle access via existing rear lanes, new below ground rear Rights of Carriageway or side streets as indicated on the Block by Block Controls.

iii) Negotiate with adjoining property owners to achieve below ground Rights of Carriageway in the locations indicated on the Block by Block Controls.

iv) Provide driveways and below ground rear Rights of Carriageway which are a minimum of 6 metres in width.

v) Design driveways to basement and semi-basement parking to minimise visual impact on the street and maximise pedestrian safety. Setback any garage doors from the street alignment.

vi) Design driveway ramps and entrances to mitigate against any potential for flooding.

vii) Do not locate access ways to basement or semi-basement driveways adjacent to the doors or windows of habitable rooms.

viii) Submit, as part of the DA, evidence of adjoining property owners’ agreement to the rear Right of Carriageway.

ix) If agreement cannot be reached, submit evidence that an action under Section 88K of the Conveyancing Act 1919 has commenced in the Supreme Court.

x) Alternatively, submit evidence that rear access forms part of the Common Property of a Strata Titles or Community Titles scheme.

4.5.2 On-site parking

New development within the Centre will be constrained unless applicants can provide adequate on-site parking, which will relieve existing or potential pressure on residential streets.

Excavation to achieve underground parking is constrained by the Centre’s high water table. Semi-basement parking, where the carpark roof is slightly above ground, can reduce excavation costs and minimise the impact on the water table.

Semi-basement parking also has the potential to provide a podium for landscaped open space at the rear of new development.

An outlook over a landscaped open space will be more pleasant for residents and neighbours than an outlook over a surface parking area, as well as creating opportunities to achieve appropriate levels of development within the Centre.

Special care is appropriate when underground car parking areas are situated on a floodplain. These structures can fill rapidly if floodwater commences flowing down the basement access ramp, with significant risk to life and property. A risk management approach should be adopted that includes a consideration of the full range of possible flooding.
Wherever modelling techniques are used to identify potential flooding impacts, model selection should consider the complexity of existing and future flow patterns. Model extents should have regard to computational stability at the boundary, and the need to identify possible effects on flooding upstream and downstream of the immediate site of the proposal.

Objectives

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

Controls

i) Comply with the provisions contained in the section on Traffic, Parking and Access in Part B of this DCP.

ii) Tandem or stack parking (maximum two spaces) may be suitable where these spaces are attached to the same strata title comprising a single apartment, subject to the maximum parking limit applying.

iii) Council may consider:
- a limited number of stack parking spaces (maximum two spaces) for staff parking associated with retail uses; and
- stack parking spaces (maximum two spaces) for other non-residential purposes subject to suitable management arrangements such as valet management of those spaces.

iv) Incorporate parking within and/or beneath the building. No on-site parking is to be provided on a street frontage nor as surface parking external to the building.

v) Design parking to ensure pedestrian safety.

vi) Provide on-site Bicycle Parking in accordance with Section B8: Traffic, Access and Parking

vii) Carparking areas may be designed as semi-basement car parking provided that:
- The roof is not more than 1.5 metres above ground level;
- The roof is landscaped as Communal and/or Private Open Space;
- The design results in building frontages that are level with the street.

viii) Where the roof to a semi-basement carpark abuts with a street frontage, ensure that the roof is no higher than 900mm above ground level, measured across any sloping frontage.

ix) Where a semi-basement carpark is built to the boundary of an adjoining property outside the Centre boundary, or built to the boundary of a strata title building unlikely to change, provide advanced planting in a 3 metre setback from that boundary, to achieve visual privacy, as shown in the following diagram.

x) Where a semi-basement carpark is built to the boundary of an adjoining property with future Centre development potential, provide advanced planting in a 1 metre setback from that boundary, to achieve visual privacy, as shown in the following diagram.
xi) Where the semi-basement carpark adjoins the footpath, provide soft or hard landscaping to finish the 1.5 metre wall to that footpath, to achieve an attractive streetscape edge, as shown in the following diagram. Alternatively, this area may be used for suitably ramped access.

![Diagram showing soft or hard landscaping at the semi-basement carpark footpath]

xii) Include natural ventilation to basement and semi-basement carparking. Integrate ventilation design into the façade of the building, or parking structure, treating it with appropriate features such as louvres, well-designed grilles, planting or other landscaping elements.

xiii) Ensure that all new walls adjacent to vehicular crossings are lowered to a height of 600mm above the internal driveway level or splayed 1.5 metre by 1.5 metre so that the driver of a stopped vehicle 2 metres behind the street boundary line can observe pedestrians up to 2 metres from the crossings.

xiv) Submit a Traffic and Parking Analysis prepared by a suitably qualified Traffic Engineer.

4.6 Buildings - Exterior

4.6.1 Active Frontages

An active 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, by providing casual surveillance and by improving the perception of safety. People are more inclined to walk along pleasant, active streets.

Objectives

- To provide a walkable environment, with visual interest and a feeling of security.
- To provide a range of uses to engage and activate the street and contribute to the economic viability of the centre as a whole.
To maximise building openings and minimise the extent of blank walls on to the street, especially at ground level.

Controls

i) Provide continuous retail frontage on the ground floor within the Core Retail Precinct.

ii) Maximise street level activity, for example by wrapping shopfronts around corners.

iii) Minimise blank walls at ground level. Allow for visual interest such as retail display cases on the external face of fire escapes, service doors and equipment hatches.

iv) Maximise glazing for retail uses, but break large glazed shopfronts into discrete sections.

v) Do not use opaque or reflective glass on the ground floor.

vi) Use grilles or transparent security shutters with a minimum of 70% transparency on retail frontages. Solid shutters are not permitted.

vii) Entrances to internally orientated shopping or commercial arcades, and the arcades themselves, must be a minimum of 7 metres wide.

4.6.2 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.

Objectives

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

Controls

i) Provide continuous street frontage awnings to all new development, to the extent indicated on the Block by Block Controls. Generally awnings should be 3 metres deep.

ii) Setback awnings a minimum of 600mm from the kerb.

iii) Align new awnings with the general alignment of existing awnings in the street.

iv) Design awnings to be complimentary, one with another.
v) Cantilever awnings from the buildings with a minimum soffit height of 3.5 metres.

vi) Use under-awning lighting, to improve public safety.

vii) Canvas blinds along the street edge are permitted. Signage on blinds is not permitted.

viii) Colonnades are not permitted along Anzac Parade frontages.

ix) When Reconstructing existing awnings of Contributory Buildings, follow the principles of the Burra Charter.

4.6.3 Building Entrances

Entrances define the threshold between the public street and private areas within the building. They are usually part of the building, as well as part of the external space. Entrances may lead into a common entry or directly into the private space of an apartment from the street.

Objectives

- To create entrances which provide identifiable, desirable residential amenity.
- To orient visitors.

Controls

i) Provide clearly identifiable, sheltered, well lit and safe spaces to enter the building, meet and collect mail.

ii) Achieve clear lines of transition between the public street, the shared private, circulation spaces and apartments.

iii) Provide visual connections between the internal and external spaces of building entrances.

iv) Provide clear lines of sight between one circulation space and the next.
v) Design entrances and associated circulation spaces of an adequate size, having particular regard to the movement of furniture between public and private spaces.

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

4.6.4 Façade Composition and Articulation

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. The role applies not only to individual buildings but also to a collection of buildings within a street.

Visual interest in many older buildings is derived from: the 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.

The Vision for the Kensington Centre as a grand boulevard requires and deserves this attention to detail and relief in the design of facades for new development. 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. However, ‘gimmicky’ attempts to achieve detail through random placement of colours and elements are not suitable.

The process of development along Anzac Parade 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 ensure that new developments have well articulated and harmonious facades which define the public domain.
- To ensure that building exteriors reinforce the character and continuity of the Centre streetscape.
- To ensure that the process of development achieves a consistently attractive streetscape.
- To achieve a ‘human scale’ within the Centre.

Controls

i) Ensure that each building has a unique identity.

ii) Design buildings to address the street, but ensure that rear and side facades also provide visual interest to the street and surrounding neighbours.

iii) Compose the façade with an emphasis on vertical elements.
iv) Adopt a modular form, ideally one which reflects the underlying narrow built form of Contributory Buildings (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, particularly for the top of the building. 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) Provide architectural features which give a ‘human scale’ to the building, particularly at street level.

vi) Ensure that the façade expresses a tripartite arrangement which clearly indicates 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, setback storeys.

vii) Use proportions sympathetic with Contributory Buildings in the Centre.

viii) 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.

ix) Use windows of vertical proportion. Pure proportions such as squares and ‘Golden Sections’ (see Definitions and page 97) may be appropriate when used in a vertical context.

x) Ensure that the composition of a building façade or a series of facades forms a rhythm that complements and is harmonious with the streetscape.

xi) Achieve an Articulation Zone with a minimum depth of 600mm and a maximum depth of 2.5 metres through physical articulation of the facade.

xii) Incorporate balconies and terraces into the Articulation Zone. For more information see ‘Private Open Space’ on page 126.

xiii) To maintain continuity of facades along the streetscape, lightweight structures such as sunshading devices may extend to the Building Envelope Line.

xiv) To enhance the articulation, lightweight structures, sunshading devices, or horizontal and vertical architectural elements including balconies may penetrate the Building Envelope (but not the property line) by a maximum of 600mm.

xv) Avoid curtain walling, large expanses of glass and large expanses of concrete as these do not create well articulated and harmonious facades.
xvi) 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. Windows may be incorporated on the understanding that they are likely to be covered, over time, by adjoining development.

4.6.5 Materials and Finishes

The Centre currently comprises a haphazard palette of materials, finishes and colours.

New development is expected to achieve a high standard of architectural character, to improve the overall presentation and appearance of the streetscape. Older buildings not yet ready for redevelopment are encouraged to re-invigorate their presentation by refurbishment consistent with standards for new development.

Objective

- To achieve a stylish, coherent streetscape

Controls

i) Utilise high quality and durable materials and finishes.

ii) Use pastel or earthy colour schemes and avoid corporate and bright colours.

iii) The following materials are preferred:

- Dry pressed face bricks and/or coloured rendered brickwork;
- Light weight material may be considered above the fourth storey;
- Plain Glass windows; and
- Window frames to achieve a solid appearance

iv) The following materials are incompatible:

- Large wall tiles;
- Rough textured render and or bagged finish;
- Polished metal and curtain walls; and
- Reflective glass.

v) Avoid large expanses of any single material to facades.

4.6.6 Outdoor Dining

Outdoor dining areas create street level interest and variation to enrich the visual experience of pedestrians. They create opportunities to meet friends and observe the liveliness of the Centre. The State Transit Authority notes that the use of footpaths for this type of social interaction can improve the use of public transport by increasing passive surveillance of waiting passengers and adding to their feelings of personal safety. Careful placement of outdoor dining furniture will ensure that conflicts are not created with access to bus stops.
Objectives

- To encourage a lively streetscape.
- To provide opportunities for social interactions.
- To increase passive surveillance of the street whilst ensuring good access to bus stops.

Controls

i) Comply with the provisions in D12: Footpath Dining and Trading.

ii) Incorporate outdoor dining in café and/or restaurant developments.

iii) Provide lighting and/or heating for evening and night-time use.

iv) Allow 2.0 metre clear walkway between the shopfront and outdoor seating.

v) Provide planter boxes or another suitable treatment to define the area at the kerb line.

4.6.7 Public Art

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

Public art can celebrate local heritage, explore community cultural identity and set the mood for city spaces. It can be a functional means of making design elements such as seating, paving, bus shelters and other street furniture visually appealing.

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

Five appropriate public art themes have been identified for the Centre:
• The thematic journey along Anzac Parade;
• The culture of racing;
• The university associations with youth culture and learning;
• Everyday life; shopping; meeting friends; going to school; and;
• The local ecosystem and environmental themes, including the historic values of the Centennial Parklands.

Council encourages and supports the implementation of public art projects that reflect these themes.

Objectives

• To reinforce the cultural identity of the Kensington Centre.
• To enhance the pedestrian environment.
• To better define orientation points within the Centre.
• To facilitate the implementation of public art projects as detailed in the Kensington Centre Public Domain Improvements Strategy.
• To encourage artworks that are integrated into the broader development and planning.
• To avoid stand-alone projects that fail to address the locality, its history and its culture.

Controls

i) Refer to the Kensington Centre Public Domain Improvement Strategy. Works identified in this Strategy have been included in the Section 94A Works Program. Development will be levied monies relating to specific material public benefit as identified in Council’s Section 94A Contributions Plan.

ii) Where relevant, applicants may provide local area improvements, including public art, in lieu of Section 94A monies. This work will be carried out in consultation with and to the satisfaction of Council.

4.6.8 Rear Colonnades

The slim building footprints required by this Plan could reduce the incentive to articulate the rear facades of Anzac Parade buildings. Rear colonnades provide the opportunity to stagger internal spaces on residential levels, increasing the options available to apartment designers and increasing the ability to design an articulated rear facade.

Rear colonnades also provide opportunities for separate access to
residential apartment lobbies, reducing the need to provide access from Anzac Parade.

Objectives

- To provide opportunities to maximise retail frontages.
- To soften the appearance of rear façades by achieving building articulation.
- To maximise opportunities for communal and/or private open space at ground level and private open space on upper residential levels.
- To maximise design flexibility for residential levels.

Controls

i) Include rear colonnades where shown in the Block by Block Controls.

ii) Design rear colonnade dimensions using the proportions of the Golden Section 1:1.618. (See diagram at left, and Definitions)

iii) For Anzac Parade development, design a rear colonnade 4 metre wide, and approximately 6.7 metres clear height.

iv) For transitional development, design a rear colonnade 3.5 metre wide, and approximately 5.7 metres clear height.

v) Design and treat colonnades as communal open space.

vi) Do not orient the back door or service areas of retail/commercial spaces onto colonnades.

vii) Consider the use of colonnades as access points to residential apartment entry lobbies.

viii) Ensure that colonnades are well-lit, safe and landscaped areas.

ix) Connect colonnades to streets and between interconnecting adjacent buildings to provide continuous pedestrian flow. Security access may be provided at the street entries.

x) Where all parking is provided at basement rather than semi-basement level, Council may consider a rear colonnade 3 metres wide and 4.8 metres clear height, subject to design.
4.6.9 Roof Forms

The maximum building height in the Kensington Centre specifically refers to the ‘underside of the topmost ceiling’ rather than the uppermost area of the roof. This control is designed to encourage a range of roof forms and parapets which can contribute to the skyline or silhouette of the Centre.

Objectives

- To achieve design excellence in roof forms which contribute to the existing character of the centre.
- To add visual interest to the Centre skyline when viewed from street level or surrounding key vantage points.

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 an interesting skyline and enhance views from adjoining developments.

iv) Relate roofs to the size and scale of the building, the building elevation, and the three dimensional building form.

v) Consider providing landscaping and appropriately shaded areas on flat roofs.

vi) Avoid attic windows and dormer windows in the roof.

4.6.9(a) Habitable Roof Space

Well-designed roofs can sometimes create opportunities for habitable spaces, as well as opportunities to conceal mechanical structures such as lift overruns and service plants.

The environmentally sustainable crossover style apartments encouraged by this Plan rely on limited corridors and lift lobbies which will generally occur on the 3rd and 6th storeys. Unless well designed, this could generate development proposals with unsuitably small apartments on the upmost storey. Habitable roof spaces connected to the spaces below by internal stairs could be a viable design option provided they are designed within an interesting roof form and are not regarded by applicants as an opportunity to achieve an additional storey in the development.

Objectives

- To provide for a comprehensive mix of apartment types by creating opportunities for the design of larger apartments on the upmost storey.
- To provide opportunities for efficient apartment design within the constraints of environmental sustainability.
- To ensure that habitable roof spaces and roof plant and service areas are not visible from adjoining public roads or private property.
- To ensure that habitable roof spaces are a result of roof forms rather than 'pseudo' storeys.

**Controls**

i) DAs which propose habitable roof spaces will be submitted to a Design Review Panel for assessment of the design merit of the whole application. The Design Review Panel will be selected by Randwick City Council.

ii) Connect habitable roof space to an apartment below.

iii) Demonstrate that proposed habitable roof spaces optimise apartment mix and layout and assist to achieve dual aspect apartments with natural ventilation.

iv) Demonstrate that the total floor area devoted to habitable roof space does not exceed 40% of the floor below.

v) Wholly contain habitable areas within the roof space.

vi) Ensure that, when viewed from an adjoining public road or private property, the roof form (including habitable roof, associated private open space or plant and service areas) has the appearance of a roof and not an additional storey or an extension of the external vertical facade.

vii) Design windows to habitable roof spaces as an integral element of the roof i.e. avoid attic and dormer windows.

viii) A continuous flat roof with habitable space within it will be regarded as a pseudo storey and will not be approved.

ix) Submit perspectives prepared by a suitably qualified person (Architect, town planner, etc) showing front and rear elevations of the development viewed from the ground level across the street at the frontage and at least 30 metres from the building footprint at the rear, to provide clarification that any habitable roof space does not appear as an additional storey. These perspectives should be computer generated and submitted in disc form to enable Council to check accuracy.
4.6.10 Solar Access, Overshadowing and Natural Daylight

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

Controls

i) Maintain sunlight access to private and public open spaces and habitable rooms of adjoining development for at least 3 hours between 9 am and 3.00 pm on 21 June. If existing sunlight access to adjoining development is already below this level, maintain whatever exists.

ii) Ensure that building layouts facilitate good solar access to both internal and external living spaces e.g. ideally locate living areas to the north 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 skylights as the only source of daylight and/or natural ventilation for habitable rooms.

vii) Light shelves (horizontal surfaces incorporating window openings which reflect light into the ceiling of the interior) are recommended for buildings which exceed 14 metres in depth.

viii) Do not use coloured/opaque glass as a shading device.

ix) Provide maximum daylighting to entrance lobbies, living spaces, corridors, kitchens, bathrooms and open spaces.
x) Protect roof terraces with shade cloth, planting, pergolas and/or vergolas.

xi) Ensure that living spaces of at least 75% 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.

xii) Submit shadow diagrams prepared by a suitably qualified person (Architect, Engineer, Town Planner etc) indicating the extent of overshadowing of apartments within the development, of adjoining development, and of public and communal open space, with each DA.

4.6.11 Street Corners

Buildings on street corners are important both in terms of ‘way finding’ and ‘place making’. Well defined corners assist pedestrians to orient and define their own position within a precinct.

Objectives

- To ensure that corner buildings, which by their location are often highly visible, are well designed and respond to the different characteristics of the streets they address.

- To strengthen the way-finding attributes of corner properties, highlight the location of intersections, and define a clear skyline.

Controls

i) Generally the preferred design outcome for an Anzac Parade street corner will include a certain element of 0 metre setback for the upper storeys. The depth of this corner element will vary from Block to Block as a result of design.

ii) Emphasise verticality at corners, if possible by concentrating the tallest portion of the building on the corner itself. Utilise design devices such as increased wall heights, splayed corner details, increased height, expression of junction of building planes and other architectural features to reinforce the way finding attributes of street corners.

iii) Design corners to add variety and interest to the street and clarify the street hierarchy.

iv) Present each frontage of a corner building as a main street frontage.
4.6.12 Visual Privacy

Visual privacy should 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.

When coupled with measures to achieve acoustic privacy, buildings should offer a high quality of residential amenity.

Objectives

- To minimise the direct overlooking of internal and external living areas through: site layout and building layout; location of windows and balconies; design of windows; and use of screening devices.
- To ensure adequate visual privacy to residential developments in the Centre and to associated private open space.

Controls

i) Organise the layout of spaces within the building to achieve visual privacy.

ii) Unless otherwise indicated on the Block by Block Controls, orient primary openings on all developments to the front and rear of the building i.e. towards the street and the rear open space. Minor openings (to non-habitable rooms, secondary bedrooms, kitchens etc in accordance with BCA standards) are permitted along sides of buildings.

iii) Where the separation between buildings is less than 12 metres, use screening devices such as louvres and opaque glass to maximise privacy.
iv) Where possible, locate uses with similar privacy needs close to each other within the building.

v) Design windows and balconies to minimise overlooking into neighbouring apartments, balconies and buildings. Balcony and balustrade design must consider privacy from the street by day and by night, and material should achieve privacy whilst allowing light, air and views.

vi) Offset windows from one building to another building to minimise overlooking.

4.7 Buildings - Interior

4.7.1 Acoustic Privacy

Acoustic privacy, or sound insulation within and between buildings, should be designed in from an early stage. When coupled with measures to achieve visual privacy, buildings should offer a high quality of residential amenity.

Objectives

- To ensure adequate acoustic privacy to residential developments in the Centre and to associated private open space.

Controls

i) Design the internal layouts of apartments and the location of courtyards, terraces/balconies and openings to minimise noise transmission.

ii) Locate active areas within an apartment towards external noise sources (e.g. streets), and orientate quiet areas away from noise sources.

iii) Use storage or circulation within apartments to buffer noise from adjacent apartments, mechanical services, and corridors/lobbies.

iv) Minimise noise emissions from all mechanical services and plant rooms by using sound attenuation devices and acoustic rated walls, doors and openings.

v) Minimise the amount of party (shared walls) with other apartments.

vi) Build residential buildings so that the repeatable maximum $L_{eq}(1\text{hour})$

- In naturally ventilated buildings does not exceed: 35dB(A) between 10:00pm and 7:00pm in sleeping areas when the windows are closed, and 45db (A) in windows open condition; and 45dB(A) in living areas (24 hours) when the windows are closed, and 55dB(A) in the windows open condition.
- When doors and windows are shut and mechanical ventilation or air conditioning is operating does not exceed:
  
  38dB(A) between 10:00pm and 7:00pm in sleeping areas; and
  
  46dB(A) in living areas (24 hours).

vii) Use construction techniques that pay good attention to sealing air gaps around doors and windows exposed to noise; use acoustic materials wherever possible; use acoustic ventilation devices; and use thicker window glass, operable screened balconies or double glazing.

viii) Minimise the noise impacts associated with: goods and service delivery; waste and garbage collection; and active uses such as restaurants and cafes.

ix) Comply with BCA requirements for acoustic control of airborne noise and impact noise between apartments.

x) Submit a noise and vibration assessment addressing appropriate measures to minimise potential noise and vibration impacts for any proposed residential development (for a model consultant brief refer to the RMS Environmental Noise Management Manual).

xi) Refer to DECCW (2011) ‘NSW Road Noise Policy’.

4.7.2 Apartment Layout

The floor plan layout of residential apartments is the primary design tool for achieving environmental sustainability in terms of natural ventilation and daylight access, and residential amenity in terms of apartment quality.

The quality of the apartment relates to the efficiency of the layout, its environmental qualities, and the social interactions which can be accommodated within it.

An efficient apartment layout should minimise circulation space and be easily furnished. Circulation by stairs, corridors and through rooms should be as short and direct as possible. Room proportions should allow comfortable layout of furniture.

Slim building floor plans and dual aspect apartments provide better sunlight and daylight access and cross ventilation than deep floor plans or single orientation apartments.

Dual aspect apartments can be achieved in a number of ways. ‘Crossthrough apartments’ on a single level extend for the full building depth and have window and door arrangements allowing unimpeded air movement through the full depth of the apartment. Cross-through apartments are sometimes known as single-loaded apartments, to distinguish them from the housing styles of the past, when long corridors with doors ‘doubleloaded’ on either side led to apartments with a single aspect.

‘Crossover’ apartments are split or multi-level apartments with at least one level extending for the full building depth.
Objectives

- To ensure that new residential development in the Centre achieves high levels of Environmental Sustainability.

- To ensure that apartment layouts are efficient and have high standards of amenity for residents.

Controls

i) Achieve apartments with dual aspect, to allow the direct flow of air from one side of the apartment to the other.

ii) Use a variety of apartment styles to maximise natural ventilation and access to natural daylight, including:

   - Cross-through apartments
   - Split-level apartments
   - Crossover apartments, which minimise corridors and lift lobbies but provide a dual aspect for natural ventilation

iii) Design apartments to contain minimal circulation areas, ensure comfortable and flexible furniture layouts, promote sunlight access and control, promote daylight penetration, allow for natural cross ventilation, allow for visual and acoustic privacy, and be flexible to suit the requirements of residents.

4.7.3 Apartment Mix

According to the Australian Bureau of Statistics (Australian Year Book 2001), over the past few decades Australian society has undergone many social changes that have altered the way people live.

People are marrying later and couples are having fewer children. The increase in divorces since changes in the divorce laws in 1975 has led to more one-parent families. Proportionally more people are living alone, either by choice or as a result of divorce, separation or widowhood. Older persons, left alone after the death of their partner, contribute significantly to the numbers of single person households. The mix of apartments should reflect these social changes.

Serviced apartments and student accommodation, which are residential style buildings catering for longer stay visitors, should have a comparable level of amenity to residential buildings so that any subsequent conversion of serviced apartments to permanent residential stock is not constrained by poor amenity.

Objective

- To provide a mix of apartment types and size to accommodate a range of household types.

Controls

i) Provide a mix of Studios, 1 Bedroom, 2 Bedroom and 3 or more Bedroom apartments.
ii) Provide a mix of layouts and sizes, and consider the design needs of those who work from home.

iii) Ensure that Studios and 1 Bedroom apartments comprise no more than 40% of the total number of apartments.

iv) Design commercial uses to permit future adaptation to, and flexibility for, residential uses.

v) Design serviced apartments and student accommodation to permit future adaptation to conventional apartments in terms of mix, amenity, and all other design provisions of this Plan. In particular:

- For serviced apartments, two interconnecting 1 Bedroom apartments, or a 1 Bedroom Apartment interconnecting with a Studio apartment, may be considered as a 2 Bedroom apartment provided both apartments are accessible from a shared private lobby. Such an arrangement must be defined as a single strata apartment.

- For student accommodation, a standard apartment with multiple bedrooms may be designed in such a way that certain bedrooms are separately keyed, in order to satisfy fluctuations in occupancy demand.

vi) Applicants should note that any proposals for student accommodation:

- Should be accompanied by an operational management plan prepared by an appropriately qualified Social Planner or equivalent; and

- Will be submitted for review to an organisation with expertise in the provision of this type of housing e.g. Association to Resource

vii) Co-operative Housing or the Office of Community Housing. Ensure that ground floor apartments comprise a mix of apartment types, where gardens, adaptability and accessibility are more easily achieved for elderly people, families with children, or people living with disabilities.

4.7.4 Apartment Size

According to the Australian Bureau of Statistics (Year Book Australia, 2001), Australian families are becoming smaller, yet new dwellings are getting larger. This apparent contradiction in trends reflects a change in housing standards and aspirations combined with changes in people’s living arrangements.

Objectives

- To provide a high quality living environment for all residents, including smaller families and those who wish to live in studio style simplicity.

- To ensure room sizes are adequate for their function.
To achieve room sizes consistent with the Residential Flat Design Code minimums.

Controls

i) Comply with the following minimum Apartment Sizes:

<table>
<thead>
<tr>
<th>Apartment Type</th>
<th>Area m²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>40</td>
</tr>
<tr>
<td>One bedroom cross-through</td>
<td>50</td>
</tr>
<tr>
<td>One bedroom cross over</td>
<td>55</td>
</tr>
<tr>
<td>Two bedroom corner</td>
<td>80</td>
</tr>
<tr>
<td>Two bedroom cross-through</td>
<td>90</td>
</tr>
<tr>
<td>Two bedroom crossover</td>
<td>90</td>
</tr>
<tr>
<td>Two bedroom corner with study</td>
<td>120</td>
</tr>
<tr>
<td>Three bedroom</td>
<td>125</td>
</tr>
<tr>
<td>For each additional bedroom above 3</td>
<td>20</td>
</tr>
</tbody>
</table>

ii) Minimum Apartment Areas exclude Private Open Space.

iii) Comply with the following minimum Apartment Widths:

- Studios: 3.5 metres clear internal width
- 1, 2 and 3 Bedroom apartments: 4.5 metres clear internal width
- Crossover/cross through apartments more than 18 metres deep: 4 metres clear internal width

iv) Comply with the following minimum Room Dimensions:

- Main Bedrooms: 12sqm, with the shortest wall being 3.0m long.
- Other Bedrooms: 9sqm, with the shortest wall being 2.5m long.
- Living rooms: 15sqm, with the shortest wall being 3.5m long.
- Dining rooms: 9sqm, with the shortest wall being 2.5m long.

v) Demonstrate that a studio has the potential to be combined with another apartment to form a larger apartment.

vi) Submit scale drawings which indicate the furniture layouts of each of the different apartment sizes and styles with every DA.
4.7.5 Building Use

An essential element of the Centre vision is that it becomes a vibrant mixed use precinct, with residential, retail and commercial uses in new development. Planning NSW Practice Notes for Improving Transport Choice NSW Planning guidelines for integrated land use and transport planning identify that the co-location of many compatible uses will reduce car travel and increase walking, cycling and public transport use. Locally, traffic congestion will be reduced, air quality improved, and accessibility maximised.

Objectives

- To achieve a vibrant and viable mixed use Centre

Controls

Comply with the following unless otherwise specified in the Block by Block Controls:

i) Development fronting Anzac Parade & Doncaster Ave

   - Ground Floor: Retail and Commercial uses

   - Storey 2: Commercial and Residential uses (retail uses if justified by an economic impact/assessment study of the Kensington Centre)

   - Storeys 3 and above: Residential uses

ii) Transitional Development fronting other streets

   - Ground Floor: Commercial uses (retail uses if justified by an economic impact/assessment study of the Kensington Centre)

   - Storeys 2 and above: Residential uses

iii) Transitional Development not fronting any street

   - All storeys: Residential uses

iv) Mews Style Development

   - Ground Floor: Retail/Commercial and Residential uses

   - Storeys 2 and above: Residential uses

v) Contributory Buildings

   - Ground Floor: Retail and Commercial uses

   - Storey 2: Retail/Commercial and Residential uses
4.7.6 Floor to Ceiling Heights

High ceilings, which facilitate light and a sense of space, are important features of well-designed residential apartments. In the Centre, where a variety of uses are encouraged at ground and first floor, higher ceilings enable buildings to respond, over time, to demand for alternate uses.

Objectives

- To facilitate natural day lighting and natural ventilation throughout buildings.
- To increase the ‘sense of space’ in residential apartments.
- To provide maximum flexibility for alternate uses at ground and second storeys.
- To allow building elevations to respond to the street context.
- To ensure that buildings are well-proportioned and aesthetically pleasing.

Controls

i) Determine the appropriate overall height (measured to the underside of the topmost ceiling) as a response to the Site Analysis.

ii) Unless otherwise indicated on the Block by Block Controls, comply with the following tables, which indicate the minimum and maximum: floor to ceiling; ceiling space and floor slab; and floor to floor heights required to achieve the appropriate overall building height as a relationship between storeys and height.

<table>
<thead>
<tr>
<th>Table 1: Transitional Development Not Fronting ANZAC Parade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Building Height to underside of Topmost ceiling</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
<tr>
<td>Ceiling space &amp; floor slab</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
<tr>
<td>Ceiling space &amp; floor slab</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
<tr>
<td>Ceiling space &amp; floor slab</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
<tr>
<td>Ceiling space &amp; floor slab</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum Building Height to underside of Topmost ceiling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor to ceiling</td>
</tr>
<tr>
<td>Ceiling space &amp; floor slab</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
<tr>
<td>Ceiling space &amp; floor slab</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
<tr>
<td>Ceiling space &amp; floor slab</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
<tr>
<td>Ceiling space &amp; floor slab</td>
</tr>
<tr>
<td>Floor to ceiling</td>
</tr>
</tbody>
</table>

15.9 Metres Minimum Height
17.1 Metres Maximum Height
iii) Ensure that no storey has a greater floor to ceiling/floor to floor height than the storey below.

iv) Council may consider an increase in the maximum Floor to Ceiling height of residential storeys, provided that:

- the increase is offset by a corresponding decrease in ceiling space and slab thickness, in order to ensure that the resulting Built Form still reflects the proportions of the Building Envelopes specified in the Block by Block Controls i.e. 3:5, 4:6, 5:8.
4.7.7 Garden to Ground Floor Apartments

Garden or Ground Floor Apartments can fulfil lifestyle choices, for example by providing families with direct access to communal open space from private open spaces, as well as being able to easily provide direct access to the street for those whose physical condition requires this.

Objectives

- To maximise opportunities for safe streets, with active and useful street edges.
- To ensure that ground floor spaces are useable, safe and well maintained.
- To optimise the advantages of apartments on the ground floor.

Controls

i) Provide ground floor apartments with access to, or an address to, the street.

ii) Ensure privacy from the street by incorporating a level change (minimum of 1 metre) between the footpath and the internal ground floor of the apartment. Achieve equity of access despite the level change.

iii) Design street facing windows to ensure privacy from the street.

iv) Clearly define private and public spaces.

v) Provide maximum flexibility for future alternate uses by complying with Floor to Ceiling Height Controls.

4.7.8 Home Offices

According to the Australian Bureau of Statistics, in June 2000 almost one million Australians worked all or most of their hours at home, or had an arrangement with their employer to work at home. Almost half (49%) of all persons employed at home were female. Some 76% were 35 years of age and over, and 38% of persons employed at home were self-employed. For males employed at home the most common occupation groups were managers and administrators (35%) and professionals (28%), while females were most likely to be employed at home as professionals (23%), and advanced clerical and service workers (21%).

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

Small home offices and workplaces forming part of a residential apartment, are encouraged.
Objectives

- To contribute to the economic growth of the centre and achieve a diverse local workforce.
- To achieve an active and lively centre by promoting 24 hour use.
- To promote less frequent use of motor vehicles.
- To improve personal and property security by maximising casual surveillance of the street.
- To provide opportunities for less mobile people to make economic progress.

Controls

i) Design home office areas to minimise conflict with domestic activities.

ii) Clearly identify the home office area, ideally by designing it so that it can be closed off from the rest of the apartment.

iii) Give special consideration to home office needs including storage, additional telephone and electrical capacity, and task lighting.

iv) Note that activities undertaken in home offices should not impact negatively on other residents in terms of noise, odour, traffic generation, appearance or other amenity.

4.7.9 Stairs, Lifts and Corridors

Common circulation spaces within a building set the tone for residential amenity. Well designed circulation spaces such as stairs, lifts and corridors can make the difference between a building which feels like a permanent 'home' and a building which feels institutional.

The narrow buildings envisaged for the Centre should result in multiple circulation points, if dual aspect, cross-ventilated apartments are to be achieved.

Objective

- To provide adequate, safe and pleasant circulation 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) Provide at least one lift to service no more than forty (40) apartments over the full rise of the building.

iii) 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.

iv) Provide natural daylight to circulation spaces wherever possible.

v) Use attractive materials with robust finishes.

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

vii) Ensure that no apartment is more than 12 metres away from a lift.

viii) 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.

ix) Consider separate open stairs and or lifts to 2nd storey commercial spaces.

4.7.10 Storage

High quality living spaces should include adequate space to store the types of items which contribute to people's enjoyment of life.

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) Provide accessible and adequate storage facilities at the following rates per apartment:

- Studio apartments 6 cubic metres
- 1 Bedroom apartments 8 cubic metres
- 2 Bedroom apartments 10 cubic metres
- 3+ Bedroom apartments 12 cubic metres

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 secured area remote from the apartment.
4.8 Open Space

4.8.1 Communal Open Space

Communal open spaces are those spaces within the site that are accessible to and benefit all residents and users.

Objectives

- To ensure that every development of more than 2 apartments has access to an area of communal open space of sufficient size and quality to enhance the development’s livability.
- To provide residents with passive and active recreational opportunities.
- To provide an area on site that enables soft landscaping and deep soil planting.
- To enable the longer term creation of combined communal open space.

Controls

i) Maximise ground level communal open space.

ii) Locate communal open spaces so they form a focus of the development and provide a landscape buffer between buildings.

iii) Avoid fragmenting communal open space into multiple spaces.

iv) Design communal open spaces as spaces which provide a pleasant outlook for residents.

v) Ensure that communal open spaces facilitate solar access to apartments, whilst providing visual privacy between them.

vi) Reduce glare through the careful design of hard surfaces and landscaping.
4.8.2 Landscape Treatment

Landsaping has the potential to contribute to the character and visual quality of the Centre. Increasing the extent of planting bed and the area of unpaved surface will help to integrate new development into its surrounds.

Objectives

- To add value to quality of life in new developments by assisting and improving privacy, outlook and views.
- To reduce stormwater quantity and improve its quality.
- To improve the micro-climate and solar performance within new development.
- To improve urban air quality.
- To provide shade from the elements.
- To enable the longer term creation of combined communal open space.

Controls

i) Retain existing, and incorporate new, indigenous trees, shrubs and ground covers where appropriate/possible.

ii) At property boundaries, substitute soft landscape treatment for fencing. Ensure that planting is advanced, to provide visual privacy where necessary.

iii) Use plant material and pavements that integrate the development with the adjoining area and are consistent with the Kensington Centre Public Domain Improvement Strategy.

iv) Maximise deep soil zones to provide for substantial landscaping.

v) Use landscape design to improve the energy and solar efficiency of apartments and the microclimate of private open spaces. Use mechanisms such as:
   - Tall cylindrical-shaped trees in row planting to shade low-angle sun on the eastern and western sides of apartments;
   - Trees that do not cast shadows over solar collectors at any time of the year;
   - Deciduous trees to shade windows & open space areas in summer; and
   - Evergreens placed well away from buildings so they do not block the winter sun.

vi) Ensure that vegetation:
   - Is in scale with the development;
   - Comprises a diversity of local native plant species to improve native fauna habitat and assist to reduce water consumption;
   - Relates to the street planting and the streetscape;
- Relates to the building form;
- Is robust and easily maintained;
- Creates private gardens to ground floor apartments;
- Facilitates stormwater infiltration by the use of permeable surfaces; and
- Reduces overland flow.

vii) Consider gardens on rooftop Communal or Private Open Space to assist improve insulation and minimise runoff.

viii) Submit a landscape plan prepared by a qualified landscape architect.

4.8.3 Private Open Space

Private outdoor open spaces include areas of paving or planting either at ground level or above. Roof gardens over built structures, terraces, balconies and roof terraces are all considered as private outdoor open space, providing they are connected to an apartment. Whether they are enclosed, recessed within walls or roofs, projecting without or outside roofs, walls or columns, or partially recessed/partially projecting, private open spaces will generally be situated within the Articulation Zone, although some may penetrate it.

Objectives

- To ensure that every apartment has access to a private, useable and functional open space directly off main internal living spaces.
- To contribute to the articulation buildings.

Controls

Unless otherwise indicated on the Block by Block Controls:

i) Whether at ground or above, provide at least one balcony/terrace for each apartment, directly accessible from the main living area (the main balcony).

ii) Ensure that the main balcony extends the living space by being sufficiently well proportioned to accommodate a dining table and chairs, with additional space for flower boxes or potted plants.

iii) Ensure that the main balcony has a minimum depth of 2.5 metres, & 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 Four/more Bedroom apartment

iv) Assist visual privacy by recessing and/or partially enclosing the main balcony.

v) Ensure that additional balconies have a minimum depth of 1.5 metres and a minimum width of 2.1 metres.
vi) Juliet balconies are appropriate for the rear of Contributory Buildings. They may be considered in lieu of additional balconies for Mews Style Development, and in lieu of some additional balconies for other development.

vii) 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.

viii) Ensure that the undersides of balconies are well designed and provide a pleasing appearance from the street.

ix) Take advantage of views and any natural features, and improve community safety by allowing surveillance over the street and other public areas, but minimise the overlooking of adjoining apartments.

x) Include sunscreens, pergolas, shutters, and operable walls to enhance design and livability, e.g. to reduce road noise impacts.

xi) Ensure that balconies are not designed for building maintenance purposes only, nor designed so deep that they stop sunlight entering the lower apartments in the building.

4.9 Safety and Security

4.9.1 Safer by Design

It 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).

Territoriality: People protect their own territory. Fences, pavement treatments, art, signs, good maintenance, and landscaping are some physical ways to define ownership. Identifying intruders is much easier in a well-defined space.

Natural Surveillance: Criminals don’t want to be seen. Landscaping and lighting can be planned to avoid ‘hiding places’ and enable residents, neighbours and people passing by to see who is entering or leaving a building.


Access Control: Properly located entrances, exits, fencing, landscaping, and lighting can direct both foot and automobile traffic in ways that discourage crime.

A well maintained property contributes to community safety by signalling that it is a ‘territory’ which its owners and inhabitants are willing to protect.
Objectives

- To ensure that the development, and the precinct as a whole, is safe and secure for residents and visitors.

- To encourage transparency - the ability to clearly see what is happening on the street and in the areas between the street and the building.

- To maximise casual 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.

Controls

i) Design buildings to clearly define the progression from public through to private space.

ii) Encourage ground level apartments to enter directly from the street rather than through a common foyer.

iii) Orientate entrances towards the public street and ensure visibility between entrances, foyers and the street.

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

v) Consider providing separate access for residents in mixed use buildings.

vi) Provide views over communal and public open space.

vii) Provide views of common internal areas, including lobbies and foyers, hallways, recreation areas and carparks, wherever relevant.

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

ix) Provide clear lines of sight and well-lit routes throughout the development.

x) Provide appropriate levels of illumination for all common areas.

xi) Illuminate carpark entrances to levels higher than the minimum acceptable standard.

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

xiii) Use materials and design detailing that ensure long life and ease of maintenance.

xiv) Design windows that can be cleaned from inside the building.
xv) Manually operated (rather than mechanical) systems such as blinds, sun shades, pergolas and curtains will be highly regarded.

xvi) Where mechanical systems are suggested, ensure they have manual backup systems.

Submit a formal Crime Risk Assessment with every Development Application comprising 20 or more new apartments. (For more information contact NSW Police Service Safer by Design Team or go to www.police.nsw.gov.au)
Definitions

**Acoustic Privacy** refers to the measure of sound between dwellings, and between external and internal spaces.

**Articulation Zone** refers to the area in which architectural movement and modulation should vary the notional Building Envelope.

**Apartment** (synonymous with ‘dwelling’ as defined in Randwick City Council’s LEP 2012) means a room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile.

**Block** refers to a group of subdivided lots, the edge of which is bound by public roads, and in some cases, public roads and public open space.

**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 Height** is calculated as the height measured vertically from ground level to the underside of the ceiling of the topmost floor.

**Building Footprint** means the area of land measured at finished ground level that is enclosed by the external walls of a building.

**Building Zone** refers to the base of the Building Envelope.

**Communal Open Space** defines useable shared open space for the recreation and relaxation of all residents of a development.

**Defined Parcel** means a collection of allotments outlined in red on the Block by Block Controls, for which specific Design and Development controls apply, including in some instances minimum or maximum site amalgamations required for development to occur.

**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.

**The Golden Section or Golden Mean (1: 1.618)** is a ratio that is present in the growth patterns of many things - e.g. the spiral formed by a shell or the curve of a fern. Architects and artists have used the Golden Section for centuries, to determine pleasing proportions.

**Gross Floor Area** means the sum of the areas of each level of a building where the area of each level is taken to be the area within the outer face of the external enclosing walls, excluding:
- columns, fins, walls, shading devices, awnings, balconies and any other elements, projections or works outside the general lines of the outer face of the external wall; and
- lift towers, cooling towers, machinery and plant rooms, air-conditioning ducts; and
- associated car parking and any internal vehicular or pedestrian access to that parking, and
- space for the loading and unloading of goods.

**Ground Level** is calculated as an average of levels across the allotment frontage.

**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, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.

**Impervious surface** is material that does not allow water to pass through to the soil below.

**Juliet balcony** means a small projecting balcony, generally ornamental or only large enough for one person standing.

**Living area** means a room used for normal domestic activities excluding non-habitable rooms and bedrooms.

**Lot or allotment** refers to an individual parcel of sub-divided land.

**Private Open Space** means an area of land or of a building suitable for the private outdoor living activities of the occupants of one apartment, and directly accessible from a living area of that apartment.

**Public Open Space** means land used, or intended for use, for recreational purposes by the public.

**Roof terrace** means a space, open to the sky, created on the roof of a lower level portion of the building. Roof terraces may be designed as Private Open Space or as Communal Open Space.

**SEPP** means State Environmental Planning Policy.

**Setback** means a defined physical distance between the Envelope edge and: certain boundaries; certain buildings; and certain rooms in adjacent buildings.

**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.

**Semi-basement parking** refers to a car parking area partially accommodated underground. The roof to this space (top of the slab) must not be greater than 1.5 m above ground level.
Useful Reference Materials

Crime Prevention Through Environmental Design
Crime Prevention and the Assessment of Development Applications, Performance Criteria under Section 79C of the Environmental Planning Assessment Act, 1979
Planning NSW (formerly Department of Urban Affairs & Planning).

Heritage Conservation
The Australia ICOMOS Burra Charter, www.icomos.org
Randwick Heritage Study, Randwick City Council
Centennial Parklands Conservation Management Plan

Demography
Census 2001 data for Kensington Postal Area. Australian Bureau of Statistics

Energy Efficiency
Energy Smart Homes Policy
Sustainable Energy Development Authority (SEDA).

Floodplain Management
NSW Government Bookshop

Return on Investment
The Design Dividend, research paper Property Council of Australia
www.propertyoz.com.au

Student Housing
Demand and Type: Kensington Campus Masterplan 2002 University of New South Wales.

Transport and Access
Integrating Land Use and Transport, Improving Transport Choice: Guidelines for Planning and Development Planning NSW, Roads and Traffic Authority & Transport NSW

Centennial Parklands Transport Access and Parking Plan
Urban Housing Design Better Urban Living - Performance Criteria for Urban Housing in NSW, Planning NSW.

Residential Flat Design Pattern Book
Urban Design Advisory Service and NSW Government Architect.
www.patternbook.nsw.gov.au

Residential Flat Design Code
Planning NSW Urban Design Advisory Service
www.planning.nsw.gov.au

Waste Management:
Waste Planning in Multi-Unit Dwellings - Best Practice Design Performance Criteria, Inner Sydney Waste Board.
## Contents

1 **Introduction**........................................................................................................................................... 2  
1.1 Objectives ......................................................................................................................................... 3

2 **Site Planning, Building Envelope and Design**.................................................................................. 4  
2.1 Site Consolidation ................................................................................................................................. 4  
2.2 Non-Residential Uses and Ground Level Activation ......................................................................... 4  
2.3 Building Envelope .............................................................................................................................. 5  
2.4 Building Setbacks .............................................................................................................................. 8  
2.5 Façade Composition and Articulation ............................................................................................... 9  
2.6 Contributory Facades ......................................................................................................................... 10  
2.7 Roof Form ......................................................................................................................................... 11  
2.8 Materials and Finishes ....................................................................................................................... 11  
2.9 Awnings .......................................................................................................................................... 11  
2.10 Through-Site Link ............................................................................................................................ 12

3 **Car Parking and Access** ................................................................................................................... 13

4 **Site Specific Requirements** .............................................................................................................. 13  
4.1 Requirements applying to both blocks .............................................................................................. 14  
4.2 Specific requirements for Block 1 – Corner of Anzac Parade and Rainbow Street ....................... 16  
4.3 Specific requirements for Block 2 – The Triangle at Anzac Parade, Bunnerong Road and Sturt Street 17
1 Introduction

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

This section of the DCP applies to all land within the Kingsford Centre zoned B2 Local Centre, as outlined in the following map.
The purpose of this DCP section is to provide more detailed controls to supplement the RLEP to achieve high quality building and urban design and to promote economic and employment opportunities in the Kingsford Centre.

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

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

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

1.1 Objectives

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

2.1 Site Consolidation

Explanation

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

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

Objectives

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

Control

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

2.2 Non-Residential Uses and Ground Level Activation

Explanation

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

Objectives

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

Controls

i) New development must provide retail and/or commercial floor space along the Anzac Parade and Gardeners Road ground floor frontages to a minimum depth of 10 metres.

ii) New development should be designed to enable at minimum 1st floor retail or commercial use. The 1st floor retail or commercial use may be directly connected to the ground floor level to create split-level units.

iii) Any pedestrian access to the 1st floor retail or commercial use must not compromise security for the residential components of the development. For example, provide dedicated access to the 1st floor retail / commercial use which is separate from that of the residential levels.

2.3 Building Envelope

Explanation

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

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

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

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

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

Objectives

- To establish an urban edge to Anzac Parade and Gardeners Road with a suitably scaled built form and enhance the streetscape character and continuity.
• To ensure development achieves adequate level of solar access, ventilation, privacy and open space for the occupants.

• To create a transition in building scale from the main streets towards the adjoining and nearby residential zones, and to minimise overshadowing of those zones.

• To reduce the visual prominence of new buildings behind or next to retained heritage items.

Controls

i) Where practicable, development should adopt a two-block approach to site planning by having a higher building fronting Anzac Parade or Gardeners Road, and a lower building facing the rear, separated by an open courtyard. A podium may be provided as a base for the two building blocks. Refer to Figure 2.

ii) Building height for the rear block must not exceed a 45-degree sloping plane projected from a point 8 metres above ground level (existing) at the rear boundary (including rear lane boundary) of the site. Refer to Figure 2.

Figure 2 Building envelope controls
iii) The central courtyard must:

- Have a minimum clear depth of 12 metres.
- Extend across the full width of the site (except for corner sites).
- Not be encroached upon by any balconies or substantial building structures, with the exception of ancillary facilities such as awnings, pergolas, shade canopies and the like.
- Contain planter beds with adequate soil depth for trees and large shrubs to improve the privacy and amenity of the residents. The selected plant species must be capable of withstanding partial shade conditions.

iv) For corner sites, the building block/s must be designed to address all street frontages. The building layout and massing will be assessed on a merit basis.

v) The height of new development on heritage listed sites must not exceed a height plane projected from a point 1600mm above the kerb line immediately adjacent to the property boundary. The height plane angle is determined by the parapet level of the retained heritage buildings. Refer to Figure 3.

![Diagram showing building height plane for heritage items]

Figure 3 Building height plane for heritage items

Note:

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

Explanation

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

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

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

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

Objectives

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

Controls

i) The setbacks of development to the street and laneway boundaries will be considered on a merit basis. In general, the lowest storeys must be built to the street or laneway boundaries without setbacks (with the exception of any
required land dedication or setback for the purposes of widening laneways or creating splayed corners).

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

2.5 Façade Composition and Artication

Explanation

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

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

Objectives

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

Controls

i) The architectural treatment to street facades must demonstrate clearly defined base, middle and top portions so as to divide the mass of the building.

ii) Articulate building facades by window openings, balconies, balustrades, fins, blade walls, parapets, sun shade devices, louvres, a combination of surface finishes and materials.

iii) Provide habitable room windows facing laneways to enable casual surveillance.

iv) Large areas of blank, unrelieved walls visible from the public and private domain must be avoided.

v) New development must match or screen any exposed blank walls of the adjoining buildings that are located at the common boundaries as much as practicable.

vi) New development must minimise the creation of blank walls at the common boundaries or interface with the
adjoining buildings. Where blank walls are unavoidable, they must be treated and articulated to achieve an appropriate presentation to the public domain.

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

### 2.6 Contributory Facades

#### Explanation

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

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

The Contributory Facades are listed in the table below.

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

#### Objective

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

#### Controls

i) Contributory facades must be retained as much as practicable, or reinterpreted as guiding examples in the design of new development.

ii) New development must incorporate proportions that are sympathetic with the identified contributory facades.
2.7 Roof Form

Objective

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

Controls

i) Relate roofs to the size, scale and three dimensional form of the building.

ii) Design roofs to create an interesting skyline.

iii) Minimise potential for unreasonable overshadowing from the mass and bulk of roof structures.

iv) Contain lift overruns and service plants entirely within the roof structures or roof lines.

v) Consider providing landscaping and appropriately shaded areas on flat roofs.

2.8 Materials and Finishes

Objectives

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

Controls

i) Use a combination of finishing materials to articulate building facades.

ii) Designs must not use large expanses of highly reflective materials or glass curtain walling.

iii) Large areas of primary colours must not be used.

iv) Shopfronts must not use roller shutter doors. Shopfronts may be secured by open style grilles installed behind the glazing.

2.9 Awnings

Objectives

- To provide shelter and amenity for pedestrians on public streets.

- To provide visual continuity in the streetscape.

Controls

i) New development must provide a suspended or cantilevered awning to provide continuous pedestrian shelter along Anzac Parade and Gardeners Road.
ii) The alignment of awning fascias must match those of the adjoining properties where possible.

iii) The design and materials of awnings must complement the building to which they are attached.

iv) Awnings must be setback 600mm from the kerb, and positioned between 3.5 metres and 4.5 metres above the footpath. Awning width must be at least 3 metres unless openings are provided for street tree planting.

v) Awnings cut-outs for street trees must have minimum dimensions of 1 metre x 2 metre and in general spaced at 10m intervals.

vi) Minimise gaps between awnings.

vii) Glass is not favoured as an awning material due to heat transfer and the intention of creating a shaded and enclosed edge to the wide streets. Opaque materials, such as ribbed sheet steel, are encouraged.

2.10 Through-Site Link

Explanation

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

Objectives

- To improve permeability and accessibility of the centre in suitable locations, such as along pedestrian desire lines, at the centre of a long street block, etc.

- To ensure through-site links are safe and secure for pedestrians.

Controls

Any through-site pedestrian link must:

i) Demonstrate creation of the link will be well utilised and contribute to the permeability of the centre.

ii) Have an unobstructed width of 4m;

iii) Be flanked by active uses, such as retail and/or commercial suites;

iv) Be well lit; and

v) Incorporate high quality floor finishes.
3 Car Parking and Access

Objective

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

Controls

i) On-site car parking must be provided underground or within the building.

ii) Any above-ground car parking must not be visible from Anzac Parade and/or Gardeners Road.

iii) Car park ventilation grilles must not be provided on main street elevations.

iv) Where a site has access to a rear lane, the loading and unloading facilities must be accessed from the laneway.

4 Site Specific Requirements

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

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

These two key sites (as indicated on the map below) are located at the southern edge of Kingsford Centre, linking the business zoned South Juniors Club with other business zoned areas in the Centre.
Under RLEP Clause 6.11, development of key sites must be assessed in the context of a site specific DCP. Clause 6.11 (Design Excellence) further requires these sites to deliver the highest standard of architectural and urban design. Any future proposal involving new buildings or intensification of existing development on either block will trigger these requirements.

The site specific DCP must provide comprehensive design and development controls for the entire block based on detailed investigations and studies. It must identify the suitable mix of uses, built form and scale, access, public domain and infrastructure provision. The site specific DCP, upon adoption by Council will be incorporated as a future amendment to this DCP.

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

4.1 Requirements applying to both blocks

Objectives

- To provide a comprehensive planning framework for each block to guide future proposals.
- To provide a mix of uses that are suitable for the location and context, respond to the needs of the community and
contribute to the viability of the Kingsford Centre.

- To establish site planning and built form envelopes that positively respond to the site and surrounding context.
- To encourage provision of affordable housing to meet the needs of key workers and students in the locality.
- To support and facilitate improved local amenity through active frontages, attractive public space and legible and convenient pedestrian and cycle connections.
- To minimise impacts of vehicle movements, car parking and driveways on the traffic flow, street network and streetscape.
- To maximise potential to provide integrated and sustainable public transport solutions.

Controls

i) Prepare the site-specific DCP for each key site that conforms to relevant RLEP provisions, objectives of the zone, general DCP objectives and controls for Kingsford Centre and addresses the following requirements at minimum:

a) Prepare an urban design study and concept/master plan, demonstrating:

- a sensitive response to the opportunities and constraints of each block and surrounds,
- suitable transition in height, bulk and scale from Anzac Pde to adjacent heritage conservation area and residential uses,
- incorporation of development and uses that are suitable and complementary to the Kingsford Centre, and
- high quality architecture, landscape and streetscape design in such a prominent location of the Centre.

b) Prepare a traffic and access study to inform the development of site specific controls, addressing the following matters:

- providing for optimal transport and infrastructure solutions to encourage the use of public transport,
- minimising vehicle access points for each block and locating any parking entrances away from the major roundabout and pedestrian/bicycle routes,
- minimising the visual intrusion of any car parking facilities from the public domain, and
- identifying safe and convenient pedestrian and cycle links within and to the sites.

c) Identify minimum site amalgamation requirements or staging needs to ensure a coordinated
approach for redevelopment which avoids isolated lots or fragmented development patterns.

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

Site description

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

Figure 5 Block 1 – Kingsford Market Site

Objectives

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

Controls

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

i) Demonstrate suitable public transport and infrastructure solutions on the site, such as bus layover space or light rail interchange.

ii) Provide a large public space/public plaza as an integral part of the site, incorporating the following design features:

a) a minimum area of 800 square metres,
b) a scale and configuration that complements the streetscape and is well integrated with development on the site,
c) bordered by active frontages and easily accessible for all members of the public,
d) providing outdoor seating, public art and quality landscape elements.

iii) Incorporate space for multi-purpose community facilities, preferably on the ground floor accessible from the public space/plaza.

iv) Incorporate public car parking in addition to parking generated by the development.

v) Provide landscaped through-site links where they can be suitably integrated with the public space/plaza and the pedestrian/cycle network.

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

Site description

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

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

Figure 6 Block 2 – The Triangle

Objectives

- To provide a range of uses and scales suitable to the site’s location on the fringe of Kingsford Centre.
• To maintain and expand affordable housing options for students and key workers.

• To improve site permeability by providing through-site links and landscaped corridors in suitable locations.

• To respect and protect the amenity of existing uses on the block that are unlikely to change.

Controls

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

i) Provide for a mix of dwelling types with various sizes and numbers of bedrooms, including provision of affordable housing.

ii) Consider through-site public pedestrian connections where they can be suitably integrated into the existing pedestrian/cycle network, connecting the site with other key destinations (e.g. public plaza, public park, public transport, etc.). Where possible, the through-site connections should be landscaped and integrated with any on-site communal open space.
Contents

1 Introduction ........................................................................................................................................ 2
  1.1 Objectives ..................................................................................................................................... 2

2 Existing Character and Quality ........................................................................................................ 3

3 Statement of Significance ................................................................................................................ 3
  3.1 Aesthetic significance ................................................................................................................... 3
  3.2 Historic significance ..................................................................................................................... 4
  3.3 Social significance ........................................................................................................................ 4

4 Heritage items and contributory buildings .................................................................................... 5

5 Visual Character ................................................................................................................................ 7

6 Architectural Styles ........................................................................................................................... 9

8 Site Planning .................................................................................................................................... 10

9 Building Envelope ........................................................................................................................... 11

10 Building Design ........................................................................................................................... 11
  10.1 Shopfronts .................................................................................................................................. 12
  10.2 Awnings ...................................................................................................................................... 12
  10.3 Upper level facades ................................................................................................................... 13
  10.4 Materials and colours ................................................................................................................. 14
  10.5 Outdoor advertising .................................................................................................................... 14

11 Carparking and Access .................................................................................................................... 14
1 Introduction

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

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

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

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

1.1 Objectives

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

Explanation

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

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

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

3 Statement of Significance

3.1 Aesthetic significance

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

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

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

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

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

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

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

3.3 Social significance

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

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

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

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

The following themes are indirectly represented:

- Speculation and promotion
- Government and institutions
- Suburbanisation

4 Heritage items and contributory buildings

Explanation

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

Contributory buildings should be retained. Original fabric should be conserved, new work should be sensitive, and neighbouring development should be sympathetic to their character. “Facadeism” (the retention of only the outer skin of a building) is not acceptable as suitable conservation practice.
Figure 2  Randwick Junction heritage and contributory buildings
5 Visual Character

Explanation

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

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

Controls

i) Views and vistas should be addressed in the site analysis for new development, as they may necessitate adjustments to the built form and site layout, so that view corridors and vistas are not obstructed.

ii) Development should fit within the wider townscape indicated by the view corridors and should not disrupt existing visual relationships.
Figure 3 View corridors
6 Urban Form

Explanation

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

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

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

7 Architectural Styles

Victorian

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

Federation/Edwardian

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

Inter War (1920 to 1940)

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

Post War (1940 to present)

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

Objectives

- To maintain a minimum level of commercial floorspace in new development to enhance the commercial viability, retail quality, variety and continuity within Randwick Junction.

- To encourage a greater level of commercial, retail or related floorspace in new development.

- To ensure local site conditions, constraints and opportunities are taken into account in the design of new development.

- To achieve a coherent site layout that provides a pleasant, attractive and sustainable environment for living, shopping and work.

- To ensure consideration of the relationship between new and existing development and to minimise negative impacts.

Controls

i) Provide ground floor retail and/or commercial floor space along all business zoned street frontages, other than the frontage required for access.

ii) In addition to the continuous commercial street frontage, the ground floor commercial area should have a minimum depth of 10 metres in order to achieve a viable shop or office size (except in heritage situations where it may be different).

iii) Development should relate to the dimensions and shape of the site.

iv) Development should integrate with the surrounding area through consideration of streetscape and landscape design and pedestrian and cycle links.

v) Retain and integrate heritage items or contributory buildings and significant features such as stone fencing and retaining walls.

vi) Development must minimise impacts on the amenity of neighbouring sites.
9 Building Envelope

Objectives

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

Controls

i) The FSR and building height controls set by RLEP together with DCP envelope controls define the overall built form and scale of development.

ii) New development should be built to the street alignment and to the side boundaries of the allotment.

iii) Where adjoining and nearby development is set back from the street, new development should be consistent with the setbacks of adjoining development or the dominant setbacks along the street.

iv) Where buildings are setback from the front boundary, such as the school and terraces along Avoca Street, fences are to be used to reinforce the street alignment and provide a strong visual transition point between public and private space.

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

10 Building Design

Objectives

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

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

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

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

Controls

10.1 Shopfronts

i) Original heritage shopfronts and detailing (eg doors, tiles, windows and ornamental detailing) should be retained.

ii) New shopfronts must be designed to reinforce the character of the locality and to ensure street level continuity. The form, scale and proportion of shopfront elements should be consistent with nearby heritage or contributory buildings/development.

iii) Acceptable security measures include expanding metal grilles, open, perforated or clear shutters or shutter grilles which can be placed inside the shopfronts.

iv) The use of solid roller shutters is unacceptable as these severely detract from the visual and heritage amenity of the area outside of business hours.

v) The installation of “drop blind” type signs suspended from awnings is encouraged.

10.2 Awnings

i) Continuous awnings attached to buildings and covering all main pedestrian routes must be provided for pedestrian comfort.

ii) Provide, as characterises many suburban shopping centres of similar age, steel-framed awnings, suspended from wall brackets, and covering the 3.5m wide footpath.

iii) The traditional box awnings are acceptable as they consolidate the centre’s overall character.

iv) Development should include a flat suspended/cantilevered awning to provide continuous pedestrian shelter.
v) Awning fascias should align with the awning of adjoining buildings, matching the established height above footpath level.

vi) The depth of the fascia should be uniform with adjoining properties. Design and materials should be light weight to complement the building to which the awning is to be attached.

vii) Development should provide an awning across its street frontage, setback 600mm from the kerb, between 3.5m and 4.5m above the footpath and with openings provided for street tree planting. Gaps between awnings should be closed.

viii) Glass or translucent roofing must not be used as these materials provide no shade and facilitate heat transfer. Opaque materials such as ribbed sheet steel are encouraged.

ix) Drop blinds protecting shopfronts and shoppers from low sun angles should be included at the outer edge of awnings.

x) Advertising space on these could be used to diversify the street appearance. The underside of drop blinds should be at least 3m above the footpath level. In cases where it is impractical or unreasonable to require continuous awnings other forms of providing shade and shelter may be considered.

10.3 Upper level facades

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

i) For new development, façade alterations and infill buildings, verandahs and upper storey balcony design and materials should be compatible to the heritage items and contributing facades within the area.

ii) Cantilevered balconies should not be used on new buildings.

iii) Balconies should be sized and arranged so that strong horizontal lines do not dominate the façade of the development.

iv) Recessed balconies which modulate the façade should be incorporated in the design of new development.

v) Balconies should be designed to protect the visual amenity of occupants, neighbours and the street and should therefore have a solid appearance.
10.4 Materials and colours

i) Materials and finishes for new development should be compatible with adjoining and nearby development. Sympathetic use of building materials can reduce the impact of a modern shopfront on the streetscape.

ii) Acceptable materials include face brickwork (traditional reds, browns and manganese) and rendered masonry. The use of precast concrete is to be avoided. Acceptable roof materials include corrugated iron and Marseilles tiles.

iii) Original face brickwork or stone should not be painted or rendered.

iv) Colours should enhance the locality and be appropriate to the architectural style of the building.

Note:
Suitable colour schemes for buildings of each period of development can be found on Council’s website.

10.5 Outdoor advertising

i) Advertising should respect and demonstrate an understanding of the design of the building and should not adversely affect the heritage streetscape values.

ii) If an advertising structure is proposed to be attached to a building, the drawings accompanying the application should provide elevations showing windows, awnings or other major architectural features in relation to the advertising structure.

iii) The use of above awning signage is not suitable.

iv) The installation of “drop blind” type signs suspended from awnings is encouraged.

11 Carparking and Access

Controls

i) To protect the streetscape on-site car parking is to be provided either at ground level or as basement car parking.

ii) Above ground car parking must not be visible from Belmore Road or Avoca Street.

iii) Carpark ventilation grilles must not be located on primary street frontages.

iv) If the development has access to a rear lane, the loading and unloading facilities must be provided from the lane, in order to minimise the intrusion of vehicular access and servicing upon the pedestrian character of Randwick Junction.

v) Rear servicing areas in mixed use development should be able to cater for both residential and commercial servicing requirements.
Contents

1 Introduction ........................................................................................................................................ 2
  1.1 Objectives ..................................................................................................................................... 2

2 Existing Character and Quality ........................................................................................................... 2

3 Statement of Significance ................................................................................................................ 2
  3.1 Aesthetic significance ................................................................................................................... 2
  3.2 Historic significance ..................................................................................................................... 2
  3.3 Social significance ........................................................................................................................ 2

4 Heritage items and contributory buildings ....................................................................................... 2

5 Visual Character .................................................................................................................................. 2

7 Architectural Styles ........................................................................................................................... 2

8 Site Planning ...................................................................................................................................... 2

9 Building Envelope ............................................................................................................................. 2

10 Building Design ................................................................................................................................ 2
  10.1 Shopfronts .................................................................................................................................... 2
  10.2 Awnings ........................................................................................................................................ 2
  10.3 Upper level facades ..................................................................................................................... 2
  10.4 Materials and colours ................................................................................................................... 2
  10.5 Outdoor advertising ...................................................................................................................... 2

11 Carparking and Access ..................................................................................................................... 2
1 Introduction

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

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

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

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

1.1 Objectives

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

Explanation

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

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

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

3 Statement of Significance

3.1 Aesthetic significance

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

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

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

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

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

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

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

3.3 Social significance

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

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

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

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

The following themes are indirectly represented:

- Speculation and promotion
- Government and institutions
- Suburbanisation

4 Heritage items and contributory buildings

Explanation

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

Contributory buildings should be retained. Original fabric should be conserved, new work should be sensitive, and neighbouring development should be sympathetic to their character. “Facadism” (the retention of only the outer skin of a building) is not acceptable as suitable conservation practice.
Figure 2  Randwick Junction heritage and contributory buildings
5 Visual Character

Explanation

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

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

Controls

i) Views and vistas should be addressed in the site analysis for new development, as they may necessitate adjustments to the built form and site layout, so that view corridors and vistas are not obstructed.

ii) Development should fit within the wider townscape indicated by the view corridors and should not disrupt existing visual relationships.
Figure 3  View corridors
6 Urban Form

Explanation

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

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

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

7 Architectural Styles

Victorian

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

Federation/Edwardian

Federation buildings such as the former Post Office on the corner of Avoca Street and Alison Road and nos 110 – 116 Avoca Street nearby, rely on face brickwork for architectural effect, with contrasting elements of either sandstone, stucco or ceramic tile.

Inter War (1920 to 1940)

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

Post War (1940 to present)

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

Objectives

- To maintain a minimum level of commercial floorspace in new development to enhance the commercial viability, retail quality, variety and continuity within Randwick Junction.

- To encourage a greater level of commercial, retail or related floorspace in new development.

- To ensure local site conditions, constraints and opportunities are taken into account in the design of new development.

- To achieve a coherent site layout that provides a pleasant, attractive and sustainable environment for living, shopping and work.

- To ensure consideration of the relationship between new and existing development and to minimise negative impacts.

Controls

i) Provide ground floor retail and/or commercial floor space along all business zoned street frontages, other than the frontage required for access.

ii) In addition to the continuous commercial street frontage, the ground floor commercial area should have a minimum depth of 10 metres in order to achieve a viable shop or office size (except in heritage situations where it may be different).

iii) Development should relate to the dimensions and shape of the site.

iv) Development should integrate with the surrounding area through consideration of streetscape and landscape design and pedestrian and cycle links.

v) Retain and integrate heritage items or contributory buildings and significant features such as stone fencing and retaining walls.

vi) Development must minimise impacts on the amenity of neighbouring sites.
9 Building Envelope

Objectives

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

Controls

i) The FSR and building height controls set by RLEP together with DCP envelope controls define the overall built form and scale of development.

ii) New development should be built to the street alignment and to the side boundaries of the allotment.

iii) Where adjoining and nearby development is set back from the street, new development should be consistent with the setbacks of adjoining development or the dominant setbacks along the street.

iv) Where buildings are setback from the front boundary, such as the school and terraces along Avoca Street, fences are to be used to reinforce the street alignment and provide a strong visual transition point between public and private space.

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

10 Building Design

Objectives

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

One of the few original shopfronts remaining in Belmore Road
Explanation

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

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

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

Controls

10.1 Shopfronts

i) Original heritage shopfronts and detailing (eg doors, tiles, windows and ornamental detailing) should be retained.

ii) New shopfronts must be designed to reinforce the character of the locality and to ensure street level continuity. The form, scale and proportion of shopfront elements should be consistent with nearby heritage or contributory buildings/development.

iii) Acceptable security measures include expanding metal grilles, open, perforated or clear shutters or shutter grilles which can be placed inside the shopfronts.

iv) The use of solid roller shutters is unacceptable as these severely detract from the visual and heritage amenity of the area outside of business hours.

v) The installation of “drop blind” type signs suspended from awnings is encouraged.

10.2 Awnings

i) Continuous awnings attached to buildings and covering all main pedestrian routes must be provided for pedestrian comfort.

ii) Provide, as characterises many suburban shopping centres of similar age, steel-framed awnings, suspended from wall brackets, and covering the 3.5m wide footpath.

iii) The traditional box awnings are acceptable as they consolidate the centre’s overall character.

iv) Development should include a flat suspended/ cantilevered awning to provide continuous pedestrian shelter.
v) Awning fascias should align with the awning of adjoining buildings, matching the established height above footpath level.

vi) The depth of the fascia should be uniform with adjoining properties. Design and materials should be light weight to complement the building to which the awning is to be attached.

vii) Development should provide an awning across its street frontage, setback 600mm from the kerb, between 3.5m and 4.5m above the footpath and with openings provided for street tree planting. Gaps between awnings should be closed.

viii) Glass or translucent roofing must not be used as these materials provide no shade and facilitate heat transfer. Opaque materials such as ribbed sheet steel are encouraged.

ix) Drop blinds protecting shopfronts and shoppers from low sun angles should be included at the outer edge of awnings.

x) Advertising space on these could be used to diversify the street appearance. The underside of drop blinds should be at least 3m above the footpath level. In cases where it is impractical or unreasonable to require continuous awnings other forms of providing shade and shelter may be considered.

10.3 Upper level facades

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

i) For new development, façade alterations and infill buildings, verandahs and upper storey balcony design and materials should be compatible to the heritage items and contributing facades within the area.

ii) Cantilevered balconies should not be used on new buildings.

iii) Balconies should be sized and arranged so that strong horizontal lines do not dominate the façade of the development.

iv) Recessed balconies which modulate the façade should be incorporated in the design of new development.

v) Balconies should be designed to protect the visual amenity of occupants, neighbours and the street and should therefore have a solid appearance.
10.4 Materials and colours

i) Materials and finishes for new development should be compatible with adjoining and nearby development. Sympathetic use of building materials can reduce the impact of a modern shopfront on the streetscape.

ii) Acceptable materials include face brickwork (traditional reds, browns and manganese) and rendered masonry. The use of precast concrete is to be avoided. Acceptable roof materials include corrugated iron and Marseilles tiles.

iii) Original face brickwork or stone should not be painted or rendered.

iv) Colours should enhance the locality and be appropriate to the architectural style of the building.

10.5 Outdoor advertising

i) Advertising should respect and demonstrate an understanding of the design of the building and should not adversely affect the heritage streetscape values.

ii) If an advertising structure is proposed to be attached to a building, the drawings accompanying the application should provide elevations showing windows, awnings or other major architectural features in relation to the advertising structure.

iii) The use of above awning signage is not suitable.

iv) The installation of “drop blind” type signs suspended from awnings is encouraged.

11 Carparking and Access

Controls

i) To protect the streetscape on-site car parking is to be provided either at ground level or as basement car parking.

ii) Above ground car parking must not be visible from Belmore Road or Avoca Street.

iii) Carpark ventilation grilles must not be located on primary street frontages.

iv) If the development has access to a rear lane, the loading and unloading facilities must be provided from the lane, in order to minimise the intrusion of vehicular access and servicing upon the pedestrian character of Randwick Junction.

v) Rear servicing areas in mixed use development should be able to cater for both residential and commercial servicing requirements.

Note:
Suitable colour schemes for buildings of each period of development can be found on Council’s website.
# Contents

1 Preliminary ............................................................................................................................................. 3  
  1.1 Introduction .................................................................................................................................. 3  
  1.2 Land covered by this Section .......................................................................................................... 3  
  1.3 How to use this Section .................................................................................................................... 3  
  1.4 Relationship to other documents ...................................................................................................... 4  

2 Background/Urban Structure ............................................................................................................................ 5  
  2.1 Introduction .................................................................................................................................. 5  
  2.1.1 Regional context ....................................................................................................................... 5  
  2.1.2 Local context ............................................................................................................................ 5  
  2.1.3 Built form and open space ......................................................................................................... 6  
  2.1.4 Building heights and zoning .................................................................................................... 6  
  2.1.5 Vegetation ................................................................................................................................ 7  
  2.1.6 Heritage ................................................................................................................................... 7  
  2.1.7 Street hierarchy .......................................................................................................................... 7  
  2.1.8 Pedestrian circulation ................................................................................................................. 7  
  2.1.9 Colonnades and awnings ......................................................................................................... 8  
  2.1.10 Potential development ............................................................................................................. 8  
  2.1.11 Strata-titled buildings .............................................................................................................. 8  
  2.1.12 Topography ............................................................................................................................ 8  
  2.2 Opportunities and constraints ....................................................................................................... 9  
  2.3 Vision statement ............................................................................................................................. 10  
  2.4 Urban strategy ............................................................................................................................... 10  
  2.4.1 The Junction ............................................................................................................................ 10  
  2.4.2 The main street .......................................................................................................................... 10  
  2.4.3 The cross street .......................................................................................................................... 10  
  2.4.4 The town square ......................................................................................................................... 11  
  2.4.5 The median .............................................................................................................................. 11  
  2.4.6 Green Street ............................................................................................................................. 11  
  2.4.7 Accessways .............................................................................................................................. 11  
  2.4.8 The whole ................................................................................................................................ 12  
  2.5 Centre models ............................................................................................................................... 12  
  2.5.1 Existing centre model ................................................................................................................ 12  
  2.5.2 Proposed centre model .............................................................................................................. 12  
  2.6 Built form for centre ....................................................................................................................... 13  
  2.7 Building heights in centre ............................................................................................................. 13  
  2.8 Indicative street sections ................................................................................................................ 14  
  2.8.1 Section through Anzac Parade .............................................................................................. 14  
  2.8.2 Section through Maroubra Road ............................................................................................. 15  

3 Development Controls ............................................................................................................................... 18  
  3.1 Primary Development Controls ..................................................................................................... 18  
  3.1.1 Amalgamation ........................................................................................................................... 18  
  3.1.2 Subdivision ................................................................................................................................ 19  
  3.1.3 Building Envelope ..................................................................................................................... 19  
  3.1.4 Building Height ......................................................................................................................... 20  
  3.1.5 Building Depth ........................................................................................................................... 22  
  3.1.6 Building Separation .................................................................................................................... 22  
  3.1.7 Articulation ............................................................................................................................... 23
<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1.8</td>
<td>Street Setbacks</td>
<td>24</td>
</tr>
<tr>
<td>3.1.9</td>
<td>Side and Rear Setbacks</td>
<td>24</td>
</tr>
<tr>
<td>3.1.10</td>
<td>Rights of Carriageway</td>
<td>25</td>
</tr>
<tr>
<td>3.2</td>
<td>Block by Block Controls</td>
<td>26</td>
</tr>
<tr>
<td>3.2.1</td>
<td>Block 1</td>
<td>29</td>
</tr>
<tr>
<td>3.2.2</td>
<td>Block 2</td>
<td>31</td>
</tr>
<tr>
<td>3.2.3</td>
<td>Block 3</td>
<td>33</td>
</tr>
<tr>
<td>3.2.4</td>
<td>Block 4</td>
<td>35</td>
</tr>
<tr>
<td>3.2.5</td>
<td>Block 5</td>
<td>37</td>
</tr>
<tr>
<td>3.2.6</td>
<td>Block 6</td>
<td>39</td>
</tr>
<tr>
<td>3.2.7</td>
<td>Block 7</td>
<td>41</td>
</tr>
<tr>
<td>3.2.8</td>
<td>Block 8</td>
<td>43</td>
</tr>
<tr>
<td>3.2.9</td>
<td>Block 9</td>
<td>45</td>
</tr>
<tr>
<td>3.2.10</td>
<td>Block 10</td>
<td>47</td>
</tr>
<tr>
<td>3.2.11</td>
<td>Block 11</td>
<td>49</td>
</tr>
<tr>
<td>3.2.12</td>
<td>Block 12</td>
<td>51</td>
</tr>
<tr>
<td>4</td>
<td>Design Controls</td>
<td>53</td>
</tr>
<tr>
<td>4.1</td>
<td>Site Design</td>
<td>53</td>
</tr>
<tr>
<td>4.1.1</td>
<td>Deep soil zones</td>
<td>53</td>
</tr>
<tr>
<td>4.1.2</td>
<td>Fences and walls</td>
<td>54</td>
</tr>
<tr>
<td>4.1.3</td>
<td>Landscape design</td>
<td>54</td>
</tr>
<tr>
<td>4.1.4</td>
<td>Open Space</td>
<td>55</td>
</tr>
<tr>
<td>4.1.5</td>
<td>Planting on Structures</td>
<td>57</td>
</tr>
<tr>
<td>4.1.6</td>
<td>Heritage</td>
<td>58</td>
</tr>
<tr>
<td>4.2</td>
<td>Site Access</td>
<td>58</td>
</tr>
<tr>
<td>4.2.1</td>
<td>Parking</td>
<td>58</td>
</tr>
<tr>
<td>4.2.2</td>
<td>Pedestrian Access</td>
<td>59</td>
</tr>
<tr>
<td>4.2.3</td>
<td>Vehicle Access</td>
<td>60</td>
</tr>
<tr>
<td>4.3</td>
<td>Site Amenity</td>
<td>61</td>
</tr>
<tr>
<td>4.3.1</td>
<td>Building Entry</td>
<td>61</td>
</tr>
<tr>
<td>4.3.2</td>
<td>Visual Privacy</td>
<td>62</td>
</tr>
<tr>
<td>4.3.3</td>
<td>Safety and Security</td>
<td>63</td>
</tr>
<tr>
<td>4.4</td>
<td>Building Configuration</td>
<td>64</td>
</tr>
<tr>
<td>4.4.1</td>
<td>Apartment Layout</td>
<td>64</td>
</tr>
<tr>
<td>4.4.2</td>
<td>Apartment Mix</td>
<td>67</td>
</tr>
<tr>
<td>4.4.3</td>
<td>Balconies</td>
<td>67</td>
</tr>
<tr>
<td>4.4.4</td>
<td>Ceiling Heights</td>
<td>68</td>
</tr>
<tr>
<td>4.4.5</td>
<td>Corner Buildings</td>
<td>69</td>
</tr>
<tr>
<td>4.4.6</td>
<td>Flexibility</td>
<td>70</td>
</tr>
<tr>
<td>4.4.7</td>
<td>Ground Floor Apartments</td>
<td>71</td>
</tr>
<tr>
<td>4.4.8</td>
<td>Home Offices</td>
<td>71</td>
</tr>
<tr>
<td>4.4.9</td>
<td>Internal Circulation</td>
<td>72</td>
</tr>
<tr>
<td>4.4.10</td>
<td>Storage</td>
<td>73</td>
</tr>
<tr>
<td>4.5.1</td>
<td>Acoustic Privacy</td>
<td>74</td>
</tr>
<tr>
<td>4.5.2</td>
<td>Daylight Access</td>
<td>76</td>
</tr>
<tr>
<td>4.5.3</td>
<td>Natural ventilation</td>
<td>77</td>
</tr>
<tr>
<td>4.6</td>
<td>Building Form</td>
<td>78</td>
</tr>
<tr>
<td>4.6.1</td>
<td>Awnings and Signs</td>
<td>78</td>
</tr>
<tr>
<td>4.6.2</td>
<td>Facades and Articulation</td>
<td>79</td>
</tr>
<tr>
<td>4.6.3</td>
<td>Roof Design</td>
<td>80</td>
</tr>
<tr>
<td>4.7</td>
<td>Ecologically sustainable development</td>
<td>81</td>
</tr>
<tr>
<td>4.7.1</td>
<td>Maintenance</td>
<td>81</td>
</tr>
</tbody>
</table>

Glossary | 83
1 Preliminary

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

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

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

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

**Subsection 3: Development Controls**
This subsection outlines the primary development controls that apply generally to all sites within the centre, and provides detailed building envelope controls for each block within the centre. Maroubra Junction centre is divided into 12 blocks, with specific controls for each. To establish the building envelope for a specific site:

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

**Subsection 4: Design controls**
This includes guidelines and controls for best practice urban and building design, including:

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

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

**1.4 Relationship to other documents**

This section should be read in conjunction with the provisions of the EP&A Act 1979, Randwick LEP 2012, and other relevant planning instruments, Codes and Policies of the Council. You can find out the relevant instruments that apply to your site by obtaining a Section 149 Certificate from Council. The onus is on any prospective Applicant to check with Council if there are any additional or updated documents relevant to the centre that should be considered when making a DA.

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

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

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

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

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

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

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

2.1.3 Built form and open space

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

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

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

2.1.4 Building heights and zoning

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

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

Figure/ground analysis

Existing heights (2001)
been lowered at the edge of the centre to help create a more gradual transition between the centre and the surrounding residential areas.

2.1.5 Vegetation

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

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

2.1.6 Heritage

Heritage buildings within the centre are as follows:

i) Maroubra Junction Hotel
(Maroubra Road, Maroubra) is an impressive 1920s Classical Revival building, notable for its decorative rendered bands over brickwork. The hotel features an excellent parapet with an impressive roof lantern. This building was one of the early commercial buildings in Maroubra Junction and has local historic and architectural interest, despite some alterations and recent renovations.

ii) Dudley’s Corner
(corner Anzac Parade and Maroubra Road) is one of the oldest surviving buildings in Maroubra Junction and one of the best known. This is a two storey stuccoed brick Edwardian style commercial building. Despite substantial alterations, this building retains local historic interest.

iii) 817 Anzac Parade
is a good example of an Art Deco style flat building (circa 1930s) with a simple symmetrical design with a hipped tile roof. This building has a typical central brick feature and pairs of double hung lead lights windows. It is considered to be one of the best examples in the Maroubra area.

2.1.7 Street hierarchy

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

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

2.1.8 Pedestrian circulation

Anzac Parade and Maroubra Road experience heavy pedestrian traffic. There are only two designated pedestrian crossings along Anzac Parade at the intersections of Boyce Road and Maroubra
Road. The lack of frequent pedestrian crossings along Anzac Parade separates the eastern and western sides of the road.

### 2.1.9 Colonnades and awnings

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

### 2.1.10 Potential development

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

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

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

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

### 2.1.11 Strata-titled buildings

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

### 2.1.12 Topography

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

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

Constraints

The community workshop 1 for the Maroubra Centre indicated the following constraints in the centre:

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

Opportunities

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

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

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

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

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

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

2.4 Urban strategy

2.4.1 The Junction

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

2.4.2 The main street

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

2.4.3 The cross street

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

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

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

2.4.5 The median

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

2.4.6 Green Street

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

2.4.7 Accessways

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

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

2.5 Centre models

2.5.1 Existing centre model

The diagram below is a 3D indication of the Maroubra Junction Centre as it currently exists as at 2004. The buildings in beige indicate those which fall outside the study area.

2.5.2 Proposed centre model

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

2.7 Building heights in centre
2.8 Indicative street sections

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

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

2.8.1 Section through Anzac Parade

Section A-A
Section through Anzac Parade
2.8.2 Section through Maroubra Road

2.8.2 Section through Maroubra Road

Artist's impression of Anzac Parade median, showing bustle and activity, greenery, public art, people relaxing, socialising, markets...

Section B-B
Section through Maroubra Road
Artist’s impression of Maroubra Road showing cabbage tree palms along the centre median (reflecting the proximity to Maroubra Beach), shade trees along the footpaths, and decreasing building height moving away from the Junction....

2.8.3 Section through Green Street

Section C-C
Section through Green Street

Plan of Green Street
Artist’s impression of Green Street showing mews-type development, an alternate environment to the main road, with outdoor eating spaces, shade trees, traffic calmed street, boutique-style shops, intimate in scale......
3 Development Controls

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

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

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

3.1 Primary Development Controls

3.1.1 Amalgamation

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

Objectives

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

Controls

i. If a building/development requires vehicular access, then the site should:

   a) have a minimum street frontage of 20m; or
   b) have dual street frontage, with vehicular access from the secondary street

ii. Minimum lot widths are to be tested against the desired building types for each block to determine where amalgamation is necessary.

iii. When development/redevelopment/amalgamation is proposed, sites between and adjacent to developable properties are not to be limited in their future development potential.

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

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

Objectives

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

Controls

i) The following site design issues are to be addressed with any subdivision application:
   - Open space provisions (including deep soil zones).
   - Pedestrian access, vehicular access and parking.
   - Residential amenity: light, air, and privacy.

ii) New blocks are to relate to the existing street hierarchy and promote a permeable block pattern.

iii) Underground infrastructure is to be located along the street or between lot boundaries within easements.

3.1.3 Building Envelope

Explanation

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

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

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

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

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

Controls

i) Residential floors: All developments are to demonstrate that the gross floor area achieved occupies not more than 70% of the maximum building envelope for residential floors.

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

3.1.4 Building Height

Explanation

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

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

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

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

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

![Height Diagram]

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).
Objectives

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

Controls

i) Developments are to be appropriately scaled with consideration to the broader urban structure principles on which the centre is based.

ii) Development is to comply with the building heights shown in colour in the block by block diagrams in 3.2 Block-by-Block Controls.

iii) The prominence of certain street corners should be reinforced by concentrating the tallest portion of the building on the corner, both the overall building height, and predominant street wall height (eg higher buildings on Maroubra Junction).

iv) The maximum allowable height on Anzac Parade is 7 storeys, unless otherwise specified in 3.2 Block-by-Block Controls.

v) The maximum allowable height on Maroubra Road is 6 storeys, unless otherwise specified in 3.2 Block-by-Block Controls.

vi) Maximum allowable building heights in metres [calculated as the distance measured vertically from ground level taken from each point on the boundary of the site to the underside of the ceiling of the topmost floor] are as follows:

- 1 storey 4.5m
- 2 storeys 9.0m
- 3 storeys 12.0m
- 4 storeys 15.0m
- 5 storeys 18.0m
- 6 storeys 21.0m
- 7 storeys 24.0m
- 8 storeys 26.7m

vii) For existing buildings shown as 9 storeys or more in 3.2: Block-by-Block Controls, any redevelopment of these sites will be limited to the current maximum height of the existing building on the site.

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

Explanation

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

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

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

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

Objectives

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

Controls

i) Maximum allowable depth of residential building envelopes is 22m (max 18m glass line to glass line), unless otherwise specified in 3.2 Block by Block Controls.

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

3.1.6 Building Separation

Explanation

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

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

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

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

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

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

Controls

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

<table>
<thead>
<tr>
<th>Building Height</th>
<th>Building separation requirements</th>
</tr>
</thead>
</table>
| Up to 4 storeys/15 metres | - 12m between habitable rooms and balconies  
- 9m between habitable rooms and balconies/non-habitable rooms  
- 6m between non-habitable rooms |
| 5 to 8 storeys/18-27 metres | - 18m between habitable rooms and balconies  
- 13m between habitable rooms and balconies/non-habitable rooms  
- 9m between non-habitable rooms |

3.1.7 Articulation

Explanation

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

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

Objectives

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

Controls

i) All buildings are to be articulated to a minimum depth of 1m at the rear and the front, above any ground floor commercial/retail.

ii) Balconies may extend beyond the maximum building envelope by a maximum of 600mm (to further encourage facade articulation), but must not extend beyond the property boundaries.

3.1.8 Street Setbacks

Explanation

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

Objectives

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

Controls

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

ii) All development is to comply with the street setbacks outlined in 3.2 Block-by-Block controls.

3.1.9 Side and Rear Setbacks

Explanation

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

Side and rear setbacks can be used to create usable space, which contributes to the amenity of the side and rear of the buildings through landscape design.
Objectives

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

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

Controls

i) All development must comply with the building separation requirements in 3.1.6; and the side and rear setback requirements in 3.2: Block-by-Block controls.

ii) Development fronting Anzac Parade and Maroubra Road may have a zero side setback unless otherwise specified in the Block-by-Block controls.

3.1.10 Rights of Carriageway

Explanation

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

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

Applicants should note that if an individual owner within a development block refuses to grant a Right of Carriageway to benefit adjoining properties then a legal avenue exists under Section 88K of the Conveyancing Act 1919 for an aggrieved land owner to commence proceedings in the Supreme Court to seek an order of that Court granting a right of access across an adjoining property in circumstances where such access is
necessary for the reasonable development of such land.

Objectives

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

Controls

i) Where Rights of Carriageway are required:

- They are to be a minimum of 6 metres wide. For larger developments, a carriage way width greater than 6 metres wide may be required.
- Applicants are to negotiate Rights of Carriageway with adjoining property owners.
- Evidence of adjoining property owners’ agreement to a Right of Carriageway is to be submitted as part of the DA.
- If agreement cannot be reached, applicants are to submit evidence that an action under Section 88K of the Conveyancing Act 1919 has commenced in the Supreme Court.

ii) Doors and windows of habitable rooms are not to be located next to accessways.

3.2 Block by Block Controls

Introduction

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

Existing Plan

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

Building Envelope Plan

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

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

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

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

Refer to the Flooding chapter in Section B: Water Management for further information.
Indicative Sections

Indicative generic block section diagrams are provided on the following pages. The configuration of basement and sub-basement parking shown in sections is indicative only. The design of basement and sub-basement parking will need to take into account flooding and other site constraints and is subject to Council’s flood mitigation requirements. Applicants are advised to contact Council prior to submitting a DA to determine whether flooding may be an issue, and whether a flood study may be required.

Notes:

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

Description

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building Envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade (north of library)</td>
<td>Four storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Two floors retail/commercial; residential above</td>
</tr>
</tbody>
</table>

iv) Setbacks

<table>
<thead>
<tr>
<th>Side setback</th>
<th>Rear setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Along Anzac Parade and Shepherd St</td>
<td>0m</td>
</tr>
<tr>
<td>Along Gale Road</td>
<td>min 3m</td>
</tr>
<tr>
<td>Lots fronting Anzac Parade</td>
<td>min 10m</td>
</tr>
</tbody>
</table>

v) Deep Soil Zone

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

vi) Vehicle Access

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

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

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

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
3.2.2 Block 2

Description

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building Envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Seven storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Two levels of retail/commercial; residential above</th>
</tr>
</thead>
</table>

iii) Setbacks

<table>
<thead>
<tr>
<th>Side setback</th>
<th>Rear setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Along Anzac Parade</td>
<td>0m</td>
</tr>
<tr>
<td>All lots</td>
<td>min 10m</td>
</tr>
</tbody>
</table>

iv) Deep Soil Zone

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

v) Vehicle Access and road widening

All lots fronting Anzac Parade are required to provide vehicle access via a minimum 6m wide right of carriageway. Road widening: lots with frontage to Mason Street are to comply with Part B11 Development in laneways nominated for widening.

Any variation to building uses should be accompanied by an assessment of the economic impact on existing commercial development in the town centre. In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
3.2.3 Block 3

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building Envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Seven storeys</td>
</tr>
<tr>
<td>Gale Road</td>
<td>Five storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Two levels retail/commercial; residential above</td>
</tr>
<tr>
<td>Gale Rd, Alma Rd</td>
<td>One level of commercial with residential above (home office uses are encouraged)</td>
</tr>
</tbody>
</table>

iii) Setbacks

<table>
<thead>
<tr>
<th>Front setback</th>
<th>Min 3m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side setback</td>
<td>0m</td>
</tr>
<tr>
<td></td>
<td>Min 3m from properties outside centre boundary</td>
</tr>
<tr>
<td>Rear setback</td>
<td>min 10m</td>
</tr>
<tr>
<td></td>
<td>min 6m</td>
</tr>
</tbody>
</table>

iv) Deep Soil Zone

- For lots fronting Anzac Parade, provide a min 1.5m wide deep soil tree planting strip along rear boundary.
- For lots fronting Gale Road and Alma Road, provide a min 6m wide deep soil zone along the rear boundary.

v) Other controls

- Road widening: lots on Alma Road are to comply with Part B11 Development in laneways nominated for widening.

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

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

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
Block 3

Key
- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- 9 storeys and above
- town centre boundary
- proposed building envelope
- proposed building envelope if amalgamation occurs
- preferred development parcel
- deep soil zone
- open space
- strata titled buildings unlikely to change/approved DAs (3D)
- proposed buildings (3D)
- buildings outside town centre (3D)
3.2.4 Block 4

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

Objectives

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

Controls

**i) Building Envelope Plan**

<table>
<thead>
<tr>
<th>Location</th>
<th>Building Envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Seven storeys</td>
</tr>
<tr>
<td>Mason Street, Boyce Road</td>
<td>Five storeys</td>
</tr>
<tr>
<td>Cnr Mason St/Anzac Pde</td>
<td>Three storeys (to accommodate difficulties resulting from the strata block to the immediate south)</td>
</tr>
</tbody>
</table>

**ii) Building Use**

<table>
<thead>
<tr>
<th>Location</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Two levels retail/commercial; residential above</td>
</tr>
<tr>
<td>Mason St, Boyce Rd</td>
<td>One level of commercial with residential above (home office uses are encouraged)</td>
</tr>
</tbody>
</table>

**iii) Setbacks**

<table>
<thead>
<tr>
<th>Front setback</th>
<th>Side setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Along Mason St and Boyce Road</td>
<td>Min 3m</td>
</tr>
<tr>
<td>Corner lot (Anzac Pde/Mason St)</td>
<td>6m from existing strata building (0m from Mason St)</td>
</tr>
<tr>
<td>Along Mason St and Boyce Road</td>
<td>Min 3m</td>
</tr>
<tr>
<td>Rear setback</td>
<td>Min 6m</td>
</tr>
</tbody>
</table>

**iv) Deep Soil Zone**

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

**v) Other controls**

- Road widening: lots on Alma Road are to comply with Part B11 Development in laneways nominated for widening.

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

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

*If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.*
Clarification: number of storeys for the envelope at corner of Anzac Parade and Mason Street is 3 to 6 storeys (not 7 as indicated on this diagram).
3.2.5 Block 5

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Seven storeys</td>
</tr>
<tr>
<td>Alma Rd and Boyce Rd</td>
<td>Five storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Building use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Pde</td>
<td>Two levels of retail/commercial; residential above</td>
</tr>
<tr>
<td>Alma Rd &amp; Boyce Rd</td>
<td>One level of retail/commercial; residential above (home office uses encouraged)</td>
</tr>
</tbody>
</table>

iii) Building Depth

<table>
<thead>
<tr>
<th>Location</th>
<th>Max building depth (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade (southern lots)</td>
<td>18 (15m glass line to glass line)</td>
</tr>
<tr>
<td>Alma Road</td>
<td></td>
</tr>
</tbody>
</table>

iv) Setbacks

<table>
<thead>
<tr>
<th>Front setback</th>
<th>Side setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alma Rd &amp; Boyce Road</td>
<td>Min 3m</td>
</tr>
<tr>
<td>Anzac Parade</td>
<td>0m</td>
</tr>
<tr>
<td>Alma Rd &amp; Boyce Road</td>
<td>Min 3m to lots outside centre boundary; 0m to lots fronting Anzac Parade</td>
</tr>
</tbody>
</table>

Rear setback

- All lots min 6m

v) Deep Soil Zone

<table>
<thead>
<tr>
<th>Location</th>
<th>Deep soil</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Min 1.5m wide deep soil tree planting strip along rear boundary</td>
</tr>
<tr>
<td>Alma Rd &amp; Boyce Road</td>
<td>Min 6m wide deep soil zone along rear boundary with substantial tree planting</td>
</tr>
</tbody>
</table>

vi) Vehicle Access and road widening

- All lots fronting Anzac Parade are required to provide access via a minimum 6m wide rear right of carriageway.
- Road widening: lots on Alma Road are to comply with Part B11 Development in laneways nominated for widening.

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

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

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
3.2.6 Block 6

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

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building Envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maroubra Mall (Pacific Sq) site</td>
<td>Consistent with approved DA</td>
</tr>
<tr>
<td>Maroubra Road</td>
<td>Six storeys</td>
</tr>
<tr>
<td>Glenfield Street</td>
<td>Five storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Building use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Pde</td>
<td>Two levels retail/commercial; residential above</td>
</tr>
<tr>
<td>Maroubra Rd</td>
<td>Between Anzac Pde and Bruce Bennetts Pl: Two levels retail/commercial; residential above</td>
</tr>
<tr>
<td>Maroubra Rd</td>
<td>Between Bruce Bennetts Pl and Hannan St: All floors residential</td>
</tr>
<tr>
<td>Bruce Bennetts Pl, Hannan St, Glenfield St</td>
<td>All floors residential</td>
</tr>
</tbody>
</table>

iii) Building Depth

<table>
<thead>
<tr>
<th>Location</th>
<th>Max building depth (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- West of Bruce Bennetts Pl (all uses)</td>
<td>22 (18m glass line to glass line)</td>
</tr>
</tbody>
</table>

iv) Setbacks

<table>
<thead>
<tr>
<th>Front setback</th>
<th>Setback (Min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Maroubra Rd, Bruce Bennetts Pl</td>
<td>0m</td>
</tr>
<tr>
<td>- Hannan St, Glenfield St</td>
<td>3m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Side setback</th>
<th>Setback (Min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Maroubra Rd, Bruce Bennetts Pl</td>
<td>0m</td>
</tr>
<tr>
<td>- Hannan St, Glenfield St</td>
<td>1.5m; 0m with existing strata title lots</td>
</tr>
</tbody>
</table>

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

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

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
Rear setback
- Lots fronting Hannan St: 6m

v) Deep Soil Zone
Location | Deep soil
- Hannan St: Min 6m wide deep soil zone along rear boundary with substantial tree planting

vi) Road widening
- Road widening: lots on Glanfield Street are to comply with Part B11 Development in laneways nominated for widening.

Block 6
3.2.7 Block 7

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Seven storeys</td>
</tr>
<tr>
<td>Secondary Streets</td>
<td>Three to six storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Building use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Pde, Secondary streets</td>
<td>Two levels of retail/commercial; residential above (home office uses encouraged)</td>
</tr>
<tr>
<td>Secondary streets</td>
<td>One level of retail/commercial; residential above</td>
</tr>
</tbody>
</table>

iii) Building Depth

<table>
<thead>
<tr>
<th>Location</th>
<th>Max building depth (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boyce Rd, Green &amp; Garden Sts (commercial/retail uses)</td>
<td>18 (16m glass line to glass line)</td>
</tr>
<tr>
<td>Boyce Rd, Green &amp; Garden Sts (residential uses)</td>
<td>18 (15m glass line to glass line)</td>
</tr>
<tr>
<td>Green St (additional envelope if amalgamation occurs)</td>
<td>15 (12m glass line to glass line)</td>
</tr>
</tbody>
</table>

iv) Setbacks

<table>
<thead>
<tr>
<th>Front setback</th>
<th>Min 3m</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Boyce Road</td>
<td></td>
</tr>
<tr>
<td>- Green Street</td>
<td>Min 2m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Side setback</th>
<th>0m</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Anzac Parade</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rear setback</th>
<th>Min 10m</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Anzac Parade</td>
<td></td>
</tr>
<tr>
<td>- Garden Street</td>
<td>Min 6m</td>
</tr>
</tbody>
</table>

v) Deep Soil Zone

<table>
<thead>
<tr>
<th>Location</th>
<th>Deep soil/ open space</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Anzac Pde</td>
<td>Min 1.5m wide deep soil tree planting strip along rear boundary</td>
</tr>
</tbody>
</table>

vi) Vehicle Access and road widening

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

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
- Lots with frontage to both Boyce Road and Green Street are to provide vehicular access via Boyce Road only.
- Road widening: lots on Green Street are to comply with Part B11 Development in laneways nominated for widening.

Block 7
3.2.8 Block 8

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Seven storeys</td>
</tr>
<tr>
<td>Maroubra Rd</td>
<td>Six storeys</td>
</tr>
<tr>
<td>Green and Garden St</td>
<td>Five to six storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Building use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Pde, Maroubra Rd</td>
<td>Two levels of retail/commercial; residential above</td>
</tr>
<tr>
<td>Green Street</td>
<td>One level of retail/commercial; residential above</td>
</tr>
</tbody>
</table>

iii) Building Depth

<table>
<thead>
<tr>
<th>Location</th>
<th>Max building depth (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade (excl Dudleys cnr)</td>
<td>As set by 10m rear setback</td>
</tr>
<tr>
<td>Maroubra Road and Green St (middle sites)</td>
<td>22 (18m glass line to glass line)</td>
</tr>
<tr>
<td>Maroubra Rd &amp; Green St (end sites)</td>
<td>18 (15m glass line to glass line)</td>
</tr>
<tr>
<td>Garden St and Anzac Pde</td>
<td></td>
</tr>
</tbody>
</table>

iv) Setbacks

<table>
<thead>
<tr>
<th>Front setback</th>
<th>Side setback</th>
<th>Rear setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garden St</td>
<td>0m</td>
<td>1.5m from existing strata buildings</td>
</tr>
<tr>
<td>Green Street</td>
<td>Min 2m</td>
<td>0m</td>
</tr>
<tr>
<td>Anzac Parade</td>
<td></td>
<td>Min 10m</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Deep soil/ open space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Min 1.5m wide deep soil tree planting strip along rear boundary</td>
</tr>
<tr>
<td>Lots fronting secondary streets</td>
<td>Substantial tree planting in the middle of the lot is required</td>
</tr>
</tbody>
</table>

vi) Vehicle Access and road widening

- Lots fronting Anzac Parade are to provide vehicular access via a minimum 6m wide rear right of carriageway.
- Road widening: lots on Green Street are to comply with Part B11 Development in laneways nominated for widening.

Block 8
3.2.9 Block 9

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maroubra Rd</td>
<td>Six storeys</td>
</tr>
<tr>
<td>Ferguson &amp; Robey Sts</td>
<td>Five storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Building use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maroubra Rd</td>
<td>Two levels of commercial; residential above</td>
</tr>
<tr>
<td>Robey and Ferguson Sts</td>
<td>One level of commercial; residential above (home office uses encouraged)</td>
</tr>
</tbody>
</table>

iii) Building Depth

<table>
<thead>
<tr>
<th>Location</th>
<th>Max building depth (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robey &amp; Ferguson Sts</td>
<td>18m (15m glass line to glass line)</td>
</tr>
</tbody>
</table>

iv) Setbacks

<table>
<thead>
<tr>
<th>Location</th>
<th>Front setback</th>
<th>Side setback</th>
<th>Rear setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robey &amp; Ferguson Sts</td>
<td>Min 3m</td>
<td>0m</td>
<td>Min 1.5m</td>
</tr>
<tr>
<td>Maroubra Rd</td>
<td></td>
<td>0m</td>
<td>Min 10m</td>
</tr>
<tr>
<td>Robey &amp; Ferguson Sts</td>
<td></td>
<td>Min 1.5m</td>
<td>Min 6m</td>
</tr>
</tbody>
</table>

v) Deep Soil Zone

<table>
<thead>
<tr>
<th>Location</th>
<th>Deep soil/ open space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maroubra Road</td>
<td>Min 1.5m wide deep soil tree planting strip along rear boundary</td>
</tr>
</tbody>
</table>

vi) Vehicle Access and road widening

- Lots fronting Maroubra Road are to provide vehicular access via a minimum 6m wide rear right of carriageway.
- Road widening: lots on Ferguson Street are to comply with Part B11 Development in laneways nominated for widening.

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

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
Block 9

Existing plan

Building envelope plan

3D view of building envelopes

Key
- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- 9 storeys and above
- town centre boundary
- proposed building envelope
- proposed building envelope if amalgamation occurs
- preferred development parcel
- deep soil zone
- open space
- strata titled buildings unlikely to change/approved DAs (3D)
- proposed buildings (3D)
- buildings outside town centre (3D)
3.2.10 Block 10

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Five to seven storeys, stepping down to three storeys adjacent to heritage buildings</td>
</tr>
<tr>
<td>Ferguson Street</td>
<td>Three to five storeys</td>
</tr>
<tr>
<td>Cnr Maroubra Rd/Anzac Pde</td>
<td>Six storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

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

iii) Building Depth

<table>
<thead>
<tr>
<th>Location</th>
<th>Max building depth (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Pde (residential uses)</td>
<td>22 (18m glass line to glass line)</td>
</tr>
<tr>
<td>Anzac Pde – (commercial)</td>
<td>22 (20m glass line to glass line)</td>
</tr>
<tr>
<td>Ferguson Street</td>
<td>15m (12m glass line to glass line)</td>
</tr>
</tbody>
</table>

iv) Setbacks

<table>
<thead>
<tr>
<th>Front setback</th>
<th>Side setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ferguson Street</td>
<td>Min 3m</td>
</tr>
<tr>
<td>Anzac Pde,</td>
<td>0m</td>
</tr>
<tr>
<td>Maroubra Rd</td>
<td>Min 3m from existing strata title buildings and heritage building at southern end of the block</td>
</tr>
<tr>
<td>Ferguson St</td>
<td>0m (Min 1.5m from boundary of heritage building if amalgamation does not occur with adjacent property)</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Deep soil</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maroubra Road</td>
<td>Min 1.5m wide deep soil tree planting strip along rear boundary</td>
</tr>
</tbody>
</table>

vi) **Vehicle Access and road widening**

- Road widening: lots on Ferguson Street are to comply with Part B11 Development in laneways nominated for widening.

Block 10
3.2.11 Block 11

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Seven storeys</td>
</tr>
<tr>
<td>Maroubra Rd</td>
<td>Six storeys</td>
</tr>
<tr>
<td>Cnr Anzac Pde/Maroubra Rd</td>
<td>Eight storeys (to reinforce the importance of the junction)</td>
</tr>
<tr>
<td>Garden St, Garden Lane</td>
<td>Three storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Building use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Pde, Maroubra Rd</td>
<td>Two levels of commercial; residential above</td>
</tr>
<tr>
<td>Garden St/Garden Lane</td>
<td>One level of commercial; residential above (home office uses encouraged)</td>
</tr>
</tbody>
</table>

iii) Building Depth

<table>
<thead>
<tr>
<th>Location</th>
<th>Max building depth (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Pde/Garden Lane</td>
<td>12m - 10m glass line to glass line</td>
</tr>
<tr>
<td>- Commercial/retail uses</td>
<td>- 9m glass line to glass line - Residential uses</td>
</tr>
<tr>
<td>Maroubra Road</td>
<td>18m - 16m glass line to glass line</td>
</tr>
<tr>
<td>- Commercial/retail</td>
<td>- 15m glass line to glass line</td>
</tr>
<tr>
<td>Maroubra Road, Garden St</td>
<td>- 15m glass line to glass line</td>
</tr>
<tr>
<td>- Residential uses</td>
<td>- Commercial/retail uses</td>
</tr>
<tr>
<td>Garden Street</td>
<td>15m - 13m glass line to glass line</td>
</tr>
<tr>
<td>- Commercial/retail uses</td>
<td>- Residential uses</td>
</tr>
</tbody>
</table>

iv) Setbacks

| Front setback | Min 3m |
| Side setback | 0m |

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

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
3.2.12 Block 12

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

Objectives

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

Controls

i) Building Envelope Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Building envelopes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Parade</td>
<td>Five storeys</td>
</tr>
<tr>
<td>Garden &amp; Byng Lanes</td>
<td>Three storeys</td>
</tr>
</tbody>
</table>

ii) Building Use

<table>
<thead>
<tr>
<th>Location</th>
<th>Building use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anzac Pde</td>
<td>One level of commercial; residential above</td>
</tr>
<tr>
<td>Haig St, Byng &amp; Garden Lanes</td>
<td>One level of commercial; residential above (home office uses encouraged)</td>
</tr>
</tbody>
</table>

iii) Building Depth

<table>
<thead>
<tr>
<th>Location</th>
<th>Max building depth (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garden &amp; Byng Lanes</td>
<td>18m max overall</td>
</tr>
<tr>
<td>- commercial/retail uses</td>
<td>- 16m glass line to glass line</td>
</tr>
<tr>
<td>- residential uses</td>
<td>- 15m glass line to glass line</td>
</tr>
</tbody>
</table>

iv) Setbacks

<table>
<thead>
<tr>
<th>Location</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front setback</td>
<td></td>
</tr>
<tr>
<td>- Haig St, Garden &amp; Byng Lanes</td>
<td>Min 3m</td>
</tr>
<tr>
<td>Side setback</td>
<td></td>
</tr>
<tr>
<td>- Anzac Parade</td>
<td>0m</td>
</tr>
</tbody>
</table>

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

In addition to the setback requirements in the table, the requirements in 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in 3.1.6 override the maximum building envelope.
Block 12

3D view of building envelopes

Key
- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- 9 storeys and above
- town centre boundary
- proposed building envelope
- proposed building envelope if amalgamation occurs
- preferred development parcel
- deep soil zone
- open space
- strata titled buildings unlikely to change/approved DAs (3D)
- proposed buildings (3D)
- buildings outside town centre (3D)
4 Design Controls

Using the Design Controls

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

Objectives

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

Controls

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

4.1 Site Design

4.1.1 Deep soil zones

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

Objectives

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

Controls

i) As a minimum, deep soil zones are to be provided wherever indicated in the Block-by-Block Controls, and are to be considered for all development.

ii) Deep soil zones should accommodate existing mature trees, as well as allowing for the planting of trees/shrubs that will grow to be mature trees.

iii) Deep soil zones are to have a pervious surface

iv) Deep soil zones are not to be built upon or have underground carparking areas underneath.
4.1.2 Fences and walls

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

Objectives

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

Controls

i) Private and public domain are to be clearly defined by fences and walls which provide privacy and security whilst not eliminating views, outlook, light and air.

ii) Fences are to contribute to the amenity, beauty and useability of private and communal open spaces by incorporating design elements such as benches/seats, planter boxes, pergolas and trellises, barbeques, water features etc.

iii) The amenity of the public domain is to be retained and enhanced by:
   - avoiding the use of continuous blank walls at street level
   - using planting to soften the edges of any raised terraces to the street, such as over sub-basement car parking, and reduce their apparent scale

iv) Fences are to be a maximum height of 1.2 metres. Variations may be permitted dependant upon the context, siting, safety, privacy and design of the building.

v) Fences and retaining walls are to be detailed on the DA plans and elevations accompanying the DA.

4.1.3 Landscape design

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

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

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

Controls

i) Ensure that landscape design:
- relates to the street planting and the streetscape
- can be easily maintained

ii) Developments are to contribute to streetscape and public domain through landscaping which visually softens the bulk of large developments.

iii) Ensure amenity of private and communal open spaces by:
- providing shade from the sun and shelter from wind (via trees, landscaping, structures etc)
- providing accessible routes through the space and between buildings

iv) Use landscape design to improve the energy and solar efficiency of apartments and the microclimate of open spaces by:
- using trees appropriately so as not to cast a shadow over solar collectors at any time of the year
- using varying heights of trees/shrubs to shade walls and windows where necessary
- locating pergolas on balconies and courtyards to create shaded areas in summer

v) Mulching and multi-storey planting is encouraged.

4.1.4 Open Space

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

The primary function of open space is to provide amenity through:
- landscape design
- daylight access
- visual privacy
- opportunities for recreation and social activities
- water cycle management

Objectives

- To provide an area on site that enables soft landscaping and deep soil planting.
- To ensure that communal open space is consolidated and...
designed to be useable and attractive.
- To provide a pleasant outlook.
- To provide residents with passive and active recreational opportunities.

Controls

Communal Open Space
i) 25% of the total site area is to be communal open space.

ii) Communal open space is to:
   - be located so that it forms a focus of the development and provides a landscape buffer between buildings
   - provide a pleasant outlook
   - be located so that solar access is maximised
   - be consolidated into useable areas
   - demonstrate that its size and dimensions allow for variety of uses, including active and passive recreation.

iii) Communal open space may be provided on a podium or roof(s).

iv) Communal open space design, is to provide shelter from wind.

v) Communal open space is to provide environmental benefits including habitat for native fauna, native vegetation and mature trees, and rainwater percolation.

vi) Ventilation duct outlets from basement car parks are to be carefully located.

vii) External areas for clothes drying, screened from the public domain, are to be provided. These should be located so they receive sunlight.

Private Open Space

viii) All dwellings are to have access to a private, useable, functional area of open space directly accessible from the main living area.

ix) Private open space of apartments at ground level, or similar space on a structure, (such as on a podium over a car park), is to have a minimum area of 25m², and a minimum dimension in one direction of 4 metres.

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

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

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

Objectives

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

Performance Criteria

i) Plant growth is to be optimised by:
   - providing soil depth, volume and area appropriate to the size of the plants selected,
   - providing appropriate soil conditions and irrigation methods
   - providing appropriate drainage.

ii) Planters are to be suitable for plant selection and achievement of maximum mature plant growth

iii) Planters are to accommodate the largest volume of soil possible [minimum soil depths will vary depending on the size of the plant - refer to iv. below]

iv) Minimum soil depths are to be increased in accordance with:
   - the mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass
   - the level of landscape management, including frequency of irrigation, anchorage requirements of large and medium trees, soil type and quality.

v) Minimum soil depths are to be provided as follows:

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

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

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

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

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

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

Objective

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

Controls

i) Development of or in proximity to a heritage item shall comply with the requirements of Section B2: Heritage

ii) Developments within proximity of heritage items are to be appropriate in scale, proportion and materials to these items and their context.

iii) Developments near heritage items are to reflect and relate to, but not replicate or reproduce the heritage item.

4.2 Site Access

4.2.1 Parking

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

Objectives

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

Controls

i) Car parking provision is to be in accordance with Section B7: Transport, Traffic, Parking and Access.

ii) Parking is to be accommodated underground where possible.

iii) Basement and sub-basement car parking areas are not to be located on the primary street frontage as indicated in the section diagram (below right).
iv) Basement and sub-basement car parking areas are to have natural ventilation where possible.

v) Ventilation grilles or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development.

vi) Safe and secure access is to be provided for building users, including direct access to residential apartments.

vii) A logical and efficient structural grid is to be provided. There may be a larger floor area for basement car parking than for upper floors above ground.

viii) Where above ground enclosed parking cannot be avoided, the car park (including vehicle entries) must be integrated into the overall façade design of the building. The car park must not be located on the street frontage.

ix) Sub-basement car parking is to be not more than 1.2m above existing ground level.

x) Podiums above basement or sub basement car parks are to be landscaped as private or communal open space.

xi) The impact of on-grade car parking is to be minimised by:
   - locating parking on the side or rear of the lot away from street frontage;
   - screening cars from view of streets and buildings;
   - allowing for safe and direct access to building entry points;
   - incorporating car parking into the landscape design of the site (considerations include: vegetation between parking bays to ameliorate views, selection of paving material and screening from communal and private open space areas).

4.2.2 Pedestrian Access

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

Objectives

- To promote development which is well connected to the street and contributes to the accessibility of the public domain.

- To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their apartment and use communal areas via minimum grade ramps, paths, accessways or lifts.
Controls

i) High quality safe and accessible routes are to be provided to public and semi-public areas of the building and the site, including shopfronts, major entries, lobbies, communal open spaces, site facilities, parking areas, public streets and internal roads.

ii) Equity is to be promoted by:
- ensuring that the main building entrance for apartments is accessible for all from the street and from car parking areas.
- integrating ramps into the overall building and landscape design.

iii) Ground floor apartments are to be designed to be accessible from the street, where possible.

iv) The number of accessible and adaptable apartments in a building is to be maximised.

v) Pedestrian accessways and vehicle accessways are to be separate and clearly distinguishable.

vi) The provision of public through-site pedestrian accessways is to be considered in large development sites.

vii) Pedestrian access from the street and car parking area to the apartment entrance, are to be clearly identified on the DA plans.

viii) The accessibility standard set out in Australian Standard AS 1428 (parts 1 and 2), is to be followed as a minimum.

ix) Barrier-free access is to be provided to and within at least 1 in 15 dwellings in all development.

4.2.3 Vehicle Access

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

Objectives

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

Controls

i) Vehicular access is not permitted from Anzac Parade or Maroubra Road for new developments. Vehicular access to sites fronting these roads is to be provided from secondary...
streets or via 6m (minimum) wide rights-of-carriageways running parallel to their rear boundaries, where identified on the block-by-block diagrams.

ii) Basement carpark access must comply with the requirements of B8: Water Management.

iii) Potential pedestrian/vehicle conflict is to be minimised by:
- limiting the width and number of vehicle access points (whilst complying with the relevant Australian Standards)
- ensuring clear sight lines at pedestrian and vehicle crossings
- utilising traffic calming devices
- separating and clearly distinguishing between pedestrian and vehicular accessways.

iv) Adequate separation distances are required between vehicular entries and street intersections.

v) Active street frontages are to be optimised by consolidating vehicle access within sites under single body corporate ownership.

vi) The appearance of car parking and service vehicle entries are to be improved by:
- screening and locating garbage collection, loading and servicing areas away from the street
- recessing car park entries from the main façade line;
- avoiding black holes in the façade by providing security doors to car park entries;
- where doors are not provided, ensuring that the visible interior of the car park is incorporated into the façade design and material selection and that building services pipes and ducts are concealed;
- continuing the façade material into the car park entry recess for the extent visible from the street.

vii) The width of driveways is to comply with the relevant Australian Standards.

4.3 Site Amenity

4.3.1 Building Entry

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

Objectives

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

i) Building entries are to be:
- oriented to, and clearly visible from the street
- convenient for pedestrians; and
- a clearly identifiable element of the building in the street.

ii) Building entries must be designed to provide equal access to all people.

iii) Safe and secure access is to be provided by:
- avoiding ambiguous spaces in entry areas;
- providing a clear line of sight between one circulation space and the next;
- providing sheltered, well lit and highly visible spaces for building entry and for the collection of mail.

iv) Separate entries from the street are to be provided for:
- pedestrians and cars;
- different uses (for example, for residential and commercial users in a mixed-use development);
- ground floor apartments.

v) Entries, lifts and their associated circulation space are to be of an adequate size to allow movement of furniture between public and private spaces.

4.3.2 Visual Privacy

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

Privacy is influenced by factors such as:
- the nature of activities in areas;
- the times and frequency of use of the spaces;
- occupants’ ability to control overlooking with screening devices.

Objectives

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

Controls

i) New development is to be located and oriented to maximise visual privacy between buildings on site and adjacent buildings by providing adequate:
- building separation (refer to 3.1.6); and
- rear and site setbacks (refer to 3.1.8 and 3.1.9)

ii) Building layouts are to be designed such that direct overlooking of rooms and private open spaces is minimised in apartments by:
- separating communal open space, common areas and access routes from windows of rooms, particularly habitable rooms;
- changing the level between ground floor apartments (including their associated private open space), and the public domain or communal open space.

iii) Building and site design are to increase privacy without compromising access to light and air through:
- offsetting windows of apartments in new development to windows in adjacent development;
- recessing balconies and/or providing vertical fins between adjacent balconies;
- using solid or semi-solid balustrades to balconies;
- using louvres or screen panels to windows and/or balconies;
- providing appropriate fencing;
- providing landscape screening;
- incorporating planter boxes into walls or balustrades to increase the visual separation between areas;
- utilising pergolas or shading devices to limit overlooking of lower apartments or private open space.

4.3.3 Safety and Security

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

Objectives

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

Controls

i) The development boundary should clearly define public and private space through one or more of the following:
- a level change at the site and/or building threshold
- signs
- entry awnings
- fences, walls and gates
- change of material in paving between the street and the development.

ii) Casual surveillance opportunities should be provided by:
- orienting living areas with views over public or communal open spaces
- providing clear lines of sight between building entrances, foyers and the street
- using bay windows and balconies, which protrude beyond the building line and enable a wider angle of vision to the street
- using corner windows, which provide oblique views of the street

Locating circulation cores at the internal corners of buildings can improve separation and privacy between apartments.
- providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.

iii) Opportunities for concealment are to be minimised by:
- avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor car parks, along corridors and walkways
- providing well-lit routes throughout the development
- providing appropriate levels of illumination for all common areas
- providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.

iv) Access to the development is to be controlled by:
- making apartments inaccessible from the balconies, roofs and windows of neighbouring buildings
- separating the residential car parking component from any other building use
- providing direct access from car parks to apartment lobbies for residents
- providing separate access for residents in mixed use buildings
- controlling car park access from public and common areas.

v) A formal crime risk assessment, consistent with the Crime Prevention and the Assessment of DAs guidelines, is to be carried out for all residential developments of 20 or more new dwellings.

4.4 Building Configuration

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

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

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

<table>
<thead>
<tr>
<th>Apartment size</th>
<th>Minimum area</th>
</tr>
</thead>
<tbody>
<tr>
<td>- studio apartment</td>
<td>40m²</td>
</tr>
<tr>
<td>- 1 bedroom apartment</td>
<td>50m²</td>
</tr>
<tr>
<td>- 2 bedroom apartment</td>
<td>80m²</td>
</tr>
<tr>
<td>- 3 bedroom apartment</td>
<td>125m²</td>
</tr>
</tbody>
</table>

For each additional bedroom above 3 bedrooms, an additional 20m² is required.
ii) Single-aspect apartments are to have a maximum depth of 8 metres.

iii) The back of a kitchen should be no more than eight metres from a window.

iv) The width of cross-over or cross-through apartments over 15 metres deep is to be 4 metres or greater to avoid deep narrow apartment layouts.

v) Apartment layouts must be designed to
- provide appropriate room size for their use
- accommodate a variety of furniture arrangements
- provide for a range of activities and privacy levels between different spaces within the apartment
- incorporate flexible room sizes and proportions or open plans
- provide adequate window locations and sizes appropriate for their use
- ensure circulation by stairs, corridors and through rooms is planned as efficiently as possible thereby increasing the amount of floor space in rooms.

vi) Apartment layouts are to be designed to respond to the natural environment and optimise site opportunities by:
- locating the primary private open space (e.g. balcony, terrace, courtyard or garden) adjacent to the main living area
- orienting main living spaces toward the primary outlook and aspect and away from neighbouring noise sources or windows
- locating habitable rooms, and where possible kitchens and bathrooms, on the external face of the buildings thereby maximising the number of rooms with windows
- maximising opportunities to facilitate natural ventilation and to maximise natural daylight, for example by providing:
  - corner apartments
  - cross-over or cross-through apartments
  - split-level or maisonette apartments
  - shallow, single-aspect apartments
Examples of different apartment configurations
Note: Apartment configuration is to be designed in response to the attributes of the site identified in the site analysis diagram (such as orientation, winds, relationship to adjoining development).
4.4.2 Apartment Mix

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

Objectives

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

Controls

i) A mix of studio, one, two, and three or more bedroom apartments is to be provided.

ii) The number of accessible and adaptable apartments is to be optimised to cater for a wider range of occupants.

iii) The possibility of flexible apartment configurations is to be investigated, which supports change in the future.

4.4.3 Balconies

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

Objectives

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

Controls

i) Each apartment is to have at least one primary balcony.

ii) Primary balconies are to have a minimum depth of 2.5 metres.
iii) The minimum area of primary balconies is to be as follows:

<table>
<thead>
<tr>
<th>Apartment type</th>
<th>Min area of primary balcony</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio and 1 bedroom</td>
<td>6m²</td>
</tr>
<tr>
<td>2 and 3 bedrooms</td>
<td>10m²</td>
</tr>
<tr>
<td>4 or more bedrooms</td>
<td>15m²</td>
</tr>
</tbody>
</table>

iv) Primary balconies are to be:
- located adjacent to the main living areas (such as living room, dining room, kitchen) to extend the living space; and
- sufficiently large and well proportioned to be functional and promote indoor/outdoor living (a dining table and two to four chairs should fit on the majority of balconies in any development. Consideration should be given to supplying a tap and gas point).

v) Additional amenity and choice is to be provided in the following situations, via secondary balconies (including Juliet balconies or operable walls with balustrades):
- in larger apartments
- adjacent to bedrooms.

vi) Balconies are to be detailed and designed in response to the local climate and site context. This may be achieved by:
- locating balconies facing predominantly north, east or west to provide solar access
- utilising sun screens, pergolas, shutters and operable walls to control sunlight and wind
- providing balconies with moveable screens, Juliet balconies or sliding doors with a balustrade in locations where noise or high winds prohibit other solutions (such as on busy roads or in tower buildings);
- the use of cantilevered, partially cantilevered and/or recessed balconies in response to daylight, wind, acoustic privacy and visual privacy
- ensuring that balconies do not prevent sunlight entering apartments adjacent or below.

vii) Balustrades are to be designed to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include: detailing balustrades using a proportion of solid to transparent materials to address privacy, sight lines from the street, public domain or adjacent development (note: full glass balustrades do not provide privacy for the balcony or apartment interior, especially at night and are to be avoided).

4.4.4 Ceiling Heights

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

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

Controls

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

<table>
<thead>
<tr>
<th>Floor</th>
<th>Minimum Ceiling Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground</td>
<td>3.6m</td>
</tr>
<tr>
<td>First floor</td>
<td>3.3m *</td>
</tr>
<tr>
<td>All floors above first floor</td>
<td>2.7m</td>
</tr>
</tbody>
</table>

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

ii) Ceilings are to:
- enable better proportioned rooms (for example, smaller rooms often feel larger and more spacious when ceilings are higher)
- maximise heights in habitable rooms by stacking wet areas from floor to floor (ensuring that services and their bulkheads are located above bathroom and storage areas rather than habitable spaces)
- reduce reliance on air conditioning by promoting the use of ceiling fans for cooling and heating distribution.

iii) Better access to natural light is to be facilitated by using ceiling heights which
- promote the use of taller windows, highlight windows and fan lights (this is particularly important for apartments with limited light access, such as ground floor units and apartments with deep floor plans)
- enhance the effectiveness of light shelves in providing daylight into deep interiors.

iv) Ceiling heights are to be designed to promote building flexibility over time for a range of other uses, including retail or commercial, where appropriate.

v) Double height spaces with mezzanines are to be counted as two storeys.

4.4.5 Corner Buildings

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

Objective

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

Controls

i) Buildings are to align and reflect the corner conditions. This is to:

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

This corner building owing to its alignment to both streets, helps pedestrians to place themselves relative to the two roads it addresses
- accentuate the topography
- clarify the street hierarchy; and
- reinforce the spatial relationships.

ii) Corner buildings are to reflect the architecture, hierarchy and characteristics of the streets they address.

4.4.6 Flexibility

Flexible apartment design ensures that buildings can accommodate a wider range of inhabitants and their changing lifestyle needs, such as:
- changes in household structure (single, couple, family, extended family)
- home/office arrangements;
- changing mobility and access needs, including those of the elderly or young children in prams; and
- future changes in use such as a change from residential floors to commercial office space.

Objectives

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

Controls

i) Building configurations are to utilise multiple entries and circulation cores, especially in larger buildings over 15 metres in length.

ii) Buildings are to be designed to accommodate future change in building use or configuration by incorporating:
- slim building cross sections (suitable for both residential and commercial uses a mix of apartment types);
- separate entries for the ground floor level and the upper levels;
- aligning structural walls, columns and services cores throughout the building;
- knock-out panels between apartments to allow two adjacent apartments to be amalgamated; and
- minimising internal structural walls.

iii) Apartment layouts are to be designed to accommodate flexibility in room use through:
- adequate room sizes or open-plan apartments, which provide a variety of furniture layout opportunities;
- dual master-bedroom apartments, which can support two independent adults living together or a live/work situation;
- incorporate flexible room sizes.

iv) A minimum of 10% of all ground floor apartments are to comply with AS4299-1995 Adaptable House Class A.

v) A minimum of 10% of all ground floor apartments are to comply with AS4299-1995 Adaptable House Class C.
vi) All commercial/retail components of mixed use buildings are to comply with Australian Standards AS1428-2001.

4.4.7 Ground Floor Apartments

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

Objectives

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

Controls

i) Housing choice is to be promoted by
   - maximising the number of accessible apartments on the ground floor
   - designing ground floor apartments to accommodate a change of use, such as a corner shop or home office accessible from the street.

ii) Where no front setback is required, privacy and safety of ground floor units is to be ensured by
   - stepping up the ground floor from the level of the footpath (to a maximum of 1.2 metres)
   - designing balustrades and window sill heights to minimise sight lines into apartments
   - ensuring safety bars or screens are integrated into the overall building design and detailing.

iii) Solar access to ground floor units is to be increased by:
   - providing higher ceilings and taller windows; and
   - use of deciduous trees and shrubs which allow solar access in winter and shade in summer.

iv) Ground floor apartments are to have direct access to private open space, preferably a terrace or garden, which should contribute to the character of the street while maintaining adequate privacy for apartment occupants.

4.4.8 Home Offices

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

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

Controls

i) Home offices are to have no traffic or parking implications on the neighbourhood/street.

ii) Home offices are to minimise conflict with domestic activities.

iii) Home offices are to have the flexibility of being able to convert to become part of the residence.

iv) Home offices are to have a clearly identifiable area, ideally designed to be able to be closed-off from the rest of the dwelling for purposes of safety, security and privacy.

v) The work activity is not to interfere with the amenity of the neighbourhood by reason of emission of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste, water, waste products, grit, oil, or otherwise.

vi) Home offices are to have:
- adequate storage areas,
- a mailbox suitable for business mail
- any special utility services needed (eg separate power metering)

vii) Home offices are not to display any goods in a window.

viii) Home offices are not to exhibit any notice, advertisement or sign, other than a notice, sign or advertisement exhibited on the dwelling house or dwelling to indicate the name and occupation only of the resident.

4.4.9 Internal Circulation

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

Objectives

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

Controls

i) Optimise safety and security by grouping apartments to a maximum of ten (10) around a common lobby. Council may consider a variation in the maximum number of apartments per floor where the Applicant can demonstrate that a high level of amenity of the common lobby, corridors and apartments is achieved (for example through light wells).

ii) Where apartments are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor is to be limited to eight.

iii) Amenity and safety in circulation spaces is to be increased by:
- providing generous corridor widths and ceiling heights, particularly in lobbies, outside lifts and apartment entry doors
- providing appropriate levels of lighting, including the use of natural daylight, where possible
- minimising corridor lengths to give short, clear sight lines
- avoiding tight corners
- providing adequate ventilation.

iv) Building layouts are to utilise multiple cores to
- increase the number of entries along a street
- increase the number of vertical circulation points
- give more articulation to the façade
- limit the number of units off a circulation core on a single level.

v) Longer corridors are to be articulated by
- changing the direction or width of a corridor
- utilising a series of foyer areas
- providing windows along or at the end of a corridor.

vi) Durable, low maintenance materials are to be used in common circulation areas. Details of proposed materials are to be provided on DA plans and in the Statement of Environmental Effects.

4.4.10 Storage

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

Objectives

• To provide adequate storage for everyday household items within easy access of the apartment.

• To provide storage for sporting, leisure, fitness and hobby equipment.
Controls

i) Storage is to be located conveniently for apartments.

ii) At least 50% of the required storage within each apartment is to be accessible from either the hall or living area. Storage within apartments is best provided as cupboards accessible from entries and hallways and/or from under internal stairs.

iii) Dedicated storage rooms may be provided on each floor within the development, which can be leased by residents as required.

iv) Storage can be provided in dedicated and/or leasible storage in internal or basement car parks. Where this is provided, it must be contained in fire-safe compartments and must comply with fire regulations.

v) Storage is to be provided to accommodate larger items such as surfing and skiing equipment, bicycles, etc.

vi) Storage which is provided separate from the apartments is to be safe and secure for individual use.

vii) Where basement storage is provided, it must not compromise natural ventilation in car parks.

viii) Additional storage may be provided in smaller apartments in the form of built-in cupboards to promote a more efficient use of small spaces. Details are to be shown on DA plans.

ix) In addition to kitchen cupboards and bedroom wardrobes, accessible storage facilities are to be provided at the following rates as a minimum requirement:

<table>
<thead>
<tr>
<th>Apartment Size</th>
<th>Accessible storage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio apartments</td>
<td>6m³</td>
</tr>
<tr>
<td>One-bedroom apartments</td>
<td>8m³</td>
</tr>
<tr>
<td>Two bedroom apartments</td>
<td>10m³</td>
</tr>
<tr>
<td>Three plus bedroom</td>
<td></td>
</tr>
<tr>
<td>apartments</td>
<td>12m³</td>
</tr>
</tbody>
</table>

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

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

4.5.1 Acoustic Privacy

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

Objective

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

i) All residential buildings are to be constructed so as to achieve the following internal acoustic amenity criteria, when tested in accordance with Australian Standard AS2107: 2000;
- In naturally ventilated residential units; the repeatable maximum LAeq (1hour) should not exceed:
  - 35 dB(A) between 10.00 pm and 7.00 am in sleeping areas when the windows are closed;
  - 45 dB(A) in sleeping areas when windows are open (24 hours);
  - 5 dB(A) in living areas (24 hours) when the windows are closed, and
  - 55 dB(A) in living areas (24 hours) when the windows are open

ii) Where natural ventilation cannot be achieved, in residential units provided with mechanical ventilation, air conditioning or other complying means of ventilation (in accordance with the ventilation requirements of the Building Code Of Australia), when doors and windows are shut, the repeatable maximum LAeq (1hour) should not exceed:
- 38 dB(A) between 10.00 pm and 7.00 am in sleeping areas;
- 46 dB(A) in living areas (24 hours);
- 45 dB(A) in sleeping areas between 7.00 am and 10.00 pm

iii) A noise and vibration assessment report, prepared by an appropriately qualified professional, is to be submitted with DAs, addressing appropriate measures to minimise potential noise and vibration impacts for any proposed development.

  This assessment is to:
  - be prepared having regard to the NSW Environmental Protection Authority’s Industrial Noise Policy, Chapter 174 of the NSW Environmental Protection Authority’s Noise Control Manual and relevant Australian Standards;
  - incorporate external noise sources (such as traffic, plant & equipment) and internal noise sources (such as mechanical ventilation);
  - specify if the findings and recommendations can be achieved and detail the measures needed to achieve the required acoustic environment.

iv) The site and building layout are to maximise acoustic privacy by providing adequate building separation within the development and from neighbouring buildings (refer 3.1.6: Building Separation).

v) Developments are to be designed to minimise noise transition between apartments by:
- locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms next to living rooms, bedrooms with bedrooms
- locating bedrooms away from busy roads and other noise sources
- using storage or circulation zones within the apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas

This apartment layout locates living spaces away from noise sources such as the lift and stairs. Quiet bedrooms are also located separate from main living areas.
- minimising the amount of party (shared) walls with other apartments.

vi) Noise transmission is to be reduced from common corridors or outside the building by providing seals at entry doors.

vii) Conflicts between noise, outlook and views are to be resolved using design measures such as double glazing and operable screening.

viii) Comply with BCA requirements for acoustic control of airborne noise and impact of noise between apartments.

4.5.2 Daylight Access

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

Objectives

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

Guidelines

i) The building configuration is to optimise northern aspect to new residential apartments where possible.

ii) Communal open spaces are to receive sunlight between March and September and appropriate shading is to be provided in summer.

iii) Habitable rooms and private open spaces are to be designed to maximise daylight access, particularly in winter.

iv) Living rooms and private open spaces for at least 70 percent of apartments in a development are to receive a minimum of three hours direct sunlight between 9 am and 3 pm in mid-winter, unless existing overshadowing prevents this.

v) Skylights, clerestory windows and fanlights are to be used to supplement daylight access.

vi) Where daylight access is limited (eg due to orientation or adjoining development), two-storey and mezzanine apartments are encouraged to facilitate daylight access to living rooms and private open spaces.

vii) The depth of single aspect apartments is to be limited to 8 metres.
viii) Living areas are to be located on the northern side, and service areas located on the southern and western sides of the development, as much as possible.

ix) Single storey-single aspect apartments are to have a northerly or north-easterly aspect.

x) The number of south-facing apartments is to be kept to a minimum. Single aspect apartments are not to be oriented to Anzac Parade or Maroubra Road.

xi) Buildings are to be designed for shading and glare control, particularly in summer, by
- using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting, particularly for north and western facing windows
- using high performance glass (note: the use of reflective glass is not permitted).

xii) Lightwells should not be used as a primary source of daylight to habitable rooms.

xiii) Submit shadow diagrams in elevation and plan form prepared by a suitably qualified professional with each DA. Refer to Council’s DA guide for details.

4.5.3 Natural ventilation

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

Objectives

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

Controls

i) Ensure that all apartments are single loaded or dual aspect, to allow the direct flow of air from one side of the apartment to the other.

ii) Development is to utilise natural breezes by
- determining prevailing breezes and orienting buildings to maximise use, where possible
- locating vegetation to direct breezes and cool air as it flows across the site; and
- selecting planting or trees that do not inhibit airflow.
iii) Building layout is to maximise the potential for natural ventilation through
- dual aspect apartments (eg cross through apartments and corner apartments), which allow cross ventilation
- apartment design which draws cool air in at lower levels and allow warm air to escape at higher levels (eg maisonette apartments and two-storey apartments).

iv) The internal layout of apartments is to be designed to promote natural ventilation by:
- minimising interruptions (such as corners and walls) to air flow through an apartment
- grouping rooms with similar usage together, for example, keeping living spaces together and sleeping spaces together (allowing the apartment to be compartmentalised for efficient summer cooling or winter heating).

v) Doors and operable windows are to maximise natural ventilation by:
- locating small windows on the windward side and larger windows on the leeward side of the building (utilising air pressure to draw air through the apartment)
- using higher level casement or sash windows, clerestory windows or operable fanlight windows (including above internal doors) to facilitate convective currents. This is particularly important in apartments with only one aspect; and
- selecting windows which can be reconfigured to funnel breezes into the apartment, such as vertical louvred and casement windows.

vi) Innovative technologies to naturally ventilate internal building areas or rooms such as bathrooms, laundries and underground car parks (eg using stack-effect ventilation or solar chimneys), are to be explored.

vii) Council may consider some double-loaded apartments only if specific site conditions create design difficulties and the applicant can provide appropriate verification/evidence (from suitably qualified professional) that innovative technologies will be employed to achieve natural ventilation.

4.6 Building Form

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

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

Objectives

- To provide shelter for public streets.
- To ensure signs are in keeping with desired streetscape character and with development scale, detail and overall design.

**Controls**

**Awnings**

i) Awnings are to:
   - complement the height, depth and form of the desired character or existing pattern of awnings, and
   - provide sufficient protection from sun and rain.

ii) New awnings are to follow the general alignment of existing awnings in the street and there must be a minimum clearance of 3.5m between the footpath and the underside of the awning.

iii) Awnings must have a minimum setback of 600mm from the kerb.

iv) Continuous awnings are to be provided in busy pedestrian areas.

v) Awnings are to be located over building entries and should help identify the entry point.

vi) Pedestrian safety is to be enhanced by providing under-awning lighting.

**Signs**

i) Signs are to be integrated with the design of the development by responding to scale, proportions and architectural detailing.

ii) Location and space for future signs is to be detailed on DA plans and elevations.

iii) Signs are to provide clear direction for residents and visitors.

iv) Signs on blinds are not permitted.

v) All signs are to comply with State Environmental Planning Policy No 64 - Advertising and Signage and Part F2 Outdoor Advertising and Signage.

**4.6.2 Facades and Articulation**

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

**Objectives**

- To promote high architectural quality in buildings.
- To ensure that new developments define and enhance the public domain and desired street character.
• To ensure that building elements are integrated into the overall building form and façade design.

Controls

i) A satisfactory relationship between the building form and the façade, including building elements, is to be established.

ii) Facades are to have an appropriate scale and proportion, which respond to building use and desired character by:
- defining a base, middle and top related to the overall proportion of the building
- emphasising the vertical elements
- using cornices, a change in materials or building setback to articulate the façade
- expressing the variation in floor to floor height, particularly at the lower levels
- articulating building entries with awnings, porticos, recesses, blade walls and projecting bays
- use of balcony types which respond to the street context, building orientation and residential amenity and to add visual depth to the façade
- using a variety of window types to differentiate building uses
- incorporating architectural features which give human scale to the design of the building at street level (such as porches, awnings, colonnades, pergolas and fences).

iii) Important corners are to be expressed by giving visual prominence to parts of the façade (eg a change in building articulation, material or colour, roof expression or increased height).

iv) Building services such as drainage pipes are to be coordinated and integrated, with the overall façade and balcony design.

v) Security grilles/screens, ventilation louvres and car park entry doors are to be coordinated with the overall façade design.

vi) Grilles and transparent security shutters are to have a minimum of 70% transparency. Solid shutters, screens or grilles are not permitted.

4.6.3 Roof Design

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

Objectives

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

i) Roof design is to be related to the desired built form. Design solutions include articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms.

ii) The roof design, including any parapet, is to relate to the size and scale of the building, the building elevations and 3D building form.

iii) Roofs, particularly on large buildings, are to be articulated to minimise apparent bulk.

iv) Roof design is to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access.

v) Roof design is to relate to the scale of the proposed development. ‘Domestic’ roof forms may not be appropriate on larger buildings.

vi) Service elements (such as lift over-runs, service plants, telecommunications infrastructure, satellite dishes, and vent stacks) are to be incorporated into roof design to minimise visual impact.

vii) Where roofs are used for open space, structures to provide shade and shelter from wind are to be incorporated into the design.

viii) The use of the roof for sustainable functions is to be facilitated by:

- allowing rainwater tanks for water conservation
- orienting surfaces so they are suitable for photovoltaic panels/cells
- allowing for future innovative design solutions, such as water features or green roofs.

4.7 Ecologically sustainable development

4.7.1 Maintenance

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

Objective

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

Controls

i) Windows are to be designed to enable their cleaning from inside the building, where possible.
ii) Manually operated systems, such as blinds, sunshades, pergolas and curtains are to be selected in preference to mechanical systems.

iii) Building maintenance systems are to be incorporated and integrated into the design of the building form, roof and façade.

iv) Durable materials, which are easily cleaned and are graffiti resistant, are to be selected.

v) Appropriate landscape elements and vegetation are to be selected and appropriate irrigation systems are to be provided.

vi) For developments with communal open space, a garden, maintenance and storage area are to be provided, which is efficient and convenient to use and is connected to water and drainage. Details are to be shown on DA plans.
## Glossary

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acoustic privacy</td>
<td>a measure of sound insulation between dwellings and between external and internal spaces</td>
</tr>
<tr>
<td>Accessible housing</td>
<td>housing that is designed and built to accommodate the needs of occupants with mobility impairment (Australian Standard 1428: Design for Access &amp; Mobility Series)</td>
</tr>
<tr>
<td>Adaptable housing</td>
<td>housing that is designed and built to accommodate future changes to suit occupants with mobility impairment or life cycle needs (Australian Standard 4299: Adaptable Housing)</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>housing for low to moderate income households. Affordable housing is usually required to be financially viable based on a ratio of housing costs to income.</td>
</tr>
<tr>
<td>Amenity</td>
<td>the ‘liveability’ or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is important in both the public and private domain and includes the enjoyment of sunlight, views, privacy and quiet.</td>
</tr>
<tr>
<td>Articulation</td>
<td>three dimensional modelling at the periphery of the building, including any changes in facade alignment, balconies, bay windows and sun shading devices</td>
</tr>
<tr>
<td>AS 1428</td>
<td>Australian Standard 1428: Design for Access and Mobility Series</td>
</tr>
<tr>
<td>AS 4299</td>
<td>Australian Standard 4299: Adaptable Housing</td>
</tr>
<tr>
<td>BCA</td>
<td>Building Code of Australia</td>
</tr>
<tr>
<td>Building Envelope</td>
<td>the area within which a building can be built, usually represented in plan and section.</td>
</tr>
<tr>
<td>Build to Line</td>
<td>a front setback expressed as a required distance from the street edge of the building envelope. In urban areas the build to line often corresponds to a zero front setback, to establish a consistent streetscape.</td>
</tr>
<tr>
<td>Building Line</td>
<td>the line formed by the main external face of the building, excluding any balcony or bay window projections</td>
</tr>
<tr>
<td>Building Height</td>
<td>is calculated as the distance measured vertically from the ground level taken from each point on the boundary of the site to the underside of the topmost floor</td>
</tr>
<tr>
<td>Core</td>
<td>vertical circulation (e.g., lift, stairs)</td>
</tr>
<tr>
<td>Cornice</td>
<td>decorative horizontal moulding at the top of a building which &quot;crows&quot; or finishes the external facade.</td>
</tr>
<tr>
<td>Cross over apartments</td>
<td>apartments with two opposite aspects and with a change in level between one side of the building and the other</td>
</tr>
<tr>
<td>Cross through apartments</td>
<td>apartments on one level with two opposite aspects</td>
</tr>
<tr>
<td>Deck</td>
<td>an external platform, usually elevated, located alongside and accessible from an interior space and often made of timber</td>
</tr>
<tr>
<td>Depth or width</td>
<td>measured from inside face of wall to inside face of wall or from inside face of glass to inside face of glass</td>
</tr>
<tr>
<td>Double loaded corridor</td>
<td>corridor with apartments off both sides, generally associated with single aspect apartments</td>
</tr>
<tr>
<td>Dual aspect apartment</td>
<td>apartments which have at least two major external walls facing in different directions, including corner, cross over and cross through apartments</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Façade</td>
<td>the external face of a building</td>
</tr>
<tr>
<td>Glass line</td>
<td>inside face of windows on the external walls of a building</td>
</tr>
<tr>
<td>Ground level</td>
<td>means the level of the site that existed at the appointed day</td>
</tr>
<tr>
<td>Habitable room</td>
<td>any room or area used for normal domestic activities, including living, dining, family, lounge,</td>
</tr>
<tr>
<td></td>
<td>bedrooms, study, kitchen, sun room and play room</td>
</tr>
<tr>
<td>Indigenous plants or animals</td>
<td>a plant or animal species occurring at a place within its historically known natural range and</td>
</tr>
<tr>
<td></td>
<td>forming part of the natural biological diversity of a place</td>
</tr>
<tr>
<td>Internal Courtyard</td>
<td>communal space at ground level or above a structure (eg. podium), formed by the building and</td>
</tr>
<tr>
<td></td>
<td>enclosed</td>
</tr>
<tr>
<td>Juliet balcony</td>
<td>small projecting balcony, generally ornamental or only large enough for one person standing</td>
</tr>
<tr>
<td>Lightwell</td>
<td>a shaft for air or light, enclosed on all sides or which has the potential to be enclosed by</td>
</tr>
<tr>
<td></td>
<td>future adjoining development, and either open to the sky or glazed</td>
</tr>
<tr>
<td>Maisonette apartment</td>
<td>a two-storey apartment, where the storeys are vertically stacked</td>
</tr>
<tr>
<td>Mezzanine</td>
<td>the second storey of an apartment, fully or partially open to a void (double height) space shared</td>
</tr>
<tr>
<td></td>
<td>by both storeys</td>
</tr>
<tr>
<td>Non-habitable room</td>
<td>spaces of a specialised nature not occupied frequently or for extended periods, including bathrooms,</td>
</tr>
<tr>
<td></td>
<td>toilets, pantries, walk-in wardrobes, corridors, lobbies, photographic dark rooms and clothes drying</td>
</tr>
<tr>
<td>On-grade</td>
<td>on ground level (not on a building structure)</td>
</tr>
<tr>
<td>Open plan</td>
<td>apartment layouts where spaces are not divided into discrete rooms, but are open and</td>
</tr>
<tr>
<td></td>
<td>connected to allow flexibility of use (typically living, dining, kitchen and study areas)</td>
</tr>
<tr>
<td>Operable screening device</td>
<td>sliding, folding or retractable elements on a building designed to provide shade, privacy, and</td>
</tr>
<tr>
<td></td>
<td>protection from natural elements</td>
</tr>
<tr>
<td>Operable walls</td>
<td>internal walls which can be moved, for example by sliding, folding, or pivoting, to allow for</td>
</tr>
<tr>
<td></td>
<td>different room configurations</td>
</tr>
<tr>
<td>Parapet</td>
<td>a horizontal low wall or barrier at the edge of a balcony or roof. Often taken to refer to the</td>
</tr>
<tr>
<td></td>
<td>decorative element which establishes the street wall height of heritage buildings (see Cornice)</td>
</tr>
<tr>
<td>Perimeter block development</td>
<td>where buildings are generally aligned to the street, enclosing or partially enclosing an area in</td>
</tr>
<tr>
<td></td>
<td>the middle of the block</td>
</tr>
<tr>
<td>Potable water</td>
<td>water which conforms to Australian Standards for drinking quality</td>
</tr>
<tr>
<td>Private Courtyard</td>
<td>private open space which may be on a structure (eg. podium, parking deck) or at ground level</td>
</tr>
<tr>
<td>SEPP</td>
<td>State Environmental Planning Policy</td>
</tr>
<tr>
<td>Silhouette</td>
<td>a building outline viewed against the sky</td>
</tr>
</tbody>
</table>
## Contents

1 Preliminary ........................................................................................................................................ 2
   1.1 Purpose of this Section .................................................................................................................. 2
   1.2 Land Covered by this section of the DCP ..................................................................................... 2
   1.3 Relationship to other Sections ..................................................................................................... 2
   1.4 How to Use this Section .............................................................................................................. 2

2 Background & Urban Structure ............................................................................................................. 2
   2.1 Region ........................................................................................................................................ 2
   2.2 Randwick City .............................................................................................................................. 2
   2.3 Local .......................................................................................................................................... 2
   2.4 Matraville’s People ...................................................................................................................... 2
   2.5 Heritage .................................................................................................................................... 2
   2.6 Pedestrian and Bicycle Amenity .................................................................................................. 2
   2.7 Public Domain ........................................................................................................................... 2
   2.8 Parks and Public Open Space ....................................................................................................... 2
   2.9 Public Transport ......................................................................................................................... 2
   2.10 Traffic ...................................................................................................................................... 2
   2.11 Local Parking ............................................................................................................................ 2
   2.12 Rear Lanes ................................................................................................................................ 2
   2.3 Desired Future Character ........................................................................................................... 2

3 Development Controls .......................................................................................................................... 2
   3.1 Site Requirements/Amalgamation ................................................................................................. 2
   3.2 Building envelopes ....................................................................................................................... 2
      3.2.1 Footprints ............................................................................................................................... 2
      3.2.2 Heights ................................................................................................................................. 2
      3.2.3 Depth .................................................................................................................................. 2
      3.2.4 Setbacks & Separation ......................................................................................................... 2
      3.2.5 Summary – built form controls .......................................................................................... 2
   3.3 Opportunity Locations .................................................................................................................. 2
      3.3.1 Supermarket ......................................................................................................................... 2
      3.3.2 Pedestrian Connections ....................................................................................................... 2
      3.3.3 Gateway Development ........................................................................................................ 2
      3.3.4 Community Facility ............................................................................................................. 2
      3.3.5 Staged DA – St Agnes School .............................................................................................. 2
      3.3.6 Staged DA – RSL Club ......................................................................................................... 2

4 Building Design ...................................................................................................................................... 2
   4.1 Active Frontages ............................................................................................................................ 2
   4.2 Awnings ..................................................................................................................................... 2
   4.3 Balconies .................................................................................................................................... 2
   4.4 Facades ...................................................................................................................................... 2
   4.5 Materials and Finishes ................................................................................................................. 2
   4.6 Mobility and Access .................................................................................................................... 2
   4.7 Public Art .................................................................................................................................... 2
   4.8 Roof Forms ................................................................................................................................. 2

5 Access .................................................................................................................................................. 2
   5.1 Parking ....................................................................................................................................... 2
   5.2 Vehicle Access ........................................................................................................................... 2
6 Dwelling Design ........................................................................................................................................... 38
   6.1 Apartment Mix ......................................................................................................................................... 38
   6.2 Apartment Size & Layout ..................................................................................................................... 38
   6.3 Home Offices ........................................................................................................................................ 39
   6.4 Internal Circulation - Stairs, Lifts and Corridors ................................................................................... 40
   6.5 Storage .................................................................................................................................................. 40
   6.6 Clothes Drying ..................................................................................................................................... 41

7 Amenity ....................................................................................................................................................... 42
   7.1 Natural Daylight, Overshadowing and Solar Access ............................................................................... 42
   7.2 Natural Ventilation .................................................................................................................................. 43
   7.3 Privacy - Acoustic ................................................................................................................................... 44
   7.4 Privacy - Visual ...................................................................................................................................... 45
   7.5 Safety & Security .................................................................................................................................. 46

8 Site Design .................................................................................................................................................. 47
   8.1 Courtyard Gardens & Other Landscaped Open Space ........................................................................... 47
   8.2 Service and Utilities ............................................................................................................................... 48

Definitions ...................................................................................................................................................... 49
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
Matraville Centre

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.
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.
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:

<table>
<thead>
<tr>
<th>Building height</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sites with a frontage of less than 7 metres</td>
<td>3 storeys</td>
</tr>
<tr>
<td>Building at a laneway edge</td>
<td>3 storeys</td>
</tr>
<tr>
<td>Building at the rear of a lot</td>
<td>3 storeys</td>
</tr>
<tr>
<td>Building at a street edge (minimum frontage 7 metres)</td>
<td>4 storeys</td>
</tr>
</tbody>
</table>

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 18.6 metres to the underside of the topmost ceiling.

| Storey 5: floor to ceiling | 2.7 | 2.9 |
| Ceiling space & floor slab | 0.2 |
| Storey 4: floor to ceiling | 2.7 | 2.9 |
| Ceiling space & floor slab | 0.2 |
| Storey 3: floor to ceiling | 2.7 | 2.9 |
| Ceiling space & floor slab | 0.2 |
| Storey 2: floor to ceiling | 2.7 | 2.9 |
| Ceiling space & floor slab | 0.8 |
| Grd/Storey 1: floor to ceiling | 3.5 | 4.3 |

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.
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:

<table>
<thead>
<tr>
<th>Description</th>
<th>Envelope Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development fronting Bunnerong Road, Beauchamp Road, Daunt Ave, Baird Ave, Perry Street, and Franklin Street</td>
<td>Maximum 16 metres</td>
</tr>
<tr>
<td>Development fronting a lane and development at the rear of a lot</td>
<td>8 metres</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Description</th>
<th>Minimum Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development fronting Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, and Franklin Street:</td>
<td>No setback from the street edge up to and including 4 storeys. 4 metres from the street edge for any storeys higher than 4.</td>
</tr>
<tr>
<td>Corner allotments:</td>
<td>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.</td>
</tr>
<tr>
<td>Development fronting a laneway:</td>
<td>1 metre from the lane edge.</td>
</tr>
<tr>
<td>Development fronting Baird Ave:</td>
<td>4 metres from the street edge or the predominant street frontage.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th><strong>Main Street Frontage</strong></th>
<th>Development fronting Bunnerong Road, Beauchamp Road, Daunt Ave, Perry Street, Baird Ave and Franklin Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Height</strong></td>
<td>3 stories</td>
</tr>
</tbody>
</table>
| **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 |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Height</strong></td>
<td>3 stories</td>
</tr>
<tr>
<td><strong>Fixed Building Depth</strong></td>
<td>8 metres</td>
</tr>
<tr>
<td><strong>Typical Configuration</strong></td>
<td></td>
</tr>
</tbody>
</table>
**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

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

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

<table>
<thead>
<tr>
<th><strong>Rear Lane/Rear Lot Frontage</strong></th>
<th>Development fronting Baird and Norfolk Lanes Development at rear of other lots in the town centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Height</strong></td>
<td>3 stories</td>
</tr>
<tr>
<td><strong>Fixed Building Depth</strong></td>
<td>8 metres</td>
</tr>
<tr>
<td><strong>Typical Configuration</strong></td>
<td>Ground Floor Carpark/residential entry</td>
</tr>
<tr>
<td></td>
<td>Upper Stories Mix of apartments subject to all other controls including parking</td>
</tr>
<tr>
<td></td>
<td>Attic Inappropriate</td>
</tr>
<tr>
<td><strong>Setbacks</strong></td>
<td>1 metre From lane</td>
</tr>
<tr>
<td></td>
<td>9 metres From boundary of any property in an adjoining residential zone</td>
</tr>
</tbody>
</table>
### TABLE 4

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

![Diagram](image)

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

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

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.

Objectives

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

Controls

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.

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:

<table>
<thead>
<tr>
<th>Apartment Type</th>
<th>Area m²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>40</td>
</tr>
<tr>
<td>One bedroom cross-through or cross-over</td>
<td>50</td>
</tr>
<tr>
<td>Two bedroom corner</td>
<td>80</td>
</tr>
<tr>
<td>Two bedroom cross-through or cross-over</td>
<td>90</td>
</tr>
<tr>
<td>Two bedroom corner with study</td>
<td>120</td>
</tr>
<tr>
<td>Three bedroom</td>
<td>125</td>
</tr>
<tr>
<td>For each additional bedroom above 3, an additional</td>
<td>20</td>
</tr>
</tbody>
</table>

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

nb: minimum apartment sizes exclude balconies
ii) Achieve the following minimum clear internal widths:

<table>
<thead>
<tr>
<th>Apartment Type</th>
<th>Minimum Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studios</td>
<td>3.5 metres</td>
</tr>
<tr>
<td>1, 2 &amp; 3 bedroom apartments</td>
<td>4.5 metres</td>
</tr>
<tr>
<td>Crossover/cross through apartments more than 18 metres</td>
<td>4 metres</td>
</tr>
</tbody>
</table>

iii) Achieve the following minimum room dimensions:

<table>
<thead>
<tr>
<th>Room</th>
<th>Room Area</th>
<th>Minimum Wall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Bedroom</td>
<td>12 sq metres</td>
<td>3.0 metres</td>
</tr>
<tr>
<td>Secondary/other bedrooms/ Dining Rooms</td>
<td>9 sq metres</td>
<td>2.5 metres</td>
</tr>
<tr>
<td>Living Room</td>
<td>15 sq metres</td>
<td>3.5 metres</td>
</tr>
</tbody>
</table>

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.

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:

<table>
<thead>
<tr>
<th>Apartment</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio &amp; 1 bedroom</td>
<td>6 cubic metres</td>
</tr>
<tr>
<td>2 bedroom</td>
<td>8 cubic metres</td>
</tr>
<tr>
<td>3+ bedroom</td>
<td>10 cubic metres</td>
</tr>
</tbody>
</table>

*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:

<table>
<thead>
<tr>
<th></th>
<th>Windows closed</th>
<th>Windows open</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sleeping areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10pm - 7am</td>
<td>35dBA</td>
<td>24 hours</td>
</tr>
<tr>
<td>7am - 10pm</td>
<td>45dBA</td>
<td>24 hours</td>
</tr>
<tr>
<td>Living areas</td>
<td>45dBA</td>
<td>24 hours</td>
</tr>
</tbody>
</table>

ii) In naturally ventilated residential units; the repeatable maximum $LA_{eq}(1\text{hour})$ should not exceed:

<table>
<thead>
<tr>
<th></th>
<th>Doors and Windows closed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sleeping areas</td>
<td></td>
</tr>
<tr>
<td>10pm - 7am</td>
<td>38dBA</td>
</tr>
<tr>
<td>7am - 10pm</td>
<td>45dBA</td>
</tr>
<tr>
<td>Living areas</td>
<td>46dBA</td>
</tr>
</tbody>
</table>

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 $LA_{eq}(1\text{hour})$ should not exceed:

- 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:
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 car parks.

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.
Contents
1 Introduction .................................................................................................................................................. 2
2 Building Envelope .................................................................................................................................... 2
3 Building Heights ....................................................................................................................................... 2
4 Street Setbacks ....................................................................................................................................... 2
5 Upper Setbacks ....................................................................................................................................... 2
6 Side setbacks – base scheme ................................................................................................................... 2
7 Building appearance and façade articulation ......................................................................................... 2
8 Floor to ceiling heights ............................................................................................................................. 2
9 Awnings and Colonades .......................................................................................................................... 2
10 Open Space ............................................................................................................................................. 2
11 Deep Soil Zone Landscape Requirements ............................................................................................. 2
12 Balconies and private open space ........................................................................................................ 2
13 Dwelling layout, sizes and mix .............................................................................................................. 2
14 Uses ..................................................................................................................................................... 2
15 Size and Configuration of retail spaces .................................................................................................. 2
16 Building entries .................................................................................................................................... 2
17 Roofs and parapets ................................................................................................................................. 2
18 Access – Pedestrian and vehicular ........................................................................................................ 2
19 Parking .................................................................................................................................................. 2
20 Safety and Crime Prevention .................................................................................................................. 2
21 Sustainable Development ...................................................................................................................... 2
22 Solar access .......................................................................................................................................... 2
23 Fences .................................................................................................................................................... 2
24 Public Domain Interface ....................................................................................................................... 2
25 Privacy ................................................................................................................................................ 2
26 Storage ............................................................................................................................................... 2
1 Introduction

This section of the DCP contains development controls for the Maroubra Beach commercial centre.

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.

The land to which this section of the DCP applies is shown in the following diagram:

![Figure 1: Maroubra Beach Commercial Centre](image-url)

There are two different potential development scenarios contained in this section of the DCP for the block bounded by Marine Parade, McKeon Street, Fenton Avenue and Mons Avenue. The Amalgamated Scheme allows greater building heights but only where lot consolidation is achieved and where a north-facing public square on the southern side of McKeon Street, public open space and through-site links are provided. The intention is to create a heart for the Maroubra Beach commercial centre, focused on the area around a new public square. Development in the Amalgamated Scheme is to be staged as in the following diagram:
There is also a base scheme which contains controls to be used where sites are developed individually rather than being amalgamated. Due to the flooding constraints in the commercial centre, developing sites individually is unlikely as car park entries, ramping and driveway gradients will require larger development sites than currently provided for in the subdivision pattern. The Base Scheme includes the block bounded by Marine Parade, Mons Avenue, Fenton Avenue and McKeon Street and also the northern side of McKeon Street between Hereward Street and Marine Parade and a portion of the southern side of McKeon Street to the west of Fenton Avenue.

A range of uses, including residential, commercial and retail are permitted with consent in the B1 Zone of Randwick LEP 2012 which applies to the area covered by this section of the DCP. The controls in this section of the DCP further encourage development which will preserve the fine grain pattern of development in McKeon Street through a limit on the width of retail spaces. A mixture of residential and home/office uses on Fenton Avenue are to be provided so that there is a transition to residential development further to the west of the commercial centre.

1.1 Objectives

- To create a heart for the Maroubra Beach Commercial Centre by providing a north-facing public square on the southern side of McKeon Street.
- To provide public open space and a through-site link between Fenton Avenue and Marine Parade.
- To improve the amenity and safety of the public domain.
- To maintain the existing fine-grain pattern of development.
• To provide for a range of uses including small retail businesses, a mini-supermarket, commercial activities, home-offices and residential uses in order to create and support a vibrant community.

• To ensure development is of a high quality contemporary architectural design providing high levels of amenity for residents and visitors and in a manner that enhances the character of the commercial centre.

2 Building Envelope

Explanation

A building envelope is a three-dimensional space which defines the maximum extent within which development may occur. It describes maximum height, width, length and depth of a potential development. The envelope includes colonnades and balconies but does not include cantilevered awnings along retail/commercial shopfronts.

Objectives

• To determine the appropriate siting and scale of the built form.

• To ensure that the built form and density of new development respects the desired future character of the commercial centre.

• To determine the appropriate amount and siting of open space.

Controls

i) Figures 2 and 3 define the building envelopes for the Amalgamated and Base schemes

ii) All development in the Amalgamated Scheme must demonstrate that the gross floor area achieved occupies not more than 80% of the maximum building envelope (Figure 2)

iii) All development in the Base Scheme for the land bounded by McKeon Street, Marine Parade, Mons Avenue and Fenton Avenue (Figure 3) must demonstrate that the gross floor area achieved occupies not more than 70% of the maximum building envelope

iv) Any development of the land on the northern side of McKeon Street and the south western corner of McKeon Street and Fenton Avenue is subject to a maximum Floor Space ratio of 2:1

v) Ensure that the built form contributes to a high quality urban environment by limiting building depth and height.
Figure 2  Building Envelope – Amalgamated Scheme

Figure 3  Building Envelope – Base Scheme
3 Building Heights

Explanation

Height is an important control as it has a major impact on the amenity of both the subject site and the surrounding neighbourhood, both physically and visually. Height controls are an important mechanism for achieving the desired future character of the site and area.

The Amalgamated Scheme for the block bounded by Marine Parade, McKeon Street, Fenton Avenue and Mons Avenue allows for greater building heights but only where lot consolidation is achieved and where a north-facing public square on the southern side of McKeon Street, public open space and through-site links are provided.

Randwick LEP 2012 - clause 4.3 B Height of buildings on land within the Maroubra Beach Commercial Centre

'1) The objective of this clause is to allow greater building heights on land within the Maroubra Beach Commercial Centre if lot consolidation is achieved and public open space and through site links are provided.

'2) If all of the land identified as “Area 6” on the Height of Buildings Map is consolidated into a single lot, the maximum height shown for that land is the maximum height shown for that land on the Alternative Building Heights Map.

'3) If all of the land identified as “Area 7” on the Height of Buildings Map is consolidated into a single lot, the maximum height shown for that land is the maximum height shown for that land on the Alternative Building Heights Map.

Objectives

- To ensure development responds to the desired scale and future character of the street and locality.
- To allow reasonable solar access to the public domain and within the development sites.

Controls

i) The maximum height for development in the Amalgamated Scheme must be in accordance with Figure 4 and is subject to Clause 4.3B of the Randwick LEP 2012.

ii) The maximum height for development that does not satisfy Clause 4.3B of the Randwick LEP 2012 must be in accordance with the Base Scheme in Figure 5.
Figure 4 Building Heights – Amalgamated Scheme

Figure 5 Building Heights – Base Scheme
4 Street Setbacks

Explanation

Street setbacks establish the front building line. Setbacks generally reflect building use, with commercial buildings traditionally built to the front boundary and residential development setback from the street frontage. Setbacks allow for landscape areas, entries to ground floor apartments and provide room for balconies at upper levels.

Objectives

- To allow retail/commercial development to be built to the street boundary to maintain an urban edge.
- To provide a clear threshold by allowing a transition between public and private space.
- To provide privacy to dwellings by providing residential setbacks.
- To create a landscape character along the street.
- To allow for quality entries to individual apartments and apartment building lobbies.

Controls

i) Street setbacks for development that is subject to the Amalgamated scheme must be in accordance with Figure 6.

ii) Street setbacks for development that is subject to the Base Scheme must be in accordance with Figure 7.
Figure 6  Street Setback – Amalgamated Scheme

Figure 7  Street Setback: Base Scheme
5  Upper Setbacks

Explanation

Street wall heights create the proportions of the street and contribute to the public domain. The height of street walls are designed to allow maximum solar access and limit overshadowing of the public domain and reduce the apparent scale of buildings to the street.

Objectives

- To establish the desired spatial proportions of the street and define the street edge.
- To minimise the visual impact of development by setting back upper levels from the street in particular locations.
- To minimise overshadowing.

Controls

i) The upper level setbacks for the Amalgamated scheme must be in accordance with Figure 8.

ii) The upper level setbacks for the Base scheme must be in accordance with Figure 9.
Figure 8  Upper Setback: Amalgamated Scheme

Figure 9  Upper Setback: Base Scheme
6 Side setbacks – base scheme

Explanation

Side setbacks ensure that building height and separation of the built form from boundaries maintain the amenity of neighbouring land. Minimum side setbacks of 3 metres are required for development in the Base Scheme fronting Fenton Avenue and for development on the southern side of McKeon Street adjacent to the western boundary of the area covered by this section of the DCP. These setbacks are necessary to minimise the impact on the amenity of existing properties in terms of daylight and visual bulk given that consolidation of lots is unlikely to occur in the Base scheme.

Objectives

- To protect the amenity of existing development by requiring adequate side setbacks.
- To ensure existing development receives adequate light and is not adversely impacted in terms of visual bulk and scale.

Controls

i) Minimum side setbacks for development subject to the Base scheme must be in accordance with Figure 10.

Figure 10 Side setbacks – Base Scheme
7 Building appearance and façade articulation

Explanation

Building facades are to be articulated in order to reduce perceived building bulk and to provide visual interest. Blank walls, exposed car parks, large basement car park entries and the use of reflective glass are not appropriate.

Clause 6.11 of RLEP 2012 requires the demonstration of design excellence if the development:
- Has an area of 10,000 square metres or greater
- Requires the preparation of a development control plan
- Is greater than 15 metres in height.

Objectives

- To incorporate architectural features which reduce the visual bulk of a building.
- To promote high architectural quality.
- To define and enhance the public domain and character of the locality.

Controls

i) Building facades must be articulated and modulated within a 2.5 metre articulation zone to allow visual depth to the facade. Balconies are permitted within the articulation zone.

ii) Building facades must have well balanced vertical and horizontal proportions.

iii) Development over a number of lots should provide building facades that present as a street of buildings whilst still maintaining a coherent architectural language.

iv) The selection of exterior colours and materials must be harmonious with and complement the coastal character of the area. Materials used are to be suitable for the local climatic conditions and are to be able to withstand natural weathering.

v) External walls must have a high material quality and be durable.

vi) Large expanses of any single material should be avoided. Highly reflective finishes and curtain wall glazing are prohibited.

vii) All windows not facing balconies are to have external shading appropriate to their orientation.

Examples of acceptable use of materials and façade articulation.
viii) Entries to basement car parks are to be designed as part of the overall development and are to be kept to a minimum in size and number.

ix) Express important corners by giving visual prominence to part of the façade by a change in building articulation, material, colour and roofing.

8 Floor to ceiling heights

Explanation

Ceiling heights are design elements for controlling the amenity of residential and commercial spaces and also allow for the use of spaces to be varied, for example from residential to commercial use.

Objectives

- To ensure that interior spaces have a high level of amenity and sense of space.
- To allow for the flexibility of use of ground level spaces on Fenton Avenue.
- To allow for sunlight penetration into apartments.

Controls

i) Minimum floor to ceiling heights must be in accordance with Figure 11.

Note:

Flood study investigations require ground floor levels to be set a minimum of 1.0m above natural ground level. Refer to Part B8 for further flood related controls.

Figure 11: Floor to ceiling heights for amalgamated and base schemes and articulation zones
9 Awnings and Colonnades

Explanation

Continuous cantilevered awnings currently run the length of the southern side of McKeon Street between Marine Parade and Fenton Avenue and return partly onto Marine Parade. The Maroubra Bay Hotel has an awning, as does the development to the west of this on McKeon Street. Awnings and colonnades are required to preserve this character, provide weather protection and to give a pedestrian scale to retail/commercial areas. The construction of a colonnade along Marine Parade will also address flooding levels and provide disabled access.

Objectives

- To provide weather protection to pedestrians both from rain and to provide shade.
- To give a pedestrian scale to retail/commercial streets.
- Awnings and colonnades are to be designed to complement the building to which they are attached.

Controls

i) Colonnades and awnings must be provided in accordance with Figures 12 and 13.

ii) Awnings must be constructed to provide continuous cover and protection from sun and rain. Awnings must not be constructed in glass and other transparent materials.

Figure 12 Awnings/Colonnades Amalgamated Scheme
Figure 13  Awnings Base Scheme
10 Open Space

Explanation

The primary function of open space is to provide amenity to the public domain and to a development. To meet this need the amalgamated scheme provides for the construction of a north-facing public square on the southern side of McKeon Street, public open spaces and a through-site link between Fenton Avenue and Marine Parade. This will create a heart to the Maroubra beach commercial area. A shared pedestrian/vehicular zone on McKeon Street will further enhance this area.

Open space should be considered as an integral part of a development. It provides amenity by creating areas for landscaping and recreation. The provision of open space areas also facilitates the separation of buildings to allow for sunlight access and visual privacy.

Objectives

- To provide for the construction of a north-facing public square on the southern side of McKeon Street.
- To provide on-site public open space on Fenton Avenue opposite Chapman Avenue with a public through-site link to Marine Parade from Fenton Avenue.
- To create a residential scale and form of development to Fenton Avenue by providing for front gardens on the Fenton Avenue frontage.
- To provide for a shared pedestrian and vehicular area with removable bollards to enable closure of the road when required, on McKeon Street adjacent to the Maroubra Bay Hotel.

Controls

i) Public open space, communal and private open space areas must be provided in accordance with Figures 14 and 15

ii) A shared pedestrian/vehicular zone with removable bollards must be constructed on McKeon Street in accordance with Figure 14

iii) A pedestrian link must be provided between Fenton Avenue and Marine Parade in accordance with Figure 14. The entry and passage through the building envelope at Marine Parade must have a minimum width of 4.2m

iv) Public open must be provided on the southern side of McKeon Street in accordance with Figure 14 to create a public square.
Figure 14  Open Space Amalgamated Scheme

Figure 15  Open Space Base Scheme
11 Deep Soil Zone Landscape Requirements

Explanation

Deep soil zones are areas of natural ground retained within a development which allows for soft landscaping and the planting of large canopy trees. Deep soil areas provide environmental amenity by promoting healthy growth of trees while providing a pervious surface allowing rainwater infiltration and therefore reducing stormwater runoff.

Objectives

- To improve the amenity of the development by providing a soft landscape area for the planting of canopy trees.
- To assist in stormwater management and quality.

Controls

i) Deep soil zones must be provided in accordance with Figure 16.

ii) Deep soil planting on structures must be provided in accordance with Figure 16 and must have minimum dimensions of 6 metres by 6 metres with a minimum soil depth of 1 metre.

Figure 16 Deep Soil Zone landscape Requirements – Amalgamated Scheme
12 Balconies and private open space

Explanation

It is desirable for each residential unit to have access to private open space at ground level or a balcony if the residential unit is located at a higher level, in order to provide a useable area for outdoor recreation. It is necessary to ensure balconies and areas of private open space are functional and respond to the environment. Balconies should be integrated into the overall architectural form of a building.

Objectives

- To provide each apartment with a functional area for outdoor recreation.
- To provide reasonable levels of amenity for residents.
- To ensure balconies are integrated into the design of a development.

Controls

i) Each apartment must have a balcony or area of private open space with a minimum area of 8 square metres and a minimum dimension of 2 metres.
ii) Balconies and areas of private open space must be adjacent to the main living areas
iii) Balconies and areas of private open space must be facing predominantly north, east or west to provide adequate solar access
iv) Balconies must be integrated into the design and form of the building.

13 Dwelling layout, sizes and mix

Explanation

A mixture of apartment sizes provides housing choice and ensures that new residential development meets the needs of the community.

Objectives

- To ensure apartment layouts provide high standards of residential amenity.
- To ensure the spatial arrangement of apartments is functional and well organised.
- To maximise the environmental performance of apartments.
• To accommodate a variety of household sizes, activities and occupants’ needs.

Controls

i) Main living areas must be located adjacent to private open space

ii) Opportunities for natural ventilation and daylight must be maximised by providing:

   - Corner apartments
   - Cross-over or cross-through apartments
   - Split-level or maisonette apartments
   - Shallow, single-aspect apartments

iii) A variety of apartment types must be provided at the following ratio:

   - 50% studio or one bedroom
   - 40% two bedroom
   - 10% three bedroom.

14 Uses

Explanation

The B1 Neighbourhood Centre zone allows for a range of small-scale retail and business uses.

By further controlling land use through limiting the size of shop fronts on Mckeon Street and Marine Parade, this DCP will ensure that a variety of small business can establish in this location, contributing to the on-going economic viability of the commercial centre.

Small commercial and home offices are provided for on Fenton Street to provide a transition from commercial uses to residential uses located to the west of the commercial centre.

Residential development is also allowed which integrates with and supports the adjacent commercial uses.

A 600 square metre supermarket is provided for in order to provide good access to services for residents in the locality.

Objectives

• To maintain the scale and proportion of the existing fine-grain, narrow lot shopfronts which give McKeon Street it's distinctive character.

• To provide for a mini-supermarket located behind the McKeon Street frontage with a maximum floor area of 600 sqm.

• To allow for mixed-use development with upper level residential use.
• To restrict the uses on Fenton Avenue to smaller commercial/home office development as a transition to residential development to the west of the commercial centre.

Controls

i) Land uses for the amalgamated scheme must be in accordance with Figure 17.

ii) Land uses for the base scheme must be in accordance with Figure 18.

Figure 17  Land Use Amalgamated Scheme
15 Size and Configuration of retail spaces

Explanation

The scale and proportion of the existing fine-grain (narrow lots) shopfronts on McKeon Street are distinctive and provide local character. The retention of these dimensions is necessary to preserve this character and to allow for the establishment of a variety of small businesses in the area thereby contributing to the ongoing economic viability of the commercial centre.

Objectives

- Retail/commercial uses are to reinforce and reflect the existing fine-grain strip retail frontages at street level along McKeon Street, surrounding the proposed public open space fronting McKeon Street and along Marine Parade.

Controls

i) Retail/commercial premises must be no greater than 5 metres in width in accordance with Figures 17 and 18.

ii) The supermarket must be located behind tenancies on McKeon Street with access to be provided from McKeon Street.
16 Building entries

Explanation

Building entries define the transition between the public and private domain. Entries differ with building use. Retail and commercial building entries are generally accessed directly from the street, whereas residential developments are generally setback to ensure a degree of privacy.

Objectives

- To contribute positively to the streetscape and building façade design.
- To orient the visitor.
- To create residences with a desirable residential identity.

Control

1) Building entries must be prominent and marked with an awning or colonnade.

17 Roofs and parapets

Explanation

To provide high quality roof designs which contribute to the overall design and composition of the development. Due to the topography of Maroubra, roofs of buildings in the Maroubra Beach Commercial Centre will be highly visible from surrounding ridgelines to the north, south and west. It is therefore important to ensure that roof design contributes to the character of the area.

Objectives

- To avoid large expanses of roof especially on large developments. Articulate the roofline to minimise the apparent bulk and relate to the context of smaller building forms.
- Roof design to relate to the size and scale of the development.
- Parapets can double as a balustrade on roof terraces to limit visual impacts.

Controls

1) Rooflines must be articulated to reduce the appearance of bulk.
2) Large expanses of roof must be avoided.

Examples of good building entries
iii) Roof design must be integral to the design of the development.

iv) Parapets must be used as balustrades on roof terraces where possible in order to limit visual impacts.

18 Access – Pedestrian and vehicular

Explanation

It is important to integrate adequate vehicle servicing and parking without compromising street character, landscape or pedestrian amenity and safety. To achieve this, vehicular access is not permitted from McKeon Street in the block bounded by Marine Parade and Fenton Avenue. The design of vehicular access points are to accommodate expected flood levels. All new development should be well-connected to the street and the public domain with pedestrian entries clearly identified and designed with safety and accessibility as priorities.

Objectives

- To limit the visual impact of vehicular access to development.
- To ensure vehicular access points are designed to accommodate known flood levels.
- To ensure vehicular and pedestrian safety meets required safety standards.

Controls

i) Access for residents to apartments and communal areas must be provided by minimum grade ramps, paths, access ways or lifts.

ii) Development must separate and clearly distinguish between pedestrian and vehicle accessways.

iii) Development must be designed to minimise potential for pedestrian and vehicle conflict.

iv) Vehicular access must be designed to accommodate expected flood levels.

v) Vehicle access must be designed as an integral part of the building and to limit visual impacts.

vi) Vehicle access to properties must be limited as detailed in Figure 19.
19 Parking

Objectives

- To limit the impact of basement car parking and allow for deep soil planting.
- To ensure adequate parking is provided to meet additional parking demand resulting from development.

Controls

i) Basement car parking must be provided in accordance with Figure 19.

ii) Car parking must be provided in accordance with the controls detailed in Part B7 of the DCP.

Figure 19 Underground car parking
20 Safety and Crime Prevention

Explanation

New development must be designed and constructed so that it is safe and secure for residents and visitors. The design of new development must also ensure that the safety of the public domain is maintained and enhanced.

Objectives

- To ensure that all development is safe and secure for residents and visitors alike.
- To ensure that the safety of the public domain is enhanced and maintained.

Control

i) Best practice Crime Prevention through Environmental Design (CPTED) principles must be utilised in building design.

ii) Development must optimise the visibility, functionality and safety of building entrances.

iii) The design of new buildings must maximise opportunities for casual surveillance over public and communal spaces.

iv) Opportunities for concealment must be minimised.

v) Boundaries between public and private open space must be clearly defined.

21 Sustainable Development

Refer to Part B3 Ecologically Sustainable Development of the DCP.
22 Solar access

Explanation

It is important to ensure that adequate daylight access is provided to all habitable rooms within a development and that the need for artificial lighting is minimised during daylight hours. Shadow impacts on the public domain and adjacent properties require careful consideration and are to be minimised.

Objectives

- To ensure new development is designed to maximise sunlight access to apartments.
- To ensure new development limits shadow impacts on the public domain.
- Shadow impacts on adjacent properties are minimised.

Controls

i) Living rooms and private open space areas for at least 70 percent of apartments in a development must receive a minimum of three hours direct sunlight between 9am and 3pm in mid winter

ii) The number of single aspect apartments with a southerly aspect (SW-SE) must be limited to a maximum of 10 percent of the total number of units in a development.

23 Fences

Explanation

Fences contribute positively to the public domain. They also protect privacy and enhance security.

Objectives

- To enhance the public domain.
- To provide security and privacy.

Controls

i) Solid fences facing the street must be no higher than 1.2 metres. This may be increased to 1.8 metres where the fence has openings that make it at least 50% transparent.

ii) Fences must be designed to integrate with the development on the subject property and the neighbourhood.
24 Public Domain Interface

Explanation

The design of the public domain is critical in ensuring that the design of the new public square, the through-site link and the McKeon Street upgrade are of high standard and incorporate expected levels of public safety. It is also critical that these new or improved areas of public domain integrate well with the existing public domain.

Objectives

- To improve the amenity of and enhance the overall appearance of the commercial centre.
- To ensure that the public domain is designed so that it is accessible to everyone.

Control

i) The public domain interface must be designed in accordance with the requirements of the public domain plan.

25 Privacy

Explanation

Privacy measures allow residents to carry out private functions within all rooms without compromising the functioning of internal and external spaces. The following controls are designed to meet occupants' expectations of privacy and amenity. Windows located in main living areas and balconies located off main living areas are to be located so that overlooking of similar windows and areas of private open space is avoided. Development is also to be designed so that noise transmission between dwellings is minimised in order to meet expectations of residents.

Objectives

- To maintain reasonable levels of aural and visual privacy within new development.
- To limit privacy impacts on adjacent development.
- To ensure new development meets relevant Australian standards relating to noise from road traffic and aircraft.

Controls

i) Windows in new development must be off-set from windows in adjacent development. Where this is not possible, sill heights of 1.6 m above floor level must be provided.
ii) Screens and louvres must be utilised for balconies and/or windows to increase privacy

iii) Vegetation must be utilised for screening between ground level private open space areas

iv) Noise-generating areas must be located adjacent to each other and quiet areas next to each other (for example, living rooms to living rooms, bedrooms to bedrooms).

v) Wet areas, such as toilets, laundries and kitchens must not be located adjacent to bedrooms of the adjoining dwelling

vi) Development affected by noise from aircraft or road traffic must be designed to meet the requirements of the relevant Australian Standards.

26 Storage

Explanation

The provision of adequate storage within easy access for each residential apartment is a necessity for all residents. Storage areas need to be suitable for the needs of residents including being able to accommodate larger items.

Objectives

- To provide storage in a convenient location for all apartments.

- To provide adequate storage for everyday household items.

- To provide storage for sporting leisure, fitness and hobby equipment.

Controls

i) Storage (in addition to kitchen cupboards and bedroom wardrobes) must be provided at the following rates:

- One-bedroom and studio apartments 6sqm
- Two-bedroom apartments 8sqm
- Three plus bedroom apartments 10sqm

i) At least 50% of the required storage must be located within each apartment and is to be accessible from either the hall or the living area

iii) Dedicated storage areas must be provided within basement car park areas.
Contents

1 Introduction
   1.1 Objectives

2 Existing Character and Quality

3 Statement of Significance
   3.1 Aesthetic significance
   3.2 Historic significance
   3.3 Social significance

4 Heritage items and Contributory buildings

5 Urban Form

6 Site Planning

7 Business area – building envelopes
   7.1 Application of building envelope planes- Commercial Development

8 Business area – building design
   8.1 Shopfronts
   8.2 Awnings
   8.3 Upper level facades
   8.4 Materials and colours
   8.5 Outdoor advertising
   8.6 Car parking and access
1 Introduction

“The Spot” is a small neighbourhood business centre, zoned B1 Neighbourhood Centre in the RLEP, located at the junction of two relatively busy roads within a residential and school precinct. Its aesthetic, historic and social significance are recognised by its heritage conservation area listing.

Clause 5.10: Heritage conservation in the RLEP establishes parameters for development within conservation areas and for heritage items. Within the centre, heritage items comprise residential and commercial buildings.

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.

1.1 Objectives

- To protect and enhance the heritage values of the commercial area.

- To encourage and facilitate well designed and appropriate development within “The Spot” commercial centre with new development or alterations to existing buildings designed to be compatible with and enhance the heritage streetscape.

- To minimise the potential of the buildings within the commercial zone to adversely affect the amenity of the residential land by implementing building height planes and controls around the commercial periphery.

2 Existing Character and Quality

Explanation

“The Spot” comprises groupings of nineteenth and twentieth century residential and commercial buildings including the outstanding Art Deco Ritz cinema.

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

3.1 Aesthetic significance

The Spot is a large precinct exhibiting an interesting diversity of streetscapes. In the commercial centre the facades are mostly two storeys, continuous and built to the street alignments. They create a distinctive urban space, particularly at the curved corner of Perouse Road and St Pauls Street. The most common building styles of the commercial buildings are Victorian Italianate and Federation Free Classical. There are also Inter-War Art Deco style buildings. The Randwick Ritz, at No 39 St Pauls Street is an excellent example of an Inter-War Art Deco style cinema.

The residential areas contain representative groupings of buildings from the Victorian, Federation and Inter-War periods. Residential buildings from the Federation period are the most common. Most are Bungalow style. The row of detached houses at Nos 77-93 Perouse Road is only one example of several excellent groupings of Federation period detached or semi-detached houses in the conservation area.

There is a concentration of Victorian period houses in the western half of the conservation area, north of Barker Street and west of Perouse Road. Some are Italianate style detached houses. There are several rows of Filigree style two storey terraces, which give streetscapes such as St Pauls Street, a distinctive character.

The most common types of Inter-War period residential buildings are California Bungalow style detached and semi-detached houses, and two or three storey residential flat buildings. A large number of the Inter-War period flat buildings are in the western half of the conservation area. However, the most intact grouping of Inter-War period buildings is on Hardiman Avenue. These buildings are detached houses or flat buildings, and are characterised by their liver brick external walls and fences.

Tree plantings, such as the Moreton Bay Figs in St Pauls Street, make a major contribution to the visual quality of streetscapes in the conservation area.

3.2 Historic significance

The Spot heritage conservation area has historic significance for its origins as “Irishtown”, a poor working area on the fringe of Randwick Village, dominated by Irish Catholics. It came to be considered a settlement in opposition to Simeon Pearce’s “Struggletown”, the housing area he developed for his own workers. The original group maintained a long association with the area and contributed to its strong sense of local identity.

The original shanties, located along Perouse Road, have long since disappeared. The redevelopment of The Spot, in the late 1800’s, was an attempt to clear the temporary dwellings of Irishtown and displace the inhabitants.

The Spot is now a cohesive residential and commercial neighbourhood. It demonstrates the later processes of large scale
urban subdivision and development, which began after the establishment of the tramway route between Randwick and Coogee in 1883. The commercial centre developed around a tram stop at the intersection of Perouse Road and St Pauls Street.

The Inter-War period flat buildings demonstrate the intensification of land use which resulted from increases in population and scarcity of other land for subdivision.

The designs of the Victorian, Federation and Inter-War period dwellings and commercial buildings, and their range of types, are representative of contemporary lifestyles and economic conditions.

### 3.3 Social significance

The Spot is a popular local name for the precinct and there is a strong sense of individual identity, dating back to its origins as “Irishtown”. The precinct remains something like a suburban “village”. The existing neighbourhood character has social significance for local residents and the general community. The heritage conservation area continues in its traditional residential and commercial use.

**Themes represented**

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

- Speculation and promotion
- Industry and commerce
- Transport and communications
- Suburbanisation

The following themes are indirectly represented:

- Modifying the landscape
- Promotion, culture, religion and education
- Recreation, entertainment and leisure

### 4 Heritage items and Contributory buildings

**Explanation**

The Knox and Tanner *Urban Design Study of Randwick and “The Spot” Shopping Centres* identified many buildings which contribute to the heritage value, aesthetic qualities and visual character of the Spot, and which tell us about the development history of the area. Contributory buildings identified within the business zoned land are listed in the table and also mapped in Figure 1 below.

**Controls**

i) Retain heritage items and contributory buildings.

ii) Original fabric should be conserved, new work should be sensitive, and neighbouring development should be sympathetic to their character.
Figure 1  The Spot heritage and contributory buildings

Contributory buildings within the commercial centre

<table>
<thead>
<tr>
<th>22-30 Perouse Road</th>
<th>22 St Pauls Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>36-38 Perouse Road</td>
<td>28-32 St Pauls Street</td>
</tr>
<tr>
<td>40-44 Perouse Road</td>
<td>29-37 St Pauls Street</td>
</tr>
<tr>
<td>41 Perouse Road</td>
<td>34 St Pauls Street</td>
</tr>
<tr>
<td>43-51 Perouse Road</td>
<td>36-40 St Pauls Street</td>
</tr>
<tr>
<td>46-50 Perouse Road</td>
<td>42 St Pauls Street</td>
</tr>
<tr>
<td>52-56 Perouse Road</td>
<td>39-47 St Pauls Street</td>
</tr>
<tr>
<td>60 Perouse Road</td>
<td>44-46 St Pauls Street</td>
</tr>
<tr>
<td>62-64 Perouse Road</td>
<td>52 St Pauls Street</td>
</tr>
<tr>
<td>65-71 Perouse Road</td>
<td></td>
</tr>
<tr>
<td>66-68 Perouse Road</td>
<td></td>
</tr>
</tbody>
</table>
5 Urban Form

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

The urban form of The Spot is characterised by two major periods of development, occurring around the turn of the century and between the two world wars, with many relatively intact buildings from these periods.

6 Site Planning

Objectives

- To maintain and enhance retail quality, variety and continuity.
- To promote an attractive and harmonious streetscape which relates to the scale of pedestrians.
- To ensure local site conditions, constraints and opportunities are taken into account in the design of new development.
- To achieve a coherent site layout that provides a pleasant, attractive and sustainable environment for living, socialising and work.
- To ensure consideration of the relationship between new and existing development and to minimise negative impacts.

Controls

i) Provide ground floor retail and/or commercial floor space along all business zoned street frontages, other than the frontage required for access.

ii) Where suitable provide additional commercial/retail uses at first floor.

iii) In addition to the continuous commercial street frontage, the ground floor commercial area should have a minimum depth of 10 metres in order to achieve a viable shop or office size (except in heritage situations where it may be different).

iv) New development should relate to the dimensions and shape of the site.

v) New development should integrate with the surrounding area through consideration of streetscape and landscape design and pedestrian and cycle links.
vi) Retain and integrate heritage items or contributory buildings and significant features such as stone fencing and retaining walls.

vii) New development must minimise impacts on the amenity of neighbouring sites.

7 Business area – building envelopes

Objectives

- To ensure that any new development respects the scale and form, and siting and setbacks of surrounding buildings.
- To ensure that any new development reinforces existing urban form and streetscape character.
- To minimise the potential of buildings within the commercial zone to adversely affect the amenity of adjoining residential land.

7.1 Application of building envelope planes- Commercial Development

Explanation

The building height plane defines the envelope or space within which a building is to be confined. The following explains each of the building height planes.

Building envelope plane- 45 degrees above 8m

The building height plane defines the envelope or space within which the building is to be confined. Figure 2 shows various applications of the Building Height Plane control. The building height plane for new development adjacent to existing residential development applies throughout the business zone.

Building envelope plane - Residential development in Business zone

This building envelope plane also applies where any proposed development shares a boundary with an existing residential property and is overlooked by proposed development. The building height plane applies regardless of the location of the residential development. The reasons for this building height plane are to minimise the effects of overshadowing and overlooking on existing residential development within the commercial centre. This building height plane is illustrated in Figure 2.
A third building height plane applies to the heritage items and contributory heritage building facades shown on Figure 3.

The purpose of this building height plane is to reduce the prominence of new building additions and alterations behind conserved heritage facades and contributing facades and to ensure new buildings will not necessarily or unreasonably intrude upon:

a) a heritage item
b) the existing streetscape
c) the existing character of buildings in the locality built between the late 1880’s to the mid 1930’s
This height plane is measured at right angles to the building alignment and is projected from a point 1600mm above the kerb line. Its angle is determined by the height of the retained buildings, but not more than 45° as indicated in Figure 3.

**Control**

i) The FSR and building height controls set by RLEP together with DCP envelope controls define the overall built form and scale of development.

---

**Figure 3 Building Height Plane - Historic Buildings and Contributory Facades**

---

**8 Business area – building design**

**Explanation**

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

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

- Shopfronts
- Awnings
Objectives

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

Controls

8.1 Shopfronts

i) Original heritage shopfronts and detailing (eg doors, tiles, windows and ornamental detailing) should be retained.

ii) New shopfronts must be designed to reinforce the character of the locality and to ensure street level continuity. The form, scale and proportion of shopfront elements should be consistent with nearby heritage or contributory buildings/development.

iii) Acceptable security measures include expanding metal grilles, open, perforated or clear shutters or shutter grilles which can be placed inside the shopfronts.

iv) The use of solid roller shutters is unacceptable as these severely detract from the visual and heritage amenity of the area outside of business hours.

8.2 Awnings

i) Continuous awnings attached to buildings and covering all main pedestrian routes must be provided for pedestrian comfort.

ii) Provide, as characterises many suburban shopping centres of similar age, steel-framed awnings, suspended from wall brackets, and covering the 3.5m wide footpath.

iii) The traditional box awnings are acceptable as they consolidate the centre’s overall character.
iv) New development should include a flat suspended/cantilevered awning to provide continuous pedestrian shelter.

v) Awnings should align with the awning of adjoining buildings, matching the established height above footpath level.

vi) The depth of the fascia should be uniform with adjoining properties. Design and materials should be light weight to complement the building to which the awning is to be attached.

vii) New development should provide an awning across its street frontage, setback 600mm from the kerb, between 3.5m and 4.5m above the footpath and with openings provided for street tree planting. Gaps between awnings should be closed.

viii) Glass or translucent roofing must not be used as these materials provide no shade and facilitate heat transfer. Opaque materials such as ribbed sheet steel are encouraged.

ix) Drop blinds protecting shopfronts and shoppers from low sun angles should be included at the outer edge of awnings.

x) Advertising space on these could be used to diversify the street appearance. The underside of drop blinds should be at least 3m above the footpath level. In cases where it is impractical or unreasonable to require continuous awnings other forms of providing shade and shelter may be considered.

8.3 Upper level facades

Explanation
The building façade is one of the strongest elements which contributes to the character and image of “The Spot”. Changes to individual buildings should respect the built heritage of the business centre.

Note:
Council encourages the retention and reinstatement of early verandah and balcony forms for historic buildings (including commercial buildings) to improve the local streetscape.
Elements which contribute to the character of “The Spot” include:

- Building facades that incorporate a vertical emphasis which is reinforced through window design, parapet details, etc.
- Buildings that incorporate a parapet roof form which obscures views of the roof.

**Controls**

i) Upper floor windows should be returned to original detailing through replacement of sympathetic frames or the reinstatement of timber frames and mouldings.

ii) The character of the area can be improved with the removal of inappropriate alternations and additions from the facades.

iii) New development should adopt a fenestration pattern and architectural design elements which emphasise the vertical proportions of the existing facades.

iv) A parapet roof form should be included which creates an interesting skyline and harmonises with the existing parapets (see examples of parapet roof forms in adjoining column).

v) New parapets should align with the parapets of adjoining buildings and a design that generally relates in bulk and scale.

vi) For new development, façade alterations and infill buildings verandahs and upper storey balcony design and materials should be compatible to the heritage items and contributory building facades within the area.

vii) Cantilevered balconies should not be used on new buildings.

viii) Balconies should be sized and arranged so that strong horizontal lines do not dominate the façade of the development.

ix) Recessed balconies which modulate the façade should be incorporated in the design of new development.

x) Balconies should be designed to protect the visual amenity of occupants, neighbours and the street and should therefore have a solid appearance.

**8.4 Materials and colours**

**Controls**

i) Materials and finishes for new development should be compatible with adjoining and nearby development. Sympathetic use of building materials can reduce the impact of a modern shopfront on the streetscape.

ii) Acceptable materials include face brickwork (traditional reds, browns and manganese) and rendered masonry.

Note:
Suitable colour schemes for buildings of each period of development can be found on Council’s website
The use of precast concrete is to be avoided. Acceptable roof materials include corrugated iron and Marseilles tiles.

iii) Original face brickwork or stone should not be painted or rendered.

iv) Colours should enhance the locality and be appropriate to the architectural style of the building.

8.5 Outdoor advertising

Controls

i) Advertising should respect and demonstrate an understanding of the design of the building and should not adversely affect the heritage streetscape values.

ii) If an advertising structure is proposed to be attached to a building, the drawings accompanying the application should provide elevations showing windows, awnings or other major architectural features in relation to the advertising structure.

iii) The use of above awning signage is not suitable.

iv) The installation of “drop blind” type signs suspended from awnings is encouraged.

v) Council encourages the removal of existing above awning signage in The Spot and its replacement with signs in appropriate locations.

8.6 Car parking and access

Controls

i) Car parking, delivery areas and accessways are not to detract from the streetscape environment.

ii) On-site car parking is to be provided either at ground level or as basement car parking.

iii) Above ground car parking must not be visible from St Pauls Street and/or Perouse Road.

iv) Carpark ventilation grilles must not be located on primary street frontages.

v) If the development has access to a rear lane, the loading and unloading facilities must be provided from the lane, in order to minimise the intrusion of vehicular access and servicing upon the pedestrian character of The Spot.

vi) Rear servicing areas in mixed use development should be able to cater for both residential and commercial servicing requirements.
Contents

1 Introduction....................................................................................................................................... 2
  1.1 Randwick City’s neighbourhood centres..................................................................................... 2
  1.2 Objectives.................................................................................................................................... 2

2 Site planning ..................................................................................................................................... 2
  2.1 Building envelope........................................................................................................................ 2
  2.2 Floor space ratio ......................................................................................................................... 2
  2.3 Building heights ........................................................................................................................... 2
  2.4 Setbacks...................................................................................................................................... 2
    2.4.1 Front setback........................................................................................................................... 2
    2.4.2 Rear setback ........................................................................................................................... 2
    2.4.3 Side setback ............................................................................................................................ 2

3 Building design................................................................................................................................. 2
  3.1 Facades....................................................................................................................................... 2
  3.2 Roof forms................................................................................................................................... 2
  3.3 Awnings....................................................................................................................................... 2
  3.4 Colours, materials and finishes ................................................................................................... 2
  3.5 Lighting........................................................................................................................................ 2
  3.6 Signage ....................................................................................................................................... 2

4 Public domain................................................................................................................................... 2
  4.1 Active frontages .......................................................................................................................... 2
  4.2 Pedestrian friendly access and spaces....................................................................................... 2
  4.3 Vehicular access ......................................................................................................................... 2
  4.4 Loading areas.............................................................................................................................. 2

5 Amenity ............................................................................................................................................. 2
  5.1 Solar access................................................................................................................................. 2
  5.2 Acoustic and visual privacy......................................................................................................... 2

6 Shop top housing................................................................................................................................ 2
  6.1 Neighbourhood shops and business uses in Residential Zones ................................................ 2
1 Introduction

Whilst business zoned land comprises only 1.36% of land within Randwick City, neighbourhood centres are an important part of a City’s economy. They provide convenient access to goods and services to meet community needs, they support employment and they contribute to lifestyle and neighbourhood amenity. Neighbourhood centres are also sustainable as they are often located within walking distance of residents and/or located on primary transport routes and public transport stops.

The controls in this section apply to business related development permitted in the B1 Neighbourhood Centre zone, and also in limited circumstances, within residential zones.

A range of non business land uses are also permitted within the City's neighbourhood centres, such as hospitals, service stations, registered clubs, entertainment facilities, etc. Any DA for such uses will need to address the controls contained within this section.

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.

Development proposals in the Maroubra Beach centre and The Spot, Randwick must also refer to their individual DCP section.

1.1 Randwick City’s neighbourhood centres

Randwick City's neighbourhood centres comprise a small cluster of retail and commercial businesses (generally five or more shops) that service the convenience needs of residents and workers in the immediate surrounds.

Shopping strips in Randwick City often have a distinct character and identity which offers services on a more intimate level, often valued as it promotes personal contact between shopkeepers and shoppers/local residents and creates a more unique shopping experience than those offered in a 'big box' shopping centre.

To remain viable, planning for our neighbourhood centres needs to focus on their local advantages such as proximity to parks and public transport and building on any specialty niches. There is also a need to ensure appropriate residential, public spaces and building design to support the continued success of these neighbourhood centres.

Note:

Residential development in this zone should refer to Part C2 of the DCP
Randwick City has numerous centres zoned B1 Neighbourhood Centre, listed as follows. This section applies to development within these neighbourhood centres, in addition to business uses in residential zones.

| 1. Maroubra Beach | 11. Lexington Place, Maroubra  |
| 2. The Spot        | 12. Shirley Cres, Matraville    |
| 3. Frenchmans Rd   | 13. Canara Ave, Phillip Bay     |
| 5. West Randwick   | 15. Snape St, Kingsford         |
| 7. Duffys Corner   | 17. Clovelly Rd, North Randwick |
| 8. Chifley         | 18. Arden St (and Clovelly Rd, Clovelly) |
| 9. Little Bay      | 19. Alison Rd (and Carrington Rd), Coogee |
| 10. La Perouse     | 20. Bream St (and Carrington Rd), Coogee |
| 11. Moverly/Malabar Rd, South Coogee | 21. Havelock Ave (and Dudley St), Coogee |
| 12. Malabar Rd, Maroubra (Lurline) | 22. Byron St (and Coogee Bay Rd), Coogee |
| 13. Maroubra South | 23. Flower St (and Maroubra Rd), Maroubra |
| 14. South Coogee   | 24. Carrington Rd (and Clovelly Rd), Randwick |

Note:
Part D6 Neighbourhood Centres – General Controls do not apply to Maroubra Beach or The Spot commercial centres. Development proposals in these neighbourhood centres must refer to the controls in their site specific DCP section.

1.2 Objectives

- To enhance commercial amenity and ongoing economic viability of Randwick City’s neighbourhood centres.
- To promote active street level frontages in neighbourhood centres.
- To maintain the small shop and small shopping centre character of individual centres.
- To enhance the scenic quality and amenity of streetscapes and public places.
- To ensure development in these centres is compatible with the character and form of existing development in the neighbourhood.
- To encourage shop top housing as a form of affordable residential accommodation.
- To ensure that development provides for the amenity of residents living in or near centres.
2 Site planning

Given the variety of sizes and configurations of allotments in the City's neighbourhood centres, this section of the DCP does not provide specific controls for site planning. Rather, site planning for new development will be assessed on its merits and on a case by case scenario.

While site planning controls may be assessed according to site characteristics, all development in neighbourhood centres must provide for active ground floor uses. e.g. uses such as cafés, shops are encouraged as opposed to office uses.

2.1 Building envelope

Explanation

A building envelope is a conceptual 3-dimensional space in which a development may occur. Building envelope is defined by a combination of controls such as setbacks, building height, wall height and FSR.

The building envelope ensures that the scale and bulk of future development is compatible with site conditions and the desired future character. A building envelope for a site represents the maximum limits of development and can only be achieved if all other planning controls and objectives for the site can be addressed.

Objectives

- To ensure development height establishes a suitable scale to the street and contributes to its character.
- To ensure development height does not cause unreasonable impacts upon the neighbouring dwellings in terms of overshadowing, view loss, privacy and visual amenity.
- To ensure front setbacks maintain the continuity of setbacks in the street.
- To ensure the form and massing of development respects the topography of the site.

2.2 Floor space ratio

Explanation

Floor space ratio (FSR) is a measure that assists in controlling the mass and bulk of a development. FSR operates in conjunction with building height, wall height and setback controls to define the 3-dimensional space within which a development may occur, that is, the building envelope. FSR is expressed as a ratio of the permissible gross floor area to the site area.
The maximum FSR control for the B1 Neighbourhood Centres is stipulated in RLEP, at either 1:1 or 1.5:1, depending on the centre location and surrounding development.

### 2.3 Building heights

**Explanation**

Building height is an important control which influences the bulk and scale of a development and the visual amenity of a place and neighbouring properties. It can also reinforce an area’s existing or desired character.

The maximum building height control for the B1 Neighbourhood Centres is stipulated in RLEP, at either 9.5m or 12m, depending on the centre location and surrounding development.

This section of the DCP works in conjunction with the maximum building height controls in RLEP

**Objectives**

- To ensure an appropriate relationship between new development, street width and surrounding dwellings.

- To ensure appropriate floor to ceiling heights within commercial buildings and to enable flexibility of uses through higher floor to ceiling heights for ground floor development.

- To achieve a consistent built street edge height.

**Controls**

i) In neighbourhood centres with a 9.5m maximum height limit, development must not exceed 2 storeys in height (with the exception of habitable roof space/partial floor, which must be setback so as not to be visible from the street or incorporated into the roof design to have the appearance of a roof rather than an additional storey).

ii) In neighbourhood centres with a 12m maximum height limit, development must not exceed 3 storeys in height (with the exception of habitable roof space/partial floor which must be setback so as not to be visible from the street or incorporated into the roof design to have the appearance of a roof rather than an additional storey).

iii) The minimum floor to ceiling height for a floor must comply with the following table:
### Neighbourhood Centres – General Controls

#### Floor Minimum floor to ceiling height (in metres)

<table>
<thead>
<tr>
<th>Floor</th>
<th>Minimum floor to ceiling height (in metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground floor</td>
<td>3.3m</td>
</tr>
<tr>
<td>Upper floors</td>
<td>2.7m</td>
</tr>
</tbody>
</table>

*Note: (Ceiling heights shall be measured from finished floor level (FFL) to finished ceiling level (FCL)).*

iv) Demonstrate the suitability of an alternative number of storeys and/or floor to ceiling heights having regard to:

- existing predominant storeys and/or floor to ceiling heights within the centre
- character of the street.

#### 2.4 Setbacks

**Explanation**

Front setbacks establish the building line at the primary street front. They help define the proportions of the street and can contribute to the streetscape character through continuity of street facades. Continuous retail frontages with a zero street setback help reinforce a shopping street.

Setbacks are measured from the property boundary to the outside face of the external wall of the building.

Side and rear setbacks are also important as they provide for amenity between neighbouring properties, in terms of bulk, solar access and privacy and where rear lanes exist, provide for parking, loading and services. Setbacks to upper levels may also be required to ensure an appropriate building form is created.

Setback controls do not apply to below ground structures.

**Objectives**

- To define the street edge and establish or maintain the desired spatial proportions of development on the street.
- To ensure a development does not detrimentally affect the amenity of adjoining residential development.
- To ensure any building fronting a rear lane has a scale and mass secondary to the main dwelling on the site, and is appropriate for the width of the lane.

---

Setbacks for residential redevelopment in B1 zones will need to refer to the Medium Density Residential setback controls in Part C2.
Controls

2.4.1 Front setback

i) Comply with the following minimum front setback:

<table>
<thead>
<tr>
<th>Description</th>
<th>Minimum setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development fronting a primary road, up to 9.5m in building height</td>
<td>0m setback from the street edge</td>
</tr>
<tr>
<td>Development fronting a primary road, above 9.5m in building height</td>
<td>2m setback</td>
</tr>
<tr>
<td>Corner allotments</td>
<td>A minimum 1.5metre x 1.5metre splay corner across all levels at the intersection of two roads. No walls or plantings higher than 600mm may be located within the splay corner.</td>
</tr>
</tbody>
</table>

ii) Provide increased setbacks over and above the aforementioned minimum requirements, or demonstrate the suitability of an alternative setback having regard to the following matters:

- existing predominant street setback
- character of the street

2.4.2 Rear setback

iii) Where the site has rear lane access, car parking structures (hardstand carspace, carport or garage) and ancillary development must have a 1m minimum setback from the rear boundary.

i) All ancillary buildings fronting laneways must have a maximum height of not more than 6m. The maximum external wall height is limited to 4.5m.

Ancillary buildings on laneways must have a mass and scale secondary to the primary dwelling on the allotment. Any upper level (for instance, storey above garage) must be contained within the roof form as an attic storey.

iv) Where there is no rear lane access and the site adjoins land in a residential zone, provide a minimum rear setback of 15% of allotment depth or 5m, whichever is the lesser.
2.4.3 Side setback

v) Where the site’s side boundary adjoins land in a business zone, provide a zero metre side setback.

vi) For alterations and/or additions to dwellings in B1 zones, redevelopment must address the residential sections of the DCP.

vii) Where a side boundary of the site forms the edge of a business zone or, adjoins land in a non-business zone (and not separated by a road), provide a minimum 3m setback from the side boundary for a minimum of 60% of the allotment depth. For constrained sites, Council may consider a variation to the standard if the proposal can demonstrate that a reduced setback will suitably address privacy and solar access to the neighbouring properties.

Figure 1: Side setback controls for development adjoining non-commercial zone
3 Building design

3.1 Facades

**Explanation**

Facades have an important role to play in the perception and enjoyment of a place. Design emphasis through facade details, materials, colours, changes in the 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 visual interest, or articulation, can also assist to visually ‘divide’ buildings into smaller, identifiable proportions.

**Objectives**

- To ensure building facades are articulated to complement and enhances the character of the street.
- To achieve buildings with well designed, articulated facades, reflecting a ‘fine grain’ character, common to neighbourhood centres.
- To ensure that corner buildings respond to the characteristics of the two streets they address, and to reinforce corner elements.
- To retain and restore the surviving examples of original whole shop frontages and elements.
- To encourage new shopfronts to be compatible with the existing proportions, materials and detailing across the centre to maintain and enhance the character of the neighbourhood centre.

**Controls**

i) Where a development has two street frontages, each façade treatment must respond to the buildings in those streets.

ii) Include shopfronts on side street frontages of corner sites to enhance the commercial potential of the space and minimise blank walls to the streetfront.

iii) Facades should display proportions and detailing which respect the prevailing building facades across the centre (i.e. designing fine grain shop fronts, where the existing subdivision is fine grain).

iv) Distinguish residential entries from commercial/retail entries in the case of mixed use development.

v) Design shopfronts, including entries and windows, to reinforce any prevalent character in the centre.

Examples of facades in the City’s B1 Neighbourhood centres
vi) All street frontage windows at ground level are to have clear glazing. Large glazed shopfronts should be avoided, with window configurations broken into discrete sections to ensure visual interest.

vii) All facade elements must be contained within the site boundaries.

viii) Building services, such as drainage pipes shall be coordinated and integrated with overall facade and balcony design.

ix) Balconies to the street facade are to be recessed behind the principal building facade.

x) Balcony balustrades should comprise a light open/glazed material and should be compatible with the style of the building.

xi) The development of colonnades is discouraged.

3.2 Roof forms

Explanation

Well designed roof forms and parapets can enhance buildings and conceal mechanical structures such as lift overruns and service plants. Many of Randwick City's neighbourhood centres are characterised by flat roofs and often with a distinctive parapet.

Objectives

• To reinforce existing parapet features in neighbourhood centres.

• To add visual interest to the business centre skyline when viewed from street level or surrounding vantage points.

• To ensure the roof form contributes to the overall design and performance of the building.

• To ensure that roof plant and service areas are incorporated into the roof design and not visible from adjoining public roads or private property.

Controls

i) In centres where parapet forms are prevalent, development should include parapets that reflect the rhythm, scale and detailing of existing parapets.

ii) Provide flat roofs where these prevail across the centre, unless the site conditions justify an alternative roof form (eg. Corner sites).

iii) Design roof forms to generate a visually interesting skyline, while minimising apparent bulk and potential for overshadowing. The style and pitch of new roofs should relate sympathetically to neighbouring buildings.
iv) Relate roof forms to the size and scale of the building, the building elevation and the three dimensional building form.

v) Structures such as ventilation shafts, lift over-runs and service plants, should be wholly contained within roof structures and not project above the roof line.

3.3 Awnings

Explanation

Awnings improve the shopping experience by providing weather protection and by encouraging pedestrian activity, supporting the vitality of a centre. Awnings also play a role in sheltering passengers waiting at bus stops and for outdoor diners. Well designed awnings can also contribute to the character of the street.

Objectives

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

Controls

i) Provide continuous street frontage awnings to all new development.

ii) Generally awnings should be a minimum 3 metres deep and setback a minimum 600mm from the kerb.

iii) Design new awnings to be complementary with their neighbours and aligned with the general alignment of existing awnings in the street.

iv) Cantilever awnings from the building must have 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.

vii) Canvas blinds along the street edge may be suitable where they would assist in sun access/protection.

viii) Signage on canvas blinds is inappropriate.

ix) Ensure all awnings are structurally sound and safe and comply with relevant BCA requirements.
3.4 Colours, materials and finishes

Explanation

Well considered use of external building materials, finishes and colours can greatly contribute towards the appearance and cohesiveness of a business centre. New development or refurbishment should improve the overall presentation of the streetscape.

Objectives

- To achieve a pleasant, coherent streetscape that integrates new and existing buildings incorporating quality materials and finishes.
- To limit solar glare and the reflection of sunlight from buildings.

Controls

i) Utilise high quality and durable materials and finishes which require minimal maintenance.

ii) Combine different materials and finishes to assist building articulation and modulation. The use of face bricks and/or natural stone cladding may assist the integration of new development into the existing streetscape.

iii) The following materials are considered incompatible:
- Large wall tiles;
- Rough textured render and/or bagged finish;
- Curtain walls; and
- Highly reflective or mirror glass.

iv) Avoid large expanses of any single material to facades.

v) Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.

3.5 Lighting

Explanation

Lighting should be managed for centres to be safe and inviting, while avoiding nuisance to nearby development, residential areas and/or traffic. Light spillage can be managed through location and design considerations‘.

Objectives

- To encourage external lighting that adds to the architectural character of buildings whilst having regard to the amenity of nearby residents.
- To illuminate parts of a site for security and safety.
• To provide correct lighting orientation and minimise overspill lighting.

Controls

i) The external lighting of buildings must integrate external light features with the architecture of the building.

ii) Under awning lighting should be provided in accordance with the relevant Australian Standard.

iii) Where residential development is located above or adjoins the development, provide location and design details demonstrating that light is directed away from residences.

iv) Avoid floodlights or excessive lighting of buildings.

3.6 Signage

Explanation

Signage plays a significant role in promoting retail and commercial uses and in creating a lively shopping strip. Signage in centres should be integrated into the design of buildings.

Objectives

• To ensure that signage is in keeping with the scale, quality and overall design of the development.

• To ensure signage maintains, enhances and unifies the visual quality of the streetscape.

• To prevent unnecessary excessive signage and visual clutter by encouraging fewer, more effective signs.

Controls

i) The location, size and design of signage must integrate with the architectural detail of the building and act as a unifying element to the neighbourhood centre.

ii) Signage must not:
   • obscure important architectural features;
   • dominate the architecture of buildings;
   • protrude from, or stand proud of, the awnings;
   • project above any part of the building to which it is attached;
   • cover a large portion of the building façade.

iii) Avoid fin signs, signage on canvas blinds, signage on roller shutters and projecting wall signs and large elevated solid panel business and building name signs including those fixed on parapets or roofs.

iv) Ensure that signs provide clear identification of premises for residents, visitors and customers.
v) All premises must display a street number. The height of these numbers should be legible but not a dominating feature, and no less than 300mm presented in a clear readable font.

vi) Signage must relate to the business being carried out on the property.

vii) Early building names (on parapets, pediments, etc) should be preserved wherever possible.

viii) Any signage structure or sign must have regard to the impact on residential occupants in terms of illumination and visual impact.

4 Public domain

4.1 Active frontages

Explanation

Continuous business or retail land uses that open directly to the footpath provide people oriented and active street frontages. An active frontage enhances public security and passive surveillance and improves the amenity to the public domain by encouraging pedestrian activity. Active street frontages are a vital contributing factor to the economic viability and vitality of a business centre.

Objectives

- To achieve a well designed streetscape that engages and activates the neighbourhood centre and contributes to its economic viability.

- To provide a walkable environment, with visual interest and opportunities for social interaction.

- To provide active uses and pedestrian orientated activities at ground level in business centres.

- To ensure that the provision of active street frontages are compatible with the scale, character and architectural treatment of the building.

Controls

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

ii) Minimise vehicular entrances not associated with active uses or building entries.

iii) Security grilles or shutters may be fitted only within the shop itself behind glazing, and must offer a minimum of 70% transparency.
iv) Doors shall not encroach over the footpath when open. The use of fully operable glass walls or windows (e.g., pivot, stacking or bi-fold) to open cafés and restaurants to the street is encouraged, where suitable for the prevailing character of existing buildings in the centre.

v) ATMs and takeaway service counters should be recessed within a building wall to avoid negative impact on footpaths being used as service/queuing space. These areas are to be designed to avoid a hidden alcove/niche.

4.2 Pedestrian friendly access and spaces

Explanation

Pedestrian friendly design focuses on delivering high quality, safe and pleasant walking environments. Pedestrian access in a neighbourhood centre should provide a barrier-free environment where all people who live and visit the centre can enjoy the public domain. Public art can enhance centres by celebrating local heritage and exploring community and cultural heritage.

Objectives

- To promote development that is well connected to the street and contributes to the accessibility of the public domain and functionality of the neighbourhood centre.

- To ensure that residents, including users of strollers and wheelchairs, are able to reach and enter shop top housing via minimum grade ramps, paths, accessways or lifts.

- To encourage public art that enhances the unique identity of centres.

Controls

i) Development should aim to increase the area of public spaces and pedestrian links that are available in the business centres.

ii) In designing such areas, consideration should be given to solar access and protection from wind and rain.

iii) Pedestrian and vehicle accessways are to be separated and clearly distinguishable.

iv) Pedestrian areas should minimise any changes in levels and allow wheelchair access to the shops from the car parking area and public footpaths.

v) Consider artworks and design which integrates private development with the public domain. Eg. Window treatments, paving, sculptures and decorative elements.
4.3 Vehicular access

Explanation

Vehicular access interrupts the active streetscape and the continuity of footpaths. Where alternatives such as rear lanes and side streets exist, vehicular access for land within centres should be via these alternatives.

Objectives

- To access sites within centres via driveways from side streets and rear lanes.
- To minimise the number of vehicle access points on shopping street frontages.
- To maximise retail frontages and streetscape presentation.
- To maximise pedestrian safety.

Controls

i) Where new development has access available off rear laneways or side streets, vehicular access must be provided from the laneway or side streets.

ii) Where no alternative street frontage is available:
   - demonstrate alternative sustainable measures for meeting parking and delivery requirements.
   - The entry to the building should be designed to give priority to pedestrians by maintaining a constant grade for the footpath crossing for pedestrians.
   - Before the exit from the site, speed bumps and or warning signs to give way to pedestrians should be provided. The vehicle crossing area of the footpath should be identified by pavement blending with the footpath treatment as required by Council’s Engineering Services.

iii) 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.

iv) Avoid locating accessways to driveways adjacent to the doors or windows of habitable rooms.
4.4 Loading areas

Explanation

Loading areas provide for short term use of vehicles when loading or unloading goods in the course of business or when dropping off or picking up passengers. They are an integral aspect of a commercial business, however if situated inappropriately have the potential to impact adversely on the amenity for adjoining land uses and pedestrian and vehicular safety.

Objectives

- To ensure the provision of adequate loading/unloading areas.
- To ensure vehicular access to buildings and areas dedicated for offstreet loading and servicing does not diminish active street frontages.
- To ensure efficiency and amenity in the design and operation of offstreet loading and servicing.

Controls

i) Provide for loading facilities on site wherever feasible or demonstrate that suitable alternative arrangements to minimise impact on other premises and people within the centre.

ii) Service/delivery areas are to be located to minimise conflict between pedestrians/cyclists and vehicles and to minimise impact on residential amenity of neighbouring properties.

iii) Where new development has access available off rear laneways or side streets, loading areas shall be located off these areas.
5 Amenity

5.1 Solar access

Explanation

Sunlight access supports the health and amenity performance of buildings and is a financial benefit by reducing the need for artificial heating and cooling. This applies to new development and their relationship to existing adjoining buildings, requiring 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.
- To promote natural cross ventilation and discourage sole reliance on air conditioning.

Controls

i) Commercial and mixed use development are not to reduce sunlight to adjacent dwellings below a minimum of 3 hours of sunlight on a portion of the windows of the habitable rooms between 8am and 4pm on 21 June.

ii) Where adjacent dwellings and their open space already receive less than the standard hours of sun, new development should seek to maintain this solar access where practicable.

iii) If suitably justified, Council may accept a reduction in solar access for the subject site and adjacent development if the topography and lot orientation are such that the standard is considered unreasonable.

iv) Ensure that building layouts facilitate good solar access to both internal and external living spaces (eg. Ideally locate living areas to the north and east, and service areas to the south and west of the development).

v) 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.
5.2 Acoustic and visual privacy

**Explanation**

Acoustic privacy 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 internal spaces within apartments.

Visual privacy aims to protect every resident’s ability to carry out private functions within all rooms and private open spaces.

**Objectives**

- To ensure high levels of acoustic privacy within and between developments.
- To provide reasonable levels of external and internal visual privacy.
- To maximise outlook and views from principal rooms and private open spaces without compromising visual privacy.

**Controls**

i) Developments are to be designed to minimise noise transmission by:
   - Locating busy noisy areas next to each other and quieter areas next to each other;
   - Locating bedrooms away from busy roads and other noise sources;
   - Using storage or circulation areas within a dwelling to buffer noise from adjacent apartments, mechanical services or corridors/lobbies.
   - Avoid locating wet areas, such as toilets, laundries and kitchens, adjacent to bedrooms of adjoining dwellings.

ii) Locate exhaust vents away from windows and open space of dwellings.

iii) For development fronting arterial roads, provide noise mitigation measures to ensure an acceptable level of living amenity for the dwellings is maintained.

iv) Operating hours must be submitted with the DA. Should the development require deliveries and/or operation of machinery outside of standard hours (7.30am to 5pm, Monday to Friday), an acoustic report must accompany the DA. The acoustic report must be prepared by a suitably qualified acoustic consultant.
6 Shop top housing

Explanation

Shop top housing is an important feature of neighbourhood centres as it provides housing diversity and affordability. Long term affordability and sustainability aspects are improved for residents since less dependence is needed on transport (particularly private car use) when housing is located within walking distance of services and facilities, employment, shopping and entertainment.

The addition of housing can also increase interest, pedestrian activity and provide a human element to the zone, particularly after business hours. Shop top housing also increases the revitalisation of under-utilised spaces, and general land efficiency. It provides opportunities to ‘work from home’ or in close proximity to home.

Objectives

- To encourage the inclusion of dwellings in new developments, whilst ensuring that active commercial uses continue to be provided at ground floor area on principal retail streets.
- To maintain the built form arising from the historical subdivision pattern and the small shop character at street level.
- To maintain the built form character of small shops originally built to serve residents within a walking catchment, together with shop-top housing.
- To provide a range of usable, attractive and accessible landscaped outdoor spaces and recreation areas for the use of the occupants of shop top housing.
- To ensure that shop top development reinforces the character of the commercial precincts and forms a satisfactory transition between the commercial uses and adjacent residential uses.

Controls

i) Entries to residential apartments are to be separated from commercial entries to provide security and an identifiable address for each of the different users.

ii) Each dwelling must be provided with private open space directly accessible from its living area, in the form of either a balcony at least 2m deep or a terrace or private courtyard at least 10 square metres in area.

iii) Private open spaces should be:
- located adjacent to and accessible from the main living areas of the dwelling;
- located so as to maximise solar access, i.e. preferably orientated from north-east to north-west;
• located to ensure privacy and away from noisy locations, where possible; and
• screened by vegetation or a wall to ensure privacy.

iv) If an elevator is provided for residential use, it must not be used for retail loading or waste removal.

v) Separate the waste storage facilities for commercial and residential components of a development.

vi) Site services and facilities (such as letterboxes and drying yards) should be designed:
• to enable safe and convenient access by residents;
• in an aesthetically sensitive way;
• to have regard to the amenity of adjoining developments and streetscape;
• to require minimal maintenance; and
• to be visually integrated with the development.

6.1 Neighbourhood shops and business uses in Residential Zones

Explanation
Corner neighbourhood shops and limited business uses are permissible in residential zones. RLEP clause 6.13 allows for the retention and continued use of existing purpose designed or built commercial premises. It should be noted that development should be consistent with the controls stipulated in either the Low Density Residential or Medium Density Residential sections of the DCP, and should also consider controls, as relevant in this Section.

The purpose of this sub-section is to provide additional design controls for these business uses.

Objectives

• To encourage the retention of the fabric of existing purpose built corner shops/shop-top housing in residential areas.

• To ensure commercial development in residential zones do not create adverse noise or disturbance.

Controls

i) Preserve glazed shopfronts (ie. do not infill), awnings and primary wall heights at the street front.

ii) A Noise Impact Assessment prepared by a qualified acoustic consultant may be required depending on the use, scale and location of a development to demonstrate that the use can suitably operate within a residential area.
Contents

1 Introduction ........................................................................................................................................... 2
   1.1 Objective .................................................................................................................................... 2

2 Location and Design Requirements .................................................................................................... 2

3 Management Plan ............................................................................................................................... 3
1 Introduction

This section sets out objectives and controls to assist in the assessment of amusement centre proposals with particular regard to maintaining on site amenity and that of the surrounding area.

Amusement centres are a source of entertainment and recreation and are principally used for the playing of mechanical or electronic amusement machines and/or pool tables.

Note:

Amusement centres are defined in the RLEP as:

“a building or place (not being part of a pub or registered club) used principally for playing:

(a) billiards, pool or other like games, or
(b) electronic or mechanical amusement devices, such as pinball machines, computer or video games and the like”.

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

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

To the extent of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Objective

- To ensure that the location, design and activities within amusement centres have minimum adverse effect on the site and locality.

2 Location and Design Requirements

Controls

i) Locate amusement centres on the ground floor (at street entry level) of the development.

ii) Building design and layout must be of an open nature without any visually isolated areas.

Note:

A floorplan must be submitted showing amusement machine and pool table layout and configuration, toilet facilities and access, supervisor’s location, any partitioned areas and their proposed use, seating arrangements, ancillary uses and entrances and exits.
Amusement Centres

iii) Adequate floor area must be provided to facilitate circulation around gaming machines and pool tables.

iv) Noise levels generated by the premises must not exceed 5dBA above the background noise measured on the boundary of the premises.

v) Where the amusement centre is to be used in conjunction with a food and drink premises, the floor area allocated for seating for the purposes of the consumption of food and beverages is to be a minimum of 20% of the entire floor area.

3 Management Plan

Explanation

DAs for amusement centres must be accompanied by a Management Plan that specifies the operations and measures to be undertaken to ensure that the premises will be responsibly managed.

Controls

i) Submit a Management Plan that addresses the general requirements for Management Plans outlined in Part B Section B9 of this DCP, as well as the following specific requirements:

- Measures to ensure the suitable conduct of patrons within and outside the premises.
- Details on the number and type of amusement machines and/or pool tables.
- Age entry requirements.
- Access to public transport.

Note:

Approvals for amusement centre proposals including hours of operation may be subject to a trial period of operation. This would allow the flexibility to monitor the ongoing management of a premises and its impact on amenity and public safety.

Note:

Age Entry Requirements - It is the responsibility of the proprietor to ensure that persons under the age of 12 are accompanied by an adult and a sign is clearly displayed stating these age entry requirements.
Contents

1 Introduction ....................................................................................................................................... 2
  1.1 Objectives ................................................................................................................................... 2

2 Building Design ................................................................................................................................3
  2.1 Sleeping Rooms .......................................................................................................................... 3
  2.2 Toilets and Showers .................................................................................................................... 4
  2.3 Kitchen Facilities and Dining Areas ............................................................................................ 4
  2.4 Laundry and Drying Facilities ...................................................................................................... 5
  2.5 Communal Outdoor Recreation Area ........................................................................................... 5
  2.6 Noise, Privacy and Amenity ........................................................................................................ 6

3 Management Plan ............................................................................................................................. 7
1 Introduction

This section applies to DAs for backpackers’ accommodation. It provides design, development and management guidelines for backpackers’ accommodation premises to enable stringent assessment of their suitability for the locality, surrounding residents and guests.

Definition:

Under RLEP, Backpackers’ Accommodation means a building or place that:

(a) provides temporary or short-term accommodation on a commercial basis, and
(b) has shared facilities, such as a communal bathroom, kitchen or laundry, and
(c) provides accommodation on a bed or dormitory-style basis (rather than by room).

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

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

1.1 Objectives

- To ensure that any proposal for backpackers’ accommodation:
  - Maintains or enhances the character and amenity of the area; and
  - Provides a high standard of amenity for the users of that facility.

- To ensure any potentially detrimental impacts, including privacy, overshadowing, noise, anti-social behaviour and personal safety, are suitably addressed.
2 Building Design

Objectives

- To provide functional and safe areas for the sleeping and storage needs of the guests.
- To provide adequate numbers of toilet and shower facilities to cater for the requirements of the occupants.
- To ensure that appropriate kitchen facilities and dining areas are provided to cater for the needs of the occupants.
- To provide adequate space and facilities for clothes washing and drying.
- To provide sufficient recreation areas and facilities.
- To protect surrounding and adjoining residents from noise intrusion.
- To provide a reasonable acoustic environment for guests.

2.1 Sleeping Rooms

Controls

i) The minimum area of a sleeping room must comply with the Public Health Regulation 2012:

   The room has a floor area of 5.5 square metres or more for each person sleeping in it (where the length of stay is more than 28 consecutive days), or 2 square metres or more for each person (in any other case).

ii) Provide adequate space and secured storage facilities to allow occupants to store clothes and travel gear in each sleeping room, or alternatively, provide adequate facilities elsewhere in the building.

iii) Provide appropriate floor construction and materials in sleeping rooms to minimise noise generation.

iv) Bedding and flooring must be able to easily be cleaned and maintained.

v) Each sleeping room must contain an operable window opening to outdoor areas for natural light and ventilation.
2.2 Toilets and Showers

Controls

i) Provide toilet and shower facilities meeting the following minimum requirements:

<table>
<thead>
<tr>
<th></th>
<th>Wash basin</th>
<th>Toilet</th>
<th>Bath / Shower</th>
</tr>
</thead>
<tbody>
<tr>
<td>For Guest</td>
<td>1 per 7 guests</td>
<td>1 per 7 guests</td>
<td>1 per 7 guests</td>
</tr>
<tr>
<td>Use</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ii) Toilet facilities must be provided in a separate compartment from the shower / bathroom as far as are practicable.

iii) Bathroom facilities must be of a workable size and designed to allow easy cleaning and maintenance.

iv) Sanitary facilities must be gender separated as far as are practicable, except for uni-sex facilities provided in accordance with the Building Code of Australia and/or AS 1428.1.

2.3 Kitchen Facilities and Dining Areas

Controls

i) Provide at least 1 communal kitchen and 1 communal dining area (may be combined). The minimum combined floor area of these rooms must be 1 square metre per guest.

ii) Cooking facilities must be sufficient so that 15-20% of the maximum number of guests may prepare meals at any one time.

iii) Provide adequate cooking stove, refrigerator, bench, sink and waste storage facilities in the communal kitchen.

iv) Communal kitchen facilities and dining areas must be designed and constructed to be convenient and comfortable for the occupants to use and easy to clean and maintain.

v) Where the proprietor provides food services to the guests, the kitchen facilities must be designed and constructed in accordance with the Australian Food Safety Standards.
2.4 Laundry and Drying Facilities

Controls

i) Provide a separate communal laundry area within the building.

ii) Provide one (1) washing machine and one (1) wash tub for every 30 beds.

iii) Provide one (1) dryer or 20 metres of external clothes line for every 30 beds.

iv) Washing machines and mechanical dryers must not be used between the hours of 10pm and 8am, 7 days a week, if their operation is likely to cause noise impacts on the nearby residential uses.

v) Separate laundry facilities used by guests and staff members where possible.

vi) Design the building or introduce management measures to prevent laundry or clothes items being hung out at the windows on the street elevation/s.

2.5 Communal Outdoor Recreation Area

Controls

i) Provide a communal outdoor recreation area in the form of a courtyard, terrace, balcony, deck or the like, with total area of 30 square metres or 1.5 square metres per guest, whichever is the lesser. The outdoor recreation area must have a minimum dimension of 3 metres.

ii) Setback the outdoor recreation area from neighbouring residential properties by a minimum of 2 metres, or otherwise physically separate from those neighbouring properties to the extent that the potential for overlooking, noise and littering is minimised (e.g. through fencing and/or landscaping).

iii) Locate and orientate to maximise solar access.

iv) Incorporate deep soil planting or planter boxes to enhance the amenity for the guests.

v) Provide shared facilities, such as fixed outdoor seating, benches, barbeques and the like to allow social interaction.

vi) Provide partial cover for weather protection, such as pergola, canopy or the like, where it does not cause unreasonable overshadowing on adjoining properties.

vii) Lighting of outdoor recreation areas must be designed to minimise glare or light overspill to surrounding residential properties.
2.6 Noise, Privacy and Amenity

Controls

i) Sources of noise, such as kitchens, communal rooms, outdoor recreation areas and parking areas, must be sited and designed to minimise noise impact on adjoining properties.

ii) Rooms and features that generate noise (e.g. laundry, communal room and kitchen) must be located away from, or sound proofed from sleeping rooms.

iii) Windows and external openings must be located away from internal and external noise generators.

iv) Mechanical plant and equipment must be located in areas away from living or sleeping rooms within the development and adjacent buildings.

v) For new development, alterations and additions and proposals with an increase in guest numbers, a noise assessment report prepared by an appropriately qualified acoustics consultant must be submitted with the DA.

The report must:

- Establish the existing background noise levels;
- Identify all potential noise sources from the operation of the premises, including any mechanical plant and equipment;
- Estimate the level of potential noise emission;
- Establish desirable acoustics performance criteria; and
- Recommend any mitigation measures (such as sound proofing construction and/or management practices) required to achieve relevant noise criteria.

Note:
3 Management Plan

Explanation

Effective and responsive day-to-day management of backpackers’ accommodation is critical to ensure a suitable living environment for guests and minimise adverse impacts on surrounding residences.

This can be achieved by adhering to a Management Plan during the operation of the premises, which clearly documents all management measures and house rules.

Objectives

- To ensure clear and suitable management measures and practices are documented for use by staff and guests for the on-going operation of backpackers’ accommodation.

Controls

i) Submit a Management Plan with all DAs for backpackers’ accommodation that addresses the general requirements outlined in the Management Plan section in B9 of the DCP, and the following specific requirements:

- Arrangement for after-hours access.
- The maximum guest number for the entire premise, maximum occupancy per room and maximum permissible length of stay for guests.
- A schedule detailing minimum furnishings for sleeping rooms and communal rooms.
- House rules, covering issues including but not limited to:
  - Visitor policy
  - Rules for parties and activities
  - Use and operation hours of common areas (e.g. communal open space and living rooms)
  - Policy for regulating smoking and consumption of alcohol and illicit drugs
- Cleaning and maintenance arrangements.

ii) The following minimum on-site management requirements must be met:

- A manager, over the age of 18 years, must be present at the premises at all times and be available to attend to complaints during night hours when the reception desk is closed. Guests must not be appointed as temporary managers.
- A management office and/or manager’s sleeping room must be permanently provided on the premises.
iii) The manager is responsible for matters including, but not limited to:

- Handling check-ins and check-outs of guests.
- Maintaining a register of guests with information on the length of stay, personal details and etc.
- Furnishing a set of House Rules to each guest at the time of registration at the reception desk.
- Establishing and maintaining a formal and documented system for the recording and resolution of complaints made to the premises.
- Attending to any complaints made to the premises and taking appropriate remedial actions to resolve the issues.
- Monitoring the premises and ensuring all guests obey the House Rules.
- Ensuring guest numbers do not exceed those permitted in the development consent.
- Ensuring the premises are operated in a manner that minimises noise and disturbance to the neighbouring properties.
- Maintaining the premises in a clean, safe and orderly condition.
- Maintaining the premises in a fire-safe manner, which includes ensuring that:
  - Fire doors are kept closed to maintain fire separation and compartmentation.
  - Emergency access is kept cleared at all times.
  - All fire services, equipment and alarm systems remain in good working order.

iv) Public Notice and Signs:

- A sign must be prominently installed at the front entry to the premises informing the public of the 24-hour contact number of the on-site management (this is not to be an answering machine) to enable the registration of complaints.
- A permanently fixed identification number and a notice stating the maximum number of guests permitted must be displayed at the doorway to each sleeping room.

All backpackers’ accommodation must be registered with Council.
Contents

1 Introduction ........................................................................................................................................ 2
  1.1 Objectives .................................................................................................................................. 2
  1.2 Application ............................................................................................................................... 3

2 Site Selection ................................................................................................................................... 3

3 Building Design .............................................................................................................................. 5
  3.1 Built form, scale and character ............................................................................................... 5
  3.2 Setbacks ..................................................................................................................................... 6
  3.3 Building Materials and Colours ............................................................................................. 7

4 Amenity ........................................................................................................................................... 7
  4.1 Acoustic Amenity and Privacy ............................................................................................... 7
  4.2 Safety and Security ................................................................................................................ 8
  4.3 Play Areas ............................................................................................................................... 9
  4.4 Landscaping .......................................................................................................................... 10

5 Traffic, Parking and Pedestrian Safety ........................................................................................ 11

6 Hours of Operation ...................................................................................................................... 13

7 Fences .......................................................................................................................................... 13

APPENDIX A: Child care centre Facility and Equipment Requirements ........................................ 14
1 Introduction

This section sets out objectives and controls to guide the location and design of child care centres with a key focus on ensuring the safety and well being of children and achieving a high standard of amenity for the site and surrounding locality, particularly adjoining residential land uses.

Child care centres that are appropriately located and suitably designed provide an important community service, contribute positively to the developmental growth of children and operate with minimal impact on the surrounding locality.

A variety of child care centres currently operate in Randwick City offering full time or part time childcare services. These include centres operating in purpose built buildings in residential neighbourhoods or within business centres. A number of child care centres are also co located with community services, public open space and schools.

Licensing approval for new child care centres or the expansion of existing centres must be obtained from the NSW Department of Education and Communities. To obtain a license, applicants are required to comply with various requirements of the Education and Care Services National Law and the Education and Care Services National Regulations (E&C Regulations), which prescribe minimum standards for buildings, facilities and operational practices.

The Building Code of Australia also specifies relevant standards for child care centres relating to a number of matters including structural considerations, fire resistance, access and egress, services.

As a condition of consent, applicants must submit a signed statement or checklist to Council verifying compliance with both the Education and Care Services National Law and E&C Regulations.

1.1 Objectives

- To provide for the establishment of high quality child care centres that are located and designed to achieve a high level of safety, security, environmental health and amenity for their users.

- To ensure that child care centres respond positively to the context and setting and minimise adverse environmental impact in the locality.

- To deliver certainty to applicants, operators and the local community about the planning requirements for child care centres.

Note:

Applicants should consult with the NSW Department of Education and Communities to determine licensing requirements prior to lodgement of a DA with Council.

Further information is available at (www.dec.nsw.gov.au)
1.2 Application

This section applies to DAs relating to:

- Construction of a new purpose built child care centre.
- Conversion or adaptation of an existing building to a child care centre; or
- Expansion or alteration of an existing child care centre.

This DCP does not apply to home based childcare. Applicants for home based childcare should refer to the *Children (Education and Care Services) Supplementary Provisions Regulation 2004*.

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

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

For heritage items or properties within a heritage conservation area, this section should be read in conjunction with Heritage section B2 of the DCP.

2 Site Selection

Explanation

Careful consideration must be given in choosing a suitable location for a child care centre as not all sites are appropriate for this form of development.

Site selection should take into account the needs of centre users in terms of safety, security and environmental health, and in residential neighbourhoods consideration should be given to ensuring that the commercial nature of a proposal does not unreasonably impact on upon the amenity of residents.

An acceptable location for a child care centre depends on a number of factors including capacity, scale, compatibility with neighbouring land uses, potential for exposure to safety risks and environmental hazards, vehicle movements, sightlines and pedestrian safety.

Objectives

- To ensure that child care centres are appropriately located and sited having regard to the environmental attributes of the locality and the health and well being of centre users.
- To encourage child care centres in accessible locations in proximity to public transport, business centres, community services and open space.
Controls

i) DAs are to address the suitability and context of the proposal including:

- Proposed size, number of children and age breakdown for the centre.
- The number of staff to be employed.
- Proposed hours of operation.
- Nature of the location and surrounding development (including proximity to residential, business, industrial uses and sex services premises etc).
- Likely effect of the development on surrounding properties (e.g. privacy, noise, solar access, views and the means to offset these effects).
- Likely effect of the development on the road network in the surrounding area including traffic and on street parking availability.
- Availability of on site vehicular access and parking.
- Proximity to public transport.
- Proximity to existing community and children’s services.
- Demonstrated demand for the service and identification of any special needs the centre will address.

ii) Where a child care centre is proposed within 300 metres of a mobile phone tower, base station, transmission line easement or other source of potentially significant electromagnetic radiation, a report by a suitably qualified consultant must be submitted with the DA, assessing the potential exposure impact on the centre and its occupants.

Note:

Child care centres on the following sites are discouraged:

- Narrow streets, one way roads and cul de sacs
- Areas near electromagnetic radiation (e.g. mobile phone towers)
- Proximity to LPG tanks
- Areas that have poor on street car parking/traffic conditions (e.g. high traffic volumes, poor sightlines etc)
- Steep sites

Note:

As a general guide, preferred sites for child care centres are sites:

- Situated in proximity to workplaces, businesses, retail services and public transport.
- Co-located with existing educational, open space or other community facilities where parking is already available.
- Co-located in buildings that provide on site facilities for employers to reduce trip generation.
- Situated within purpose built detached buildings on accessible sites rather than semi detached dwellings, dual occupancy or residential flat buildings.
- Where there is less exposure to neighbouring residential development (e.g. large corner sites).
- Where safe and convenient vehicle access and pedestrian safety can be provided.
3 Building Design

3.1 Built form, scale and character

Explanation

The design of a new child care centre or extensions to an existing centre can impact on the physical and visual amenity of a streetscape. Child care centres that are sensitively designed in terms of built form, scale and massing can positively contribute to the streetscape and the character of the locality.

Child care centre proposals are required to comply with relevant RLEP height and FSR controls which apply to the site to ensure an appropriate built form outcome.

Objectives

- To facilitate the establishment of small scale child care centres in residential neighbourhoods.
- To ensure that the building’s form, scale and massing complements and enhances the established or desired future character of the streetscape or site.

Controls

i) For new child care centres or extensions proposed in the R2 Low Density Residential zone, the building design is to be similar to a dwelling house in terms of built form, scale, massing, roof design and articulation. Single storey buildings are encouraged for safety and access reasons.

ii) For all other zones or locations, the building design is to complement the desired built form, scale and character for that particular zone or location.

iii) Where a child care centre is proposed in a multi storey building (e.g. mixed use building) it must be located on the ground floor of the development unless it can be demonstrated that:

- There are no viable alternatives for a location at ground level in the building or surrounding area.
- With respect to a heritage item, the proposed child care centre on the ground floor would detrimentally impact on the heritage significance of the item.
- Adequate access to play areas, solar access (particularly mid winter) and natural ventilation is available.
- Adequate emergency access and egress is available.
- Adequate access for pick ups/drop offs is available.

iv) Architectural elements which articulate the front and other facades visible from the street frontage must be
incorporated into the overall building design to create visual interest.

v) Avoid large expanses of blank and unarticulated walls.

3.2 Setbacks

Explanation

Building setbacks define the overall footprint of a building and the outer extremities of that building in relation to front, side and rear boundaries. They have a significant influence on the relationship between buildings and the overall character of the streetscape.

Importantly, setbacks can assist in protecting solar access and mitigate against noise and privacy impacts for properties that adjoin child care centres.

Setbacks for child care centres must generally be consistent with the requirements of the relevant zone.

Objectives

- To maintain a consistent rhythm of development that contributes positively to the character of the streetscape and locality.

- To ensure adequate separation between neighbouring buildings for visual and acoustic privacy, solar access and air circulation purposes.

Controls

i) New child care centre developments or extensions must address the setback controls for dwelling houses set out in Part C1 of this DCP or demonstrate that alternative setbacks are suitable, having regard to:

- The zoning for the site and alternative setback controls in this DCP (e.g. for business centres, master plan sites or key sites); or
- The site location and prevailing setbacks of surrounding properties.

ii) Increased setbacks may be required in certain circumstances having regard to privacy, solar access, to achieve reasonable view sharing with neighbouring properties and/or to provide the required amount of space for outdoor play areas.

iii) The front setback area may only be used for access, car parking and landscaping purposes and not for the purposes of outdoor play areas and the like, unless it can be demonstrated that it is suitable due to:
- site characteristics (e.g. configuration, solar access, relationships to neighbouring properties)
- rear access availability
- provision of appropriate screening measures
3.3 Building Materials and Colours

Explanation

The appropriate use of durable materials, finishes and colours can improve the visual presentation of a building and make a positive contribution to the streetscape. Building materials, finishes and colours should be harmonious with surrounding development and based on local colour cues.

Objectives

- To ensure that the building's visual appearance complements and enhances the established streetscape character.

Controls

i) For child care centres proposed in residential zones, the selection of building materials, finishes and colours must have regard to the relevant controls set out in Part C1 of this DCP.

ii) For child care centres proposed within a business centre, master plan or key site, the selection of building materials, finishes and colours must have regard to the relevant controls set out in the relevant section of this DCP.

iii) For childcare centres proposed in special purposes or recreation zones, a range of high quality and durable materials must be used in construction which require minimal maintenance and facilitate articulation of the building form. The use of a single colour or material should be avoided.

4 Amenity

4.1 Acoustic Amenity and Privacy

Explanation

The appropriate design and siting of child care centres can minimise overlooking and noise intrusion to and from adjoining properties and maintain a high level of environmental amenity for children, staff and other centre users.

Objectives

- To minimise any potential adverse impacts on the visual and acoustic privacy of neighbouring properties.

- To protect the visual and acoustic privacy of children, staff and other users of the child care centre.

Controls

i) Submit an acoustic report prepared by an accredited acoustic consultant. The report must demonstrate that:
- Adequate site planning and building design measures are proposed to minimise noise impacts.
- Noise levels generated from the child care centre, (when measured over a 15 minute period at any point on the boundary of the site) will not exceed 5dBA above the background level.
- Suitable noise attenuation measures have been incorporated into the proposal.

ii) Orient new buildings and extensions to minimise overlooking, overshadowing and to preserve the acoustic amenity of adjoining properties.

iii) Locate outdoor and indoor play areas, balconies and terraces and openable windows to minimise the direct line of sight to and from neighbouring properties.

iv) Locate pedestrian access ways and ramps away from neighbouring residential properties where practical.

v) Maximise the use of fencing, landscape buffers and window coverings to protect visual privacy and acoustic amenity for the centre and neighbouring properties.

4.2 Safety and Security

Explanation
An accessible, safe and secure environment is integral to the well being of all child care centre users. Measures to facilitate casual surveillance, territorial enforcement and access control are important elements of building design in order to maximise safety and security.

Objectives
- To ensure that building design and facilities are safe and secure for children, staff and other centre users.

Controls
i) Entry for child care centre visitors is to be limited to one secure point which is to be:
   - Appropriately located to allow ease of access
   - Well lit and adequately sign posted
   - Located away from areas used for vehicle access
   - Monitored through natural or camera surveillance
   - Limited to authorised persons only through the provision of an electronic security system such as swipe cards.

ii) Where a child care centre is located within a building that also accommodates other uses, a separate and clearly marked entrance for the child care centre must be provided.
iii) Incorporate windows on the front façade where possible to enable casual surveillance.

iv) Where a proposed child care centre has a direct street frontage or vehicular access onto a classified road, identify additional safety measures (e.g., secure fencing, landscaping or other measures to prevent unaccompanied children from exiting the centre).

4.3 Play Areas

Explanation

Outdoor and indoor play areas are a vital component of child care centres as they facilitate the development of cognitive and physical skills and provide opportunities for social interaction.

Both outdoor and indoor play areas should provide for a variety of activities and experiences, while ensuring the safety and security of children. Importantly, the design of play areas should take into account the potential for visual, acoustic and privacy impacts on adjoining properties.

Objectives

- To provide attractive indoor and outdoor play areas that are safe, functional and support the developmental growth of children.
- To ensure that play areas do not compromise the amenity of adjoining properties.

Controls

i) Outdoor and indoor play areas must be clearly identified and dimensioned on the submitted DA plans.

ii) Locate outdoor and indoor play areas to the north or north eastern portion of the site where practical.

iii) Locate outdoor play areas away from the main entrance, unless suitable screening or fencing is provided.

iv) Locate outdoor play areas away from car parking areas or vehicular circulation areas.

v) Provide adequate separation between outdoor play areas and habitable rooms of adjoining residential properties.

vi) Design and layout of outdoor play areas should maximise clear sight lines and ensure ease of access to the main indoor play areas.

vii) Indoor play areas must have adequate access to sunlight and natural ventilation.

viii) Dedicate at least 50% of outdoor play areas for unencumbered activity and use a variety of surfaces (e.g., grass, sand, hard paving, and moulding).
ix) Provide physical shading devices that are integrated into
the design of the building. The material and colour of
shading devices must be considered in relation to the
streetscape and adjoining properties.

x) Toilets should be easily accessible from both indoor and
outdoor play areas.

xi) Ensure that outdoor play area gates do not open straight
onto footpaths or roads.

**Note:**
The following site requirements are based on the E&C
Regulation and are to be used as a guide only.
Applicants are required to illustrate provision of
indoor and outdoor play areas on DA plans. The play
area calculation should exclude parking and vehicular
circulation, waste, storage, landscaping and utility
areas.

<table>
<thead>
<tr>
<th>Indoor Space</th>
<th>0-6 years old</th>
<th>3.25m² per licensed child space of unencumbered space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor Space</td>
<td>0-6 years old</td>
<td>7m² per licensed child space of useable outdoor space</td>
</tr>
</tbody>
</table>

**4.4 Landscaping**

**Explanation**
Landscaping can assist in integrating child care centres within the
streetscape, contribute to creating a pleasant environment for
centre users and enhance privacy and acoustic amenity for
adjoining properties.

**Objectives**
- To ensure that landscaping maximises privacy and
  acoustic amenity for child care centres users and adjoining
  properties.

**Controls**
- i) Submit a landscape plan with the DA clearly identifying the
  following elements:
  - Location of play equipment
  - Location and extent of landscape buffers
  - Proposed planting including a variety of trees and
    plants to create visual interest and shade for
    children
  - Materials and finishes of outdoor surfaces.
ii) Landscape design is to reflect the prevailing landscape character of the streetscape in terms of scale and planting style.

iii) Landscaping must be designed to minimise the visual impact of the development on the streetscape and neighbouring properties.

iv) A landscape buffer of no less than 1 metre must be provided in the front setback where on site car parking and drop off areas are proposed in residential zones.

v) A landscape buffer with suitable screening plants should be provided along the side and rear boundaries where practicable.

vi) Toxic, spiky or other plant species hazardous to children should not be used.

5 Traffic, Parking and Pedestrian Safety

Explanation

Traffic, parking and pedestrian safety are critical issues to be addressed in the design and ongoing operation of child care centres. Vehicular access, parking and drop off facilities should be integrated into the design at an early stage to address potential conflicts between pedestrians, local traffic patterns, streetscape character and residential amenity.

Objectives

- To ensure a safe environment for pedestrians, particularly children, motorists and cyclists in and around child care centres.

- To minimise adverse environmental impacts in the locality in terms of traffic generation and on street parking availability.

- To ensure that car parking arrangements are designed to enhance streetscape character and have minimal visual impact.

Controls

i) Submit a Parking and Access Report with the DA, by an accredited consultant. The Report must address, but is not limited to:
   - prevailing traffic conditions
   - likely impact of the proposal on existing traffic flows
   - pedestrian and traffic safety
   - appropriate arrangements for safe and convenient pick up and drop off at the site.
ii) A reduction in car parking controls in Part B7 may be considered where:
   - The site is located in proximity to high frequency public transport.
   - The site is co-located or in proximity to other trip generators (e.g. business centres, schools, public open space, car parks).
   - There is sufficient on street parking available at appropriate times within proximity of the site.
   - The development is not likely to result in any adverse impact on the safe operation of the surrounding road network.

Note:

Any proposed reduction in car parking requirements must be suitably justified in the Parking and Access Study or the Transport Assessment Report. Consideration will be given to the size and intensity of the proposal.

5.1 Vehicle Circulation and Carparking Design

i) On site parking and drive through facilities must not visually dominate or detract from the streetscape character.

ii) Car parking areas and set down and pick up points, must be appropriately marked, signposted and lit to ensure pedestrian safety.

iii) The entry and exit of set down and pick up points should preferably be separated.

iv) On site parking and vehicle manoeuvring areas are to be designed so that vehicles can safely enter and exit the site in a forward direction, unless an alternative safe arrangement can be demonstrated in the Parking and Access Report.

v) Stack parking may be considered for a maximum of 2 car spaces.

vi) Access driveways must not be located opposite or in the vicinity of road intersections.

5.2 Pedestrian Access Design

i) Pedestrian access must be separated from vehicular access with clearly defined paths, signage and fencing.

ii) Appropriate site distances and traffic calming measures may be required to ensure pedestrian safety.

iii) Pedestrian pathways are to be a minimum width of 1.2 metres to allow for easy circulation throughout the site.
6 Hours of Operation

Explanation
The setting of appropriate hours of operation of child care centres should have regard to the potential for unreasonable disturbance to adjoining residential properties, and amenity impacts to the surrounding locality (e.g. traffic, noise etc).

Objective
- To ensure that child care centres hours of operation are reasonable and have minimal impact on the locality and the environment.

Controls
i) DAs should include supporting information demonstrating that the proposed hours of operation are compatible with adjoining land uses, and in the case of multi storey buildings, that the proposed hours of operation are compatible with the upper level uses.

Note:
As a general guide, the hours of operation for child care centres in residential zones should not extend beyond the core hours of 7:00am and 7:00pm unless suitable justification is provided (e.g. the proposal is located adjacent to a business centre or non residential land use etc)

7 Fences

Explanation
Fences within child care centres sites must be designed to ensure adequate privacy and security for child care centre users and adjoining properties while promoting a high quality streetscape.

Objectives
- To ensure that new fences complement the building and the streetscape in terms of materials, colour, height and rhythm.
- To ensure that fences are designed to maintain privacy for adjoining properties and the safety and security for child care centre users.

Controls
i) Fencing is to be of a height and design suitable to contain noise generated by children’s activities and compatible with the building and fencing materials used in the vicinity.

ii) Child proof fencing and self closing gates must be installed around outdoor play areas and at the entrance to ensure the safety and security of children.

iii) Fencing must not obstruct sight lines between pedestrians and vehicles.

Note:
Additional requirements on fencing are contained in the E&C Regulation.
APPENDIX A: Child care centre Facility and Equipment Requirements

The following list of requirements is based on the E&C Regulation and is intended as a guide only. Applicants should refer to the Regulation for a complete and detailed list of equipment standards and service requirements.

- Space requirements
- Laundry
- Craft preparation facilities
- Food preparation facilities
- Nappy Change Facilities
- Toilet and Washing Facilities
- Sleeping facilities
- Storage facilities
- Pools
- Telephone
- Play equipment
- First aid
- Fire safety
- Ventilation, lighting and heating
- Hot water
- Fencing
- Glass
- Cleanliness, maintenance and repairs
## Contents

1 **Introduction** .......................................................................................................................... 2  
   1.1 Objectives .......................................................................................................................... 2  
   1.2 Consent Authority, Owner’s Consents and Statutory Processes ............................................. 2

2 **Development and design controls** ......................................................................................... 3  
   2.1 Location and layout of footpath trading activities ................................................................. 3  
   2.2 Use of footpath airspace for outdoor dining .......................................................................... 6  
   2.3 Operating hours .................................................................................................................... 7  
   2.4 Furniture and fittings ........................................................................................................... 8  
   2.5 Amenity ................................................................................................................................. 9  
   2.6 Goods displays ..................................................................................................................... 9  
   2.7 A-frame advertising structures ............................................................................................. 10
1 Introduction

This section provides objectives and controls for outdoor dining and trading activities on and over public footpaths, malls and associated public spaces. Footpath dining and trading, in the right locations, contributes to an active street frontage and adds vitality to the public place.

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

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

The following documents should also be considered:

- NSW Food Act and food safety standards incorporated therein, and
- Other relevant statutory plans, Council and Technical Reports, guidelines and, other policies.

1.1 Objectives

- To provide controls for footpath dining and trading used in conjunction with associated, approved, indoor premises only;
- To ensure access, safety and amenity of public footpaths is maintained, while facilitating active and lively street frontages;
- To ensure footpath dining is compatible with other community use of the footpath and does not adversely impact upon the amenity of adjacent residences.

1.2 Consent Authority, Owner’s Consents and Statutory Processes

Proposals for outdoor dining on public footpaths require the following processes:

- Development consent and approval under the Roads Act and the Local Government Act, and current public indemnity insurance; and
- If adjacent to a classified road, the concurrence of the Roads and Maritime Services (RMS)

Proposals for the use of footpath airspace for outdoor dining require the above as well as the following processes:

- Lease agreement with Council for use of the airspace; and
- The approval of the Director-General of Department of Planning and Infrastructure (if Council is also the roads authority).

Note:

Council retains management and ownership of its footpaths at all times. Council has the right to access and remove all trading items at any time for any purpose deemed suitable by it.

No compensation is payable in the event of Council or any statutory authority carrying out works which require the removal, cessation and/or alteration to any approved footpath trading activity.
Proposals for goods displays on footpaths require the following processes:

- Local Approval under the Local Government Act 1993 or development consent and Local Approval if not exempt development; and

- Current public indemnity insurance.

Applicants are required to maintain current public liability insurance, indemnifying Council against damage to third parties and against the issue of licences. Applicants should consult with Council’s Property Officer for information regarding insurance.

2 Development and design controls

2.1 Location and layout of footpath trading activities

Explanation

Proposed footpath trading activities will be considered only in conjunction with an approved or proposed associated indoor business in contiguous premises (food premises in the case of outdoor dining and any other type of business in the case of goods displays).

Objectives

- To maintain the primary function of footpaths as public pedestrian corridors and domains, while encouraging opportunities for outdoor dining and other footpath trading activities.

- To allow for the use of airspace over public roads and public land for dining, only where appropriate.

- To ensure access for people with disabilities is provided within dining areas and associated facilities.

- To maintain public safety including unobstructed access to footpaths and adjacent buildings.

- To require high quality furniture and fittings that enhances the streetscape.

- To have regard to the heritage significance of an item or area, where applicable.

Controls

i) Provide a clear zone on the footpath with a minimum width 2.0m or 2.5m for locations adjacent to classified roads, busy footpaths, footpaths in excess of 4m width and land within Randwick Junction Centre.
ii) Provide a minimum kerb setback 0.6m. Note the following kerb setbacks apply regardless of footpath width:

(a) 0.9m adjacent to loading zones  
(b) 1.0m adjacent to “No Standing” zones  
(c) 1.5m adjacent to pedestrian crossings (applies both from kerb and the crossing)  
(d) 1.2m adjacent to angle parking  
(e) is not appropriate adjacent to a disabled parking space or a bus stop.

iii) If the minimum criteria in (i) – (ii) cannot be achieved, applicants must demonstrate the following:

(a) Existing levels of public access and safety will be maintained for the footpath and the adjacent road, and  
(b) No unreasonable impacts on amenity or streetscape.

iv) Where no footpath trading occurs in a locality, a proposed footpath trading activity is to be provided adjacent to the kerb.

v) Locating footpath trading adjacent to the building line must demonstrate consistency with existing footpath trading activities, exceptional circumstances and/or a public benefit.

vi) For trading areas longer than 10m, provide a 1.5m break in the centre of the trading area (excluding doorways and other essential openings).

vii) Provide a minimum break of 1.0m from public utilities including fire hydrants, rubbish bins, seats, telephones, bicycle stands, bus shelters, taxi ranks and parking meters.

viii) Provide a minimum break of 0.5m from all other street furniture including bollards, tree pits, street lights and traffic and electricity poles.

ix) Only that part of the footpath or public place directly in front of a restaurant/cafe may be used for footpath trading. The area may not extend to the area in front of neighbouring properties.

x) Seating may not be located next to the building line and the kerb side at the same time.

xi) Provide a minimum depth of 1.1m within the footpath trading area for the comfort of patrons.

xii) Comply with a footpath gradient (crossfall) range of 1:100 to 1:40 (maximum) or demonstrate to Council that suitable access can be provided if a proposal is located on grades outside this range.

Note:

References to footpaths in this Plan relate to existing grades. Structures or works to change footpath levels (for example, platforms) will generally not be supported, unless it can be demonstrated that pedestrian access on the footpath and to premises will not be impaired.
xiii) Locate the footpath trading area consistent with adjacent footpath trading activities, existing public utilities, landscaped areas and open spaces to provide consistent pedestrian access subject to the minimum setbacks above.

xiv) Provide clear sight lines from the indoor premises to the outdoor trading area.

**Diagram 1:**

Suitable locations for outdoor dining areas adjacent to the kerb, generally where no outdoor dining exists in the locality

* A minimum depth of 1.1m is recommended for the comfort of patrons

** Kerb setbacks may be required to be increased when adjacent to no standing zones, loading zones, pedestrian crossings, angled parking

*** A clear zone minimum width of 2.5m for locations adjacent to classified roads, busy footpaths, footpaths in excess of 4m and land within Randwick Junction centre
2.2 Use of footpath airspace for outdoor dining

Explanation

The use of airspace above footpaths (roads) and public spaces by the conversion of awnings to balconies (trafficable awnings) to provide first floor dining is generally not favoured by Council. It can result in additional noise, amenity and safety issues.

General matters for consideration

i) The Council may consider proposals for the conversion of an existing awning only on sites with the following features:

   (a) current approval for first floor dining in the contiguous indoor premises,

   (b) a Business zoning,

   (c) Not located adjacent to residential premises or residential zones, and

   (d) located in a continuous retail strip where awnings are an integral feature of the architectural elements of the streetscape.

ii) The Council may consider proposals for the construction of new first floor balcony awnings and their use for outdoor dining in Business zones only, where an applicant can demonstrate compliance with the following criteria:

   (a) approval for first floor indoor dining in the contiguous premises;

   (b) location in a continuous retail/commercial strip;

   (c) awnings on adjacent buildings;

   (d) design complements existing awnings;

   (e) alignment consistent with existing awnings (minimum kerb setback 600mm);

   (f) height related to building height and height of adjacent awnings;

   (g) cantilevered over footpath; and

   (h) additional awnings may not be attached to existing fixed awnings.

Controls

i) Design of any balcony for outdoor dining must be compatible with the streetscape and with the architectural integrity of the building.

Note:

A lease from the roads authority is required for use of the airspace above a road owned by it. Where the roads authority is other than the RMS, the approval of the Director-General of DP&I is required.

Council is the roads authority for local and public roads except for classified roads where the authority is the RMS.
Demonstrate that the proposal:

ii) Will not adversely affect the heritage significance of a heritage item or a heritage conservation area.

iii) Will not adversely affect the amenity and safety of the footpath below or the adjacent road.

iv) Will not obstruct the visibility of traffic signs and signals or pedestrian crossings.

v) Will not hinder the use by pedestrians and vehicles of the footpath and adjacent road.

vi) Will not adversely affect the amenity and safety of adjoining properties in terms of noise, overlooking or security.

vii) Will not adversely affect views.

viii) Is not located on a corner site unless visibility, traffic, safety and aesthetic issues are not adversely affected.

ix) Is consistent with the use of other adjacent awning balconies.

x) Is not enclosed.

2.3 Operating hours

Controls

The following standard hours of operation apply for all applications:

i) Comply with the approved hours of operation of the related indoor premises subject to the criteria below.

ii) Outdoor dining areas in Business zones:

(a) Local Centre Business zone B2: up to 11:00 p.m. Mondays to Saturdays and to 10:00 p.m. Sundays;

(b) Neighbourhood Centre Business zone B1: up to 10:00 p.m. Mondays to Saturdays and up to 9:30 p.m. Sundays.

iii) Outdoor dining areas in potentially sensitive areas (for example, in proximity to residential zones or premises):

(a) Generally up to 9:30 p.m;

(b) Further limitations may also be appropriate in areas within proximity to any residential premises.

iv) Premises may be permitted a 30 minute period after the above-mentioned hours in which to vacate the outdoor dining area, provided this is within the approved hours of operation of the indoor premises.
v) Variations to the above hours may be permissible only based on:

(a) The merits of the proposal;

(b) Existing hours of operation of the indoor premises, and/or

(c) Proximity of residences.

2.4 Furniture and fittings

Controls

General requirements

Demonstrate that furniture and fittings:

i) Dimensions fit into the footpath trading area including consideration for the comfort of patrons.

ii) Are safe, sturdy, (but not bulky), waterproof and weather resistant, can be easily removed at the close of business each day, will not damage the footpath or other public infrastructure or pose a trip/fall hazard or inconvenience to the public.

iii) Are weighted down or otherwise secured so as to prevent accidental dislodgement (e.g. umbrellas, A-frames).

iv) Visually complement and be physically aligned with other street furniture (including adjacent footpath trading areas) and adjacent public utilities.

v) Define a footpath trading activity by landscape planter boxes and flowerpots, bollards or screens (all to a maximum 1.2m height and maximum 1.8m length) provided they are located within the boundaries of footpath trading area and are removable at the close of business or otherwise designed as an integral part of a public open space area. Fittings are supplied and maintained at the expense of the applicant.

vi) Do not define the footpath trading area by full height solid or plastic screens or any other type of enclosure.

vii) Comply with Outdoor Advertising and Signage provisions in Part F2.

Umbrellas

Provide:

i) Heights consistent with adjacent umbrellas or shade structures (if applicable) with a minimum height clearance from the footpath of 2.6 metres when open.

ii) Unimpeded views (if existing) of traffic signals, signs, pedestrian crossings

iii) Unimpeded views (if existing) of historic facades or vistas of valued or historic streetscapes.
iv) A safe and secure anchor point, (permanently fixed and which does not pose a trip hazard when the umbrella is in storage).

v) No overhang of any roadway.

vi) Fire-retardant materials if located near a heating device.

vii) Market style, not beach umbrellas.

Do not:

viii) Provide umbrellas where building awnings exist unless it can be demonstrated that both can be appropriately accommodated within the space.

2.5 Amenity

Controls

i) Demonstrate that the proposal will not have unreasonable impacts on the amenity of adjacent residences.

ii) Provide adequate toilet and sanitary facilities to cater for patrons.

iii) Provide lighting and/or heating adequate for safety and amenity for all patrons.

iv) Demonstrate that lighting and/or heating will not cause a potential nuisance.

v) Demonstrate suitable management measures to control noise, litter and cleanliness of the outdoor trading area.

2.6 Goods displays

Controls

i) Goods display structures (racks, shelves or similar) must be portable, and must be removed out of trading hours.

ii) Goods displays may be provided on footpaths with a minimum footpath width of 3.0m.

iii) Goods display may abut the shopfront only and, only where other footpath trading activities exist adjacent to other adjoining shopfronts.

iv) Do not affix advertising or signage.

v) Use for the orderly display of goods which are sold in the contiguous business premises.

vi) Maximum of one stand per commercial business or multiple occupancy commercial tenancy.

vii) Maximum display width of 1.0m measured at right angles from the front of the premises.
viii) Maximum length of 50% of the total length of the shopfront.

ix) Do not affix, or restrict access to, any public utility.

x) Do not pose a hazard or inconvenience to pedestrian movement or access to premises.

xi) Do not display food.

### 2.7 A-frame advertising structures

**Controls**

i) Minimum footpath widths of 3.0m.

ii) Maintain a minimum clear zone of 2m.

iii) Locate adjacent to the kerb line with a minimum setback of 0.6m.

iv) Minimum 2m setback from a building corner at intersections or at arcade entries.

v) Maximum height 1200mm and width 600mm.

vi) Maximum of one sign per commercial business or multiple occupancy commercial tenancy.

vii) Do not affix, or restrict access to, any public utility.

viii) Locate away from official traffic signs, so as not to distract drivers’ attention or be confused with instructions given by traffic signals.

ix) Be safely anchored, secured and positioned so as not to pose a hazard or inconvenience to pedestrians especially those with a disability or, to traffic safety.

x) Use durable, fade proof materials of a high aesthetic and professional quality.

xi) Have a design theme compatible with adjacent elements within the footpath.

xii) Content must relate directly to an activity carried out on or, associated with the related business premises.

xiii) Content must not substantially duplicate advertising or signage elsewhere within the footpath trading area or on the frontage of the associated indoor premises.
Contents

1 Introduction....................................................................................................................................... 2
  1.1 Objectives.................................................................................................................................... 2
  1.2 Relationship to other documents ................................................................................................. 3
  1.3 Application................................................................................................................................... 3
  1.4 Late Night Trading Categories ..................................................................................................... 3

2 Matters for Consideration................................................................................................................ 4

3 Management Plan................................................................................................................................ 5
1 Introduction

This section contains objectives and controls to assist in the assessment of late night trading premises with particular regard to protecting residential amenity and maintaining public safety.

Late night trading premises are business, retail and entertainment uses which operate at night. These can include (but are not limited to) licensed and/or unlicensed establishments such as pubs, restaurants and cafes, take away food and drink premises and other such premises which provide late night services such as convenience stores, pharmacies and the like.

Proposals for late night trading premises must demonstrate commitment to good management and ensure that any adverse impacts are minimal and/or capable of being adequately managed.

A social impact assessment is required for new or significant expansion of licensed premises. Council may also require a social impact assessment for other types of late night trading proposals as part of a merit assessment. More information can be found in the Council’s Social Impact Assessment Guidelines for Assessing DAs.

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

- Part A – Introduction, 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 of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Objectives

- To protect neighbourhood amenity and property, particularly residential land uses.
- To minimise opportunities for anti social behaviour and crime, through the responsible management of late night trading premises and their surrounding environment.
- To enable local economies that provide for the community’s diverse cultural, social and retail needs.
- To deliver certainty to applicants, operators and the local community about the planning requirements with regard to late night trading premises.
- To ensure a consistent approach in the assessment of DAs for late night trading premises.

Note:

This section has been prepared with due regard to the directions and objectives contained within the Randwick City Plan, the Safer Randwick City Plan and the Last Drinks Paper 2010.
1.2 Relationship to other documents

DAs for late night trading premises may also be subject to other Council plans, codes and policies. In particular, the following documents may be relevant:

- Social Impact Assessment Guidelines for Assessing DAs
- A Safer Randwick City (Crime Prevention Plan)

Applicants should check with Council to determine what other documents need to be considered when preparing a DA for a late night trading premises.

1.3 Application

This section applies to all DAs for new or existing late night trading premises that seek approval wholly or in part for:

- A change of use.
- New, modified or extended trading hours.
- Refurbishment, additions or extensions that are likely to result in an intensification of the current use; and/or
- An extension or renewal of trial trading hours or renewable conditions of consent.

**Note:**

For the purposes of (c) above, an intensification of use includes:

- An increase in patron capacity
- An increase in the amount of floor area

1.4 Late Night Trading Categories

For the purposes of this DCP late night trading premises are defined as any retail, business or entertainment use that operates at night. The DCP categorises these as high or low impact as follows:

**High Impact**

i) A pub.

ii) A registered club.

iii) Any premises with a capacity of more than 100 patrons where alcohol is sold and/or consumed on the premises (e.g. restaurant or café).

**Note:**

A ‘pub’ may include a wine bar and the like, where the primary purpose is the retail sale of liquor for consumption on the premises.

**Note:**

Outdoor seating is included in calculation of patron capacity.
iv) Any premises used as a function centre or entertainment facility where alcohol is sold and/or consumed on the premises.

Low Impact

i) Any premises with a capacity of 100 patrons or less where alcohol is sold and/or consumed on the premises (e.g. restaurant or café).

ii) Any other retail or business premises which operates after 11pm.

Note:
High and Low Impact categories do not include sex services premises and restricted premises. See D14 for separate controls.

2 Matters for Consideration

Explanation

All DAs for low and high impact late night trading premises must address a number of matters of consideration. This provides the basis for a consistent approach to determining suitability of proposals, appropriate hours of operation and maximum patron capacity.

Objective

• To ensure that late night trading proposals are appropriate to the location in terms of nature and scale of operations.

Controls

i) All DAs for late night trading premises must address the following matters:

- Specific nature of the proposal (e.g. pub, nightclub, restaurant etc).
- Proposed layout of the premises
- Current and proposed hours of operation.
- Existing trading hours and nature of other late night trading premises operating within a 100 metre radius.
- Current and proposed size of the premises and maximum patron capacity (including the maximum number of patrons that will be standing and/or sitting at the one time).
- Details on whether alcohol is to be sold and/or consumed on the premises and measures for responsible service.
- Measures to minimise likely noise or other amenity impacts on adjoining properties.
- The likely impact of the premises on the concentration of late night uses in the locality.
- Details on any proposed entertainment and likely amenity impacts.
- Suitability of the location and context of the proposal, including proximity to residential land uses and other sensitive land uses (e.g. schools, places of worship etc).
The following table is a guide to the range of hours of operation that may apply to DAs for late night trading premises in Randwick City.

<table>
<thead>
<tr>
<th>B2 Local Centre Zone</th>
<th>B1 Neighbourhood Centre Zone and other Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Indoor</strong></td>
<td><strong>Indoor</strong></td>
</tr>
<tr>
<td>Up to midnight</td>
<td>Up to 11pm</td>
</tr>
<tr>
<td>Monday to Saturday</td>
<td>Mondays to Saturdays and 10:00pm Sundays.</td>
</tr>
<tr>
<td>11pm Sundays.</td>
<td></td>
</tr>
<tr>
<td><strong>Outdoor</strong></td>
<td><strong>Outdoor</strong></td>
</tr>
<tr>
<td>Up to 11pm</td>
<td>Up to 10pm</td>
</tr>
<tr>
<td>Monday to Saturday</td>
<td>Mondays to Saturdays and 9:30pm Sundays.</td>
</tr>
<tr>
<td>10pm Sundays.</td>
<td></td>
</tr>
</tbody>
</table>

Table 1: Guide to hours of operation

3 Management Plan

Explanation

In addition to the matters for consideration, all DAs for high impact late night trading premises must be accompanied by a Management Plan that specifies the operations and measures to be undertaken to ensure that the premises will be responsibly managed.

The purpose of a Management Plan is to ensure that applicants demonstrate an understanding of the local context and address any potential adverse impacts that may arise from the operation of the late night trading premises. It also enables the Council to effectively assess any impacts of a proposal and forms a base for enforcement action if not suitably implemented. A Management Plan may not be required where it can be demonstrated that a proposal will not result in an intensification of a use.

Objectives

- To ensure that potential adverse impacts from the operation of high impact premises can be suitably addressed through appropriate management practices.

Controls

- Submit a Management Plan with a DA (for the purposes noted in 1.3 of this section) for high impact late night trading premises that addresses the general requirements for Management Plans outlined in Part B9 of this DCP, as well as the following specific requirements:
  - Onsite security arrangements including number of licensed security staff, details of any electronic surveillance systems and frequency and areas of security patrols inside and outside the premises.

Note:

These hours of operation may only be granted following the Council’s consideration of the matters outlined above and in those circumstances where good management can be demonstrated and where adverse impacts on residential amenity and public safety are capable of being minimised.
- Measures to manage large groups of patrons during peak trading periods (e.g. during weekends, special events etc).

- Measures to assist patrons to wind down before closing (e.g. reducing music volume, increasing lighting levels inside the venue etc).

- Provide a copy of the House Policy describing measures to minimise harm, anti-social behaviour and crime through the responsible service of alcohol (e.g. lock out times etc).

- Measures to monitor and manage patron behaviour within and outside the premises including when entering and leaving the premises late at night.

- If queuing outside the premises is to occur, a description of measures that will be taken to ensure that queuing is controlled to minimise adverse amenity impacts (e.g. maximum queue numbers, use of temporary ropes/bollards, actions to be undertaken to minimise loitering etc).

- Designated smoking areas and measures to increase patron awareness of the responsible disposal of cigarette butts.

- Actions to be undertaken to discourage drug use and manage drug related incidents.

- Overview of the accessibility and frequency of public transport and taxis during late night trading hours.

- Measures to increase patron awareness and use of public transport and taxis.

- Measures to address other likely social impact as a result of the proposal.

- Outcomes of preliminary consultation between applicants and the NSW police.

Note:

Information regarding the issuing of liquor licences should be directed towards the NSW Office of Liquor Gaming and Racing. Further information is available at www.olgr.nsw.gov.au

Note:

NSW Bureau of Crime Statistics and Research (BOCSAR) is the official source of NSW crime information. More information on statistics per Local Government Area can be found on www.bocsar.nsw.gov.au

Note:

Approvals for late night trading premises including hours of operation and/or patron capacity may be subject to a trial period of operation. This would allow the flexibility to monitor the ongoing management of a premises and its impact on residential amenity and public safety

Note:

Section 80A (imposition of conditions) of the Environmental Planning and Assessment Act 1979 permits the use of reviewable conditions by a Consent Authority to approve hours of operation and/or maximum persons permitted when it is uncertain about the impacts of the proposed development on adjoining land uses.
# Contents

1. Introduction ......................................................................................................................... 2
2. General matters of consideration ......................................................................................... 2
3. Privacy and Noise .................................................................................................................. 3
4. Health and Safety .................................................................................................................. 4
5. Management Plan .................................................................................................................. 5
1 **Introduction**

This section contains objectives and controls to assist in the assessment of restricted premises and sex services premises, and to ensure that these premises are well located, designed and managed to avoid adverse impacts on the surrounding area and maintain high levels of amenity (both internal and external).

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.

The following documents should also be considered:

- Council’s social impact assessment guidelines for assessing DAs
- A safer Randwick City (Crime prevention plan)
- The NSW Health Department’s *Health and Hygiene Guidelines for Brothels and Adult Services*

2 **General matters of consideration**

**Explanation**

The RLEP *Location of sex services premises* clause 6.15 provides for a reasonable separation between sex services premises; other land uses (residential and public recreation) and places regularly frequented by children. The purpose is to minimise land use conflicts and adverse amenity impacts arising from the location and operation of these premises and must be addressed when submitting a DA.

**Objectives**

- To provide additional criteria to assess the suitability of the location of a restricted premises or sex services premises, its impact and hours of operation.
- To ensure the design and operation of the premises are discreet, fit within the character of the streetscape and do not adversely impact on the amenity of the neighbourhood.

**Controls**

i) In Business zones, restricted premises and sex services premises are to be designed with separate entries to any other use and to minimise views from public areas into the premises.

ii) Consider the impact of the premises in terms of existing businesses in the area, the hours of operation, size and use of premises, access, car parking/traffic etc. associated with those premises.

**Note:**

In addition to the RLEP, the Restricted Premises Act 1943 provides the statutory framework for the control of sex services premises and restricted premises in NSW.

The NSW Land and Environment Court has developed a planning principle relating to brothels based on the case of Martyn v Hornsby Shire Council [2004] NSWLEC 614.
ii) Restricted premises and sex service premises are to be located above ground floor level or street level of a building, away from shopfronts and arcades or thoroughfares of high pedestrian use. The entrance however should preferably be located at ground level on the primary frontage.

iv) The external design and colour of the premises must be in keeping with the character and appearance of the streetscape, and not be a prominent feature in the street.

3 Privacy and Noise

Objectives

- To ensure that the activities within the premises arising from its operation are not visible from the street or an adjoining property.
- To minimise noise and vibration at the boundary of the premises.

Controls

i) A sex services premises must not give rise to:

   a. A sound level at any point on the boundary of the site greater than a background levels specified in AS 1055-Acoustics- Description and measurement of environmental noise, or
   b. An “offensive noise” as defined in the Protection of the Environment Operations Act 1997, or
   c. The transmission of vibration to any place of different occupancy.

ii) Premises should be designed, incorporate building materials and arrange room layouts to minimise noise transmission, and to provide privacy (internal and external) and to prevent activities being visible from outside the premises.

iii) There is to be no display of restricted material, sex-related products, sex workers, performers or semi-dressed staff from windows or external doors, or public areas outside the premises.

iv) Spruikers business for any restricted premises or sex services premises will not be supported.
4 Health and Safety

Objective

- To ensure that the design and operation of the restricted premises and sex services premises maximises the comfort, safety and security of visitors/clients, staff, workers and the general public.

Controls

i) All DAs for sex services premises must comply with the requirements of the Public Health Act 2010 and the requirements of the New South Wales Health Department.

ii) Provide internal reception/waiting areas (except for premises providing retail services) for visitors.

iii) Design internal areas to minimise alcoves and entrapment spaces.

iv) Provide suitable safety and surveillance systems (both internal and external) including adequate lighting of access ways and car parking areas.

v) Design entrances and exits to facilitate the privacy of staff and visitors without compromising personal safety.

vi) Landscaping is not to obstruct visibility from public areas to exits and entrances for the safety of staff and visitors.

vii) Premises are to be clearly numbered, so the number is visible from the street to prevent inadvertent visitors to private homes or businesses in the area.

viii) For sex services premises of 3 or more rooms, all working rooms and staff areas are to be provided with intercoms and duress alarm systems linked to a central base and monitored at all times.

ix) Storage spaces are to be provided for both soiled and clean linen, and safe sex equipment.
5 Management Plan

Explanation

The safe and efficient operation of a sex services premises or a restricted premise should effectively minimise any adverse impacts on the amenity of a locality. The preparation of a management plan setting out clear procedures and responsibilities remains an active document (reviewed annually) and assists business owners and operators, the community and council in ensuring the suitable ongoing operation and oversight of the premises.

Objectives

- To minimise the potential for the operation of sex services or restricted premises to cause disturbance in the surrounding area.

- To ensure the safe and adequate storage, handling and disposal of waste, appropriate cleaning procedures and the safety and health of staff and visitors.

Controls

i) Submit a Management Plan for all DAs for new or expanded restricted premises or sex services premises that addresses the general requirements for Management Plans outlined in Part B9 of this DCP, and the following specific requirements:

   a. Procedures appropriate to the nature of the proposed activities; and procedures for where staff are placed under duress,

   b. How access can be provided when required by a client with a disability,

   c. Access arrangements for the attendance of health service providers,

   d. Procedures that support the health and health education needs of staff.

Contents

1 Introduction .......................................................................................................................... 2
  1.1 Industrial Land in Randwick City ................................................................................ 2
  1.2 Objectives .................................................................................................................. 2

2 Building design and appearance ....................................................................................... 2

3 Setbacks ............................................................................................................................. 2

4 Landscaping ........................................................................................................................ 2

5 Parking and access ............................................................................................................ 2

6 Light and Noise ................................................................................................................ 2

7 Water quality .................................................................................................................... 2

8 Waste management .......................................................................................................... 2

9 Fences ............................................................................................................................... 2

10 Public Utilities/Infrastructure .......................................................................................... 2

11 Signage ............................................................................................................................ 2
1 Introduction

This section applies to applications for new development, redevelopment, alterations, additions and changes of use in IN2 Light Industrial zoned land under Randwick LEP.

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

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

To the extent of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Industrial Land in Randwick City

Randwick City’s industrial area has three distinct precincts which comprise a diverse range of lot types, industrial uses and business operations. These three areas are listed as follows:

Note:
All development within Port Botany is covered by SEPP Port Botany and RLEP 2012 does not apply
Perry St Precinct

This precinct is characterised by small and single lot industrial uses that mostly cater for localised industries, such as vehicle repairs. The future desired character for the precinct is to maintain a range of small and medium size lots (including strata buildings) to continue to cater for smaller industrial operations. Managing the residential interface is also important.

Botany Road/Military Road Precinct

This precinct is characterised by medium to large lots. The future desired character is to retain these large lots and to avoid strata and small lot subdivision to cater for large and port related industries.

Port Botany Precinct

This precinct will continue to be used for Port and port related businesses, requiring large lots and access to main roads and rail.

1.2 Objectives

- To preserve Randwick City’s core industrial zoned land at Matraville to meet the current and future industrial needs of the City.

- To facilitate industrial development that produces a range of goods and services and employment opportunities, without adversely affecting the amenity, health or safety of the nearby residential areas.

- To ensure industrial development does not pollute or affect the surrounding land, water or environment.

- To ensure that new industrial development does not increase the cumulative risk of industrial hazards or its impact on surrounding properties.

- To allow certain non industrial uses which serve the daily needs of the workforce in the industrial areas, but not the wider community.

- To protect the viability of business zones by ensuring that commercial uses, such as offices and showrooms, are not permitted in the industrial area unless they are a minor component of an associated industrial land use.
2 Building design and appearance

Explanation

Good building design and appearance can maintain amenity and enhance the streetscape. Through high aesthetic standards, industrial buildings can be designed to provide and maintain a suitable level of visual, acoustic and environmental quality.

Objectives

- To ensure the form and scale of development enhances the streetscape and visual quality of the area.
- To achieve high quality, innovative and sustainable design for industrial buildings.
- To use materials and construction methods to mitigate noise and visual impact to adjoining areas, particularly residential areas.

Controls

i) Building mass and scale should make a positive contribution to the streetscape and compliment the predominant character of the adjoining area.

ii) Buildings should not contain long, blank and unarticulated walls, particularly on street frontages. Use of a single colour or material should be avoided. A development must use architectural elements to articulate the front and other facades visible from the public domain.

iii) Building entrances should be clearly defined, well articulated and provide level or ramp access.

iv) Roof design must be incorporated in the overall building design.

v) Any metal roof sheeting should be pre-painted (e.g. Colourbond) to limit the level of reflection and glare.

vi) Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.

vii) To promote casual surveillance, office components of an industrial development should be located at the front of the property with windows and entrances facing the street, with the warehousing or industrial use set behind.

viii) Buildings should maximise energy efficiency, through measures such as the use of high efficiency lighting systems, insulation, natural ventilation and lighting, and low embodied energy materials.
Example of good building design: building entries are clear with windows facing the street. The building incorporates an articulated façade with few blank walls.

3 Setbacks

Explanation

The use of setbacks plays a number of important roles in areas developed for industrial uses. A building set back from the street ensures space for landscaping and contributes to streetscape consistency. Setbacks also provide a transitional area or buffer to adjoining land uses.

Objectives

- To minimise the impact of development and buildings on the surrounding area by providing a buffer to adjoining land uses.
- To encourage development that is in keeping with the streetscape characteristics and ensures a positive contribution and presentation to the street.

Controls

i) The front setback of an industrial building must respond to the dominant street setback. Where there is no dominant setback or on large frontages, setbacks will be addressed on a case by case basis.

ii) All front setbacks are to comprise soft landscaping to provide a high quality street presence. Front setbacks are not to be used for storage or display of goods, excessive signage, loading/unloading areas and large areas of car parking.

iii) Where the development adjoins non industrial uses, a minimum side and/or rear setback of 5m is required to the affected boundary.
iv) A minimum side and rear setback of 4m is required in all other cases.

4 Landscaping

Explanation

Well landscaped areas can enhance the visual appearance of a development and be used to create an attractive and sustainable environment. Landscaping contributes to creating a pleasant working environment for employees and visitors.

Landscaping creates a buffer for industrial development from other land uses and plays a key role in screening and softening visually dominant industrial buildings and signage.

Objectives

- To use landscaping to improve the environmental and visual amenity of industrial areas.
- To integrate building design, car parking and service facilities with landscaping.
- To ensure the provision of accessible and useable open space for the use of employees.
- To encourage the planting of indigenous, native and low water consuming plants and trees.
- To assist stormwater management by minimising hard non-porous surfaces.

Controls

i) A minimum of 20% of the site must be provided and maintained as a landscaped area, with lawns, trees and shrubs for aesthetic purposes and for the enjoyment of employees.

ii) Front and side setbacks must be landscaped to soften and screen buildings, storage, service and parking areas. Porous paving should be utilised wherever possible.

iii) Shade trees should be provided in outdoor staff break areas and along pedestrian paths and walkways.

iv) All landscaped areas should be separated from vehicular areas by means of a kerb or other effective physical barriers.

v) All proposals for new industrial development should be accompanied by a landscaping plan prepared by a qualified professional.
5 Parking and access

Explanation

Car parking, access and loading/servicing areas can occupy a large proportion of an industrial site. This subsection provides objectives and controls to guide their suitable design and layout.

Reference should be made to RMS’s Guide for Traffic Generating Development.

Objectives

- To ensure the safe and efficient movement in and out of an industrial development.

- To ensure the development incorporates sufficient on-site car parking to accommodate parking demands.

- To create attractive, safe and well integrated car parking and circulation areas throughout the development.

- To ensure the provision of adequate separate loading/unloading areas.

- To ensure that cyclist and pedestrian needs are considered in an industrial development.

Controls

i) All vehicles should enter and leave the site in a forward direction.

ii) Vehicle movements within servicing areas should be designed to minimise reversing requirements or otherwise demonstrate design measures to maximise safety and minimise need for vehicle alarms/beepers.
iii) The separation of service areas (loading/unloading) and parking areas is required. Service areas are to be located and designed to ensure safe and convenient usage.

iv) Service areas including waste, recycling areas and external storage areas are to be located away from principal street frontages and screened from view.

v) All loading and unloading operations are to take place wholly within the confines of the site at all times.

vi) Loading docks, car parking spaces and access driveways are to be kept clear of goods at all times. Under no circumstances are these areas to be used for the storage of goods and waste materials. These areas are to be physically line marked and for the sole use of delivery vehicles.

6 Light and Noise

Explanation

Lighting and noise should be managed so as not to create a nuisance to nearby development, residential areas and/or traffic. Light spillage and noise emissions can be managed through design considerations to maintain the amenity of adjoining land.

**Lighting should also address the principles of Crime Prevention through Environmental Design (CPTED) to ensure safety and security in industrial areas.**

**Reference should also be made to the Industrial Noise Policy (NSW EPA, 1999) which aims to balance the need for industrial activity with the desire for quiet in the community. Noise emissions are to comply with this policy.**

Objectives

- To illuminate parts of the site for security reasons and to provide increased safety.
- To ensure lighting does not detract from the appearance of the development or amenity of the locality.
- To provide correct lighting orientation and minimise overspill lighting.
- To ensure appropriate noise attenuation measures are incorporated into the building design and site layout.

**Note:**

Loading facilities must comply with the current RTA “Guide to Traffic Generating Developments” and AS 2890.2

Bicycle lockers and rails/racks are to be provided in accordance with Australian Standard 2890.3-1993 Bicycle parking facilities.
Control

i) Light sources should be directed away from adjoining properties, particularly residential uses.

ii) External lighting to the premises must be designed and located so as to minimise light-spill beyond the property boundary or cause a public nuisance.

iii) Sources of noise (including noise from vehicles/machinery and any associated safety alarm mechanisms) should be sited away from adjoining properties, and where necessary, employ noise mitigation measures to be incorporated around the noise source (i.e. machinery, the activity and/or the building/s).

iv) Applications for uses that are likely to generate intrusive noise are to be accompanied by documentation certifying that acoustic amenity in surrounding properties will be maintained. The acoustic report must be prepared by a suitably qualified acoustic consultant.

v) Operating hours must be submitted with the DA. Should the development require deliveries and/or operation of machinery outside of standard hours (7am to 6pm, Monday to Friday, and 7.00am to 12 noon Saturdays), an acoustic report prepared by a suitably qualified acoustic consultant may be required to accompany the DA. The report must have not been prepared more than 6 months prior to the date of lodgement of the application.

7 Water quality

Explanation

The management of stormwater runoff is important to protect Randwick City’s natural waterways and the environment.

Objectives

- To manage stormwater quality and quantity and minimise stormwater discharge on adjoining properties.
- To minimise surface water run off.
- To prevent ground water contamination.
- To encourage on site stormwater collection and recycling.
- To minimise disturbance to existing drainage patterns.
- To minimise the risk and impact of flooding.

Controls

i) Disturbance to the existing drainage pattern should be minimised where possible.
ii) Applicants should demonstrate adequate measures during construction to ensure that erosion/sedimentation during construction is minimised. Revegetation and soil stabilisation measures are to be implemented on completion of the construction.

iii) Address all requirements in Council’s Private Stormwater Code.

8 Waste management

Objectives

- To minimise waste and to promote the principles of ecological sustainable development (ESD).
- To facilitate source separation and provide design standards that complement waste collection and management services offered by Council and other service providers.

Controls

i) All DA’s involving demolition or construction must be accompanied by a Waste Management Plan.

ii) Space for the purposes of on-site separation and storage of recyclables and garbage must be provided on site.

iii) For multi-use and industrial units, areas for waste storage and recycling must be provided in each industrial unit.

iv) The waste storage and recycling area must be easily accessible.

v) Clear vehicular access to the waste collection point is required.

vi) Trade/commercial waste materials must not be disposed via Council’s domestic garbage service.

9 Fences

Explanation

Fencing is often an integral part of industrial development in delineating areas and boundaries and for security purposes. Fencing location, style and height should be integrated with the building form, be unobtrusive and relate to the character of the streetscape. Poorly designed fences can dominate the streetscape, reduce opportunities for neighbourhood surveillance and social interaction.
Objectives

• To integrate fencing design and layout with the building entry.

• To provide a positive presentation to the streetscape.

• To provide site security and passive surveillance to the public domain.

Controls

i) Solid metal panel fences (sheet material etc) of any height are not permitted along the street frontage.

ii) All fencing along the street frontage is required to be permeable metal palisade or picket finishing – dark colours are preferable. Maximum height allowed is 1.8m on street frontages.

iii) For security purposes, taller fencing may be considered forward of the building line (but generally behind the front landscape strip).

iv) Fencing should not obscure the main building entry.

v) If the side or rear boundary adjoins a residential property, provide a timber paling/colorbond fence (commencing at the front of the building line) along with plantings. A maximum 2.2m height will be considered along the common property boundary between an industrial site and an abutting residential property.

10 Public Utilities/Infrastructure

Explanation

For new industrial development, Council requires the undergrounding of electricity connection to buildings to reduce the visual impact of overhead cables.

Objectives

• To minimise the visual impact of overhead electricity cables in industrial areas.

• To promote common trenching for the provision of services and utilities.

Controls

i) New industrial developments must have an underground service line to a suitable existing street pole; or sheathed underground consumers mains to a customer pole erected near the front property boundary (within 1 metre).
ii) Bundling of cables in the area surrounding the development may also be required to reduce the visual impact of overhead street cables.

iii) The common trenching of underground power, telecommunications and other services is encouraged.

11 Signage

Explanation

Advertising and adequate opportunities for the display of goods and services in industrial areas is important for businesses, however there is a need to ensure this does not detract from the streetscape.

Objectives

- To ensure signage and advertising is compatible with the architectural design of industrial buildings.
- To minimise visual clutter and protect and improve the visual quality of the streetscape and the public domain.
- To prevent excessive and obtrusive signage.

Controls

i) All premises are to provide clear and legible signage, including addresses, for each business.

ii) All signage on the buildings are to be contained within the bounds of the building structure. No sign is to project out from walls or above the roof line.

iii) Signs on multiple tenancies are to be located in the same place on each tenancy.

iv) Stand alone signs are to be wholly located within the property boundary.

v) Illuminated and flash signage is discouraged.

Note:

Additional signage requirements can be found in F2 Outdoor Advertising and Signage
RANDWICK CITY COUNCIL
DEVELOPMENT CONTROL PLAN

Specific Sites

E1  Bundock Street, Randwick
E2  Randwick Education and Health Specialised Centre
E3  Royal Randwick Racecourse
E4  Prince Henry site, Little Bay
## Contents

1 Introduction ....................................................................................................................................... 2

2 Land Subdivision – Lot Size and Orientation ................................................................................ 2

3 Residential Building Location and Design ..................................................................................... 3
    3.1 Density ......................................................................................................................................... 5
    3.2 Height ......................................................................................................................................... 5
    3.3 Building Footprints and Landscaped Open Space ..................................................................... 6
    3.4 Neighbourhood Character and Architectural Quality ................................................................. 8
    3.5 Activity Strip ............................................................................................................................... 10

4 Environmental Design ................................................................................................................... 11
    4.1 Landscaped Open Space and Water Management ................................................................. 11
    4.2 Private Open Space ................................................................................................................ 12
    4.3 Privacy ..................................................................................................................................... 13
    4.4 Solar Access ............................................................................................................................. 15
    4.5 Energy Efficiency ..................................................................................................................... 16
    4.6 Water Efficiency ....................................................................................................................... 17
    4.7 Safety and Security ................................................................................................................... 18

5 Facilities and Access ..................................................................................................................... 19
    5.1 Parking ...................................................................................................................................... 19
    5.2 Driveways and Manoeuvring Areas .......................................................................................... 19
    5.3 Storage ...................................................................................................................................... 20
    5.4 Utilities/Site Facilities ............................................................................................................... 20
    5.5 Off-Site Traffic Management Works ....................................................................................... 21
1 Introduction

This section of the DCP guides the built form and the environmental and amenity standards and requirements for redevelopment of part of the Defence site at Bundock and Avoca Streets, Randwick.

This section of the DCP applies to the land indicated in Figure 1. This land is zoned R1 General Residential and SP1 Special Purposes (Defence). The Commonwealth Department of Defence, as owner of this land identified for redevelopment, has indicated that the SP1 zoned land is now to be retained for defence purposes. The controls set out in this section remain relevant to any redevelopment that Defence may propose on the SP1 zoned land (e.g. defence housing). Any significant variation from this DCP section will require a revised master plan / DCP to be prepared by Defence, consistent with Clause 6.12 of RLEP relating to the preparation of DCPs.

This section of the DCP is based on a master plan for the Defence Site land adopted by Council on 13 November, 2001 with variations.

This section of the DCP must 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 of any inconsistency between this section and any other DCP sections, this section will prevail.

2 Land Subdivision – Lot Size and Orientation

Objectives

- To provide a range and mix of lot sizes with areas and dimensions suitable for the permitted land uses and a variety of building types.

- To enable lot sizes that facilitate housing diversity and choice.

- To promote and facilitate ecologically sustainable development and micro climate management by providing lots that are appropriately oriented.

- To ensure that all lots have a primary street frontage.

- To arrange lots in a manner that facilitates personal and property safety and security.

- To ensure lots have total areas and dimensions that allow dwellings, ancillary buildings, private outdoor open space;
landscaped open space and vehicle access and parking to be located and constructed appropriately.

Controls

i) Lots with direct vehicle access to car parking areas from a public road are to have a minimum width of 9 metres (this control does not apply if parking access is not on the primary street frontage).

ii) Lots with rear boundaries adjoining Holmes Street properties are to respect the subdivision pattern of lots on Holmes Street within the same block.

iii) Corner lots are to have a size and shape that can accommodate development that results in a positive response to the prominent position of the corner and its frontage to two streets.

iv) All lots are to provide frontages oriented to streets and public open spaces to provide a clear address and so that personal and property security, deterrence of crime and vandalism, and surveillance of footpaths and public open space is facilitated.

v) Lots are to be oriented so that dwellings can take advantage of microclimatic benefits and can have dimensions that allow adequate on-site solar access and access to breezes.

vi) Lots are to be designed to maximise efficiency in house plans and useable external areas by having a regular shape.

vii) Subdivision must not include battleaxe blocks.

3 Residential Building Location and Design

Explanation

The key elements of residential building location and design are the floor space ratio, height, landscaped open space and building envelope controls. The building envelope represents the potential maximum limit of the built form. The limit may not be achieved in certain circumstances due to the combination of floor space, height, landscaped open space and solar access controls.

The building envelope is the three dimensional space within which a residential building can be constructed. The footprint of the building envelope is subject to a combination of setback, garden zone and landscaped open space controls. Wall, building, podium and attic heights further define the size of the building envelope. The building envelope includes the primary building zone, the articulation zone and any single storey element at ground floor level to the rear of the primary building zone.
The controls in this section will result in streetscape consistency and a coordinated built environment characterised by front garden zones, regular street alignments, defined building zones and rear garden zones. The rear garden zones together provide a contiguous area of green capable of accommodating private outdoor recreation space and mature tree landscaping of shared amenity value.

Built form controls are expressed in Figures 2 to 15 and in illustrative diagrams throughout the text. Figure 2 illustrates building density zones where gross floor area is expressed as a potential maximum floor space ratio. Figure 3 tabulates floor space ratio, height and landscaped open space and illustrates some building envelopes. Figure 4 indicates architectural consistency. Figure 5 indicates setback and garden zone controls.

Figures 6 to 15 are block studies that illustrate the building envelope, setback and garden zone controls for various blocks. In some cases there are inconsistencies between the site wide studies Figures 3 and 5 and the block studies Figures 6 to 15. This is because of the topographic or other features of a block which have been addressed in the more detailed block studies.

**Building envelope:**
The three dimensional space within which residential development may take place. It is defined by combining building setback, landscaped area and height controls for the site. It includes the primary building zone, the articulation zone, any single storey element at ground floor level to the rear of the primary building zone and building elements to the front of the primary building zone as indicated on Figures 7-15.

**Maximum building depth:**
The maximum depth of any part of a residential building above ground floor level containing gross floor area.

**Primary building zone:**
The depth of a residential building above ground floor level excluding any articulation zones.

**Articulation zone:**
The zones indicated on Figures 3 and 7-15 provide an area for architectural expression and modulation within which, balconies, terraces, porches, bay windows, planters and the like are permitted.

**Roof zone:**
The zones indicated on Figures 3 and 7-15 within which pitched, curved or flat roofs, gables, dormers, skylights, roof terraces, decks, balconies, planters and the like are permitted.

**Attic:**
The area contained wholly within the roof envelope where the roof envelope has a maximum pitch of 36 degrees except on the side of a building where the wall of an attic abuts an existing or a simultaneously constructed party wall.

Note:
Where controls other than height, landscaped open space or floor space ratio differ, Figures 6 to 15 prevail to the extent of any inconsistency.
3.1 Density

Objectives

- To control the bulk and scale of development.
- To ensure building bulk is compatible with the surrounding built form and minimizes the impact of building bulk on existing buildings in the locality, open spaces and streetscape.
- To set appropriate density controls that reflect the desired future character of the area.
- To encourage a mix of dwelling sizes and types.

Controls

i) The maximum floor space ratio for a residential building in any density zone must not exceed the floor space ratio indicated for that density zone in Figure 2.

3.2 Height

Objectives

- To ensure building height relates to the context of the building including the street type, park frontage (where applicable) and density zone.
- To ensure that buildings fronting existing streets are compatible with the character and form of dwellings in those streets. Building height at the street frontage must maintain a compatible scale with adjacent and opposite development.
- To minimise the impact of development on adjoining and nearby land and areas of natural heritage conservation significance.
- To control the bulk and scale of development through appropriate height limits.
- To ensure that there is sympathetic transition to the prevailing scale and character of buildings in the neighbourhood.
- To ensure appropriate ceiling heights for all habitable rooms.
- To allow for some variation in massing and height to create visual interest.

Controls

i) The external wall height of a residential building of any density zone indicated on Figure 2 must not exceed the wall height for that density in the table in Figure 3 unless varied because of site specific features in Figures 7 to 15.
**Wall height:**

The vertical distance from the highest point as an external wall to the ground level of that wall. Each external wall height measurement must include gable ends and attic walls with an area over 6 square metres and dormer windows that protrude horizontally from the roof more than 2.5m.

**ii)** The building height in any density zone on Figure 2 must not exceed the height indicated for that density zone in the table on Figure 3 unless varied because of site specific features by Figures 7 to 15.

**iii)** The number of storeys in a residential building in any density zone indicated on Figure 2 must not exceed the number of storeys indicated for that density on the table in Figure 3.

**iv)** A minimum ceiling height of 2.7m is required for all habitable rooms (except those within an attic).

### 3.3 Building Footprints and Landscaped Open Space

Street frontage setbacks relate to the character of the streetscape and are discussed in Sub-section 3.4.

**Landscaped open space:**

The part of a site area which is used, or capable of being used, for outdoor recreation or garden areas (such as lawns, gardens, unroofed swimming pools, clothes drying areas, barbecue areas, footpaths and the like) and includes landscaped podium areas and water tanks located at ground level. It does not include areas used for parking, driveways, balconies, rooftop gardens or areas used for garbage or recycling material storage or sorting.

**Objectives**

- To locate buildings so that the provision and use of outdoor areas is maximised.
- To provide a degree of consistency in building alignments, heights and garden areas so that a neighbourhood character can be established, while allowing sufficient diversity and variety in housing types and design.
- To ensure building setbacks from the public street are generally consistent with those of adjoining development and relate to streetscape components such as buildings, street trees, the width of the road reserve, park frontages and street character.

**Neighbourhood** refers to the land to which this section of the DCP applies and is outlined in heavy red on Figure 1.
To provide a built form that optimises solar access and cross ventilation.

To minimise the impact of development on adjoining land.

To provide adequate space for landscaping, visual and acoustic privacy, sunlight penetration and private open space.

To provide equity and certainty with building locations.

To provide side and rear setbacks that are related to the nature of dwellings proposed and ensure adequate separation between buildings.

To encourage rear landscaped open space that contributes to contiguous garden zones at the rear of lots.

To limit the length of side boundary walls consistent with neighbours.

**Controls**

i) The percentage of a site area that is to be landscaped open space must not be less than the percentage indicated in the table at Figure 3 for the site’s density zone.

ii) Front building setbacks and rear garden zones must be no less than the dimensions shown on Figures 3, 5 and 7 to 15. Building setback is measured from the property boundary to any part of a building including parts of a building within the articulation zone.

iii) At least 50% of the front building setback is to be soft landscaping.

**Soft landscaping:**

An area of unimpeded deep soil landscaping including gardens, lawns and mature tree planting and excluding areas over podiums and basement car parking, swimming pools, paving, garbage storage or sorting areas, sheds and the like.

iv) Building articulation is to be provided within the articulation zones indicated on Figures 3 and Figures 7 to 15 or within the primary building zone. It may include gross floor area where that gross floor area does not exceed 30% of the area of the articulation zone of any floor on any façade. Bay windows are not suitable in an articulation zone if the setback is less than 3 metres from a side or rear boundary. The ground floor area of an articulation zone can be occupied by building where indicated on Figures 3 and 7 to 15.

v) The primary building zone is to have a depth of typically 12 metres as indicated in Figures 3 and 7 to 15.
vi) Walls are acceptable on side boundaries behind the primary building zone where they:
- contain no windows overlooking other properties; and
- have an average height of no more than 3 m, a maximum height of 3.5 m, and a length no greater than 55% of the distance between the primary building zone and the rear boundary, unless they:
  - are a higher existing or simultaneously constructed wall; and
  - are in accordance with an approved building envelope plan submitted as part of a subdivision application.

3.4 Neighbourhood Character and Architectural Quality

Objectives

- To ensure buildings are of high visual quality, enhance the streetscape and complement good quality development in the neighbourhood.
- To promote high quality contemporary architectural designs that avoid inappropriate historical copies and inappropriately remote styles.
- To integrate appropriate environmental design and building orientation with architectural character.
- To arrange buildings in a manner that addresses the street and enhances personal and property safety and security.
- To ensure that garages, parking structures and parking areas are located and designed so they do not dominate the street frontage.
- To ensure fences on street frontages are designed to address the amenity of the street, surveillance and safety, security of private property, and the use of front garden space.

Controls

Building Appearance and Neighbourhood Character

i) Building fronts and entries are to be readily apparent from the street and convey a sense of address. Buildings fronting the public street must have their main entrance and windows from some habitable rooms facing the street. Building detailing and articulation must enable individual dwellings to be identified from the street.

ii) Buildings are to be aligned predominantly parallel to the street boundary and predominantly to the street setback line.

iii) Building facades are to provide environmental amenity through sun shading devices, privacy screens and noise barriers combined with useable outdoor areas.

iv) Where the ground floor units of multi unit housing address the street, at least 50% of those ground floor units are to have a separate direct entrance from the street.
v) The maximum unarticulated building length is 9 metres along the primary street frontage (Figure 5) and 15.6 metres for secondary street frontages (Figure 5). Punctuation by bay windows, verandahs, balconies or wall offsets is considered to be adequate articulation.

vi) At least one third of the face area of podium walls more than 1.2 metres above ground are faced with mechanically fixed sandstone (anticipates 100mm to 75mm minimum thickness). Adhesive fixing must not be used.

vii) Building facades to streets are to incorporate the following design characteristics:
- Well proportioned and spaced windows appropriate to their orientation;
- Architectural features at ground level that reinforce dwelling address such as entrance porches;
- Well balanced projected and recessed sections of balconies;
- Use of appropriate environmental controls such as verandahs, sliding screens, window hoods and the like;
- Coordinated and compatible materials and finishes where neutral colours predominate with strong colours limited to accent elements up to a maximum of 10% of the façade area;

viii) Building design is to achieve the architectural consistency principles indicated on Figure 4. “Integrated manner”, where referred to on Figure 4, means that development shall be designed to be compatible with the existing development on adjoining sites within the relevant block or with future development in accordance with this section on those adjoining sites.

ix) Buildings should avoid the use of applied historical façade elements and their combination.

x) Buildings should generally accord with existing or future neighbouring developments in terms of:
- Wall and building heights;
- Setbacks;
- Scale of elements
- Overly discordant building forms are discouraged.

**Roof Design**

i) Solar collectors, mechanical plant (including lift plant), communications devices, water storage tanks and other similar elements located on roofs must be either flush with the roof or integrated into the built form so they are screened from view from the public street.

**Garages**

i) Carports and garages fronting public streets are to:
- have a maximum opening width of 6 m or 1/3 of the width of the lot, whichever is less;
- be set at least 1 metre behind the street edge of the primary building zone.
ii) Carports and garages are to be located off private rear lanes or in basements where lots have frontage width less than 9 metres.

iii) Carports and garages fronting public streets are to be integrated with building design;

**Fences**

i) Solid fences facing the street or between the street and the primary building zone are to be no higher than 1.2 metres. This may be increased to 1.8 metres where the fence has openings that make it at least 50% transparent.

ii) Solid front fences up to a maximum of 1.8 metres are only permissible where the site fronts Avoca Street. Design of such fences should be modeled and integrated with landscape treatment and appropriately signify building entry.

iii) Solid fences to walkways, easements and lanes (that are not also primary frontages) are to be no higher than 1.8m.

### 3.5 Activity Strip

**Objectives**

- To enable certain non-residential uses permitted by RLEP, such as neighbourhood shops, medical centres or restaurants / cafes on land marked as an activity strip within Figure 2.

- To encourage neighbourhood convenience type retail use with active frontages.

- To ensure non residential use of land does not have an adverse effect on residential amenity.

- To provide for small scale businesses and services which primarily serve the local community.

**Controls**

i) The non-residential use is limited to the ground floor area of a building on a site marked with an activity strip on Figure 2.

ii) The build to line is to be observed consistently along the street frontage.

iii) All ground floor units along an activity strip are to have fronts addressing the street and predominantly glass shop fronts.

iv) Designs are to provide easy conversion between residential uses and non-residential uses.

v) Awnings over a public footway are to be:
   - a minimum clear height of 3 metres above the footpath
   - a depth of 2 metres where non-residential uses adjoin
   - not less than 600mm from the edge of the road/kerb
vi) Adequate provision is to be made for natural lighting, ventilation, internal storage needs, waste storage, collection and servicing.

4 Environmental Design

4.1 Landscaped Open Space and Water Management

Explanation

Landscaped open space provides the context and setting for locating buildings, works and services. Landscaped open space includes both private and communal open space and is an important component of overall design. It contributes to the relationship of a building to adjoining and nearby development and contributes significantly to the level of amenity and quality of life.

Landscaping can be used to reduce the impact of a building on adjoining development and is a useful mechanism in implementing microclimate objectives. Landscaping should help to provide ‘outdoor rooms’ suitable for a range of uses and activities.

The design of the landscape and the species that are selected can also have a significant effect on the quality and quantity of the stormwater leaving the site and on the amount of water needed for irrigation and watering.

Objectives

- To ensure that adequate landscaped open space is provided for new development.
- To ensure that landscaped open space enhances and contributes to the desired future character of the locality.
- To ensure that landscaped open space softens the visual impact of development, both to the street and to adjoining properties.
- To provide landscaped open space that is capable of supporting substantial vegetation and large tree planting.
- To use landscape elements to blend new development into the streetscape and local neighbourhood.
- To promote the use of local native plant species grown from local provenance seed and therefore to protect against the loss of unique gene pools.
- To encourage landscape design that minimises water, fertilizer and herbicide use and demand.
- To encourage landscape design that contributes positively to stormwater management and reduces areas of hard paving.
Controls

i) Landscape designs are to respond to the microclimatic characteristics affecting the site to ensure that species survive in such conditions.

ii) Landscape designs are to suit the scale of the space and surrounding buildings and are to reflect and facilitate the likely predominant functions of the landscaped open space.

iii) At least 1 tree capable of growing to a minimum mature height of 12 metres for each 80 square metres of soft landscaped area is to be provided.

iv) At least two thirds of the area occupied by external carparks, driveways, courtyards, pathways and the like are to be laid with porous paving. Areas above underground parking and driveway ramps steeper than 1 in 10 are excluded from the calculation for this requirement.

v) Trees and shrubs are to be selected and positioned to maximise solar penetration in winter and minimise it in summer (e.g deciduous plants on the north side of private open space).

vi) Landscaping must include a predominance of:
   - Native landscape plant species grown from local provenance seed.
   - Species that are drought resistant, and require minimal watering once established, or species with water needs that match rainfall and drainage conditions;
   - Water conserving landscape practices / designs;
   - Native ground covers and grasses in garden beds and path surrounds. Turf is to be confined to useable outdoor areas; and

vii) Landscape species are to be selected and located to promote safety and surveillance of the street and pedestrian access ways.

viii) Landscaped open space must include an area dedicated to on-site composting of a size relevant to the number of dwellings and the landscaped area it serves.

ix) Landscaped open space is to be contoured to encourage stormwater runoff to infiltrate to ground.

x) Ground or seepage water is to be disposed of on site to either an irrigation or infiltration system.

Note:

Shrubs, groundcovers, trees and ornamental grasses are not to be placed within Council's nature strip without its prior written approval.

4.2 Private Open Space

Objectives

- To ensure that the private open space provided is adequate to serve the needs of the residents of the development and meet user requirements for privacy, access, outdoor activities and landscaping.
To set appropriate standards for the size, shape and location of private open space.

To ensure a variety of private open spaces are provided for each dwelling such as primary open spaces off living rooms, secondary balconies off bedrooms and screened service balconies off kitchens and laundries.

**Controls**

i) Each dwelling house or ground floor unit in medium density housing (i.e. residential flat buildings, multi-dwelling housing and attached dwellings) must have an area of useable private open space, or private courtyard area at ground or podium level that has direct private access from a living area of the dwelling. Other forms of housing (such as units above ground floor) are to have private open space in the form of a balcony, deck or roof garden, directly accessible from the dwelling.

ii) A ground level or podium level courtyard is to have a minimum area of 25 square metres and a minimum dimension of 3.6 metres.

iii) The location of the private open space must take into account factors such as access to sunlight, outlook, privacy and the location of adjoining dwellings and their windows.

iv) Private open space should be provided between the front of the building and the street only where building setback, landscaping and fence design achieve a sympathetic relationship with the street.

v) Private open space for units above ground level in the form of balconies, verandahs, terraces, roof gardens and the like is to be provided at, or greater than the rate of 15% of the gross floor area of the unit. A single space with minimum dimensions of 2 x 4 metres directly accessible from the primary living areas of the dwelling is to comprise part of this required private open space. Common open space areas are to be in addition to this minimum requirement.

vi) Primary above ground private open spaces are not to have a south orientation.

vii) Screening to private open space up to 1.8 metres in height can be provided where necessary and where there are no other design alternatives to ensure privacy. The design and materials for screens must be compatible with the streetscape, the primary built form and its articulation.

### 4.3 Privacy

**Objectives**

To recognise the importance of both visual and acoustic privacy in the design of residential development.
To ensure that new development respects the existing level of privacy of adjoining and nearby properties and minimizes adverse privacy impacts.

To ensure that new development is designed so that its occupants will enjoy a reasonable degree of privacy within the development.

To locate noise-sensitive rooms and secluded private open spaces away from noise sources, and to protect them through appropriate noise-shielding techniques.

To encourage building design that assists in minimising sound transmissions through the buildings, and particularly protects sleeping and living areas from possible noise intrusion.

Controls

Visual Privacy

i) Direct overlooking of main internal living areas and private open spaces of other dwellings is to be minimised by building layout, location and design of windows and balconies, screening devices, landscape elements or remoteness. Effectively locating windows and balconies to avoid overlooking is preferred to screening devices, high sills or obscured glass. Where these are used, they should be integrated with the building design and have minimal negative effect on residents’ or neighbours’ amenity.

ii) Habitable room windows with a direct outlook to the habitable room windows of any floor above ground floor in an adjacent dwelling within 12 m:
   - Are to be offset from the edge of one window to the edge of the other by a distance sufficient to limit views into the adjacent windows;
   - Have appropriate permanent privacy screening;
   - Have sill heights of 1.6 m above floor level; or
   - Have fixed obscure glazing in any part of the window below 1.6 m above floor level.

iii) The outlook from windows, balconies, stairs, landings, terraces and decks or other private, communal or public areas within a development is to be obscured or screened where a direct view is available into the private open space of an existing or other proposed dwelling.

   If screening is used, sight lines are to be provided in DA plans and sections to demonstrate its effectiveness.

   No screening is required where windows are in:
   - Bathrooms, toilets, laundries, storage rooms or other non-habitable rooms and they have translucent glazing or sill heights of at least 1.6 m; or
   - Habitable rooms and they have sill heights of 1.6 m or more above floor level or translucent glazing to any part of a window less that 1.6 m above floor level.

iv) Windows and balconies of an upper-level dwelling are to be designed to prevent overlooking of more than 50% of the
private open space of a lower-level dwelling directly below and within the same development.

v) Direct views may be obscured by solid translucent screens, perforated panels, trellises or the like which have a maximum of 25% openings, and which are:
- Permanent and fixed;
- Of durable materials;
- Designed and painted or coloured to blend in with the development.

**Acoustic Privacy**

ii) Dwellings affected by noise sources (e.g., Avoca Street and flight paths, refer to master plan and Air Services Australia) shall be designed in accordance with relevant Australian Standards, such as:
- Australian Standard 3671: “Acoustics - Road traffic noise intrusion”
- Australian Standard 2021: “Acoustics - Aircraft noise intrusion”.

iii) Where bedroom windows are within 3m from shared streets, driveways or parking areas, additional acoustic and privacy measures are to be incorporated.

iv) All mechanical plant and equipment is to be acoustically screened to minimise noise to neighbours.

v) Noise level from mechanical plant is not to exceed 5dBA above ambient background noise level measured at the property boundary.

### 4.4 Solar Access

**Objectives**

- To provide living areas, private open space areas and public open space with adequate sunlight.
- To allow reasonable solar access for the purpose of water heating and electricity generation for new development and adjoining properties.
- To minimise undue overshadowing of neighbouring sites.

**Controls**

i) The landscaping, orientation, siting and dwelling layout are to ensure solar access to living areas and private open space and maximise use of cooling breezes.

ii) The design of a development is to minimise overshadowing of neighbours’ dwellings, their private open space or any solar collectors.

iii) Windows are to be located, sized and shaded to maximise sunshine access and penetration in winter and exclude it in summer, with large windows facing a northerly direction. Western and south western orientation of large expanses of
glass is to be generally avoided or minimised and protected with effective shading devices.

iv) Window shading devices are to be provided and designed for the window’s orientation and exposure to hot summer sun. Shading devices can include external screens, hoods, overhanging balconies, eaves, verandahs or pergolas.

v) Trees and plants are to be selected and planted to provide shade in summer yet also allow winter sun entry.

vi) For 1 and 2 storey developments:
- The principle living room is to have at least 2 hours sunlight reaching 2 square metres of glazing to that room between 9.00am and 3.00pm on June 21;
- sunlight is to be available to the principal area of ground level private open space for at least 2 hours between 9.00am and 3.00pm on June 21.

vii) For 3 or more storey developments at least 75% of residential units are to have one living room which has at least 2 hours of sunlight reaching 2 square metres of glazing to that room between 9.00am and 3.00pm on June 21.

4.5 Energy Efficiency

Objectives

- To minimise demand for energy and promote renewable and energy efficient energy use in residential development, while achieving year round comfort and utility. (Note: Electricity produces about 5 times as much CO$_2$ than gas, per unit of energy at the point of use).

- To use the natural climatic advantages of the coastal location such as cooling summer breezes, and exposure to unobstructed winter sunlight to minimise energy need.

Controls

i) Buildings are to have an area of roof with appropriate orientation and pitch, suitable for installing solar collectors.

ii) Where timber is used in construction it is to be plantation, recycled or regrowth timber. No rainforest or old growth timber is to be used.

iii) Minimise the visual impact of solar hot water heaters by integrating them into building design. Solar water heaters are to be positioned in a suitable position back from the street frontage, ensuring that mature trees will not shade the heater and that the colour is complementary to that of the roof.

iv) Open fire places are not to be installed.

v) External drying areas are to be available and readily accessible to all dwellings and sited to receive good winter sun and breezes.
vi) Windows and building layout should facilitate summer cooling by cross ventilation. No dwelling is to rely solely on air-conditioning for thermal comfort.

vii) Internal rooms reliant on artificial lighting and mechanical ventilation should be minimised.

viii) Except along activity strips, all carparking areas should be naturally ventilated.

ix) Doors and windows and their openings are to have adequate means of draught control.

x) Where practical and appropriate, skylights and/or wind powered ventilators are installed to enhance natural light and ventilation.

xi) Materials selection takes into account the life cycle effect of their manufacture, use and disposal.

xii) The use of PVC should be minimised.

The following measures are encouraged:
- The use of alternative energy sources such as rooftop photovoltaic cells to meet some of the dwellings’ electricity demand.
- Dimmers for all lighting.
- Automatic turn-off switches for outdoor lighting.
- Motion-detectors for lighting external entrances and outdoor security.

4.6 Water Efficiency

Objectives
- To encourage water sensitive practices in building and landscape design.

Controls
i) Water smart and water sensitive urban design practices are to be implemented. As a minimum the following are required:
- Areas that do not drain to the wetland are to be incorporated into the overall stormwater strategy.
- Overflow from the rainwater storage must be directed wherever possible to an on-site infiltration system/trench. When site conditions do not permit on-site infiltration the overflow must be connected to the public stormwater drainage system.
- Stormwater is to be drained to a silt arrestor pit prior to discharging to either an infiltration area or the public stormwater drainage system.
ii) In-sink food and waste disposal systems are not to be installed.

4.7 Safety and Security

Objectives

- To promote community safety through appropriate design.
- To enable children, the elderly and frail persons to enjoy residential living that minimises threats from assault or burglary.
- To discourage crime in residential areas.

Controls

i) Footpaths, landscaped open space, and driveways must provide opportunities for surveillance and allow safe movement of residents around the site.

ii) Dwellings which face the street must allow for casual surveillance of footpaths and driveways which is important for the safety of residents and passing pedestrians, and for the security of the neighbourhood.

iii) High walls around residential buildings and parking structures which obstruct views into the development are to be avoided.

iv) Dwelling and building entries are to be visible from the street.

v) The demarcation between public, communal and private areas in a development is to be clearly recognisable.

vi) Medium density housing developments (i.e. residential flat buildings, multi-dwelling housing and attached dwellings) must have adequate lighting in common and access areas.

vii) Signage is to be clear and easy to understand.

viii) Shared entries should serve a limited number of dwellings and be able to be locked.

ix) Dwelling houses are to be designed to allow residents to see who approaches their dwelling without the need to open the front door.
x) Secure car parking is provided in medium density housing developments (i.e. residential flat buildings, multi-dwelling housing and attached dwellings).

xi) Splay corners are to be provided to the street corners of lots along the proposed bus route in accordance with Council guidelines.

5 Facilities and Access

5.1 Parking

Objectives

- To provide adequate and convenient parking for both residents and visitors.
- To provide bicycle access and facilities.
- To ensure car parking areas provide parking spaces for people with a disability.
- To limit the amount of the site devoted to driveways and parking.
- To integrate parking and driveways with landscape and building design.

Controls

i) Parking provision is to be in accordance with the Parking Section with the exception of visitor parking which is to be provided on street.

ii) Accessible, safe and secure storage facilities for bicycles are to be provided:
   - within the storage areas of each dwelling; or
   - within the designated parking space of each dwelling; or
   - in a separately secured purpose built facility provided in the basement (if any) or on the ground floor of dwellings in medium density housing developments (i.e. residential flat buildings, multi-dwelling housing and attached dwellings) capable of storing a bicycle for each dwelling.

5.2 Driveways and Manoeuvring Areas

Objectives

- To provide adequate space for efficiently moving vehicles within a site.
- To minimise potential conflict between vehicles and pedestrians.
• To integrate driveway and manoeuvring areas with landscape features.

• To minimise the detrimental visual impacts of parking and driveway areas.

• To design driveway gradients for vehicle and pedestrian safety.

• To ensure site planning and building layout minimise the area designated for driveways and manoeuvring areas.

• To limit the width of kerb crossings to maintain on street parking and minimize impacts on pedestrian amenity.

Controls

i) Vehicles are to be able to enter and leave the site of residential flat buildings and multi-dwelling housing development in a forward direction at all times.

ii) Surface materials and external finishes are to be consistent and compatible with those used throughout the development.

5.3 Storage

Objectives

• To ensure new development is provided with adequate storage space.

• To ensure new development includes readily accessible and separately contained storage areas for each dwelling.

Controls

i) 8% of the floor space of each dwelling is to be provided for storage. Half of the storage area can be in garages, semi-basement enclosures or located externally. Internal storage areas may include linen cupboards, laundry cupboards, under stair areas and built in wardrobes, but kitchen and bathroom storage is excluded from the 8% calculation.

5.4 Utilities/Site Facilities

Objectives

• To ensure ancillary site facilities are convenient and visually attractive.

• To ensure utilities and ancillary site facilities blend in with the development and streetscape character and require minimal maintenance.

Controls

i) Mailboxes are to be provided in accordance with the delivery requirements of Australia Post. Mail boxes are to be
integrated into the entrance way or entrance pathway to residential flat buildings and multi-dwelling housing rather than along the fence facing the primary street frontage.

ii) A suitably screened single common television/radio antenna (or other types of communication reception device) is to be provided to service all dwellings in a development.

iii) Electricity services are to be provided in accordance with the requirements of Energy Australia. All electrical reticulation is to be underground, and meter boxes are to be placed in positions acceptable to the applicable energy service provider and screened from the street.

iv) A reticulated gas supply to a meter for each dwelling and to optimum service points for cooking and space heating is to be provided.

v) Water and sewerage connections are to be provided in accordance with the requirements of Sydney Water.

vi) Telephone lines are to be installed in accordance with the requirements of the service provider.

vii) Laundry and Drying Facilities:
- A dedicated laundry is to be provided for each dwelling.
- Outdoor clothes drying facilities are to be accessible to all residents and screened from the street and public places.
- Alternatively, a retractable or demountable clothes line is to be provided in the courtyard or on a screened service balcony of each dwelling.

viii) Communal secure bulk item storage facilities are to be provided in residential flat buildings and multi-dwelling housing to store unwanted items that are awaiting clean up collection.

5.5 Off-Site Traffic Management Works

As a consequence of development on the land to which this Section relates, or to overcome existing problems in the surrounding road network, there maybe a need for off-site traffic management works.

Based on the master plan for the Defence Site adopted by Council on 13 November 2001 (the Master Plan). Figure 16 shows the staging for the off-site traffic management improvement devices and controls for development in accordance with the Staging Plan for development within the site Figure 17.

Objective

- To ensure that any required off-site traffic management devices and controls are in place prior to development taking place.

Controls
i) Any application for consent to subdivide land to create streets and development blocks generally in accordance with Figure 6 must be accompanied by a report indicating proposed on-site and off-site traffic management devices and controls.

ii) This report shall have regard to the staged provision of off-site traffic management devices and controls identified in Figure 16, which in turn relates to the staging of the development Figure 17.
Figure 1 The Land to Which This Plan Applies
Figure 1a Master Plan Overview
Figure 2 Density Zones
### Figure 3 Built Form Controls

<table>
<thead>
<tr>
<th>FSR</th>
<th>Total height (m)</th>
<th>Width limit (m)</th>
<th>Number of Storeys</th>
<th>Landscaping Allowances (m)</th>
<th>Soft Scaping Allowances (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.5 L max</td>
<td>1.0 L max</td>
<td>1.0 L max</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1.0 L max</td>
<td>1.0 L max</td>
<td>1.0 L max</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1.5 L max</td>
<td>1.0 L max</td>
<td>1.0 L max</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>2.0 L max</td>
<td>1.0 L max</td>
<td>1.0 L max</td>
<td>4</td>
<td>1</td>
</tr>
</tbody>
</table>
Figure 4 Architectural Consistency
Figure 5 Setbacks and Landscaping
Figure 6 Key for Block Studies and Section Controls (Figures 7 – 15)
Figure 7 Block Study 1
Figure 8 Block Study 2
Figure 9 Block Study 3
Figure 10.1 Block Study 4
Figure 10.2 Sections M-M + N-N
Figure 10.3 Section O-O + Bundock Street Elevation
Figure 11 Sections G + H
Figure 12 Sections I + J
Figure 13 Sections K + L
Figure 14 Block Study 5
Figure 16 Staged Traffic Management Improvements
Figure 17 Staging Plan
Contents

1 Introduction ....................................................................................................................................... 2
  1.1 The Centre .................................................................................................................................. 2
  1.2 Planning Context ......................................................................................................................... 3
  1.3 Key Trends and Drivers .............................................................................................................. 4
  1.4 Vision, objectives and strategies ................................................................................................. 4
  1.5 Planning and design principles ................................................................................................... 6

2 High Street Area ............................................................................................................................... 8
  2.1 General ........................................................................................................................................ 8
  2.2 Block 1 – High Street / Botany Street ....................................................................................... 10
  2.3 Block 2: High Street/Blenheim Street ....................................................................................... 14
  2.4 Block 3 – Belmore Road / Don Juan Avenue ........................................................................... 20

3 Randwick Hospitals Campus ........................................................................................................ 24
  3.1 Introduction ................................................................................................................................ 24
  3.2 Issues and Opportunities .......................................................................................................... 25
  3.3 Master Plan Principles .............................................................................................................. 26
  3.4 Development and Design Controls ........................................................................................... 29

4 UNSW Kensington .......................................................................................................................... 38
  4.1 Introduction ................................................................................................................................ 38
  4.2 Campus Design Principles and Provisions ............................................................................... 42
  4.3 Design of campus projects ........................................................................................................ 83
1 Introduction

This Section of the DCP applies to the University of NSW, The Randwick Hospitals Campus and selected sites near High Street/Belmore Road, as noted in the figure below.

It includes a description of Randwick Education and Health Specialised Centre, its key drivers, strategies and objectives, and provides detailed objectives and controls for the major institutions and selected sites.

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 or locations if relevant to the DA.

To the extent of any inconsistency between this and other sections of the DCP, this section shall prevail.

1.1 The Centre

The Randwick Education and Health Specialised Centre is located at the intersection of the suburbs of Randwick, Kensington and Kingsford.

The Centre is identified in the NSW Government’s Sydney Metropolitan Strategy and draft East Subregional Strategy as a Specialised Centre, given its significant cluster of specialised health, education and research activities playing a vital economic and employment role within the Sydney region and beyond.

It is formed by several major institutions and destinations, including the University of NSW, the Randwick Health Campus with four major hospitals forming Australia’s largest complex of teaching hospitals, and some of Australia’s premier research institutions including Neuroscience Research Australia.

It is bounded by Royal Randwick Racecourse, Sydney’s oldest continually operating racecourse. While not operationally a component of the Specialised Centre the racecourse shares its
High Street boundary with the University.

**Economic and social significance**

Collectively, the University and Health Campuses are the largest employers in Randwick City, with almost 40 percent of its workforce. Strong growth in health, research and education activities and employment is predicted to continue.

The large workforce, students and visitors provide substantial local economic benefits to the nearby commercial centres. For Randwick City itself, in addition to the employment and economic benefits generated by these institutions the Centre provides a variety of social, cultural and community facilities and services that are available to the local community.

**1.2 Planning Context**

**State Government directions**

The Centre is one of nine specialised centres in the Sydney metropolitan region identified in the Sydney Metropolitan Strategy and Draft East subregional Strategy. It contains ‘magnet infrastructure’ in its university, research and health functions that act as catalysts for new investment, driving further knowledge, information exchange and innovation, crucial in maintaining Sydney’s global competitiveness.

Key Directions for the Specialised Centre in these strategies are to:

- Intensify the cluster of education and health enterprises, and improve coordination of activities.
- Integrate the multi-functional aspects of Randwick Racecourse with the education and health elements of the Centre.
- Improve walking and cycling access to and within the Centre.

**Local Government directions**

**Randwick City Plan**

The City’s 20 year strategic community plan supports economic growth and strengthening of the important health and education roles of the Specialised Centre, under the outcome of A Prospering City.

**Precinct Plan**

A Precinct Plan was prepared in 2011 to provide more detailed strategic directions and actions for the Centre, involving input and feedback from key stakeholders in the Centre, state government agencies, and the community.

The key strategies from this Precinct Plan form planning principles for this section of the DCP, applying to all sites identified in the Specialised Centre. In addition, input from the major institutions has informed the site specific components of this section.
1.3 Key Trends and Drivers

Significant employment growth in health, education and research is predicted for the Centre. While the majority of this will be accommodated within the institutions, planning for surrounding areas can also address the demand for additional jobs in health-related services (including related commercial activities), and associated increased demand in housing for key workers and students. The predicted demands include:

- Employment growth of around 25-30% by 2031, (around 1% per year with some variability each year), equating to around 3,500-4,000 additional jobs.

- Additional floor space of 140,000 to 200,000 square metres for the health and education campuses by 2031, approximately equating to a 20 - 25% increase for each campus.

- Further growth in related services, particularly health care services, also needs to be accommodated, where suitable and accessible, with additional floor space estimated at around 30,000 square metres.

- A mix of housing types across the Centre including affordable student, key worker and seniors housing.

1.4 Vision, objectives and strategies

Explanation

The Precinct Plan provides a broad vision and objectives, and more detailed strategies for long term development in the Centre. These are outlined below:

Vision

The Randwick Specialised Centre fosters collaboration, innovation and distinction in education, health and research. It is home to a diverse community, enjoying a range of work and lifestyle opportunities in a high quality, sustainable urban environment. It is an accessible, walkable Centre, connecting the community and beyond with efficient, integrated transport.

Objectives

- To enhance the Centre’s identity, character and attractiveness for its community as a great place to live, study, play and work.

- To understand and plan for the current and future demands of this nationally significant cluster, especially in regard to employment and housing.

- To facilitate partnerships between the key stakeholders to encourage leadership in excellence and innovation.

- To identify and plan for the Centre’s transport infrastructure and services needs.
• To encourage and support sustainable travel through safe walking and cycling networks linked to key destinations, public open space and recreation opportunities.

• To support sustainable development and opportunities to showcase environmental performance and technologies.

Controls
Any development proposal in the Specialised Centre involving new buildings (or significant extensions to buildings in institutional sites) should address the relevant strategies below and associated planning and design principles in Subsection 1.5.

i) Identity and character

• Reinforce the roles of key streets in the Centre, with High Street strengthened as the Precinct spine.

• Recognise, preserve and respond to heritage and institutional landmarks.

• Future built form should protect residential amenity and enhance public spaces.

ii) Land use and long term planning

• Facilitate growth of the Centre’s core uses within the walking catchment of the Centre.

• Encourage clusters of related uses along High Street in accessible locations, including:
  - East end focus on health/medical related uses
  - West end focus on cultural/recreational and academic uses

• Allow for suitable complementary retail and commercial uses outside town centres.

• Require major new residential development to incorporate a mix of dwelling forms addressing the housing needs of the Centre.

• Provide for opportunities for affordable housing for students and key workers.

• Preserve all existing publically accessible recreational and open spaces, and plan for new recreation/open space in line with growth in the Centre.

iii) Local connectivity

• Increase the permeability and connectivity within the Centre and major institutions.

• Strengthen the legibility of the Centre to enhance wayfinding and reflect its desired future character.

iv) Environmental performance
• Investigate the extension and application of Environmental Management Plans across the Centre.

• Express and promote environmental leadership and best practice in physical development of the Centre.

1.5 Planning and design principles

Site Planning - High Street

i) Reinforce High Street as the Centre’s major spine, linking health, education, residential and commercial centre activities via a pleasant and walkable streets and public spaces.

ii) Characterise clusters by, buildings with active ground level uses oriented towards the street.

iii) Encourage permeable streets with short block lengths

iv) Design buildings to create a strong, vibrant edge to High Street, with clustered related uses to encourage walking, and connected public spaces to promote interaction.

Public Domain Principles

The following principles apply to all public spaces within the Specialised Centre, including those within the institutional sites.

Public Transport

• Ensure the public domain and infrastructure in the Centre retains the capacity to accommodate future public transport improvements, including rail-based mass transit.

• Ensure developments/activities that generate high numbers of pedestrians and high demand for public transport incorporate safe waiting/circulation areas within the property boundary.

Cycling

• Provide a network of safe cycle paths within 5km of the Centre, and an interconnected network of cycle-friendly routes within 800m of the Centre to encourage cycling to various local destinations.

• Provide quality end-of trip facilities integrated with cycle routes, destinations and institutions.

• Encourage provision of a publicly accessible cycle hub with lockers, cycle storage and end of trip facilities integrated with public transport connections.

Footpaths and public spaces

• Ensure the footpaths and public spaces in the Centre provide appropriate capacity, safety and amenity to support and encourage walking.
• Use a simple, high quality and durable palette of paving materials and street furniture to unify the Centre’s public domain, while considering variations for specific locations.

• Provide street tree planting and landscaping for the Centre that contributes to a sense of cohesion and improves pedestrian amenity.

• Incorporate opportunities for interpretation in the public domain, such as public art.

Environmental sustainability

• Incorporate sustainable design techniques wherever possible into the design and infrastructure of the public domain, such as water sensitive urban design technologies.

• Explore opportunities to showcase sustainable/experimental options in partnership with UNSW.

Lighting and signage

• Incorporate sustainable design techniques where possible, such as solar powered street lights.

• Provide suitable street lighting levels in key pedestrian areas.

• Coordinate signage design and placement to avoid clutter and visual confusion.
2 High Street Area

2.1 General

Site identification
The High Street Area is located at the East End of the Randwick Education and Health Specialised Centre. Stanisic Architects were engaged to help develop specific building envelopes and controls for three blocks within the Area:

![Site identification map](image)

<table>
<thead>
<tr>
<th>Block 1:</th>
<th>Block 2:</th>
<th>Block 3:</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Street/Botany Street</td>
<td>Blenheim Street/High Street</td>
<td>Belmore Road/Don Juan Avenue</td>
</tr>
</tbody>
</table>

Figure 1: Site identification map

Explanation
These sites have been identified as having potential to contribute to the Specialised Centre’s demands for growth in health and medical related uses and the related demands for key worker and student accommodation in an accessible location, with strong proximity to the Hospitals Campus and University of NSW, local services and public transport.

The objectives and controls for this section apply to all DAs for new buildings on these sites.

Objectives

- To facilitate commercial space that is suitable for health services facilities within the Centre.
- To facilitate residential uses including affordable housing to reflect the needs of key workers and students within the Centre.
- To provide building forms and layouts that are capable of adapting to both residential and health service facilities above ground floor.
- To provide active street frontages to streets at ground floor.
To increase pedestrian permeability and amenity where possible.

To minimise vehicular crossings on primary street frontages, including High Street, Botany Street and Belmore Road.

**Controls**

i) Buildings are to have a minimum floor to ceiling height of:
   - 3.3m on the ground floor
   - 2.7m on the first floor
   in order to provide suitable ceiling heights to suit health and medical related uses.

ii) Provide an active ground floor setback zone, free of columns, balustrades and other visual barriers to the primary streetfront.

iii) If three bedroom units are provided, units should be capable of being converted into a dual key apartment (i.e. two bedroom + studio).

iv) The design of the first floor and above is to be flexible with multiple configurations possible that enable residential or health service uses.

v) Locate car parking below ground under the building footprint.

*Example of an active ground floor setback zone, with cantilevered upper floors providing a covered entry and circulation area. (source: Stanisic Architects)*

*Example of a mixed use building providing an open, active streetfront at ground level. (source: Stanisic Architects)*
2.2 Block 1 – High Street / Botany Street

Description
Block 1 is rectangular in shape and comprises two parcels of land on either side of Eurimbla Avenue. It is bound by High Street to the north, Botany Street to the west, Hospital Road (part of the Hospitals Campus property) and the Sydney Children’s Hospital to the east and residential properties to the south.

There are nine single and two storey detached and semi-detached dwellings on the site and a non-residential building adjacent to Hospital Road. Several dwellings currently accommodate existing health services, including day surgery, specialist consulting rooms and the Sydney Children’s Hospital Foundation.

Objectives
- To create a strong built edge to High Street and Botany Street.
- To increase pedestrian amenity and footpath capacity along High Street and along Hospital Road.
- To provide active street frontages to High Street and Botany Street at the ground floor.

Controls
i) Building Envelope Plan:
The building envelope plan shows the maximum envelope including balconies, but excluding the roof structure and envelope. DAs are to demonstrate that the proposed building fits within the envelope.

ii) Building Height:
RLEP identifies a maximum height for this block of 15m. Building envelope illustrations show 4 storeys, excluding the roof envelope and structure. Any habitable roof space provided above the maximum building envelope must be setback an additional 4 metres from the building envelope along High Street and Botany Street.

iii) Amalgamation
Individual lots will need to be amalgamated in order to achieve the maximum building envelopes and building heights. Refer to Figure 2 for a plan of the existing block. Minimum site amalgamation requirements are:

- Sites 1 and 2:
  a. Combine sites 1 + 2 into a single development (preferred), or
  b. Develop sites 1 + 2 in separate stages. This approach will require demonstration that staged development will not adversely affect suitable site access, servicing and amenity.

- Site 3:
  All lots are to be amalgamated into a single development.
iv) Building Uses
- Ground floor  Health services facilities.
- First floor and above  Residential / Health services facilities.

v) Mix
For any proposed residential uses, provide the following mix of dwellings:

<table>
<thead>
<tr>
<th>Type</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>50% maximum.</td>
</tr>
<tr>
<td>1 Bed</td>
<td>50% maximum.</td>
</tr>
<tr>
<td>2 Bed</td>
<td>25% minimum - 50% maximum. An additional 25% above the maximum can be provided if they are dual key units.</td>
</tr>
<tr>
<td>3 Bed</td>
<td>No specific requirement.</td>
</tr>
</tbody>
</table>

vi) Parking and access
Avoid vehicular access from High Street. Preferred vehicular access for servicing and parking is from Eurimbla Avenue. All parking is to be located in a basement level, under the building footprint.

vii) Open space
Refer to section C2: Medium Density Residential uses for open space and landscaping requirements for any residential component.

viii) Public dedication / right of way
- A public dedication is to be provided in the form of a 3metre wide footpath widening along High Street.
- A right of way is to be provided in the form of a 3metre wide footpath along Hospital Road.

ix) Building Depth
Maximum building depth above the ground floor podium level shall be 18 metres.

Note:
Health services facilities are defined in RLEP, and include hospitals, community health facilities, medical centres, and health consulting rooms.

Figure 2: Block 1- Site identification and existing site plan
x) Setbacks

Comply with the setbacks in the tables below, and as illustrated in Figures 3 and 4

**Sites 1 and 2**

<table>
<thead>
<tr>
<th>Frontage</th>
<th>Setback</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>High Street</td>
<td>9m</td>
<td>Ground floor</td>
</tr>
<tr>
<td></td>
<td>6m</td>
<td>First floor and above</td>
</tr>
<tr>
<td>Botany Street/</td>
<td>3m</td>
<td>Ground floor</td>
</tr>
<tr>
<td>Eurimbla Avenue</td>
<td>0m</td>
<td>First floor and above</td>
</tr>
<tr>
<td>Rear (south)</td>
<td>6m</td>
<td>All floors (UNO in figure 4)</td>
</tr>
</tbody>
</table>

**Site 3**

<table>
<thead>
<tr>
<th>Frontage</th>
<th>Setback</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>High Street</td>
<td>9m</td>
<td>Ground floor</td>
</tr>
<tr>
<td></td>
<td>6m</td>
<td>First floor and above</td>
</tr>
<tr>
<td>Eurimbla Avenue</td>
<td>3m</td>
<td>Ground floor</td>
</tr>
<tr>
<td></td>
<td>0m</td>
<td>First floor and above</td>
</tr>
<tr>
<td>Hospital Road</td>
<td>6m</td>
<td>Ground floor</td>
</tr>
<tr>
<td></td>
<td>3m</td>
<td>First floor and above</td>
</tr>
<tr>
<td>Rear (south)</td>
<td>6m</td>
<td>All floors</td>
</tr>
</tbody>
</table>

Note:

High street setback at ground level comprises a 3m dedication for footpath widening, a 3m general building setback zone and an additional 3m ground floor setback.
Figure 5: Building Envelopes – 3D views
2.3 Block 2: High Street/Blenheim Street

Description

Block 2 is long and rectangular in shape, bounded by High Street to the south, Blenheim Street to the north, Botany Street to the west and Clara Street to the east. Most lots extend from High Street to Blenheim Street and contain four storey residential flat buildings with ground floor garages. The remaining single storey detached dwellings comprise health uses. Most residential flat buildings are strata-titled, with a few lots remaining in single ownership.

This block is opposite a heritage item at 17 Blenheim Street – ‘Blenheim House’. This building is located at the rear of the site and is obscured by trees.

Existing front and rear setbacks are generally consistent at approximately six metres, and side setbacks range between 1 and 3 metres. The block slopes down to the west along High Street from Clara Street by approximately 5 to 7 metres.

Blenheim Street is lined with large street trees. There are no publicly accessible pedestrian connections through the block from High Street to Blenheim Streets, although driveways of several properties link from Blenheim Street to High Street.

Objectives

- To create a strong built edge to High Street and Botany Street.
- To encourage through-site pedestrian connections between High Street and Blenheim Street.
- To provide articulation to the built edge along High Street and Blenheim Street.
- To manage stepping of built form with the topography.
- To provide active street frontages to High Street and Botany Street at ground floor.

Controls

i) Building Envelope Plan

The building envelope plan shows the maximum envelope including balconies, but excluding the roof structure and envelope. DAs are to demonstrate that the proposed building fits within the envelope.

The building envelope plan varies for single, double and triple lot developments that front High Street and Blenheim Street to anticipate the variety of ways that lots could redevelop. These options are illustrated in the building envelope plans.
ii) Height
RLDP identifies a maximum height for this block of 15m. Building envelope illustrations show 4 storeys, excluding the roof envelope and structure.
- Any habitable roof space provided above the maximum building envelope must be setback an additional 4 metres from the building envelope along High Street and Botany Street.

![Figure 6: Block 2 – Existing site plan](image)

iii) Building Uses:
- Ground floor: Health services facilities.
- First floor and above: Residential / Health services facilities.

iv) Mix:
For any proposed residential uses, provide the following mix of dwellings:

<table>
<thead>
<tr>
<th>Dwellings</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>50% maximum.</td>
</tr>
<tr>
<td>1 Bed</td>
<td>50% maximum.</td>
</tr>
<tr>
<td>2 Bed</td>
<td>25% minimum; 50% maximum.</td>
</tr>
<tr>
<td></td>
<td>An additional 25% can be provided if they are dual key units.</td>
</tr>
<tr>
<td>3 Bed</td>
<td>No specific requirement.</td>
</tr>
</tbody>
</table>

v) Parking and access:
Vehicular access to parking is to be provided from Blenheim Street. All parking is to be located in a basement level, under the building footprint.

vi) Open space:
Refer to section C2: Medium Density Residential uses for open space and landscaping requirements for any residential component.

vii) Pedestrian connection:
Publicly accessible through site pedestrian connections are required for double and triple lot developments between High Street and Blenheim Street.

A pedestrian and visual connection from Blenheim House (17 Blenheim Street) to High Street is encouraged.
viii) Building Depth
Refer to Building Envelope Plans.

ix) Setbacks

<table>
<thead>
<tr>
<th>Frontage</th>
<th>Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Street</td>
<td>6m Ground floor.</td>
</tr>
<tr>
<td></td>
<td>3m First floor and above.</td>
</tr>
<tr>
<td>Blenheim Street</td>
<td>6m Ground floor.</td>
</tr>
<tr>
<td></td>
<td>3m First floor and above.</td>
</tr>
<tr>
<td>Botany Street</td>
<td>3m Ground floor.</td>
</tr>
<tr>
<td></td>
<td>0m First floor and above.</td>
</tr>
</tbody>
</table>

This diagram includes a hypothetical combination of building configurations to illustrate how sites may be redeveloped as single increments, or in combinations of 2 or more adjoining lots, using the same basic footprint.

Figure 7: Block 2 - Illustrative Building envelope

Figure 8: Block 2 - Illustrative section

Legend
Figure 9: Block 2 - Indicative 3D views
Flexibility of Use

The Building Envelope Plan - single lot is the building block for the double and triple lot type.

The Building Envelope Plans provides flexibility for residential or health service uses or a hybrid of the two.

The design of the first floor and above is to be flexible with multiple configurations possible that enable residential and health service uses.
2.4 Block 3 – Belmore Road / Don Juan Avenue

Description

Block 3 is triangular in shape and is bound by Belmore Road to the south west, the terminus of Don Juan Avenue to the north, a pair of two storey heritage listed late Victorian Terraces ‘Hygena’ and ‘Corona’ to the north currently used as lodging accommodation, and a two storey residential flat building to the south east.

There are four existing single storey detached houses within the block - three comprising health services. The block is opposite to High Cross Park.

The block falls approximately 1 to 2 metres from the intersection of Avoca Street / Belmore Road along Belmore Road.

Objectives

- To create a strong built edge to Belmore Road.
- To provide a pedestrian connection from Belmore Road to Don Juan Avenue.
- To respect and enhance the heritage value of ‘Hygena’ and ‘Corona’ located adjacent to the block.
- To provide and active street frontage to Belmore Road at ground floor.

Controls

i) Building Envelope Plan:
   The building envelope plan shows the maximum envelope including balconies, but excluding the roof structure and envelope. DAs are to demonstrate that the proposed building fits within the envelope.

ii) Building Height:
   RLEP identifies a maximum height for this block of 15m. Building envelope illustrations show 4 storeys, excluding the roof envelope and structure.
   Any habitable roof space provided above the maximum building envelope must be setback an additional 4 metres from the building frontage along Belmore Road.

iii) Amalgamation:
   All existing individual lots will need to be amalgamated and comprise a single development in order to achieve the maximum building envelopes and building heights.

iv) Building Depth:
   18m maximum above ground floor.
v) Building Uses
Ground floor: Health services facilities.
First floor and above: Residential / Health services facilities.

vi) Mix
For any proposed residential uses, provide the following mix of dwellings:

- Studio: 50% maximum.
- 1 Bed: 50% maximum.
- 2 Bed: 50% maximum.
- 3 Bed: No requirement.

vii) Parking and access
Access to parking is to be provided via Don Juan Avenue. All parking is to be provided in a basement level, located under the building footprint.

viii) Open space
Refer to section C2: Medium Density Residential uses for open space and landscaping requirements for any residential component.

ix) Setbacks
Comply with the setbacks in the table below, and as illustrated on Figure 13.

<table>
<thead>
<tr>
<th>Frontage</th>
<th>Setback</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belmore Road</td>
<td>3m</td>
<td>Ground floor.</td>
</tr>
<tr>
<td></td>
<td>0m</td>
<td>First floor and above.</td>
</tr>
<tr>
<td>East Boundary</td>
<td>0m</td>
<td>Ground floor podium.</td>
</tr>
<tr>
<td></td>
<td>6m</td>
<td>First floor and above.</td>
</tr>
<tr>
<td>North Boundary</td>
<td>6m</td>
<td>6m wide land dedication to align with Don Juan Avenue.</td>
</tr>
</tbody>
</table>

x) Public dedication/public access
A public dedication is to be provided in the form of a 6 metre wide pedestrian laneway extension to connect Don Juan Avenue to Belmore Road. (An easement for public access may be considered in lieu of dedication).
Figure 13: Building envelope plan

Figure 14: Building envelope section
Figure 14: Block 3 - Illustrative 3D envelope
3 Randwick Hospitals Campus

3.1 Introduction

The Randwick Hospitals Campus is a major site within the Randwick Education and Health Specialised Centre. This subsection includes objectives and controls specific to the Hospitals Campus that should be considered in addition to the overall objectives for the Specialised Centre.

Figure 1: Randwick Hospitals Campus

Site description

The Randwick Hospitals Campus comprises a single land parcel of approximately 13.26 hectares, bordered by High Street, Avoca Street, Barker Street and Hospital Road in Randwick. The campus is a seven day a week, 24 hour per day operation with large volumes of people, vehicles, equipment and supplies moved around the campus.

There are four major hospitals on the site, being: the Prince of Wales Hospital, Sydney Children's Hospital, Royal Women's Hospital and Prince of Wales Private Hospital. These comprise the largest complex of teaching hospitals in Australia providing comprehensive health services ranging from specialised state-wide tertiary health services to metropolitan, local and community outreach services. In addition the site has a major medical research presence, including a Neuroscience research precinct.

Background: Masterplanning process

Preliminary masterplan principles for the Randwick Health Campus were commissioned and endorsed by the South East Sydney and Illawarra Area Health Service (SESIAHS) in 2008, concurrent with a broader precinct planning exercise being undertaken for the Randwick Education and Health Specialised Centre.
These principles recognise that planning for the campus is a complex and ongoing process, with campus decisions requiring a balance between clinical and operational requirements, available resources, community and stakeholder expectations, and site opportunities and constraints. These Principles form the basis of this section of the DCP.

3.2 Issues and Opportunities

Staging and Flexibility
The provision of state, metropolitan and local health services requires a set of supporting physical assets, which can accommodate changing clinical services needs over time.

Decisions on development should be supported by a process of prioritisation, staging and strategic review to ensure that scarce funds for campus works are well directed.

Implementation of a staged campus planning approach will achieve planning, design, access and operational objectives within the campus. It will also enable flexibility and responsiveness to changing expansion needs, service priorities and technological advances in health service delivery and research.

Circulation, connectivity and legibility
The campus has a complex mix of activities and movements through the site, particularly given incremental development over the years. Vehicle, cycle and pedestrian routes and access points are often unclear. This lack of legibility can create confusion and inefficiencies for patients, visitors and staff.

The differentiation of public and private and clinical areas is also unclear, and can add to the complexity in navigating the campus.

Clear identification/separation of primary movement routes through the campus for vehicles (eg: service, emergency, visitor, staff), people (staff, patients, visitors) and goods is also important to incorporate into an overall campus planning framework.

Opportunities exist to improve both internal and external campus connections and legibility, while also introducing greater site permeability through improved connections and views along key desire lines.

Safety, security and amenity
As a 24 hour facility, provision for safe access should be incorporated into campus planning. This includes a need to manage public movement through the campus, particularly at night.

There is an opportunity for campus facilities and spaces to better provide for the amenity for patients, staff and visitors, and contribute to a healing environment, incorporating open space, and opportunities to better connect to the surrounding public domain.

Activity and functional areas
The identification of the campus activity and functional areas will assist in identifying long term space requirements. Future decision
making should be informed by the functional zones to maintain their long term integrity.

Planning should identify any “compromised” core hospital activities and services in terms of accessibility, functional linkages and expansion requirements, and incorporate plans for future relocation.

3.3 Master Plan Principles

While the Randwick Health Campus is long established on this site, incremental development has proceeded without the benefit of a master plan. A masterplan provides a framework for planning review of complex and potentially conflicting opportunities on site.

Objectives

- To optimise campus potential with a shared view for all organisations on the overall development framework.
- To provide a context for testing strategies and options to accommodate short, medium and long term needs
- To support a staged implementation program within capital and investment constraints
- To define a broad campus planning framework, identifying key campus-wide opportunities and improvements to be achieved via new development

Masterplan Principles

All DAs on the health campus are required to address the seven master plan principles described below:

1. Define campus activities and functional zones
2. Provide strong logic and legibility
3. Incorporate efficient access and circulation
4. Provide pleasure, interest and delight
5. Build in flexibility and robustness
6. Address safety and security
7. Relate to the wider community

1. Define Campus Activities and Functional Areas

Clearly identified campus activity or functional zones contribute to service delivery efficiencies and legibility. The Randwick Health Campus comprises four key activity areas as illustrated on Figure 2 below.

Clinical Core

The clinical core is the central service hub of the campus. It comprises the four hospitals (Prince of Wales Public, Sydney Children’s Hospital, Royal Hospital for Women, Prince of Wales Private) and a broad range of services and activities, which are key destinations for a range of staff, patients, service providers and visitors.
Research precinct
The research precinct accommodates the main research related activities on the campus plus an acute mental health facility. The Randwick Ambulance Station is located in the south western corner of the precinct.

Heritage precinct
The precinct comprises the Edmund Blackett Building, the Medical Superintendent’s Cottage, the Catherine Hayes Building, surrounding fences and associated curtilage forming this significant heritage precinct. It supports a range of community health activities, meeting/teaching spaces and administrative functions.

Opportunity precinct
The south eastern corner of the site is currently occupied by a range of support activities including children’s medical services, a childcare centre, residential accommodation (Ronald McDonald
House) and administrative functions. Some of these functions are directly related to activities in the core campus precinct.

2. Provide strong logic and legibility
   A clear sense of orientation helps to navigate around a complex group of buildings. Opportunities for orientation to recognisable features such as a significant landmark, a park, distant view or street should be incorporated into major entries, circulation nodes and public areas.

3. Incorporate efficient access and circulation
   Access and circulation around the campus is complex and multi-layered. It incorporates the internal movements of people and goods, their different purposes, and the different clinical categories of emergency, critical and non-critical. It also includes external movements at access and entry points, and the external travel paths of pedestrians, cyclists and vehicles.

   A well-functioning campus will have an accessible, clear and legible movement network, with linked related functions, separation of incompatible routes and users, and prioritisation of emergency/critical movement.

4. Provide pleasure, interest and delight
   The nature of the physical surroundings and the experience of arriving there can have a major impact on the wellbeing and peace of mind of patients and their loved ones, and on the effectiveness of staff charged with their care.

   Open spaces, external views, access to daylight, fresh air and gardens can provide positive well-being outcomes for all users. Incorporation of art, colour and finishes can provide interest, and help to break down a hospital’s institutional character.

5. Build in Flexibility and Robustness
   Both medical and building technologies are rapidly changing. The organisational structure of the hospitals and their departments may well change. Buildings and spaces provided now should be designed with future adaptation in mind.

   In such a changing environment some spaces may be regularly in need of alteration and adaptation. Some may need considerable modification to house complex equipment with significantly different dimensions and service needs while other areas such as wards may remain much the same only housing a different classification of patient.

6. Address Safety and Security
   While on the one hand the hospitals aim to welcome all people with a valid reason to be on the campus, on the other there is a duty of care to protect patients and staff from harm and an interest in protecting buildings and equipment from vandalism or theft.

   This is a particular issue at night when the hospitals are still functioning. Inpatients and their carers deserve the same level of security but the level of activity around the hospital is greatly reduced and hence there is a reduced level of passive surveillance.
7. Relate to the wider community
Fulfilling its role as a regional centre of excellence. Being a ‘good neighbour’, serving the medical needs of the local community; exploring ways in which it can share resources with the local community, exploring its links with UNSW both physically and intellectually as a learning and research venue.

There are opportunities to introduce greater permeability, while being mindful of the operational and safety needs of the campus.

3.4 Development and Design Controls

3.4.1 Uses

Explanation
The complex and evolving range of uses, organisations and functional relationships within the Campus requires a clear yet flexible guidance on the location of future development.

Objectives
- To ensure that uses are appropriately sited in relation to each other and within an appropriate functional area
- To provide clear and legible campus entry points, with active edges and public uses fronting primary streetfronts
- To incorporate flexibility to accommodate changing needs, and maximise opportunities to improve functional relationships through development

Controls
i) Locate and concentrate high public interface activities and high throughput uses (eg: outpatients, community and allied health services) in the Clinical Core -High Street Interface and Heritage Precinct.

ii) Encourage suitable adaptive reuse for the Heritage Precinct that will enhance the public interface with adjacent streets

iii) Any significant redevelopment within the Opportunity Precinct should be based on a detailed study into current and possible future uses, including liaison with current occupants in order to:
- identify opportunities to improve functional relationships across campus
- consider its potential to decant existing uses with possible future redevelopment of the Clinical Core or mental health facilities as part of a long term staged campus development strategy
- identify demands and options for on-site patient, staff and carer accommodation

3.4.2 Site Planning

Explanation
A holistic approach to site planning will guide appropriate siting of facilities in relation to their surrounds, improved coordination of access, servicing and circulation, and preservation of key campus connections, open spaces and landscaped areas.
Objectives

• To establish clear site planning criteria that can apply to changing health services needs while providing consistent and complementary relationships with the surrounding uses, adjacent properties and public domain.

• To identify long term opportunities for key campus connections and open spaces to be incorporated with campus development.

• To ensure small scale, incremental or staged development positively contributes to the overall function of the campus.

• To achieve a clear hierarchy and definition of gateways and connections between the external and internal circulation networks.

Controls

i) Development involving new buildings or extensions to existing buildings shall meet the street setback requirements below. Exceptions may be considered for primary public entry points and associated awnings/canopies, or architectural features, or at locations of campus entries/internal street connections with the public domain.

Streetfront Setbacks:
- High Street: 6m,
- Otherwise to align with existing building frontages as noted in Figure 2.

ii) Avoca Street: to align with the primary frontages of the Catherine Hayes and Edmund Blackett Buildings

iii) All development shall ensure that the opportunity to achieve key campus connections, public domain/landscaped areas and open spaces is maintained or improved.

iv) Large scale developments shall provide any campus connections, nodes, public domain/landscaped areas and open spaces within or adjacent to the development footprint.

v) Provide high quality design of key campus connections, landscaped areas and open spaces.
Notes
- Provide a primary active frontage to High Street and Avoca Street
- High public interface area shown hatched
- Orange buildings denote precedent for alignment of building street setbacks
- Green areas are significant existing open space areas, significant trees and gardens to be preserved and incorporated into the circulation network
- Blue grid denotes the preferred primary circulation and open space network, with key connections to campus boundaries.
- Connections at campus boundaries provide opportunities for enhanced main entries
- Landscaping shall be provided along the primary circulation network, and link to existing landscaped areas
- Blue circles denote potential nodes to be reinforced as orientation devices, providing views to key spaces and corridors, and including access to daylight and open space
- Development fronting Barker Street shall provide an active frontage at street level
- Enhance the pedestrian connections along Hospital Road, and provide a continuous accessible footpath

Figure 2: Site planning principles
3.4.3 Heritage Conservation

Explanation

The Randwick Hospitals Campus contains several items of state heritage significance. Development on the site dates back to the 1850’s with construction of the Destitute Children’s Asylum (now known as the Edmund Blackett Building). The buildings fronting Avoca Street and High Street are part of a significant precinct, and the High Cross Park Heritage Conservation Area extends into this Heritage Precinct of the Campus. This sub-section should be read in conjunction with the Heritage Section of the DCP.

Objectives

- To conserve, manage and interpret the heritage significance of the hospitals campus, heritage conservation area and its items of heritage significance.

- To manage built, landscape and archaeological components, historic views and spaces in accordance with their assessed significance.

- To ensure new development respects and enhances the heritage significance of the site and its setting.

- To actively interpret and promote the heritage values of the site.

Controls

i) Conserve and manage heritage components identified in Figure 3.

ii) Re-establish the formal Avoca Street frontage

Note:
Refer also to the Heritage Chapter in Part B: General Controls for further detail on the High Cross Park Heritage Conservation Area and requirements for development of or near heritage items.
Figure 3: Heritage significance of elements in the Hospitals Campus
(source: Randwick Hospitals Conservation Management Plan, prepared by Graham Brooks and Associates for NSW Health)
3.4.4 Landscape and open space

Explanation

Well designed and located landscaped areas and open spaces can contribute to a healing environment and provide pleasure and visual interest.

Objectives

- To employ landscape and open space to contribute to a healing environment.
- To provide a variety of different landscaped spaces as an integral component of development across the campus.
- To maximise opportunities to connect landscaped areas and open spaces to integrate with the wider campus circulation framework.
- To protect and enhance existing landscaped spaces, elements and features.

Controls

i) Maintain and enhance the existing formal landscaped frontage to Avoca Street.

ii) Incorporate landscaped areas into all new development on the campus, to provide views of and/or access to gardens or open space from:
   - public areas, such as foyers and major circulation areas
   - patient accommodation and waiting areas

iii) Ensure landscaped areas provide easy and safe access for patients, staff and visitors.

iv) Maintain and enhance views to key landscaped areas and open space as noted on Figure 2.

3.4.5 Built Form

Explanation

Existing development on the Hospitals Campus comprises a wide variety of built form, with varying heights, floorplates and envelopes reflecting their different uses, and the evolution in healthcare facilities over time. Future development has the opportunity to improve the coherence, legibility and scale relationships of buildings within the Campus.

RLEP contains maximum height controls for the perimeter of the Campus. These objectives and controls provide further guidance for the built form of all buildings within the Campus.
Objectives

- To integrate new buildings consistent with the siting, form, scale and character of existing heritage components and their setting.
- To relate the design, siting and scale of new buildings to the wider context beyond the campus boundaries.
- To establish a consistent/coherent scale and building alignment on Avoca Street, with specific reference to the Edmund Blackett Building.
- To achieve high quality design that balances the institutional nature of the use with human scale.
- To provide a safe environment for staff, visitors and patients.

Controls

i) Provide covered entries such as awnings, canopies or porte cocheres to main entries of all public facilities.

ii) Minimise large expanses of blank walls through articulation, fenestration, use of a variety of materials and construction details.

iii) Building expression at ground floor level shall relate to the human scale through inclusion of windows where possible, and clear horizontal articulation of building elements and storeys.

iv) Roof design shall minimise the visual bulk of services and plant.

v) Incorporate passive surveillance and CPTED design principles, especially in 24-hour operational areas

Note:
CPTED refers to crime prevention through environmental design, and covers 4 key principles:
- surveillance
- access control
- territorial reinforcement
- space management

These design principles are articulated in “Crime Prevention and the Assessment of Development Applications”, produced by the NSW Government. Under s79C of the EP&A Act, Councils are required to consider and implement CPTED principles when assessing DAs.

3.4.6 Amenity

Explanation

Development on campus should encourage a healthy and healing environment, encourage incidental exercise, places for people to interact, and opportunities for quiet reflection. Links to green spaces, access to daylight, and noise minimisation have been shown to have potential to contribute positively to health outcomes.

Objectives

- To incorporate opportunities for social interaction, and incidental and therapeutic exercise.
- To maximise access to natural light, views, open spaces and gardens to contribute to a healing environment.
- To provide visual interest, variety and colour to interior spaces.

Controls

i) Development shall provide access and views to open spaces and gardens.

ii) Consider opportunities for roof gardens and green walls where space is restricted.

iii) Design of spaces shall include opportunities for staff and public to interact from different sections across the campus.

iv) Design and locate stairs to encourage incidental exercise.

v) Encourage use of art and colour to public and patient spaces, and as orientation and identity devices.

3.4.7 Movement and Circulation

Explanation

This section refers to internal circulation and movement of people, goods and vehicles within the campus boundaries. Refer also to the Transport, Traffic, Access and Parking section in Part B of the DCP for requirements for car and cycle parking provision, end of trip facilities and requirements for traffic studies and travel plans.

Objectives

- To achieve a campus-wide circulation framework to provide for safe, legible and efficient movement of people, material and vehicles.

- To ensure minor and incremental development does not limit the potential to improve the wider campus circulation network.

- To provide a high level of amenity in the public pedestrian circulation system.
• To encourage use of sustainable and active transport modes to and within the campus.

Controls

i) Retain the principal public vehicular access to the campus from Barker Street/Easy Street.

ii) Avoid public vehicular access to the campus from Avoca Street and High Street.

iii) Employ technology/simplified procedures to substitute the need for people and materials movement where possible.

iv) Consider a modern industrial goods handling and distribution system for any major new development.

v) Incremental campus development shall be sited and designed to facilitate the long term circulation network.

vi) Major redevelopment of any part of the campus shall incorporate pedestrian and cycle network improvements.
4 UNSW Kensington

4.1 Introduction

In 2005 the University of New South Wales (UNSW) prepared the “Campus 2020 Master Plan” for the Kensington Campus which forms the basis of this sub-section of the DCP.

This sub-section applies to all the land known as UNSW Kensington Campus as shown on Figure 1.1, outlined in a heavy yellow line.

This section of the DCP must 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.

4.1.1 Objectives

The aims of this subsection are to provide planning and design objectives and provisions which will optimise:
- The physical, social, educational and environmental quality of the UNSW Kensington Campus,
- The role and environmental ‘fit’ of the campus within its Randwick City context and its compatibility with the evolving character of adjoining lands, and
- The Campus Experience.

4.1.2 Strategic Framework: Campus Experience

The University of New South Wales (UNSW), one of Australia’s foremost academic institutions, has its principal campus at Kensington. In 2004 the University commissioned the Campus 2020 Master Plan as the opportunity to address a range of strategic issues looking toward 2020.

The Campus 2020 Master Plan complements the broader UNSW Strategic Plan 2005 that focuses on UNSW’s vision, purpose, values and priorities (guiding principles):
- teaching and learning
- excellence in research
- international engagement, and
- community interaction.

The Master Plan process commenced with a Strategic Brief that identified the elements that contribute to the success of UNSW. These include the guiding principles and the concept of “Campus Experience”, the built form and landscape, together with the sense of place and experience of the site, that all combine to create a positive experience of the campus that draws staff, students and visitors to the University, and satisfies their needs and aspirations.

The vision for Kensington Campus, as set out in the Master Plan, is to create a high quality university campus that facilitates the achievement of the guiding principles by focusing on the concept of an...
of a positive Campus Experience. This focus provides a basis for
the University to develop the campus to its optimal capacity while
maintaining and enhancing its character, and also responding to its
strategic location between three town centres, a major hospital
complex and recreation facility, near the Sydney CBD and the
airport.

The diagram below shows the elements of Campus Experience
that the Campus 2020 Master Plan Team identified at the Strategic
Brief stage to direct the detail of the Master Plan. The blue
elements are common priority goals from the UNSW Strategic
Plan. The green elements resulted from research, information
collation, consultation and feedback.

4.1.3 Key Design Features of Campus 2020

To achieve the vision and guiding principles, to improve the
Campus Experience, the Master Plan contains the following key
design features:

- a commitment to sustainability in the planning, design
  and management of all new buildings and other
  improvements and encompassing all of the University’s
  operations as described in the UNSW Environment Policy
  and Environmental Management Plan

- an explicit desire to reinforce the sense of place,
  inspirational and valued spaces that draw people to the
  campus, extend their stay and linger in their memory after
  they have left, giving the campus a competitive edge
• a **safe and legible network** of paths, shared ways and campus streets that innately guide movement around the campus, in particular connecting campus entrances, gathering spaces and "public rooms"

• identification of lively **Hubs** in specific locations with sufficient density and range of uses to enable them to become key destinations and activity centres fostering the informal and formal interchange of ideas and shared learning

• encouragement of the **formation of Knowledge Clusters** of Schools and Faculties around Hubs to promote synergies and encourage collaboration in teaching and research

• identification of **new open spaces and related building opportunities** to increase the capacity and amenity of the campus, particularly along High Street, at major campus entrances and at Hubs

• improvement of the **landscape quality** of the campus by identifying and protecting significant plantings, redefining and improving existing open spaces, re-evaluating campus boundaries and ensuring the landscape character reflects the aspirations of the campus community

• definition of **key building alignments/setbacks and heights** to establish, reinforce and protect the legibility and amenity of the campus, its Hubs, landscaped open spaces and outward presence to the community

• **expansion of housing** on campus, particularly along High Street, to increase the sense of community, increase patronage of campus services and reduce transport costs and impacts

• preferred locations for **retail and other services** such as child care to support the social life of the campus

• encouragement of the extension and better management of **recreation and cultural facilities and events**

• a major re-evaluation of the approach to **transport and parking** that will over time reduce both on-site and on-street parking in favour of improved public transport and encourage walking and cycling, and

• identification of key **architectural design elements and types** to promote high quality architecture which is fit for purpose, responsive to future needs and embodies the principles of sustainability.
campus aerial photo showing land to which the DCP applies
4.2 Campus Design Principles and Provisions

This DCP details ten design principles that shape the concept of Campus Experience as discussed above:

- sustainability
- sense of place
- legibility
- knowledge clusters and hubs
- landscape
- buildings
- housing
- retail and services
- recreation and cultural facilities and events, and
- transport.

The main emphasis is on the physical form of the campus, particularly its spatial arrangement, three dimensional pattern and design quality. The interrelationships of the 10 principles are critical. The principles influence the social, academic and economic aspects of the campus by direct policies and initiatives, and also by the way the physical form shapes aesthetics, perceptions and behaviours.

Coverage of each principle includes objectives and provisions and related diagrams where spatial elements exist. The planning, design and management policies, concepts, strategies and actions included will be used by UNSW to achieve the principles and their objectives through an array of activities, such as design briefs, capital works and management.

4.2.1 Sustainability

Implementation of the UNSW Environmental Management Plan (EMP), which was prepared concurrently with the Campus 2020 Master Plan, provides the framework to achieve environmental sustainability.

The EMP comprises an overall framework and detailed strategies and annual action plans. The scope of the EMP includes the following functional areas:

- management systems
- knowledge systems
- energy management
- water management
- materials management
- planning, design and development
- compliance and pollution prevention
- transport, and
- biodiversity and open space.

The DCP incorporates and operationalises many of the elements of the EMP in terms of planning and design. The DCP does not repeat the provisions of the EMP. The EMP gives an operational context for the University’s implementation of sustainability elements.
Objectives

- Ensure that sustainability is a fundamental driver of, and explicit within, all work which shapes the campus, its physical form, activities and functions, particularly planning and design activities.

- Ensure that sustainability is a fundamental aspect of the objectives and provisions within the other principles which make up the Campus Experience.

- Ensure that the campus is a showcase for sustainability innovation, with interaction between the research and teaching functions of the University and campus capital works design, delivery and management practices.

Controls

i) Existing and new campus buildings, landscapes and infrastructure are to be managed by UNSW to be consistent with the relevant sections of the EMP.

ii) Key energy management requirements are to:
- aggressively implement energy conservation
- reduce greenhouse gas emissions through design and management, and
- consider renewable energy technologies such as photovoltaic cells in the design of new buildings and refurbishment projects, to ensure that the University maintains a reputation as a leader in renewable energy design in the built environment.
- A report on energy efficiency is to accompany all DAs for new buildings or refurbishments.

iii) Key water management requirements are to:
- reduce potable water consumption;
- increase the use of bore water for non-potable water requirements;
- maximise the on-site retention of stormwater via natural infiltration and aquifer recharge, and
- ensure all water fittings and equipment are 4 star efficiency.
- Stormwater runoff from the UNSW Kensington Campus is to be managed in accordance with the Stormwater Strategy prepared for UNSW by ANA Technical Services Pty Ltd dated 28 November 2005, Drawing CMP 1000 (Rev 1) dated 28 November 2005 and Drawing DSP 1000 (Rev 1) dated 22 November 2005.
- Aquifer recharge and borewater reuse, licensed by the Department of Natural Resources, is to be implemented in all capital works projects where permissible.
- Where relevant, development is to extend UNSW's substitution of town water use by harvested stormwater via the Botany Sands Aquifer (subject to approval from the Department of Natural Resources).

iv) Key materials management requirements are to:
- reduce solid waste to landfill and thermal treatment, and

Note: this satisfies DCP requirements for alternatives to rainwater tanks, and may be used to demonstrate compliance with requirements of BASIX for water conservation (subject to approval from the Department of Planning)
- Increase solid waste recycling, especially in construction and demolition and organics.
- Waste management plans are to be prepared for all developments ensuring that suitable waste management processes and waste storage areas that support the principles of waste avoidance, reuse and recycling are incorporated into the design of buildings. Waste management plans are to include projected waste generation rates for the end use of the development and the development plans are to include facilities to support this waste generation, eg: appropriately sized and accessible waste storage areas, integrated with waste collection systems.
- Waste management plans that maximise reuse and recycling of waste generated in the demolition and construction phase are to be prepared for all developments.
- All waste storage areas are to be graded and drained to the sewer to the requirements of Sydney Water.

v) Key planning, design and development requirements are to:
- ensure all new buildings and refurbishments target a 5 star rating under Green Star rating scheme
- increase accessible green open space, and
- achieve compliance with environmental planning, heritage and construction regulations.

vi) Key compliance and pollution prevention requirements are:
- To achieve compliance with environmental legislation and regulations, and
- To reduce quantity and toxicity of wastes and products on campus.

vii) Key transport requirements are to:
- pursue a range of travel demand management strategies to reduce the number of vehicle trips to the campus, and
- increase staff and student numbers travelling by foot, bicycle and/or public transport.

viii) Key biodiversity and open space requirements are to:
- improve ecological functionality and habitat potential for native fauna on campus
- increase use of indigenous local species
- reduce use of chemicals, and
- increase awareness and knowledge of the ecology of the campus.

ix) New campus projects (redevelopment or other capital works) are to be in accordance with any Campus Infrastructure and Services Strategy.

4.2.2 Sense of Place

The sense of place of UNSW is to be reinforced to improve its identity and inspirational role for positive memories of campus life. Certain physical features already characterise the campus, such as significant buildings (eg Scientia, Library, Red Centre, Roundhouse) and spaces (eg University Mall and its entry on
Anzac Parade, Library Lawn), the “UNSW” sign on the Library and the strong presence of fig trees on Anzac Parade and High Street.

These important features need to be respected as the campus evolves. They will also be supplemented with new memorable places and ensembles to create a high quality campus environment within the Randwick context and to generate memorable experiences, both of which will improve the campus’ competitive edge.

**Objectives**

- Create a strong sense of place for the campus which relates to both its prominence and character within its local context, and to particular characteristic features or spaces on the campus itself, which are valued and draw people to the campus, extend their stay, increase their sense of connection, linger in their memory, and increase their pride in the campus.

- Create a sense of place which maximises the character of the campus but also ensures that it is seamless in terms of its public domain spatial structure and accessibility to/from its local neighbourhood.

- Establish a sense of place which emphasises arrival, memorable buildings and landscapes, vistas, topography, vegetation, a legible, safe and “green” campus, and a wide variety of culturally relevant and inspiring public art.

**Controls**

i) The key features which define sense of place to be protected and promoted in all future development are identified on **Figure 5.1**. These focus on:

- identification of the campus from afar, such as the building silhouettes and icon signage
- perimeter tree planting
- the sense of arrival, particularly along Anzac Parade, High Street and Botany Street
- primary entrances from all streets
- major existing and new gathering places, and
- the network of connective spaces.

ii) The achievement of sense of place is also based on the pursuit of the issues and provisions of other campus design principles, particularly Legibility, the “public rooms” and specific characters of each Hub, Landscape, Buildings, Retail and Recreation and Cultural Facilities.

iii) The interface of the campus with the surrounding community also determines its sense of place. The desired future character of these interfaces are to be as follows:

- **Anzac Parade**
  - Distinctly passing through the campus; differentiated from the “built to property line” development of the adjacent town centres of Kensington and Kingsford.
  - Buildings to be set back from the street within a pattern of buildings/open space, especially at the extended University Mall that is to unite the divided campus.
  - Existing major trees to be retained, as set out in 4.2.5.

The specific controls to achieve these characters are detailed in subsections 4.2.3, 4.2.5, 4.2.6 and figures, 5.2, 5.6b, 5.7, 5.8 and 5.9.
- Pedestrian crossing to be at grade and of a distinctive hard-wearing material that signifies the University.
- Additional trees to be added to median opposite University Mall.
- New small footprint towers, of quality architecture and appropriate form, sited to avoid adverse environmental effects, to mark the UNSW gateway at University Mall, including icon building.
- Mainly public/university uses at ground level; potential for university housing at upper levels, including for accommodation for visiting students, academics and staff of educational institutions and their families.

**West Kensington Residential Interface**
- Lower buildings to be set back from the boundaries to provide a transition to adjoining residential scale and minimise adverse environmental impacts.
- Existing major trees on campus to be protected as set out in 4.2.5.

**High Street**
- Improve frontage with major new buildings that are to define major new gathering spaces.
- Variety of uses including university, housing and publicly accessible facilities.
- Numerous new entries to relate to public transport and north-south connections to campus Hubs.
- Buildings to be set back to maintain existing mature trees as noted in 4.2.5
- Building heights to optimise capacity, northern aspect and views.

**Botany Street**
- Major buildings to define frontage, particularly High/Botany Street corner.
- Extended East Mall to create new major eastern entry to campus (with possible future extension to hospital complex).

**Barker Street**
- Predominantly residential frontage with an increased scale of building.
- Existing entries to be reinforced.
- Landscaped set back to frontage.

**Willis Street**
- Residential uses up to 4 storeys at street edge above university uses at lower levels.
- Uses at street level to engage with street.
- Landscaped set back to frontage.

iv) Other physical elements important to be reinforced for sense of place are topography, significant buildings and spaces including the Old Tote Courtyard Heritage Conservation Area (HCA), views and prospect, and existing trees.

v) The design of individual capital works projects are to detail how these characteristics and features will contribute to the desired sense of place.
4.2.3 Legibility

The legibility of the campus relates to its overall spatial structure, particularly the pattern of open spaces and the clarity of the network of paths, shared ways and campus streets that innately guide movement and orientation.

Legibility is to be reinforced by a series of spaces:
- major gathering spaces
- supportive gathering spaces
- connective spaces for movement around the campus, and
- contemplative places for quiet retreat and relaxation.

These will increase the quantum of open space, provide new foci in the spatial structure and life of the campus, and emphasise campus entrances. Clear connections between campus entrances and functional areas are fundamental. The pattern of buildings, especially their alignments and ground floor uses, also help to define legibility.

Objectives

- Ensure that the legibility of the campus is optimised for the benefit of all students, staff and visitors through:
  - clear and welcoming campus entries/address points and their links to neighbourhood activities and services
  - public spaces and clear routes evenly distributed throughout the campus within a grid of north-south and east-west links
  - clear definition of public and private spaces
  - achievement of good sight lines and visual connections
  - high quality consistent signage across the campus.

- Provide a campus public domain which appropriately serves its various functions, such as gathering places, connections/circulation spaces, recreation activities and green spaces.

- Ensure that buildings define and address the public domain in a manner which is appropriate for the specific location and function of the building and public space.

- Achieve equity of access across the campus through identifiable and dignified routes for people with disabilities.

- Provide generous and robust connective campus spaces, to realise high quality pedestrian spaces which also accommodate the requirements of slow speed emergency and service vehicles.

Controls

i) New projects are to maintain and enhance the views into the campus identified in Figure 5.2 to ensure the legibility of the campus in the street layout.

ii) Major and minor entries to the campus, and the varying permeability of campus boundaries, are to be achieved as identified in Figures 5.1 – 5.3.
iii) New development and refurbishment projects are to over time achieve the pattern of public domain identified on Figure 5.3 which comprises a network of well defined major gathering spaces and a grid of smaller connective spaces which link the gathering spaces and campus entrances.

iv) The boundaries of most existing spaces are well defined by building alignments or landscape elements, however those of new spaces are to be subject to refinement during further design studies. These aspects are further documented in Figures 5.6b, 5.7 and 5.8.

v) Major new gathering spaces, as set out below, are to provide new public open spaces and refine the spatial pattern and built form (see Figure 5.3) Refer also Hubs (4.2.4) and Landscape (4.2.5).
   - An extension of University Mall to the west of Anzac Parade, “West Mall”, as a key structuring element for the campus as a whole, the detailed design and functioning of the western campus, and improving the address and landscape character of the Anzac Parade interface.
   - An improved entry square on Botany Street at Gate 11 as “East Mall”, to provide a major eastern address and campus-community interface, to increase the connectivity of University Mall as a continuous east-west link and encourage a future connection through to the hospital complex. This square has greater potential if vehicle access is removed and future redevelopment of buildings is focused on the space.
   - A new “High Street Square” at Gate 2 to provide a major focus for lower campus and a new gateway as a campus-community interface, based on existing fig trees, Io Myers Theatre, future new housing, cultural and academic uses, solar access, a green park, and vehicle access.
   - An enlarged square at Old Tote Courtyard to provide a major focus for future housing and new gateway as a campus-community interface, capitalising on the existing figs, heritage buildings, theatre and community uses.
   - An upgraded entry space, “The Tallowoods”, to provide a direct connection to Library Lawn and the Morven Brown Courtyard from the bus stops at Gate 8 on High Street maximising the benefits of the existing trees and the prospect to the CBD.
   - A new focus on Chancellery Forecourt at Gate 9 to emphasise its entry and ceremonial importance.
   - A new “Kingsford Gate” as a key to improving the campus address and community interface towards Kingsford, improving sight lines, opening the experience of the Village Green, redeveloping the child care centre and broadening uses in the southwest corner of the campus.

vi) Gathering spaces are to be joined by a network of east-west links, the enhanced and extended University Mall and University Walk and north-south connections as shown in Figure 5.3.

vii) Significant places are to be achieved at the intersections of major pedestrian routes by the creation of:
- a gathering space (see Figure 5.3), and/or
- a public room (see Figure 5.4) and/or
- a Hub (see Section 5.4 and Figure 5.5), and/or
- memorable features such as landscape elements (see Figure 5.6b), building design, uses, and/or public art.

viii) A subset of the public domain, including courtyards within buildings, is to be developed as quiet contemplative spaces (see Section 5.5 and Figure 5.6b).

ix) Covered access is to be provided along University Walk (refer Figure 5.3), preferably by awnings or colonnades as part of buildings along the route or alternatively as free-standing canopies.

x) Lighting of the public domain is to contribute to legibility and ensure safety, with particular emphasis on open spaces at Hubs, University Walk and its intersections with north-south connections, and all routes to campus entrances with public transport stops.

xi) Paving selections for the connective spaces are to contribute to legibility, with particular emphasis on the routes between Hubs and to campus entrances with public transport stops.

xii) All new campus projects are to incorporate consistent high quality signage throughout the public domain in accordance with the adopted UNSW Signage Code. Icon signage is to contribute to identification of the campus from afar but not adversely impact on adjoining properties.

xiii) Equal access to the public domain is to be achieved through implementation of the findings of the UNSW Disability Access Audit. This is to include a “shoreline” for the vision impaired through the campus.

xiv) All connective spaces are to provide for service vehicles and emergency access within a generously sized, obstacle free environment compatible for pedestrians and the slow movement of vehicles.
5.2 campus legibility in the street layout

Vistas deep into the campus which utilise existing and potential views across the campus to engage and stimulate views along streets towards the campus. The legibility of the campus is enhanced by 5.2

- Views deep into the campus which utilise existing and potential views across the campus to engage and stimulate views along streets towards the campus.
- The legibility of the campus is enhanced by preferred location of pedestrian crossings.
- Preferred location of pedestrian crossings.
- Suitable entry to the University Network of streets.

Legend:
- Blue: existing and potential views deep into the campus
- Green: pedestrian crossings
- Purple: preferred location of pedestrian crossings
- Red: preferred location of pedestrian crossings

Improve the entry at University Walk (Set A) more generous and toward Waverley Road.
5.3 campus legibility
gathering +
connective spaces

Legible places have an understandable network of connective spaces, which are convenient and offer identifiable circulation slopes. Campus structures include numerous east-west and south linkages from perimeter streets connecting with University Mall and its University Walk.

- Second Avenue is a strong landscape marker.
- Channelery Walk.
- Existing Library Walk to become East Mall - an extension of University Walk.

Legend:
- Campus special structure - gathering and connective spaces
- Campus spaces associated with a public room
- University Mall
- University Walk - covered+flyway
- Complementary north-south connections
- Primary through building links
- Campus building footprints existing or proposed at 2009

Prepared by AECOM for the Campus 2020 team including UNSW, Knox and Robinson, planning practice, people place, and Social Design, AECOM Consulting, Penny Avenue and Associates and RTWH.

Reprinted with the kind permission of the University of New South Wales.
5.4

Important public rooms

Important public rooms on campus are the focus of social activity and celebration both for the university and the wider community. Public rooms on campus include theatres, the library and sports facilities.
4.2.4 Knowledge Clusters and Hubs

A fundamental link between research, teaching and learning activities and the physical form of the campus is to be achieved through the concept of Hubs and Clusters.

The creation of lively Hubs in specific locations with sufficient density and range of uses, including retail, will form key destinations and activity centres, thereby fostering the informal interchange of ideas and shared learning.

Clusters are encouraged around these Hubs by grouping Schools and Faculties that can utilise synergies and share knowledge. Such Knowledge Clusters of teaching and research will occur over time as different disciplines come together. The DCP does not dictate the location and extent of Knowledge Clusters as it does not seek to differentiate academic uses, focussing instead on the physical form and the location of support facilities.

Objectives

- Encourage informal and formal interchange of ideas and shared learning by structuring the campus around a series of Hubs and Knowledge Clusters.

- Co-locate Schools and Faculties in Clusters around Hubs to promote synergies and encourage collaboration in teaching and research, in inter- and multi-disciplinary contexts rather than “learning silos”.

- Establish sufficient density and range of uses at Hubs to enable them to become key destinations and activity centres on campus with environmental, economic, social and academic benefits.

- In areas dominated by housing and student association facilities, Clusters may be mainly non-academic but should be diversified where possible to include a range of uses to encourage social interaction.

Controls

i) The identified Hubs for the concentration of key activities are documented in Figure 5.5. The location of Clusters is to be focussed on the Hubs.

ii) Hubs are to consist of a collection of uses and spaces, including:

- a “public room” such as a theatre, auditorium, hall or exhibition space
- a range of retail outlets, particularly food and beverage as a fundamental economic and social driver
- a gathering space with active ground floor
- at least one major connective pedestrian link
- preferably also an intersection of north-south and east-west pedestrian links
- e-learning spaces
- wireless connectivity
• branch libraries or electronic access to library services
• other student services
• indoor and outdoor ‘free’ seating not associated with retail facilities
• CATS (centrally allocated teaching space) and lecture rooms in close proximity, and
• address points of Faculties and Schools around or in close proximity to a gathering space.

iii) Primary Hubs already exist. These are to be refined with increased diversity of uses, refined layouts, and improved design quality (see also 4.2.8).

• **Library/Commerce Courtyard**
  The Library/Commerce Courtyard is the acknowledged Hub of the University. It contains most of the features identified above. The proposal for a one-stop-shop student centre for part of adjoining Goodsell Building would support this Hub.

• **Roundhouse/Blockhouse/Squarehouse,**
  This area could improve its role as a Hub, by adjusting its layouts to its changing context (eg new Law School, new development potential and proposed new open spaces and pedestrian routes), considering the impacts of voluntary student unionism.

• **Science Square**
  This Hub could be upgraded by increasing the active edges and visual transparency to the academic buildings which define the space, improving the entry to Science Theatre, providing more ‘free seating’ and improving the pedestrian link to University Walk.

iv) Other Hubs are to be consolidated/enlivened or emerge as redevelopment occurs:

• **The Quadrangle**
  Opening the ground floor of the Quadrangle Building for retail, other services and public facilities to face the Quadrangle Lawn and encourage its use would establish more activity at the intersection of University Walk, College Road and Fig Lane. This Hub could also include an active frontage on the north side of College Road expanding the Cluster to include residential uses and improve the relationship with Goldstein Hall.

• **Old Tote Courtyard**
  With redevelopment of the High Street edge of the campus, a new public open space characterised by the fig trees and heritage buildings, focused on University and broader community use of the Fig Tree Theatre, and retail and services including a convenience store, could provide a new Hub as a focus for a proposed housing Cluster.

• **High Street Square**
  With redevelopment of the area around Gate 2, a new Hub is proposed based on a new public open space, a new public room, relocation/retention/replacement of Io Myers Studio, vehicular access to the campus with short-term
kerb side parking to help serve the nearby sports facilities, retail facilities and a child care centre. The Cluster around this Hub could comprise academic and housing uses.

- **Western Campus**
The redevelopment of western campus, including an extension to “West Mall” as a major public space and pedestrian route, student support services, retail and a new “public room” fronting University Mall would be appropriate as another Hub. This Hub could provide a focus for the existing NIDA facility, new academic uses, a possible housing component including accommodation for visiting students, academics and staff of educational institutions and their families.

- **Kingsford Gate**
With redevelopment of the area to create a new welcoming entrance to the campus from Kingsford, improved and enlarged child care facilities, retail and other student services would all provide a focus for the housing and recreation facilities within this area.

- **Rupert Myers**
The establishment of the NSW Graduate Research School in this building, which also includes an under-utilised coffee shop, theatre and courtyard, provides an opportunity to create a focus for Physics Lawn, Old Main Building, Rupert Myers Building and the Barker Street housing edge. Reconsideration of the vehicle route through the courtyard would improve this Hub.

- **Mathews Pavilions and Arcade/Michael Birt Gardens**
With refurbishment of the Biological Sciences and Wallace Wurth buildings and a new building along the High Street edge, the opportunity arises to create a new Hub between the redesigned Mathews Pavilions and Arcade (see 4.2.8) and the edge of Michael Birt Gardens. Such a Hub could contain retail and student facilities, relate to Gate 9 and Sir John Clancy Auditorium, and provide a focus for the bio-sciences and medical disciplines.

v) A subset of Hubs is to be developed as “night time hubs” with activities which have longer hours and that offer safe and direct access to surrounding streets and public transport. The preferred night time hubs are:

- Library/Commerce Courtyard
- Old Tote Courtyard
- Roundhouse/Blockhouse/Squarehouse
- Western Campus, and
- Rupert Myers.

vi) All space and building decisions taken by Schools and Faculties are to reinforce the opportunities to create Knowledge Clusters around Hubs expanding the shared learning and teaching spaces, resources and interactions.
Future development on the Kensington Campus will be structured around activity hubs: outdoor spaces positioned to encourage social activity and the exchange of ideas.

The greater the richness and intensity, the more important the hubs.

Legend:
- Hub
- Primary hub
- Potential aspects of campus hubs (public open space, knowledge, retail, recreation, university housed ground floor activities)
- Existing and potential public spaces
- Campus spatial structure: gathering and connective spaces

Proposed by HS Fuchs for the Campus 2020 team including Gensym, How and Partners, planipartern, people place + partners, Christopher Simpkinson Consulting, Facility Design and Associates and FXB. This plan is based on the vision for the Kensington Campus in conjunction with the University of New South Wales.
4.2.5 Landscape

The quality of the campus landscape will be enhanced by identifying and protecting significant plantings, redefining and improving existing open spaces, re-evaluating campus boundaries and ensuring the landscape character reflects the aspirations of the campus community. This will be achieved by major new open spaces and incremental refinement of existing landscapes.

The landscape design will balance the “greenness” and “urbanity” of the campus with the appropriate provision of hard and soft landscapes. A well distributed range of space types in the public domain is important to the landscape fulfilling its potential:

- busy, urban spaces generally corresponding to gathering and connective spaces
- spaces more associated with active recreation
- quiet, contemplative spaces, and
- spaces primarily associated with service functions.

Landscape design also significantly reinforces other principles, particularly the pattern and treatment of spaces which define campus legibility, campus sense of place, quality of recreation spaces, and appropriate landscapes for housing projects and Hubs.

Existing Vegetation

Vegetation of varying quality is scattered across the campus. The categorisation of trees is based on three groupings of criteria:

- **Compositional** – the role of the tree in the overall composition of the campus
- **Historical** – the tree as a link to stages before and during the development of the campus
- **Functional** – whether the tree performs a function which would be difficult to replace.

Within these categories, trees have been rated Highest Retention Priority or High Retention Priority, as explained in the table below. Despite this categorisation, all trees on site are valued and expertly managed, and careful consideration should be required before removal.

<table>
<thead>
<tr>
<th>Categorisation of Trees</th>
<th>HIGHEST</th>
<th>HIGH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Compositional</strong></td>
<td>The tree is a prominent individual or member of a prominent group</td>
<td>The tree is part of a recent (last 20 years) purposeful landscape composition, broadly held in high regard.</td>
</tr>
<tr>
<td></td>
<td>The tree is essential to the traditional definition of the campus identity</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The tree is part of an early (older than 20 years) purposeful landscape composition, broadly held in high regard.</td>
<td></td>
</tr>
<tr>
<td><strong>Historical</strong></td>
<td>The tree is associated with a person or event of significance in the development of the University</td>
<td>The tree remains from former usage patterns of the campus.</td>
</tr>
<tr>
<td></td>
<td>The tree remains from the time before the establishment of the University campus.</td>
<td></td>
</tr>
<tr>
<td><strong>Functional</strong></td>
<td>The tree performs an essential function, such as boundary screening valued by neighbours.</td>
<td>The tree performs a desirable function, such as shade, erosion control, or screening within the site, or on less sensitive boundaries.</td>
</tr>
</tbody>
</table>

The most significant elements include various figs (Ficus spp), the poplars in association with the figs on the lower part of University Mall, groups of Tallowoods (Eucalyptus microcorys), and other eucalypts (Eucalyptus saligna, E. grandis, Corymbia citriodora).
Objectives

• Ensure that the landscape of the campus is valued and optimised for its role in the Campus Experience of students, staff and visitors.

• Conserve and promote the landscape character of the campus by retaining and protecting areas of landscape significance (major trees, vegetation and spaces).

• Develop and manage the public domain to optimise:
  - campus circulation and legibility
  - safety and convenience
  - creation of focal points
  - amenity and comfort
  - visual qualities, including pleasure and delight
  - ecological processes, biodiversity/sustainability
  - universal access
  - landscape areas or assemblages as potential research and teaching topics, and
  - the collection of special character areas on campus.

• Reinforce existing strong streetscape amenity and identities along Anzac Parade, High Street, Barker Street and Botany Street, balancing the campus sense of place and its relationship to its neighbourhood setting.

Controls

i) All landscape works and management are to implement the sustainability principles and mechanisms of the EMP.

ii) New buildings are not to impinge on or harm existing significant trees and areas of vegetation identified in Figures 5.6a and 5.6b, except as set out below. In these locations the existing vegetation is to form the basis of landscape designs.

iii) Prior to design work for adjoining new developments, the specific root and canopy zone requirements of the vegetation in Figure 5.6a is to be assessed and the needs of the vegetation may be a constraint on development. This vegetation can only be removed based on detailed arborist assessments if there is no other design option, and in conjunction with agreed replacement (including advanced trees) or compensation strategies only if the trees are non-viable (due to age or disease) and thus require replacement.

iv) The successful inter-building spaces identified in Figure 5.6b and trees within the Old Tote Courtyard HCA are of such quality that they are to be retained and only improved within clear guidelines and/or related to appropriate changes in surrounding buildings.

v) The important landscape tradition areas of University Mall, Village Green, Library Lawn, Old Tote Courtyard and Michael Birt Gardens/ Chancellery Forecourt are to be improved within clear guidelines that retain their design significance in the public domain having regard to contextual changes from surrounding development.

vi) New campus open spaces (see Figure 5.6b) are to be appropriately landscaped in accordance with their role and
vii) Landscape development is to lead toward an optimal distribution of appropriate landscape types. Landscape design is to use successful existing spaces as models for new development.

viii) Contemplative spaces (see Figure 5.6b) are to have a landscape design appropriate for their role as quiet, relaxation and "retreat" areas, their specific site characteristics and their adjoining uses.

ix) Landscape design is to be a key aspect of the creation of new entrances (see Figures 5.1 & 5.6b).

x) Garden areas are to be retained or established as a part of all campus residential development, especially along street edges. Along High Street, the garden area could include thinning or selective removal of existing fig trees and paper barks to optimise northern aspect, daylight and direct sun while also maintaining the fig tree character of High Street.

xi) The campus boundaries are to provide openness and entries, or security or definitional fencing.

xii) Landscape design and management is to:
- optimise safety and security by enhancing visibility and sight lines, and eliminating areas of darkness and places for entrapment
- provide equal access throughout the public domain implementing the findings of the UNSW Disability Access Audit and service and emergency access to buildings
- optimise plant growth, including large trees, by provision of permeable surfaces, deep soil areas and drainage to planted areas, promoting water infiltration and aeration (provision of hard surfaces and their drainage to relate to the UNSW Stormwater Strategy), and
- incorporate where appropriate infill planting for increasing habitat diversity, and species and assemblages appropriate for academic research and teaching purposes.

xiii) Species selection is to:
- be ecologically appropriate for the specific site conditions
- reinforce the dominant fig tree character of the campus
- incorporate other distinctive species, in particular Tallowwoods, Melaleuca quinquenervia and Poplars, and
- develop areas of pre-1788 vegetation of the site (eg as Eastern Suburbs Banksia Scrub).

xiv) New structural plantings are to be provided in key areas as indicated on Figure 5.6b.

xv) Street tree species on footpaths surrounding the campus are to be as indicated in Council’s Street Tree Master Plan.

xvi) Expansive areas of pavement are to be permeable in nature wherever possible in order to reduce stormwater runoff, recharge groundwater supplies and to maintain infiltration rates to the root zones of established trees.

xvii) The landscape design of spaces shown in Figures 5.3 and 5.6b is to accommodate informal activities to extend learning areas.
5.6a

existing trees

Legend
- highest retention priority
- high retention priority
- other existing trees

Note: Trees and Buildings
Base current as of 2003

Prepared for Hill Thalis for the Campus DCP team including SWA, AM: Architecture, Urban Design, Barlow and Artists, 3D and 3D Animation,により
University of New South Wales

E2
4.2.6 Buildings

Current campus buildings present a range of quality, forms, architectural styles and functions. Some contribute to the existing sense of place and/or are of architectural significance. In places the ensemble of buildings is more important for quality and legibility of the campus than individual buildings. In recent years new buildings and major refurbishments have made significant contributions to the quality of the campus and its image.

All buildings on campus should excel in terms of sustainability, their urban design role in the campus structure and form, architectural quality, contribution to campus identity, and creation of optimal learning environments.

Objectives

1. Ensure that buildings are exemplars of excellent design for a university, benefiting all students, staff and visitors, optimising Campus Experience, and teaching by example to the broader community.

2. Adopt whole-of-life cycle approach for buildings, optimising sustainability and allowing for flexibility and adaptation to accommodate new approaches to teaching and research.

3. Optimise design quality of buildings through:
   - alignments, heights and scale which contribute to the overall campus built form and public domain pattern
   - heights that:
     - create campus edge conditions compatible with the desired future adjoining built form
     - relate to the scale, use and optimal amenity of campus public domain
     - relate to the desired sense of place for the campus
   - orientation which facilitates passive solar design
   - footprints/bulk which relate to their function, internal amenity, efficiency and optimal energy performance
   - “safety by design” principles
   - transparent and activated facades, especially on the ground floor, and visible through routes.

4. Ensure that buildings define and interface with the public domain in a manner which is appropriate for the specific functions of the building and public space, particularly at Hubs.

5. Ensure that new buildings and refurbishments value the significant architecture and existing character of the campus.

6. Achieve equity of access to all buildings with dignified routes for people with disabilities.

7. Ensure that internal design of buildings fosters interaction and learning, and optimises comfort, pleasure and delight, adding to Campus Experience.
Controls

i) New buildings are to be located within the building location zones identified in Figure 5.8 subject to the additional provisions set out below.

ii) New buildings or extensions to existing buildings are to be located behind the key building alignments identified in Figure 5.7 and the existing alignments set for University Mall, Science Square, the Quadrangle, Library Lawn, Commerce Courtyard, Chancellery Forecourt, Union Road, Engineering Road, College Road and Chancellery Walk.

iii) The precise position of other building alignments are to be subject to detailed design studies of both the proposed buildings and adjoining public domain including consideration of at least:
   - tree root and canopy requirements
   - heritage conservation requirements around the Old Tote Courtyard Hub
   - appropriate building footprint sizes to meet the requirements of proposed uses and energy performance of buildings
   - appropriate dimensions of new gathering and connective spaces
   - the design of new or upgraded entrances
   - solar access requirements of adjoining open spaces and buildings, and
   - residential amenity performance of new campus housing.
   These matters are to be addressed in DAs for new and refurbished buildings.

iv) Campus boundary conditions are to be achieved as indicated in the building alignments in Figures 5.7 and the sections in Figure 5.9.

v) Maximum building heights are to be as specified in Figure 5.8. Heights are defined as wall heights allowing for appropriately articulated upper levels and roof forms. Areas above the wall height may include plant and equipment only, which is not to occupy more than 50% of the building footprint.

vi) Floor levels of all new habitable and storage areas are to be a minimum of 300 mm above any adjoining 1 in 100 year ARI flow path/ponding depth.

vii) Design of campus buildings is to respond positively to the architectural relationships and elements set out in 4.3.1.

viii) Campus building types are to conform to the details set out in 4.3.2.

ix) Building design is to contribute to the creation of the special places indicated in Sense of Place (4.2.1) and the creation of Hubs (4.2.4).

x) Any new works on the buildings and spaces within the Old Tote Courtyard HCA on High Street are to be guided by the statement of heritage significance. DAs for such works are to include a Heritage Impact Assessment and Plans of Management as required.

xi) Equal access to buildings is to be achieved through implementation of the findings of the UNSW Disability Access
Audit, and compliance with the Building Code of Australia and Disability Discrimination Act.

xii) Service access to buildings is to be appropriately located in relation to access needs and include required loading docks sited and designed to optimise the aesthetics of ground floor levels and safe and comfortable pedestrian movement.

xiii) Buildings and structures to house infrastructure, plant and campus services are to be in accordance with any Campus Infrastructure and Services Strategy and located adjacent to but not within gathering and connective spaces, be integrated with other buildings and comply with the design quality provisions of the DCP.

xiv) DAs for buildings on western and lower campus greater than 20 metres in height above existing ground level are to be accompanied by an urban design analysis, which includes a view impact assessment demonstrating the proposal's relationship with the public domain of the surrounding streets in addition to any impacts on nearby residential development.

xv) DAs for buildings on upper campus greater than 40 metres in height above existing ground level are to be accompanied by an urban design analysis, which includes a view impact analysis demonstrating the proposal's relationship with the public domain from significant vantage points around the campus.

xvi) All DAs for buildings greater than 15.24m Above Existing Ground Height (AEGH) are to be referred to Sydney Airports Corporation Ltd for approval, as required by the Civil Aviation (Buildings Control) Regulations.

xvii) Minimum setbacks of 6 metres from the street alignment are to be provided for buildings adjoining a residential precinct, to preserve solar access and privacy to residential properties adjoining the campus.

xviii) All buildings on western campus are to be setback 10 metres from the western boundary of the campus. In addition to the 10 metre setback zone, a maximum height of 12 metres applies to all buildings within 25 metres of the western boundary. This requirement is to preserve an appropriate scale of development when viewed from the adjoining residential precinct of Day and Doncaster Avenues.

xix) Solar access to living areas and principal landscaped spaces of adjoining residential development is not to be reduced to less than 3 hours per day throughout the year. If 3 hours per day is not currently achieved, new development must not reduce this further.

xx) In mixed use residential and university use buildings, a secure separate entry is to be provided for residents, to prevent unrestricted public access to private residential areas.
5.7 **building alignments**

A memorable campus attribute is its landscaped setting which includes strong groupings of tree plantings along perimeter streets. Buildings set back from the street are often covered by foliage.

Contact buildings would generally continue to be setback from street alignments, and be screened by major tree plantings.

Background elements include the entrance to the University Mall as it approaches Annan Parade and central buildings.

Building alignments along other streets would be articulated by breaks in the bulk wall including building entries, through building links, forecourts and the like.

On campus, building alignments would welcome identified campus spatial structure of gathering and walkable spaces.

The exact alignment of buildings north and south of the University Mall is to be determined by further detailed study of the geometry of University Mall and the alignment and presentation of existing structural plantings along it.

Approximate directions of the width of this space are indicated on Section 1.1.3.3.

Potential future built form is represented on first various sections in 5.5 Potential Sections. They are referenced on this drawing in red.

Legend:
- Building alignments along edge streets would generally retain existing setbacks.
- Significant new plantings to be retained, may involve the setback or introduce a secondary building alignment
- Tree planting zones
- Gantry gantry structure - gathering and connective spaces

Prepared by the Mural Planning Team including Gardens, Trees and Paths, Landscape Architects & Town Planners, Christopher repeating Consulting, Park, Jardine and Associates and S.R. Fuchs. This plan was produced by A.D. Architecture and Urban Projects Pty Ltd. The Colonnade 2003 and the University of New South Wales.
5.8 building height

Building heights on campuses vary from single storey to 13 storeys. The predominant heights between 4 and 8 campus storeys appear to be most suitable for campus buildings and the density of these adjoining streets. Campus storey heights are generous, ranging from about 4m. Building height expressed in campus storey height may be able to accommodate additional storeys when incidental storeys of 3m are permitted.

Predominant campus building heights of between 4 and 8 campus storeys

Large buildings generally located broad side to north. High polishing: substantial towers are enroiled. Exceptional towers are stranded. Over stores: an upper campus and across facade. The setback from municipal to residential buildings.

Legend:
- Building height is based on generous campus storage for the lower levels:
  - wall height up to 3.5m - 6 campus storeys
  - wall height up to 4m - 6 campus storeys
  - wall height up to 5m
  - wall height up to 10m - future planter tower zone. Limited floor area size - refer to campus buildings types.
- Campus building footprints existing at 2003.
- Building evaluation zone - exact location subject to detailed design.
- The arrangement of buildings and height needs to preserve solar access to some identified campus aspects.
- Generally; building slope in range of 1 in 200.
- Key Diagram:
  - Partially affected campus zone.
3.9 Potential Sections

The following Campus sections indicate potential future built form on likely development sites.

Where building heights are above 14m, the sections indicate the desirability of ensembles of buildings of varying height and extent, the creation of suntrap courtyards and consideration of mid winter sunlight penetration to campus spaces.

Section 1 - 1 cuts through University Mall
Section 2 - 2 cuts through Antarctic Pavilion
Section 3 - 3 cuts through College Road and High Street
Section 4 - 4 cuts through Ender St
Section 5 - 5 cuts through Engineering Road and Wills Street
5.9 POTENTIAL SECTIONS

SECTION 4-4 THROUGH BARKER STREET

SECTION 5-5 THROUGH ENGINEERING ROAD AND WILLIS
4.2.7 Housing

Providing housing for students, staff and visitors on or near the campus has been identified as being of critical importance to optimising the Campus Experience and achieving sustainable transport outcomes. Housing is now a core need of the University. UNSW has a long tradition of residential colleges on the High Street, Barker Street and Anzac Parade edges. Recently other university housing forms have been provided in Randwick. In total approximately 1,500 beds exist (in 2007).

Objectives

- Increase university housing on and near the campus to support sustainability principles, liveliness of campus, sense of community and increased affordability within the high cost Sydney housing context.
- Establish concentrations of housing with support services on the ground floor to enable a sense of community and to contribute to a vibrant campus.
- Enable mixed use buildings above major pedestrian routes or activity areas with broad university uses (including teaching, research, academic, e-learning areas or public rooms) and housing support uses on lower levels to activate the ground level and related public domain, and residential uses on higher levels for improved residential amenity.
- Design university housing to suit contemporary needs of students and staff, including a range of housing types, catering for undergraduates, postgraduates and visitors to UNSW, sensitive to the special needs of international students, families and others.
- Explore innovative funding and delivery mechanisms for university housing.

Controls

i) Approximately 3,000 additional beds, the target for new university housing on the campus or within walking distance (1.5 kilometres), are to be provided over the vision of the Campus 2020 Master Plan. The initial priority is 1,000 additional beds.

ii) On campus housing is to be located as indicated in Figure 5.10.

iii) New housing is to be focused on or near a Hub with activities and facilities to meet student needs well beyond 9:00 am-5:00 pm.

iv) The ground levels of new accommodation buildings are to be activated with retail and services, such as child care and e-learning spaces to provide active edges and passive surveillance of the public domain. In some locations quiet enclosed garden areas for residents are appropriate.

v) Conversion of upper level existing towers (Mathews and Applied Science buildings) for residential uses is to be investigated, as they currently offer poor academic and teaching areas but may offer good amenity to residents.
vi) Amenity and sustainability of new housing is to be achieved through compliance with State Environmental Planning Policy No 65–Design Quality of Residential Flat Development and State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004, where applicable.

vii) Accommodation for visiting students, academics and staff of educational institutions and their families is to be investigated for the campus to widen the range of housing for campus visitors. Preferred sites are the development opportunities identified with frontages to Anzac Parade or High Street.

### 4.2.8 Retail and Services

A key component of Hubs is to ensure that retail and other services are appropriately located to establish the pattern and density of activity envisaged. Retail is considered to include the large range of shops and services that provide for daily life on campus, eg food and beverages, stationery, books, banking, post office, mini market, travel, student administration and advisory services.

The University also has a number of services such as the mailroom and engineering workshops which are essential to the functioning of the campus.

**Objectives**

- Ensure that the type and distribution of retail and other services on campus contribute to optimising Campus Experience and the creation and quality of Hubs and related open spaces.

- Concentrate retail and service outlets in identified Hubs. Limited scattered retail is acceptable to support specific faculty needs or as cafes at contemplative spaces.

- Ensure that the scale of retail and services focuses on campus users and does not compete with retail located in the nearby town centres of Randwick, Kensington and Kingsford.

- Expand the range of retail and services on campus, including child care, to maximise their usefulness to staff and students and encourage them to stay on campus longer.

- Provide a range of facilities targeted to different groups on campus.

**Controls**

i) Existing and new retail and services are to be predominantly located in the identified Hubs as indicated in Figure 5.5 and preferred retail locations in Figure 5.11.

ii) When opportunities arise over time, existing inappropriately located retail and services are to be relocated into Hubs and the specific frontages identified in Figure 5.11.
iii) Retail is to activate the public domain at Hubs. Retailing enclosed within buildings, in tunnels and in food courts is not to be provided.

iv) Major priorities for restructuring retail and services are (refer 4.2.4):
- Mathews Tower ground floor, Mathews Pavilions and Arcade
- Roundhouse, Blockhouse and Squarehouse, and
- the Quadrangle.

v) Retain existing successful coffee shops located outside Hubs, such as AGSM Courtyard and Engineering (John Lions Garden), as they provide opportunities for quieter social and academic interaction and contemplation.

vi) New and upgraded child care facilities are to be provided in key locations (refer Figure 5.11) which meet locational requirements and timeframes of users, especially longer hours to suit part-time and postgraduate students. Examples include redevelopment of Kingsford Gate and the High Street housing area, (see also 4.2.4).

vii) Include spaces for staff to meet one another and entertain visitors in a collegiate atmosphere.

viii) The provision of student services, such as student administration, accommodation, counselling, enrolment, travel advice, are to be located to support the principles and the Campus Experience, especially in Hubs.

ix) The location of university functions such as security, mailroom, engineering workshops and maintenance facilities are to be carefully sited in accordance with any Campus Infrastructure and Services Strategy and not prejudice the achievement of the principles and the Campus Experience.
5.10 housing

Campus housing has the potential to add to the life and safety of the campus and its perimeter streets, when it includes substantial social uses at ground floor level.

Campus housing, should incorporate multi-use residential student areas, public rooms, retail, child care academic uses and the like at around ground floor level.
4.2.9  Recreation and Cultural Facilities and Events

UNSW has a large range of recreation and cultural facilities. Their contribution to Campus Experience is clear, often creating the strongest memory of campus life. Recreation and cultural facilities and events also support principles such as sense of place, sustainability, housing and Hubs and Clusters.

Objectives

- Ensure that the campus has a range of indoor and outdoor recreational and cultural facilities that allow for activities and events beyond academic functions for both UNSW and the broader community.
- Create an equitable and more flexible system to manage and access the range of indoor and outdoor recreational and cultural facilities to permit both arranged and spontaneous activity.
- Ensure that some gathering places and connective spaces are able to be used in an informal manner to reinforce links between Schools and Faculties, for informal learning spaces and collaboration, and to enhance the social aspects of the Campus Experience.

Controls

i) Existing recreational and cultural facilities are to be maintained, particularly those at the identified Hubs (refer Figure 5.5).

ii) Additional recreational facilities are to be provided as the recreational needs of the campus population evolve in accordance with any Recreation Study and Management Plan prepared by UNSW.

iii) New or relocated cultural facilities, such as theatres and galleries, are to be provided over time, located in Hubs as public rooms or on the Anzac Parade frontage in accordance with any Recreation Study and Management Plan prepared by UNSW.

iv) The important role of recreation and cultural facilities in bringing the broader community onto the campus is to be recognised in location decisions, and design of facilities and the adjoining public domain.

4.2.10  Transport and Parking

Making transport more sustainable is one of the key platforms of the Campus 2020 Master Plan. This is to be achieved by improving access to the campus by public transport in preference to private vehicle use. Parking is to be reduced over time, but made more available across the day and night for students, staff and visitors. Other modes of transport such as cycling and walking are also to be made more attractive and safer.
UNSW is the largest single employer in the eastern suburbs and the largest generator for bus passengers in Sydney. It can achieve improvements to its transport systems by economies of scale. The improvements to bus services and bike routes would benefit the local community, not just the University.

The backbone of the Transportation Strategy is the agreement to measure transport demand every year to avoid subjectivism and focus on policies and cooperation between UNSW, Council and transport agencies.

Objectives

- Adopt a sustainable transportation strategy, reducing car dependence.
- Reduce parking for the University adjusted with any expansion of the University.
- As the transport, traffic and parking effects of the campus affect the surrounding local area, seek agreement with Council to implement the transport and parking measures outlined in the Transportation Strategy.
- Improve bus services to the campus, including safe night time services.
- Improve the connectivity, safety and attractiveness of bike routes to the campus.
- Maintain a spread of parking throughout the campus.
- Prepare transport management plans to deal with special events on campus.
- Improve the public domain adjacent to and in the vicinity of the campus in consultation with Council.
- Implement traffic improvements to address traffic congestion.

Controls

i) The reduction in car dependence is to be achieved through a combination of:

- reduction in parking supply
- public transport upgrades
- location of university accommodation
- parking charges, and
- an interactive information system

as set out in the Transportation Strategy in Figure 5.12.

ii) The total number of parking spaces on campus is to be maintained until such time as it is demonstrated through the annual parking survey that the total number may be reduced without adversely impacting parking on the surrounding streets.
iii) Surface parking within the campus is to continue to be relocated to be under new buildings or within structured car parks (see Figure 5.13).

- New car parking areas are to be constructed under new buildings on western campus and on lower campus (possibly also under new buildings) to replace 300 existing permit and reserved parking as lost due to redevelopment.
- 100 short-term parking spaces are to be located in lower campus with access from High Street over time as new visitor parking for the campus.

iv) Maintain the provision of Disabled Parking and Loading Zones throughout the campus.

v) All new DAs (excluding university accommodation) are to include an assessment of whether the proposal involves an increase in staff, student or other visitations to the campus or only a relocation or up-grade of existing facilities in the context of the total campus population and parking trends, as set out in the Transportation Strategy in Figure 5.12. Where an increase is proposed, the DA is to be supported by a Traffic and Parking Report which addresses:

- the potential increase in parking demand
- the potential impacts on campus parking supply and demand and on-street parking demand
- achievements in reducing parking demand across the campus, and
- any specific measures proposed to lower parking demand or avoid potential adverse impacts.

Specific pedestrian, bicycle, public transport or parking initiatives/improvements may be required prior to occupation of specific proposal.

vi) The University is to contribute to the cost of external civil works that relate to specific DAs such as improving/upgrading bikeways and pedestrian footpaths in the vicinity of UNSW.

vii) All new/amended car parking areas, access roadways, internal circulation areas and ramps shall comply with the requirements of AS 2890.1 (2004) and AS 2890.2 (2002).

viii) The location of vehicle access/egress points is to be determined subject to an assessment of the impacts on existing traffic flows.

ix) Parking demand for new university accommodation is to be based on the following minimum rates:

- 1 space per 10 students/staff for accommodation greater than 800 metres from the Campus
- 1 space per 15 students/staff for accommodation at or within 800 metres of the Campus.

Parking generation rates for university accommodation may be reduced through sustainable transport initiatives such as...
car pool/car club arrangements. Residents in university accommodation are to be excluded from Council’s Resident Parking Scheme.

x) At some time in the future, and dependent on the future growth of the University, the top deck of the existing car parks may be reused as sporting or other facilities.

xi) Opportunities to remove vehicles from the Rupert Myers courtyard are to be investigated.

xii) Consideration is to be given to a dual pedestrian entry into the campus from Anzac Parade being made legible by two pedestrian crossings, one at each end of bus stops.

xiii) Public domain improvements such as paving and extended pedestrian crossings are to be introduced at the bus stops at Gates 2 and 8 in High Street with the axis from these stops strengthened, signposted, illuminated and inclusive of evening activity.
**UNSW Transportation Strategy**

| 1 | Council and the UNSW agree with the aim to reduce travel by private car by 3% per annum by:  
|   | • implementing public transport upgrades  
|   | • reducing parking supply  
|   | • locating university accommodation on or near the campus  
|   | • managing parking charges, and  
|   | • supporting an interactive information system. |

| 2 | Travel behaviour to be surveyed annually, including an online survey supplemented with an independent on-street survey as appropriate (especially if there is a demonstrated swing) to measure progress in reducing travel by car. Council’s Traffic Engineer to review and approve the methodology of the survey and the analysis. UNSW to fund the survey. |

| 3 | Council and the UNSW to enter into an agreement on the Management of Parking and Traffic for a five year period and review progress thereafter. The short term management agreement to include:  
|   | a) BUS TRAVEL  
|   | i. Council and the UNSW to work together on preparing a submission to Sydney Buses, through their Regional Board, for additional services to the University. The submission to be based on the transport analysis completed for the Campus 2020 Master Plan.  
|   | ii. Council and the UNSW to work together on a management scheme to improve bus operations in High Street. This work to commence with an origin and destination survey to determine the proportion of traffic turning right into Botany Street from High Street (west). Options include banning the right turn into Botany Street thereby clearing delays from High Street and a bus lane from Wansley Road to Botany Street thereby giving priority to buses. |
|   | b) RAIL TRAVEL  
|   | Council and the UNSW to work together on preparing a submission for a rail connection to the University. |
|   | c) LOCAL STREET PARKING PLAN  
|   | The University and Council to reach an agreement on a parking control plan for the streets surrounding the University. This plan may have the following objectives.  
|   | i. Provide 50% of kerb space for residents and short term parking (time varying according to local need) with 20% of kerb space to remain unrestricted. The plan is intended to comfortably accommodate all residential uses and their visitors leaving a large proportion of short term spaces unoccupied. Unrestricted spaces will also be used by residential visitors wishing to stay a long time in the area.  
|   | ii. Introduce the plan over three years.  
|   | iv. Review the plan after three years. |
|   | d) SHORT TERM PARKING  
|   | Consideration to be given to introducing short term parking in streets immediately surrounding the University until such time that 10% of spaces remain unoccupied at 11:00 am on weekdays, which is the peak accumulation of staff and students on campus. Achievement of unoccupied spaces demonstrates that demand has been met by allowing turnover of spaces. |

| 4 | In the event of development that would increase the total population of staff or students then the prevailing mode of travel and distribution of parking (as measured in the latest survey) to be used to assess the future travel patterns and parking demand. The additional campus population arising from the development to be considered as the same proportion of the existing peak population (at 11:00 am weekdays) of students and staff to the total number of students and staff respectively. |

| 5 | In the next five years all additional staff parking arising from expansionary development to be accommodated on campus, if necessary in temporary parking areas, or in spaces known to be available from the travel surveys. |

| 6 | In the next five years all potential additional student parking demands generated by expansionary development at the peak period (11:00 am) to be restricted to the fixed and reducing demand available on surrounding streets (dependent on travel surveys) resulting from the implementation of the local Street Parking Plan. Hence the parking demand by students as a proportion of the total number of arrivals will be forced to reduce. |

| 7 | Parking fees on campus to be increased annually subject to ongoing monitoring. This is not anticipated to have any appreciable impact on on-street parking but will leave the way open to a continued disincentive to driving in the 10 to 15 year period. It will also pave the way to introduce some student parking (including permit parking) onto the campus at a higher fee than staff sometime after the initial five year period. |

| 8 | As parking becomes available on campus, as a result of increased use by staff of public transport and increased fees, these spaces to be reassigned for short term and student parking. UNSW to continue to optimise the use of spaces on campus. |

| 9 | The short term parking requirements of external users for special events to be accommodated on campus as part of event coordination and parking management. This will not stop the use of short term parking on the surrounding streets. |

| 10 | Bikeways within 3km of the University to be reviewed with the appropriate Councils with the aim of providing more direct access to the University. |

| 11 | Bike racks to continue to be placed where a demand occurs at a rate of at least 80 spaces per annum for the next five years. Lockable bike cages to be located near Gates 2, 8 and 14. |

| 12 | UNSW in conjunction with transport authorities to set up a procedure by which students and staff living within a range of new transport services or those affected by changes to travel conditions are consulted. The procedure would inform of changes, ask for comment and follow up on the provisions or questions if the recipients have changed travel behavior. |

**Figure 5.12: Transportation Strategy**
4.3 Design of campus projects

4.3.1 Architectural relationships and elements

The Design of Campus Projects

The Design of Campus Projects

Campus projects are a journey towards the implementation of Campus 2020.

To encourage design excellence and support the realization of successful campus projects, this section examines application of specific Campus 2020 Design Principles at the detailed scale of the campus project and outlines considerations for Architectural Relationships and Elements, Campus Building Types and Landscape.

Architectural Relationships and Elements engage with the significant built form legacy of the campus, to promote high-quality architecture attuned to the definition and activation of the campus rich spatial structure, which will continue to contribute towards a positive campus experience.

The architectural relationships and elements are presented with annotated photographs and drawings, predominate of noteworthy buildings and the spatial relationships which currently exist on the campus. Where no examples currently exist on campus, examples have been sourced from elsewhere.

Campus Building Types identifies and describes a range of building types appropriate to the Campus and includes design considerations specific to each. While Campus Building Types are predominantly "form based" types, they are led by public rooms which are the focus of activity hubs, a key Campus 2020 Design Principle.

At the scale of the campus project, architectural design is to be informed by the following building types:

6.2.1 Public Rooms
6.2.2 Courtyard Buildings
6.2.3 Slides
6.2.4 Alcoves
6.2.5 Towers
6.2.6 Pavilions

They are described in detail in 6.2 Campus Building Types.

Landscape Principles identifies high quality open spaces currently existing on campus, and describes how they represent the application of appropriate design principles within the overall intent of Campus 2020.

Design Excellence

In responding to detailed project briefs, successful campus projects would incorporate Campus 2020 Design Principles and demonstrate:

- high quality architectural and landscape character
- high amenity internal rooms and external spaces
- successful integration with the ground plane
- excellent relation to the campus spatial structure and vistas
- sound integration between architectural and landscape strategies
- quality material and detailing
- excellent environmental performance

4.3.2 Design of campus projects

4.3.2.1 Architectural relationships and elements

6.1.1 Architectural Relationships and Elements

The built component of campus projects has the potential to demonstrate specific Campus 2020 Design Principles - sustainability, sense of place and legibility. At the scale of the campus project, architectural design is to be informed by Architectural Relationships and Elements which follow.

6.1.1.1 supporting sustainability - Long Life, Loose Fit, Low Energy Buildings

Key aspects of sustainability relating to buildings follow. Also refer to 5.1 Sustainability and UNSW Environmental Management Plan.

1. To limit energy consumption and ESD life cycle costs associated with new buildings or building refurbishments:
   - employ appropriate and durable building materials and systems;
   - respect appropriateness to solar orientation;
   - adopt shading devices appropriate to orientation and controlling solar gain in summer and winter.

2. To maximize natural light penetration, limit the floor plate depth of buildings. Appropriate floor plate depth relates to storey height, and so on. As a guide 15-16m floor plates, with 3.4m storey height can achieve naturally lit rooms deep in the plan.

3. New buildings should use sustainability appropriate building materials for their construction, use and disposal.

4. Natural ventilation and natural lighting principles should be adopted to substantially reduce reliance on artificial heating, cooling and lighting.

5. Openings to the south should be protected from cold southerly winds which can dominate the autumn and spring university terms.

6.1.1.2 supporting sense of place

a. Relationship to Edge Streets
b. Building Ensembles
c. Mall Use
d. Outward Foreshore Ground Floor Uses
e. Engaging Address

6.1.1.3 supporting legibility

a. Relationship to Connective Campus Spaces
b. Relationship to Vistas
c. Through Building Links
d. Avenues and Colonnades
e. Linking Elements

6.1.2 Design of campus projects

6.1.2.1 Architectural relationships and elements

Long Life, Loose Fit, Low Energy Buildings

Key aspects of sustainability relating to buildings follow. Also refer to 5.1 Sustainability and UNSW Environmental Management Plan.

1. To limit energy consumption and ESD life cycle costs associated with new buildings or building refurbishments:
   - employ appropriate and durable building materials and systems;
   - respect appropriateness to solar orientation;
   - adopt shading devices appropriate to orientation and controlling solar gain in summer and winter.

2. To maximize natural light penetration, limit the floor plate depth of buildings. Appropriate floor plate depth relates to storey height, and so on. As a guide 15-16m floor plates, with 3.4m storey height can achieve naturally lit rooms deep in the plan.

3. New buildings should use sustainability appropriate building materials for their construction, use and disposal.

4. Natural ventilation and natural lighting principles should be adopted to substantially reduce reliance on artificial heating, cooling and lighting.

5. Openings to the south should be protected from cold southerly winds which can dominate the autumn and spring university terms.

New development and refurbishment on the campus are emerging with a strong focus on low energy buildings. This is, buildings which employ both passive and active strategies to decrease the amount of energy consumed by a building in its lifetime. The Engineering Building has east-facing shading devices added along the north and west aspects in order to decrease the heat load on the building. The Institute of Languages building on the Randwick Campus also employs shading devices as a passive strategy to reduce heat gain by the building.
0.1.2 SUPPORTING SENSE OF PLACE

A. Relationship to the Edge Streets

1. Unify the campus east and west of Anzac Parade by reinforcing built and spatial relationships across the street.
2. Address the edge streets and incorporate building entries and generously dimensioned through building links into connective campus spaces.
3. Incorporate outward focused ground floor uses in proximity to campus entries.
4. Achieve built street addresses even involving locations where the campus level is substantially below street level, as shown for example in Drawing 5.4, Section 5.5.

Also refer to drawings 5.1 Campus Image and Identity and 5.2 Campus Legibility in the Street Layout.

B. Building Ensembles

Considered relationships between buildings and spaces is a desirable feature of many parts of the campus, such as the ensemble of Science Theatre, Dalton, Heffron and University Mall.

1. Consideration of new buildings as part of an ensemble is important in preserving the richness of campus spaces and varied building scales and heights.
2. The design of new campus buildings is to include consideration of relationships to existing buildings and spaces. The architectural expression may reinforce, integrate or transform existing relationships, support the campus spatial structure.
3. Generally new buildings are to realise new campus spaces, such as university streets courtyards or squares, which may be in combination with other buildings and landscape elements.

Also refer to drawings 5.1 Sense of Place and Identity, 5.5 Campus Legibility - Gathering and Connective Spaces.
C. Multi-use

1. Multi-use buildings are encouraged particularly at campus hubs;

2. To activate the gathering spaces of hubs, multi-use buildings are to include public rooms and outdoor focused uses at ground floor level;

3. To promote long life buildings on campus, flexible multi-use buildings are encouraged. These should accommodate a range of changing uses over time, particularly in the lower levels. The design of flexible buildings would need to consider a range of appropriates and compatible changing uses over time, and adapt appropriate floor heights, building depths and structural order;

4. To enable the flexibility of ground floor uses, the ground floor storey height should usually be 4.0m – 6.0m, and be appropriate to building depth and use. On sloping sites reduced height may be acceptable for part of the ground floor. More generous ground floor heights incorporating two storey colonnades, mezzanines and the like are encouraged;

5. Multi-use can be incorporated into each of the form based Building Types.

References:

- 5.1 Sense of Place: Image and Identity
- 5.2 Campus: Legibility in the Street Layout
- 5.3 Campus Legibility – Building and Correlative Spaces
- 5.4 Improved Public Rooms
- 5.5 Hubs

The location of the RCH Centre building north of the Main Building completes the formation of courtyards associated with the Main Buildings form. The integration of the through building links redefines the activity and definition of the courtyards and adds a new layer of activity to the campus’ spatial structure.

The architectural composition of Science Theatre, Science Square and the Batman, Dalton and Webster buildings is an ensemble of buildings of differing heights which complement each other, contribute to the successful making of this part of University Mall and Darrouz Square and its sense of place.

The Main Building-RCH Centre courtyard spaces have a sense of place that can be attributed to the scale of surrounding buildings and their combination as an ensemble. The courtyards have a unique, internalised quality.

The Dalton Building is an example of a successful multi-use building on campus, having been adapted to incorporate retail use at ground floor level.
6.1.2 SUPPORTING SENSE OF PLACE

D. Outward Focussed Ground Floor Uses

1. The ground floor levels of campus buildings are to activate gathering spaces associated with campus hubs;
2. The ground floor levels of campus buildings elsewhere, are to contribute toward the activity of campus spaces with building entries, and through building links;
3. Should ground floor level car parking or service uses be required, the addition of an active crest with outward focused uses is required at spaces associated with campus hubs, and encouraged elsewhere.

E. Engaging Address

1. Clear and engaging address and access from campus spaces and edge streets is required;
2. Provide equitable entry and access for people with different levels of mobility;
3. Locate building entries to reinforce activity associated with strategic through building links;
4. Integrate building entries with awnings and covered walkways;
5. Entry canopies and other architectural elements may be used to celebrate building entries, as is the case with the Sir John Clancy Auditorium and the Library.

The Stevie Library is an example of the contribution that buildings with active and outward focused ground floors use can make to hubs throughout the campus. The sequence from the public room to the open space traverses university wall, an important east-west connection. The location of active uses such as softs courts adds to its vibrancy and the public component, that is the library, is a major contributor to the activity.

Entrances to the Science and Food Centres buildings are legible, of an appropriate scale and engage adjoining campus spaces in a positive and explicit manner.

The dining, breakout and public open space associated with the Minzu Library provide a prime and public site for student events.

Nationally defines the entry to the Institute of Languages building on the Randwick campus while the sheer scale and decisiveness of the NDIA building engages with the street in an iconic manner.
A. Relationship to Connective Campus Spaces

1. Design buildings which define and reinforce the spatial structure of the campus and form the new campus streets;
2. Design buildings to articulate spaces, intersections and key vistas;
3. Complement the alignments, scale and materiality of neighbouring buildings.

B. Relationship to vistas

1. Site campus buildings to acknowledge the presence and creation of views;
2. Define and direct views along University Mall and other street-like campus spaces, as do the Red Centre and Robert Webster buildings;
3. Purposefully position the vistas at the end of view corridors, as does The Science;
4. Purposefully terminate the vista along University Mall at its west end and address Science at its east end;
5. Integrate complementary landscape treatments that help define campus vistas.

Refer to Drawings 5.1 Sense of Place and identity, 5.2 Campus Legibility in the Street Layout 5.3 Campus Legibility - Gathering and Connective Spaces.

C. Through building links

1. Provide strategically located access through buildings, to increase connections between campus spaces;
2. Consider the desirability of providing a through building link where a linear campus space intersects a building core and incorporate if appropriate;
3. Locate through building links in the lower, lower and more transparent parts of a building to increase legibility of the link;
4. The scale of openings relating to through building links are to engage with the scale and role of the linear campus spaces they relate to;
5. Through building links are encouraged to be generous in height;
6. Incorporate through building links into the overall architectural composition of the building.

Refer to Drawings 5.2 Campus Legibility in the Street Layout and 5.3 Campus Legibility - Gathering and Connective Spaces.

The University Mall is a major urban space in Sydney, one of the few comparable with Hyde Park’s main space. On campus, University Mall is a distinctive, shrubbery-lined space, with a series of buildings “lining up” from the University Mall, University Mall to High Street and Oxford Street, and typifying the relationship with connective campus spaces. The study field accommodates diagonal movement through the campus, an attribute shared by several campus gathering spaces.

The Red Centre’s through building link aligns along the axis of the University Mall and plays an important role in directing pedestrians through the university’s most pronounced landmark building. It terminates the mall and provides pedestrian access from a grassed pedestrian space to the main building.
6.1.3 SUPPORTING LEGIBILITY

D. Awnings + Colonnades

1. Awnings and colonnades are required for buildings addressing University Walk.
2. Locate awnings and colonnades along campus streets and connective campus spaces.
3. Colonnades may be located along the edges of gathering spaces, to make these spaces more generous.
4. Colonnades should provide continuous connection and should not be obstructed by fire stains and the like. Generally the ends of colonnades adjoin external spaces should be open and unobstructed.
5. Colonnades are to be higher than they are wide and may be 2 storeys in height.
6. Where awnings and colonnades are proposed, incorporate them into the overall architectural composition of the building and consider them in detail as significant elements which contribute toward the architectural character of the building.

E. Linking elements

1. Linking elements such as covered walkways should edge spaces.
2. Linking elements, including covered walkways and bridges may cut across campus spaces identified in drawing 5.3 Campus Legibility - Gathering and Connective Spaces.
3. Elevated bridges between buildings, if necessary, need careful consideration. They are not to compromise the clarity of existing and future campus spaces and visual connections along them. Any such bridges should generally be as light and transparent as possible.

The colonnade of the Quadrangle building expands the extent of the central space at ground level, provides sun and rain protection, and facilitates pedestrian entry. Irregular alignments on the inside of the colonnade, successive depth and obstructions within the space can detract from the function and potential clarity of such a space.

The design of the roof over Sukkot 36's pines provides possible distant views beyond the campus from the highest elevation of the steps. In an enclosed view over the Quadrangle and College Road. Redevelopment of adjoining sites has the potential to reveal the current function and form of Beattie steps. New access would provide more equitable access for people with differing degrees of mobility, and may include escalators or lifts.
4.3.2 Campus building types

6.2 CAMPUS BUILDING TYPES

The Sir John Lilley Auditorium's architectural sequence includes High Street, Chancellors Forecourt (University 3rd Garden), forecourt, foyer and public room. The auditorium makes separate use of primary campus spaces and is located close to frequent public transport services, although its back fm character lacks the architectural richness and expression provided by these spaces.

Public Rooms Relationship:
When planning a public room on campus it is important to incorporate a sequence of architectural elements which support a narrative in public room. Public rooms are the essential element in campus units and play a vital role in community life.

6.2.1 PUBLIC BUILDINGS

USES
Important public rooms on the campus may include libraries, auditoria, theatres, community centres, halls, performance spaces, exhibition spaces and galleries. Other public rooms which have the potential to contribute to social activity on the campus include bars, sports clubs and other entertainment facilities.

OBJECTIVES
To realise public rooms which foster social and cultural activity both for the university and the wider community, and enrich the University's identity both on and off the campus.

PROVISIONS FOR PUBLIC BUILDINGS

Location
1. Important public buildings are most appropriately located on prominent sites (see Sites). Important public buildings are located on prominent sites which are either on the main Campus. Important public buildings are located on prominent sites which are near the main Campus.

2. Visible public buildings are most appropriately located in the main Campus. Important public buildings are located on prominent sites which are near the main Campus.

Relationship to site
3. Public buildings should be placed in prominent locations to ensure they are accessible to public transport services. Important public buildings are located on prominent sites which are near the main Campus. Important public buildings are located on prominent sites which are near the main Campus.

1. Landscape:
2. Architectural Scale:
3. Public Buildings:

- have a distinctive architectural character;
- demonstrate exceptional design and architectural quality;
- incorporate the most suitable architectural strategies for successful public buildings.
- Public buildings may be classified as 1-4 campus areas in height;
0.2.2 COURTYARD BUILDINGS

USES
Academic and faculty offices, teaching and housing.
Public rooms, foyers, galleries and retail or ground floor level.

OBJECTIVE
To encourage development which realises primary campus spaces or contemplative spaces.
To encourage articulated building forms with extensive perimeter voids which realise passively.
To enhance naturally its merits.

PROVISIONS FOR COURTYARD BUILDINGS
1. Generally, courtyard buildings are to be incorporated through building links;
2. Courtyard buildings may address the street layout and/or campus spaces with
   a forecourt or a building, as do the mechanical and industrial engineering
   building and the Red Centre, respectively;
3. Courtyard buildings should be low winter sun catchers, as realised in part, in the
   'Middle Lady Courtyard' of the main building.

The courtyard of the Australian Graduate School of Management building is an active and vibrant place, secluded
from the main entrance courts, separated from the main entrance courts.

The courtyard accommodates an important campus social area, connecting University Walk with High Street and
Singer Street.

The courtyard accommodates a first floor court above ground floor communal areas. It provides ground floor
community uses with housing above. The courtyard provides circulation and private communal spaces for residents.

The ground floor communal spaces provide access and permeability between the village green and Annean Parade.
The courtyard contributes to a diverse range of communal space within a college environment.
Although the master plan foresaw the demolition of the Block A, Block B, and Block C buildings, this plan promotes pedestrian permeability and is supported by the Council.

The Holm building is a ribbon-like building, oriented broad side to north. It engages with sustainability in exemplary manner, unlike some campus buildings constructed in the 1970s and 1980s. Unfortunately, it provides no strategic through-building links. Detached elements such as circulation cores can be added to refit these buildings.

The Blackwattle is an example of the versatility of simple slab buildings. The building contains the courts and service spaces of the main building. It incorporates two new entries, to connect University Mall and Reserve Lane. It maximises perimeter building mass and has the potential to contribute balance and scale to the university’s most vibrant public spaces.

SLABS

6.2.3 USES

Academic and faculty offices, teaching and housing, public rooms, theatres, galleries and retail at ground floor

OBJECTIVE

To encourage development of thin cross-section buildings which define important frontages and support pedestrian connections to campus spaces.

PROVISIONS FOR SLAB BUILDINGS

1. Slab buildings are to be thin in cross-section.
2. Slab buildings are to realise the potential of thin built crossing sections including:
   - being predominantly flat
   - having permeable ground floor levels;
3. Slab buildings are to be orientated, broad sides to north and south and narrow ends to east and west for optimum environmental performance.
4. Slab buildings are to spatially define compact spaces;
6.2.4 ATRIA

There were no atrium buildings on the UNSW campus at SGS.

USES
Academic and lecture offices, teaching and housing
Public rooms, theatres, galleries and retail at ground floor

OBJECTIVE
To accommodate large footprint buildings which may be required for particular academic and research activities, and meet university sustainability commitments. Allow for intensified usage of nominated sites such as LS.

PROVISIONS FOR ATRIUM BUILDINGS
Landscape
1. Landscaping in atria is encouraged;
2. Landscaping should contribute to the identifiable character and amenity of a large enclosed, day lit space;

Atrium buildings
3. Atrium buildings are to promote activity at the base of the atrium and incorporate through building into along their edges;
4. Atrium buildings are to be predominantly day lit, and should incorporate appropriate ventilation;
5. Atriums are to be adequately dimensioned and proportioned to realize day lighting of interior spaces;
6. The depth of building floor plates adjoining atria should be appropriate to realize day lighting of spaces centrally on the four floors.

The UTS Plybox Building (John Wardle Architects) is an example of a successful atrium building in a university environment, connecting two streets and utilising an otherwise oversized building footprint.
Randwick Education and Health Specialised Centre

Existing low level buildings, oriented largely to the south, including the Matthews Building, Library, Fraser and Applied Science, built near campus spaces and are not supported. While their demolition is unlikely, selective demolition could moderate the noise and wind effects and the general gloom on their south sides. Options should be explored for refurbishment to improve their architectural character and environmental performance.

6.2.5 TOWERS

USES
Academic and Faculty offices, housing, research;
Teaching in modern levels;
Public rooms, library, galleries and retail at ground floor level.

OBJECTIVES
To encourage a variety of built forms on the Campus;
To punctuate the predominant campus building height of four to six storeys at strategic locations;
To realise slender elegant towers;
To take advantage of the views available.

PROVISIONS FOR TOWERS
Location
1. Comply with the location of towers on drawings 5.5 Building Height;

Relationship to site
2. Wind and overshadowing studies are required to assess the design of the towers, and their impact on the amenity of campus spaces;

Architectural Scale
3. Mediate between the scale of the tower and the public domain with an integrated podium built to 3 campus storeys;

Tower
4. Slender tower buildings are to have a bold and iconic architectural character;
5. Towers are to achieve an exceptional level of architectural quality;
7. The footprint of towers is limited to moderate overshadowing impacts and achieve building height in a slender form. Tower footprints include balconies but exclude front walls and sun-shading devices. For 80m high towers, the footprint is limited to 600-700 m²;
6. In order to further moderate the extent of overshadowing to campus spaces, tower forms are to be oriented with internal walls facing east and west and narrow ends to north and south. As a result external shading devices are to be integral to the design of towers, to limit solar gain;
8. To achieve building height in a slender form, the length of any side is 50%-75% of the tower height;
9. Towers with pools are to incorporate an atrium and through building links with the entry to the tower;
6.2.6 PAVILION BUILDINGS

PREFERRED USES
Public rooms including cultural facilities, recreation, club houses, galleries, exhibition spaces, finished dance halls & student centres, specialty retail, open stands and structures and gateways

OBJECTIVES
To support and promote a variety of built form for campus buildings, including free standing buildings

PROVISIONS FOR PAVILION BUILDINGS

Location
1. Pavilions are most appropriately located in or beside campus gathering spaces.

Architectural Scale
2. Pavilion buildings may be up to two campus storeys high

Pavilions
3. The design of pavilions should include consideration of their being distinctive buildings in the round, a counterpoint to the larger buildings on campus
4. Pavilions are to incorporate the most desirable attributes of successful public buildings, i.e. open and welcoming, having multiple entries, verandahs and the like
5. Pavilion buildings can be carefully placed and constructed in proximity to retained trees

The Whitehouse, Old Tafe Building and Fig Tree Theatre are identifiable elements of pavilions on campus, and part of a Heritage Conservation Area identified by Randwick Council.

The St. John's Church Auditorium and Independent study structure successfully addresses Chancellor Forecourt, and sits as a generally work building in the round.

The Semi-Circular Pavilion relates to the open spaces of the village green and the university mall, and does not compete visually.

The Fig Tree Theatre is a humble example of a pavilion related to earlier site uses.

The Science Theatre demonstrates the positive benefits of a building in the round in its contribution to campus activity on the site which addresses circular square.
4.3.3 Landscape

6.3.1 SUSTAINABLE
1. Low water and energy requirements in installation and maintenance.
2. Demonstrating sustainability principles put into practice.
4. Ensuring sustainable material collection.

6.3.2 USEFUL
1. The landscape supports teaching and research - providing experimentation sites, taxonomic collections and the like.
2. Providing active recreation opportunities.
3. Providing social spaces.
4. Providing places for quiet contemplation and study.
5. Providing adequate space for the surviving, delivery and emergency needs of the university.

6.3.3 IMMAGINE
1. Directing circulation routes to encounter major views.
2. Contributing to the iconic spaces and assemblies of the university.
3. Developing consistency and continuity - not uniformity - throughout the campus.

6.3.4 CLEAR
1. Maximising comfort, safety and convenience in the experience of the campus.
Randwick Education and Health Specialised Centre

Social places, with sunlight, shade, seating, activities and facilities.

The campus has major space-servicing needs, answering for a major component of its open space.

Orientate the spectacular places of the campus by including them on important circulation routes.

Providing for fitness and relaxation as part of the campus experience.

A consistent suite of materials adds continuity to the campus.

Landscape is fundamental to the defining images of the university.

Long lines of sight, comfortable grades, lighting and a sense of natural surveillance.
Contents

1 Introduction .............................................................................................................................................. 2
  1.1 Objectives ............................................................................................................................................... 2

2 Issues and Opportunities ........................................................................................................................ 4
  2.1 Australian Turf Club ................................................................................................................................ 4
  2.2 Context Issues ........................................................................................................................................ 5
  2.3 Site Issues .............................................................................................................................................. 6
  2.4 Site Vision and Framework: Desired Future Character ........................................................................... 7

3 Development Controls for Racecourse Site .......................................................................................... 8
  3.1 Uses ........................................................................................................................................................ 8
  3.2 Heritage Conservation .......................................................................................................................... 11
  3.3 Landscape Design ................................................................................................................................ 15
  3.4 Built Form ............................................................................................................................................. 16
  3.5 Transport, Circulation and Parking ....................................................................................................... 20
  3.6 Hydrology .............................................................................................................................................. 24
  3.7 Environmental Sustainability ................................................................................................................ 26
  3.8 Service Infrastructure ........................................................................................................................... 27
  3.9 Remediation .......................................................................................................................................... 27
  3.10 Development Phasing .......................................................................................................................... 28

4 Development Controls for the Spectator Precinct .............................................................................. 28
  4.1 Objectives ............................................................................................................................................. 28
  4.2 Planning and Design Principles ............................................................................................................ 29
  4.3 Controls ............................................................................................................................................... 30
1 Introduction

The first recorded horse race on the site which became known as Royal Randwick Racecourse occurred in 1833. In that year the Governor of New South Wales announced that the land would be set aside for the development of a racecourse. The organisation named the Australian Jockey Club (AJC) came into existence in 1842. The AJC’s tenure of the land was confirmed by a major State Government initiative through the Australian Jockey Club Act 1873. The current lease on the land expires in 2042. In 2011 the AJC merged with the Sydney Turf Club to form the Australian Turf Club (ATC).

The site has evolved over time focussed on racing, spectator and training facilities. The Racecourse is considered to be a cultural landscape of State heritage significance for the local area, Sydney generally, and thoroughbred racing in Australia. In recent times the racecourse has undergone up-grading works of its racing and spectator facilities in an effort to be the leading thoroughbred racing club with a strong commercial focus providing the highest quality racing and betting product, facilities and entertainment.

In 2005 the AJC appointed a consultant team to prepare a Master Plan and Conservation Management Plan for the site as an important part of the overall strategic planning.

This section of the DCP contains planning and design provisions for the development of Royal Randwick Racecourse. It applies to all the land known as Royal Randwick Racecourse as outlined on Map 1.

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

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

To the extent of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Objectives

To provide planning and design objectives and controls which will optimise:

- Royal Randwick Racecourse as a thoroughbred racing, training and spectator facility of highest quality,
- Royal Randwick Racecourse as an economic and tourism destination,
- the physical, recreational and environmental quality of the Racecourse, particularly the site’s capacity and the
spectator experience while respecting its heritage significance and landscape character,

- the role of the Racecourse within its metropolitan and Randwick City context and its compatibility with adjoining lands, and

- the Racecourse’s role as an open space recreation facility.
2 Issues and Opportunities

2.1 Australian Turf Club

The ATC’s vision is to further transform Royal Randwick Racecourse into a world class destination for racing, events and entertainment. To support this vision 5 key short and long term objectives are expressed for the Club, and therefore its use of the Racecourse site:

- Be the world’s pre-eminent Thoroughbred Racing Club.
- Grow race day attendance revenues and wagering turnover.
- Build a strong and active Member community.
- Invest in new facilities to create new forms of entertainment and revenue streams to build on event, convention and exhibition capability.
- Complete the new facilities at Royal Randwick

The ATC’s key strategies for achieving these objectives are to:

- Wisely invest the $150 million in grant in Royal Randwick
- Invest in new technology and smart systems to deliver convenience and outstanding customer service to improve visitation and investment.
- Identify key consumer segments and build new membership categories to drive acquisition and introduce a loyalty program to increase member attendances and grow profitability.
- Develop a wider range of consumer preferred products creating new sustainable revenue streams for the Club.
- Enhance racing and training facilities and programs to increase field sizes and deliver a stronger racing and wagering product.
- To establish and maintain respected and productive relationships with key stakeholders.
- To develop a capital management plan and prudently invest surpluses.

New facilities for the Racecourse either underway, approved or under consideration include a major redevelopment of the spectator precinct, a new stabling complex, hotel, and convention facilities.

Further to these projects, the State government is in the planning stages for bringing light rail to Randwick, including the Racecourse, and is also undertaking an Urban Activation Precinct study to investigate the potential of land around the light rail route to accommodate additional housing and/or employment. These projects may have further future implications for planning and development on the Racecourse site.
2.2 Context Issues

Within the NSW Government's metropolitan strategy, the Racecourse is identified as part of Sydney's "regional open space system":

- contributing to recreation, social interaction and quality of life, and
- playing a role in protecting Sydney's natural environment, including water catchment management.

The Racecourse is also part of the "Global Economic Corridor" (generally Macquarie University/ Chatswood/ North Sydney/ CBD/ UNSW/ Randwick hospitals/ industrial area/ Airport/ Port Botany) which provides the concentration of economic activity which will continue to drive the Australian economy. Within this corridor the Racecourse adjoins or is part of the "Randwick Education and Health Specialised Centre" and can make a contribution to its growth. Within The Randwick City Plan, the Racecourse site has an important role in Randwick City Council's strategic view of the future of the City.

1. The overall vision for Randwick is "rich history, bright future", which can equally apply to the Racecourse.

2. The Racecourse can play a role in achieving Council's identified outcomes:

   Over-arching - 'leadership in sustainability'
   A Sense of Community - 'a vibrant and diverse community' and 'an informed and engaged community'
   Places for People - 'excellence in urban design and development', 'excellence in recreation and lifestyle opportunities', 'a liveable city' and 'heritage that is protected and celebrated'
   A Prospering City - 'a strong local economy'
   Moving Around - 'integrated and accessible transport'

Looking after our Environment - 'a healthy environment'

The Racecourse is part of the "Northern Gateway" concept which includes:

- recognition of the concentration of existing institutions and trip-generating destinations
- priority need for public transport augmentation
- enhancing the gateway to Randwick City
- enhancing pedestrian links from Centennial Park to the south
- the Racecourse as a major park/open space
- the Racecourse as part of a heritage conservation area
- the Racecourse's adjacency to Kensington and Randwick town centres, UNSW and Randwick hospitals complex with potential for growth.
2.3 Site Issues

Key site issues which have emerged from the site analysis are as follows.

1. Improvement of the site to consolidate its prime function as a premier Racecourse and training facility.

2. Recognition of the site as a conservation area in LEP 2012, and of State significance as documented in Royal Randwick Racecourse Conservation Management Plan, while it continues to evolve as a racecourse which is its primary heritage significance.

3. Improvement and expansion of the member and visitor facilities within the concentrated Spectator Precinct.

4. Improvement to the access and transport infrastructure and management, especially during major events, to increase efficiency, allow growth in patronage, and increase amenity and safety, within the capacity of the adjoining roads systems and without adversely affecting adjoining land and traffic routes.

5. Enhancement of the landscape qualities of the site, especially the gardens and major trees within the Spectator Precinct and treed streetscapes, and acknowledging its relationship with adjoining Centennial Parklands and its wider setting.

6. The importance of the site’s prime use as a Racecourse since 1833 and the historic home of the ATC and its need to open its facilities, in consideration of the broader open space and recreation parameters of the current Open Space zone objectives.

7. Consideration of the site's key physical parameters, such as its openness, visual amenity, stormwater drainage, sub-surface water table and aquifer, which need to be dealt with in the design of the site’s future form and management.

8. The exclusion of the former tramway/busway land which previously served as the major entrance to the Racecourse as it is now in private ownership, thus limiting a more comprehensive planning and design solution in the DCP.
2.4 Site Vision and Framework: Desired Future Character

In response to the strategic issues, the overall vision for the site is to develop a high quality Racecourse to assist the ATC's quest to re-establish a world class facility and to support the community of racing. The site's development will relate to the needs of the thoroughbred racing industry, the needs of ATC members, the financial resources of the ATC, and the strategic metropolitan location of the site within its Randwick City and parklands context.

The Racecourse facilities will be expanded to optimise the site's role as a key recreational venue in Sydney. The design and character of the Racecourse will build on the site's major physical features, particularly its heritage significance and landscape features, and serve the needs of racegoers and other users of the site.

The planning and design framework for the site is based on the following key features.

1. Providing for the growth of racing, training and spectator numbers and facilities, and diversifying non-race day facilities and events, especially for ATC members.

2. Maintaining the site's landmark presence as a major gateway to Randwick City, providing high quality buildings, recreation activities, both cultural and natural landscapes, and public access.

3. Conserving the significant built and landscape heritage components of the site.

4. Establishing a concentration of significant spectator and entertainment facilities within the Spectator Precinct adjoining the track and transportation systems.

5. Reinforcing the Racecourse's landmark presence on Alison Road with expanded spectator facilities, high quality buildings, improved access infrastructure on-site and improved landscaping reinforcing the green edge.

6. Establishing a new internal road connecting Alison Road to Doncaster Avenue to link the core of the site to the public streets and public transport services, and to provide improved taxi and drop off arrangements.

7. Integrating new buildings and landscaping with the built and landscape heritage components of the site.

8. Addressing the site's important hydrological and ecological parameters.

9. Establishing clear pedestrian, vehicular and service routes to and within the Racecourse that provide for separation, legibility, safety, security and high amenity.
10. Establishing a transport regime that serves the Racecourse needs, particularly on race days and other major events, and relates to the site character and the local and regional transport systems and their capacities.

11. Providing for future buildings based on their functional needs, the opportunities and constraints of the site, sustainability, high quality urban design and architecture, and user amenity.

12. Establishing a "premier" training precinct adjacent to Wansey Road.

13. Providing opportunities for greater access to and enjoyment of the site by the members, visitors and community, while recognising the use for thoroughbred racing and heritage conservation requirements.

3 Development Controls for Racecourse Site

3.1 Uses

Objectives

1. Ensure the long term operational and financial viability of the Racecourse by improving the thoroughbred racing, training and spectator uses of the site.

2. Promote diversification of uses that are not incompatible with a major racing and entertainment venue and are permissible within the open space zone and parklands context.

3. Ensure that uses are appropriately sited, and are of appropriate character, form and scale, to avoid conflicts with each other and with the surrounding uses.

4. Conserve the heritage significance of the site as a racecourse and associated elements.

Controls

a. The general pattern of land uses across the site as indicated on Map 2 is to be maintained. In particular:

Spectator Precinct: concentration of race day, ATC management and entertainment uses

High Street Precinct: stabling and training

Steeple Hill Precinct: stabling and training
Bull Ring Precinct: stabiling and training
Race Tracks: racing and training
Infield Precinct: training, car parking, new race day spectator facilities, and irregular non-racing recreation and entertainment
Midfield Precinct: new race day spectator facilities and irregular non-racing recreation and entertainment
Services Precinct: services and maintenance offices, workshops and parking

b. Member, corporate and club facilities are to be expanded and improved within the Spectator Precinct. (See details in Subsection 4.)
c. Opportunities for new recreation and support uses across the site that are not incompatible with thoroughbred racing and stabiling are to be allowed.
d. The intensity of uses is to be limited by the traffic capacity of surrounding streets as determined as part of a traffic study and the transport strategies devised for the site.
e. Modern stabiling and training facilities are to be concentrated in the Steeple Hill and Bull Ring Precincts.
f. Demonstrate that the amenity of adjacent land uses is to be maintained through the appropriate location and management of facilities and patrons.
g. The ATC is to prepare a Plan of Management to deal with anti-social behaviour on the site and within the surrounding neighbourhood. Such a plan, which is to be prepared in liaison with the NSW Police, licensing authorities, Randwick City Council and the STA, is to deal with, at least, the responsible service of alcohol, after-race entertainment, crowd management, safety and behaviour. The plan is to be in place prior to the occupation of new facilities within the Spectator Precinct. The Plan shall nominate a key contact to liaise with stakeholders and to respond to complaints relating to disturbance from the public during major events.
3.2 Heritage Conservation

Objectives

1. Conserve, manage and interpret the heritage significance of the Racecourse as a place of State heritage significance as set out below.

"Metropolitan Sydney's oldest and longest continually-operating racecourse. It has unique historic, associative, aesthetic and social links to the development of horseracing in Sydney and New South Wales. It is a unique cultural landscape with landmark qualities and a distinctive architectural composition that reflects a traditional approach to racecourse design and development, serviced by substantial public transport infrastructure".

2. Manage built, landscape and archaeological components, historic views and spaces in accordance with their assessed significance.

3. Ensure that new development respects, enhances and contributes to the heritage significance of the site and its setting.

4. Ensure conservation requirements are maintained within the evolving operational activities and facilities of the Racecourse and with any proposed development.

5. Proactively manage the cultural landscape of the Racecourse.

6. Manage and respect the archaeological values of the site.

7. Actively promote and interpret the heritage values of the site.

Controls

a. Heritage components as identified on Maps 3 and 4 are to be conserved and managed in accordance with the policies in the Conservation Management Plan (CMP), any subsequent Specific Elements Conservation Policies and heritage impact statements, based on their assessed tolerance for change. (See also Subection 4.3 in relation to certain heritage components within the Spectator Precinct.)

b. The design principles outlined in the Conservation Management Plan and national, state and local conservation standards and processes such as the Burra Charter, heritage impact assessment, use of contextual design principles (see Design in Context, NSW Heritage Office and Royal Australian Institute of Architects 2005), and documentation and interpretation best practice, are to guide and balance site development.
c. Conservation principles are to be incorporated into ATC site management and operational practices and in development planning.

d. A Landscape Concept Plan is to be developed and implemented for the site.

e. Identified and potential Aboriginal sites are to be managed and conserved in accordance with the NSW NPWA, 1974. Consultation with Aboriginal groups is to be part of developing an understanding of the Aboriginal significance of the site. Such consultation is to occur prior to any major development application on land identified as "high aboriginal sensitivity" in the vicinity of High Street and Wansey Road (see CMP).

f. An Interpretation Plan for the site is to be developed and implemented prior to any major development. Specific measures to interpret the site are to be incorporated into conservation and development proposals as they arise.

g. Adverse impacts on significant built, landscape and archaeological heritage components are to be minimised. The requirements and processes of the Heritage Act apply in relation to archaeology.
3.3 Landscape Design

Objectives

1. Conserve and enhance the landscape character of the site.

2. Maintain and enhance the site’s gateway role to Randwick City and the visual landscape connection from the site across Alison Road to Centennial Park.

3. Maintain and enhance the treed landscapes along Alison Road, High Street, Anzac Parade and Wansey Road creating a green edge.

4. Improve the ecological conditions of the site's landscape.

Controls

a. Landscape works and other development are to enhance, maintain, protect and reinforce the landscape characters identified on Maps 4 and 5 and the approved Landscape Concept Plan.

b. Trees of 'Exceptional' and 'High' heritage significance are to be retained, managed or replaced in accordance with "Safe and Usefull Life Expectancy" principles (Barrell 1996). (See also Subsection 4.3 in relation to certain landscape elements within the Spectator Precinct.)

c. In areas other than the Spectator Precinct, the existing visual dominance of trees, low scale buildings and views of expansive open areas are to be retained.

d. Major views into, through and out of the site as shown on Map 6 are to be retained and enhanced.

e. A sense of the fundamental landform of the site - the expansive flat open space and the rise of Steeple Hill - is to be retained.

f. The site tradition of 'gardenesque' style, through colourful plantings, water features, manicured lawns formal tree and shrub planting is to be continued in the Spectator and Midfield Precincts.

g. The design of open space is to optimise personal and property safety, lighting, universal accessibility, legibility, pavement quality, porous or permeable surfaces, shade, surface drainage, furniture, horticultural and arboricultural practices; and avoid pedestrian/vehicle conflicts and areas of poor visibility or entrapment due to poor sight lines or darkness.

h. Native and low water tolerant plants are to be incorporated into the landscape design.
i. A detailed landscape design, consistent with the Landscape Concept Plan, is to be submitted with all relevant development applications.

3.4 Built Form

Objectives

1. Continue the existing built form pattern which comprises a concentration of large scale spectator facilities set back from Alison Road and fronting the racetrack, the dominance of the open landscape, and concentrations of smaller freestanding buildings around the rest of the site.

2. Create a built form which serves the needs of the racing industry and which responds to the constraints and opportunities of the site, particularly its heritage significance, landscape characters, drainage requirements, views and vistas, and adjoining public domain.

3. Establish a built form that supports clear arrival points, safe and efficient access and the on-site circulation system, ensuring permeability, legibility, and identity of the Racecourse.

4. Integrate new buildings consistent with the siting, form, scale, character, materials and colours of existing heritage components and their setting.

5. Achieve design excellence in new buildings including the principles of ESD, CPTED and universal access.

6. Conserve and respond to the heritage value and significance of the Racecourse and its significant components.

Controls

a. New development is to comply with the following planning and design guidelines for each Precinct.

Spectator Precinct - See Subsection 4

Training Areas (High Street, Steeple Hill and Bull Ring Precincts)

- Buildings are to be set back from street boundaries by sufficient distance to protect major trees along the boundaries within the site.
- Buildings are not to exceed 2 storeys unless particular functional requirements exist and an urban design precinct plan demonstrates that the height is appropriate in terms of siting, immediate context and avoiding adverse impacts on adjoining development.
- Any new buildings in the Steeple Hill and Bull Ring Precincts are to respect the views and landscape elements identified in Maps 3 - 6.
- Horse stabling and training is to comply with any relevant health and building regulations for, such as Animal Welfare Code of Practice - The Care and Management of Horses in
Infield Precinct

- Permanent buildings are prohibited other than necessary low scale shelters for training, racing, services, entrance structures and the like.
- The open field area is to be used as the main car park for race days and for irregular recreation and entertainment events.
- Structures are to optimise sight lines to racing from the grandstands and seating areas in the Spectator Precinct.

Midfield Precinct

- Permanent buildings are prohibited other than necessary low scale shelters for training, racing, services, entrance structures and the like.
- New spectator facilities are to be provided as low scale temporary marquees etc or simple service structures.
- Structures are to optimise sight lines to racing from the grandstands and seating areas in the Spectator Precinct.
- In conjunction with new spectator facilities, landscaping which enhances the utility of new facilities and implements the storm water strategy (eg any required flood paths and compensatory storm water detention structures) is to be provided.

b. Building heights are to:

- be limited to the height indicated for the relevant Precinct,
- respond to detailed functional requirements, built form objectives, siting and immediate context, and
- avoid adverse impacts on adjoining development.

c. New buildings are to maximise amenity and optimise views of the Racecourse and/or Centennial Park. The height and scale of new buildings are to retain significant views to, from, through and within the Racecourse.

d. Façades and roof forms are to be modulated and articulated to:

- add interest to the building when viewed from public places,
- reduce apparent bulk,
- relate to built or landscape heritage components where appropriate, and
- achieve design excellence.

e. Materials, colours and detailing are to be selected to relate to heritage components and their setting where appropriate, and provide visual interest when viewed from public places.

f. Entry awnings, canopies and balconies are to be incorporated to provide sun and rain protection where appropriate.

g. A scale model is to accompany development applications for buildings greater than 4 storeys (15 metres).
Royal Randwick Racecourse
3.5 Transport, Circulation and Parking

Objectives

1. Establish transport management policies, plans and practices which manage the site's transport needs in a manner that is:
   - consistent with regional and local services and capacities,
   - promotes non-private vehicular trips to the site,
   - enables growth of spectator numbers at major events,
   - caters for the transport needs of other non-racing users of facilities on the site, and
   - minimises the impact on surrounding and adjacent streets during construction and major events.

2. Improve efficiency, capacity, safety and amenity on race days, by separating as much as possible the movement of private vehicles, buses, taxis, pedestrians, service vehicles, horse floats and horses.

3. Establish an on-site movement system which provides for:
   - efficient operation during normal days and events of varying sizes,
   - optimum pedestrian movements,
   - management of public and members,
   - vehicular access, egress and parking,
   - service vehicles,
   - disabled access, and
   - safety and security.

4. Provide designated parking consistent with the site's needs, location and capacity, and Sydney's transport planning policies.

Controls

a. Provide a new internal road for taxis and limousines with egress onto Doncaster Avenue. This road is to be consistent with the routes detailed on Maps 7 and 8, while minimising impact to the conservation area.

It is to incorporate:

- provision for vehicles to u-turn in Ascot Street prior to entering ATC owned land by providing a facility such as, but not limited to, a mini roundabout, and
- differentiation of pavement type at the boundary of the public road in Ascot Street and the ATC owned land to highlight the public road boundary. This may be in the form of, but not limited to, a section of differentially coloured pavement or section of paving.

An alternative access/egress may be considered subject to demonstration of its merit in minimising impacts to the surrounding locality.
b. Improve the access points on Alison Road, High St, Wansey Rd and Doncaster Ave where necessary in line with their function and Conservation Principles and Policies set out in the Conservation Management Plan.

c. On-site parking is to be provided in both formal and informal (temporary) arrangements in locations indicated on Maps 7 and 8.

d. Any formal car parking areas are to be designed in accordance with the Australian Standard for Off-Street Car Parking Facilities (AS 2890.1). Car parking areas are to be appropriately landscaped and incorporate permeable treatments where appropriate.

e. The relevant Randwick cycle routes are to be provided for and secure bicycle parking and "End of trip facilities" for staff and visitors.

f. The ATC, in liaison with Randwick City Council, NSW Police Force and transport service providers is to prepare a Transport Management and Accessibility Plan following NSW Government guidelines for major events at the site. Opportunities to coordinate with the University of New South Wales to augment transportation management and accessibility shall be explored.

g. For travel other than major events, the ATC is to prepare a Transport Access Guide, following NSW Government guidelines, for use by staff and site users to assist in making informed transport choices.

h. The ATC shall liaise with Kensington Public School's Administration to minimise traffic impacts along Doncaster Ave for major events within the Racecourse and in regard to proposed traffic management measures.

i. The ATC shall actively invest in programmes to increase public transport use on race days and, where possible, to encourage drivers to utilise existing on site parking.

j. Road areas internal to the site should, where possible, minimise road surface in preference for soft landscaping and road treatments shall be water permeable.

k. A Transport Management Plan shall be prepared for the site detailing measures to manage transport into, through and within the site, programmes to increase public transport use on race days (for instance integrated ticketing), encourage drivers to park within designed parking areas within the site and ensure that as part of the operation of heavy diesel-run engine vehicles do not adversely affect local air quality.

l. As part of proposed construction, a Works Management Plan shall be prepared ensuring there is minimal disruption to adjacent streets and land uses.
Royal Randwick Racecourse

[Map showing potential development areas and transport principles]

KEY:
- Internal roads on Racecourse site
- Pedestrian access to Spectators
- Project from parking areas, internal road and Alison Road
- Horse road access to sky walk
- Event parking
- New entry points – major new points for pedestrian entry from Alison Road
- Includes access to raceways. Car access and parking on non-race days
- Major public entrance to Racecourse
- All streets create other gates to Racecourse which will be retained for training and service access

Map 7

TRANSPORT PRINCIPLES
3.6 Hydrology

Objectives

1. Improve stormwater and flood management of runoff generated within the Racecourse site as well as from upstream contributing catchments, particularly in terms of flood storage, flood conveyance and overland flow paths on the site.

2. Minimise flood impacts by providing for on site flood flows and additional flood storage, through a range of stormwater management measures applicable to the site. Adopted measures should be based on a site specific assessment of the most effective and practical means of meeting the stormwater management objectives, taking into consideration costs and environmental and social benefits and impacts. They could include the provision of additional flood storage through recontouring, detention/retention works and groundwater recharge but are to ensure the release of stormwater from the site does not exceed, as far as is practicable, the capacity of Council’s receiving systems.

3. Optimise stormwater harvesting, bore water use and aquifer recharge.

Controls

a. Development is to be designed to not increase runoff or peak flows from the Racecourse site into Council’s drainage systems, onto roads or other adjoining land.

b. On-site detention systems are to be designed to ensure the maximum discharge rate from the entire site (not including external catchment flows) does not exceed that which would occur from the undeveloped site during a 1 in 10 year storm event for all events up to and including the 100 year ARI (Average Recurrence Interval) storm. For individual discharge points Performance Criteria ‘a’ applies.

c. Development is to retain existing flood storage on the site. Any storage volumes lost by re-contouring areas or filling existing ponds is to be replaced elsewhere on the site.

d. Overland flow paths on the site are to be maintained by allowing sufficient space between buildings and avoiding works that may redistribute flows.

e. Flood Planning Levels that provide the means to manage flood risk and are aimed at:
   - minimising the frequency of flood damage to a level of risk commensurate with the type of development being established, and

Refer also to B8: Water Management for additional details.
reducing the exposure of people to dangerous flood situations with a particular emphasis on personal safety in rare and extreme events

are to be submitted with the first development application involving works that could be adversely affected by flooding.

Flood Planning Levels are to be set following discussions with Council, taking into consideration guidelines set out in the Floodplain Development Manual (2005) and Stormwater Management Studies, and any relevant Flood Study or Flood Risk Management Plan.

f. The use of harvested stormwater and bore water in gardening, track irrigation and buildings is to be maximised where possible (subject to approval of Department of Natural Resources).

g. Additional aquifer recharge facilities are to be built where appropriate (subject to approval of Department of Natural Resources).

h. Safe evacuation routes from flood liable areas are to be incorporated into proposed designs of the redevelopment in accordance with the Floodplain Development Manual (2005).

Note: In order to quantify and map these performance criteria Stormwater Management Studies are to be prepared, in consultation with Council, for the two catchments covering the site to document existing and future hydrology issues and infrastructure needs, and to set design requirements to improve drainage conditions within the catchments.

The Studies are to be consistent with any relevant Flood Study or Flood Risk Management Plan and address, at least, the following matters:

- define the catchments affecting the site
- document the existing hydrologic regimes, in particular the problem areas on the site and on immediately adjoining land (such as Alison Road, High Street and Doncaster Avenue), and the on-site flow volumes, flow paths, storage capacities, and infiltration rates
- document existing stormwater drainage infrastructure and its performance
- establish maximum flood levels on site
- identify existing and future flow volumes, flow paths and infrastructure needs
- identify appropriate sites and capacities of detention basins, and
- identify appropriate aquifer recharge.
3.7 Environmental Sustainability

Objectives

1. Achieve the principles of environmentally sustainable development (ESD) in the development, upgrading and operation of the Racecourse.

2. Design new buildings and landscaping to optimise environmental performance.

Controls

a. All development and operations are to incorporate ESD principles, comprising where appropriate and relevant adoption of the following.

i. Energy policies and practices that:
   - encourage the use of walking, public transport and bicycles (including provision of facilities such as secure bicycle parking and storage)
   - select building materials on the basis of thermal performance: use building mass, insulation, natural ventilation and shading
   - optimise the use of solar energy
   - optimise the use of natural light
   - optimise the use of natural ventilation
   - appropriately zone mechanical ventilation according to usage patterns
   - introduce high efficiency lighting systems and layouts
   - select energy efficient appliances
   - use management systems to achieve energy efficiency

ii. Water conservation policies and practices that:
   - select water use reduction systems (e.g. dual flush cisterns, aerated shower heads and taps)
   - utilise rainwater harvesting for use in irrigation of landscaping and open space
   - install dual water supply systems
   - utilise further aquifer recharge.

iii. Material selection policies and practices that:
   - minimise the use of chlorine based products
   - use, where practical and viable, recycled and recyclable materials
   - use timbers from a renewable and managed source (i.e. no rainforest timbers)

iv. Clean and efficient operational practices that:
   - ensure waste minimisation and recycling
   - provide space for the separation and recycling of wastes
- provide synergies with neighbouring uses in terms of products and waste.

b. New buildings are to be designed to maximise their rating under a relevant Department of Energy, Utilities and Sustainability or Green Building Council assessment or similar.

3.8 Service Infrastructure

Objectives

1. Provide servicing requirements in a timely manner to accommodate the phasing of development.

2. Utilise and augment existing services where necessary.

3. Provide a level of service acceptable to the utility authorities.

Controls

a. Water supply, sewerage, stormwater, electricity, communications, waster and gas services are to be provided as required by the utility authorities, linked to existing services in the area.

b. Stormwater is to be managed as outlined in Subsection 3.6.

c. A waster management plan shall be submitted with development applications.

3.9 Remediation

Objectives

1. Ensure that any area of the site that is contaminated does not pose a risk to public health.

Controls

a. Any remediation needs are to be identified with specific development proposals.

b. Where necessary, the site is to be remediated to accepted standards. Remediation works, when required, are to be carried out in accordance with Randwick City Council's Contaminated Land Policy and State Environmental Planning Policy No 55. A Site Audit Statement by an accredited EPA Site Auditor may be required.

c. When relevant, appropriate environmental monitoring of any excavated materials is to occur during infrastructure works and construction.
3.10 Development Phasing

Objectives

1. Reflect the opportunities presented by the site and ATC’s needs in the phasing of development.

2. Ensure provision of required infrastructure including internal roads, utility services, car parking and landscaping in conjunction with each stage of development.

Controls

a. Development of the site is phased, in accordance with ATC’s requirements, capital works budgets and to minimise impacts on the amenity of surrounding uses outside of the site.

b. The initial phases are to be within the Spectator Precinct.

c. The provision of infrastructure is to be coordinated with Randwick City Council and utility authorities to suit phasing.

d. Generally works identified in this DCP will occur within the next 10 years.

e. Major development proposals within Precincts other than the Spectator Precinct are to be accompanied by an urban design precinct map similar to Map 9.

4 Development Controls for the Spectator Precinct

4.1 Objectives

1. Provide a concentration of new and improved facilities for members, guests and the public which:
   - optimise the ‘spectator experience’ for race days and other major events,
   - enable ATC to improve its membership base and ongoing viability, and
   - promote recreational use on non-race days.

2. Upgrade the access and transport infrastructure on the site to improve the ‘arrival experience’, amenity, safety and Racecourse operations, especially on race days.

3. Conserve, manage and interpret the heritage significance of the precinct and its components.
4.2 Planning and Design Principles

Uses
Increase the diversity of uses within the Precinct for both race day and non-race day activities that are not inconsistent with the sport, recreational and entertainment role of the racing industry, open space zone and the site generally.

Density
Expand facilities within the Precinct with the building zones detailed on Map 9 compatible with traffic generation and management, user amenity and safety, and consistent with an urban design study, while avoiding adverse impacts on adjoining land.

Heritage
Conserve, manage and interpret the buildings and landscape components identified as ‘Exceptional’ or ‘High’ significance in line with their significance and conservation policies outlined in the Conservation Management Plan.

Achieve benchmark conservation management of a State heritage significant site, while balancing the need for improved transport access, a new entry plaza and new member facilities, through a comprehensive planning process involving heritage impact assessment and contextual design principles.

Optimise heritage and good architectural design outcomes with reference to the Conservation Management Plan and any subsequent Specific Elements Conservation Policies, as well as best practice such as Design in Context.

Form, Scale, Siting and Character
Concentrate new large scale spectator facilities set back from Alison Road and fronting the racetrack, increasing their presence and image with improved entries, optimal landscaping and high quality buildings addressing the public domain.

Improve the site's role as a major gateway to Randwick City by enhancing the public address along Alison Road, notable architecture and a prominent landscape edge and relationship to the parkland setting.

Provide a new internal road to provide a primary public address for the site and to improve traffic management.

Integrate the form, scale, siting and character of new buildings with building and landscape components of heritage significance.

Optimise user amenity and safety within the Precinct.

Circulation
Improve all access and egress points to the site, in particular from Alison Road and by re-establishing the transport and arrival function of the former tram/busway with a new internal private road linking Alison Road and Doncaster Avenue.

Note:
The concepts within Subsection 4.3 are planned to provide improved facilities for the existing peak capacity of 55,000 patrons and to expand ATC membership by up to 5,000.
Provide clear pedestrian, vehicular and service routes to and within the Precinct that provide for separation, legibility, safety, security and high amenity.

Design the new internal road and on-site circulation system within the Precinct to support the overall transport regime for the Racecourse.

Provide and manage transport services and facilities to meet patronage levels anticipated for each event.

**Environmental**

Implement improved stormwater management in the design of infrastructure, buildings and landscaping.

Optimise ESD principles in the development of the Precinct.

**4.3 Controls**

In addition to the controls contained in the general sections of this DCP, new development is to comply with the development concepts for the Precinct shown on Map 9. The concept includes the following elements and qualities.

a. A new shared entry plaza and interface with the public domain of Alison Road is to comprise new pedestrian entrances, a busway for race days and other major events, member vehicle access, member and guest parking areas on non-race days, and high quality landscaping.

b. To achieve the new infrastructure, crowd management, landscaping and building works, the following components of heritage significance to the Racecourse may need to be adapted (in whole or in part), reconstructed or removed and interpreted (in whole or in part):
   - the Alison Road boundary wall, turnstiles and gateways
   - the Swab Building
   - the day stalls, and
   - various trees and landscape components.

A Specific Element Conservation Policy shall be prepared for the Alison Road boundary wall and surrounding area (prior to lodgement of a development application) to assess the heritage impact of the proposed entry plaza and the building location zones, and to investigate and inform options for access and new buildings in this area.

The detailed design of pedestrian areas, bus and vehicle access and egress, site and entry definition, security, crowd management and landscaping is to implement the conservation principles outlined in Subsection 4.2.

c. The entry plaza is to retain trees of 'Exceptional' and 'High' heritage significance where possible and where they are healthy specimens. New trees consistent with access requirements, a refined landscape approach and heritage significance are to be established in the plaza area, where
appropriate, along the continuous length of the Alison Road frontage.

d. New buildings are to be located within the "Building Location Zones" documented on Map 9 and an urban design study for the "zone" adjoining Alison Road to be prepared by a suitably qualified urban designer. The study and resultant built form concept is to include identification of appropriate:

- floor areas for the building/s
- building frontages
- building depths
- building separations, including an opening into the site in the building mass that aligns with Darley Road
- building articulation and massing
- relationships to trees that are being retained
- scaled ground floor levels to enable visual permeability between Alison Road and the Racecourse
- consideration of the relationship of the height of the proposed building/s to the Official Stand and Alison Road incorporating where appropriate a stepping in heights.

e. A new building for member and corporate facilities is to address the new entry plaza. Its design is to achieve the recommendations of the above study.

f. A new member's car park may be built below the new building and entry plaza. Its design is to:

- not cause the removal of or adversely affect the growth potential of any healthy trees of high/exceptional heritage or landscape significance, and
- incorporate vehicle access and egress which does not adversely affect the amenity of pedestrian movements and entries, and the traffic performance of Alison Road and the busway.

g. A new service tunnel may be built below ground to allow servicing of the new building and existing stands and other facilities. Its design where practicable is to:

- retain healthy and ensure the ongoing health of trees of high/exceptional heritage significance, and
- manage the delivery function consistent with the new traffic arrangements.

h. The existing Official Stand, Tea House, Totalisator and Betting Pavilion are to be conserved and adapted in line with their heritage significance to incorporate new or improved member and corporate facilities.

i. Existing spectator stands are be adapted or rebuilt within similar envelopes to provide new or improved member, corporate and public facilities.
j. Day stalls are to be built south of the existing stands, serviced by vehicle access from High Street, and linked to the existing Mounting Yard by a new horse parade route in front of the stands.

k. A new internal link road is to provide for vehicle access from Doncaster Avenue to Alison Road. Its design is to:

- retain the heritage significance of the Tramway Turnstile Building and the Entry Gateway on Alison Road
- provide for a new taxi, limousine and authorised private car arrival and pick up during race days and other major events
- retain and ensure the ongoing health of high/exceptional trees of heritage or landscape significance in the vicinity where possible, and
- provide a new entrance and landscape frontage to the Racecourse compatible with heritage significance and character of the grounds
- The new road construction shall, where practicable, incorporate a water permeable surface.

l. Links between the Spectator Precinct and the Midfield and Infield Precincts are to be enhanced by improving the existing tunnel and providing a second tunnel when necessary.

m. A Stormwater Management Study for the Spectator Precinct is to be prepared as basic input to the design of works within the Precinct. Development in the Spectator Precinct is to implement the findings of the Study. (See also Subsection 3.6.)
# Contents

1 Introduction

1.1 Objectives .......................................................... 3
1.2 Heritage Requirements ........................................ 4
1.3 Affordable Housing Requirements ........................ 5

2 Site Context

2.1 Regional and Local Context ........................................... 6
2.2 Precincts ........................................................................ 7
2.3 Transport Links and Access ....................................... 7
2.4 Views and Vistas .............................................................. 8
2.5 Landscape ................................................................. 8
2.6 Heritage Context .......................................................... 9
2.7 Archaeological Context .............................................. 11
2.8 Built Form ................................................................. 13
2.9 Sustainable Design .................................................... 14
2.10 Desired Future Character .......................................... 15

3 Subdivision and Amalgamation ........................................... 25

4 Building and Site Design .................................................. 26

4.1 Building Envelope ....................................................... 26
4.2 Height ....................................................................... 27
4.3 Building Depth .......................................................... 28
4.4 Density ....................................................................... 28
4.5 Setbacks .................................................................... 29
4.6 Building Articulation .................................................. 29
4.7 Landscaped and Private Open Space ......................... 30
4.8 Landscape Design and Biodiversity ......................... 33
4.9 Development Adjacent to Watercourses .................. 34
4.10 Activity Strip ............................................................ 35
4.11 Solar Access ............................................................ 36
4.12 Acoustic Privacy ....................................................... 37
4.13 Visual Privacy ........................................................... 39
4.14 Dwelling Layout and Mix .......................................... 40
4.15 Roof Design ............................................................ 42
4.16 Fences .................................................................... 43
4.17 Safety and Security .................................................. 44
4.18 Materials and Finishes ............................................ 45
4.19 Signs ...................................................................... 46

5 Sustainable Design .......................................................... 47

5.1 Total Water Cycle Management ................................. 47
5.2 Bushfire Risk Management ........................................ 49
5.3 Contaminated Land .................................................. 49

6 Precinct Specific Controls ............................................... 50

6.1 Precinct P1 ............................................................... 51
6.2 Precinct P2 ............................................................... 59
6.3 Precinct P3 ............................................................... 64
6.4 Precinct P4 ............................................................... 70
6.5 Precinct P5 ............................................................... 76
6.6 Historic Precinct ........................................................................................................................................ 79

Appendices .................................................................................................................................................. 87
Appendix A: Recommended List of Suitable Native Species ........................................................................ 87
Appendix C: Map Extracts from the Archaeological Management Plan (AMP) and the Conservation Management Plan (CMP) ................................................................................................................................ 91
Appendix D: Total Water Cycle Strategy – Prince Henry Site ..................................................................... 94
Appendix E: Watercourse Categories and Riparian Land Widths .............................................................. 96
Appendix F: Specific Elements Conservation Policies (SECP) ..................................................................... 97
1 Introduction

This section provides a framework for the redevelopment of land at the Prince Henry Hospital site at Little Bay (see Figure AA). It provides controls to guide the built form, environmental and amenity standards, and requirements for appropriate heritage protection for the site.

The following documents may be relevant:

- Prince Henry Master Plan adopted with variations May 2003 and subsequent amendments. The principles of the master plan are reflected in this Section;
- The Prince Henry Site, Little Bay – Conservation Management Plan (CMP) prepared by Godden Mackay Logan, May 2002 (amended February 2003), and any subsequent amendments endorsed by the NSW Heritage Council;
- The Prince Henry Site, Little Bay – Archaeological Management Plan (AMP) prepared by Godden Mackay Logan, August 2002;
- Any Specific Elements Conservation Policy (SECP) for the site, as required by the CMP (see Appendix F);
- The Bushland Plan of Management (POM) and the Little Bay Geological Reserve Plan of Management (POM);

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 DA.

To the extent of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Objectives

The objectives of this section are:

- To create a sustainable neighbourhood that integrates new and existing development.
- To ensure design reflects the site’s unique location and characteristics.
- To conserve the heritage significance of the Prince Henry site and the natural and cultural elements that contribute to the significance of the site and its setting.
- To protect the visual amenity and scenic value of the coastline.
- To ensure development reflects the principles of the
adopted master plan for the site.

- To ensure development demonstrates architectural merit and incorporates high quality materials and finishes.
- To ensure development promotes and incorporates the principles of ecologically sustainable development (ESD).
- To provide for a mix of land uses and dwelling types.
- To provide for housing choice to accommodate the needs of current and future households and affordability.
- To protect and enhance remnant native vegetation, habitat corridors, riparian buffers and wetland area.

1.2 Heritage Requirements

Most DAs for development within the Prince Henry site will constitute Integrated Development, due to the site’s listing on the NSW State Heritage Register, and sometimes because approvals may be required under other Acts. Applicants should check with Council to determine Integrated Development requirements prior to lodging any DA.

A Heritage Impact Statement (HIS) prepared by a suitably qualified professional must be included with any DA, together with a Specific Elements Conservation Policy (SECP) (where applicable).

Applicants should refer to the Conservation Management Plan (CMP), the Archaeological Management Plan (AMP) and any relevant Specific Elements Conservation Management Policy (SECP) when preparing a DA.

Key requirements identified in these plans/policies are noted below:

**Built and Landscape Elements**

- Significant built and landscape items and elements should be retained, conserved, managed and interpreted in accordance with the detailed policies in the Conservation Management Plan (CMP) and any relevant Specific Elements Conservation Policy (SECP) as well as the requirements of the *NSW Heritage Act 1977*.

**Aboriginal Archaeology**

- Identified and potential Aboriginal archaeological objects and sites are to be conserved and managed in accordance with the Archaeological Management Plan (AMP) and the requirements of the *NSW National Parks and Wildlife Act 1974*.

- Damage or destruction of any Aboriginal object or place is only permitted where a permit or consent has been issued by the Director of the National Parks and Wildlife Service (NPWS), Office of Environment and Heritage.

- Any proposals affecting known or discovered Aboriginal objects or places on the Prince Henry site or proposals
that will disturb the ground within identified Aboriginal Archaeological Zones must be referred to the La Perouse Local Aboriginal Land Council (LPLALC).

- Prepare an Aboriginal Heritage assessment if required (see Section 2.7).

**Historical Archaeology**

- Identified and potential archaeological relics and sites are to be conserved and managed in accordance with the Archaeological Management Plan (AMP) and the requirements of the *NSW Heritage Act*.

Where the archaeological assessment determines that the development would disturb a potential historical archaeological resource, an application for an excavation permit issued under the *NSW Heritage Act* is required.

### 1.3 Affordable Housing Requirements

A minimum of 1% of all dwellings (i.e. an estimated 8 dwellings) within the site (except the aged care dwellings) will be made available for affordable housing. The suggested mix will be:

<table>
<thead>
<tr>
<th>Number of Apartments</th>
<th>Type of Apartment</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>One-bedroom</td>
</tr>
<tr>
<td>Five</td>
<td>Two-bedroom</td>
</tr>
<tr>
<td>Two</td>
<td>Three-bedroom</td>
</tr>
</tbody>
</table>

The above affordable housing units are the negotiated outcome between Council and Urban Growth NSW (formerly Landcom) as set out in a Deed of Agreement endorsed by both parties in 2005. Under this Deed of Agreement, a combination of land dedication and works-in-kind has been undertaken in lieu of a lump sum monetary contribution under Section 94 of the Environmental Planning and Assessment Act.

Apart from the 8 affordable housing units, the land dedication and in-kind contribution also include:

- Multi-purpose community centre (Prince Henry Centre)
- Public parks
- Stormwater infrastructure
- Little Bay beach and foreshore
- Public toilet, shower and stairs at Little Bay Beach
- Public roads and footpaths, including street trees and street lighting

These facilities and land dedication are considered appropriate to support the anticipated residents on the Prince Henry Site, as well as providing facilities for other Randwick residents.
2 Site Context

This subsection outlines the context and key features of the Prince Henry site as well as the key design principles for the DCP area.

2.1 Regional and Local Context

The Prince Henry site is located on Anzac Parade at Little Bay, at the southern end of the Randwick Local Government Area and the Eastern Beaches. The Prince Henry DCP area is part of the broader Prince Henry site. The DCP area is bound by the residential development site at 1406-1408 Anzac Parade to the north, The Coast Golf Course and Little Bay beach to the east, the Spinal Injuries Australia and Golf Driving Range to the south, St Michaels Golf Course to the south-east, and Anzac Parade to the west.

The Little Bay-La Perouse area is characterised by detached dwellings in a mix of styles, with some Department of Housing apartment buildings.

The DCP area has a rich Aboriginal and European history. From 1881-1934 this area was occupied by the Coast Hospital, built for the isolation and treatment of infectious diseases. Apart from archaeological evidence, the main evidence of this phase that remains within the DCP area includes Pine Avenue (including alignment, pine trees and sandstone kerbing) and the Artisans Cottages and associated water reservoir. 1915-1934 saw the expansion of the Coast Hospital, which included the construction of the Flowers Wards. The Flowers Wards and all other mentioned aspects remain within the DCP area today and are to be adapted for residential and community re-use.

In November 1934 it was announced that the Coast Hospital was to be renamed the 'Prince Henry Hospital' in honour of Prince Henry, the Duke of Gloucester, who had recently visited Sydney. The period from 1935-1959 saw the hospital's capacity increased and the construction of more new buildings. From the 1960s to 2002 saw the role of the Prince Henry Hospital as a general and major teaching hospital established and consolidated. The Interdenominational Australian Nurses War Memorial Chapel is one of the key buildings from this phase that will be retained within the DCP area.

Aboriginal occupation of this area pre-dates European settlement by many years. Evidence of Aboriginal occupation prior to the establishment of the Coast Hospital in 1881, includes a diverse collection of middens, open campsites, rock engravings, axe grinding grooves and a possible fish trap and an ochre source. The majority of identified sites lie outside the DCP area, however there is potential for previously unidentified artefacts and significant sites to lie within the DCP area.

The Prince Henry Hospital Site (including the DCP area) is listed on the NSW State Heritage Register.
2.2 Precincts

The Prince Henry Site is divided into 6 precincts for the purpose of this DCP. These precincts are shown on Figure 1. The Historic Precinct runs through the core of the DCP area. This precinct contains most of the buildings and landscape items of heritage significance, however the whole of the former Prince Henry Hospital site is a highly significant cultural landscape and other precincts contain items of heritage significance. Precincts P1, P3 and P4 provide for a mix of residential densities. Precinct P2 is located on the corner of Pine Avenue and Anzac Parade, the main entry to the site. This mixed use precinct comprises local neighbourhood scale shops, such as a supermarket, and commercial uses, with residential uses above. Precinct P5 is located at the eastern end of Pine Avenue on the eastern edge of the DCP area. This precinct contains a Community Centre that serves the needs of the incoming residents as well as the wider community.

Subsection 6 contains performance criteria and controls that are specific to each of these precincts. These precinct specific requirements provide an additional layer of detail to the general controls contained in the rest of this section (subsections 1 – 5).

To the extent of any inconsistencies between the general and precinct specific controls the precinct specific controls prevail.

2.3 Transport Links and Access

Anzac Parade links the DCP area to the remainder of Randwick City via various vehicular access points.

The DCP area is currently served by State Transit Authority bus routes that run along Anzac Parade. Figure 1A shows an indicative bus route and bus stops through the DCP area.

It is proposed to make provision for a cycleway along Anzac Parade, connecting the DCP area to its surrounds, including the national park to the south. As shown on Figure 1A, the cycle way will run along Jennifer Street / Harvey Street within the DCP area and along the buffer strip between the DCP area and the golf course, providing a dedicated shared cycle/pedestrian link from Anzac Parade to the eastern end of Pine Avenue. Roads within the DCP area will have a low speed environment, and will also be suitable for cycling.

The DCP area has a connective and convenient street layout for both vehicles and pedestrians. In addition, there are a number of pedestrian paths providing further links (Figure 1A).

Key principles include:

- To promote the use of alternative modes of transport to the car, including walking, cycling and public transport (bus)
- To promote safe and convenient movement throughout the DCP area.
2.4 Views and Vistas

Figure 2 shows the key views to and from the DCP area, and as well as views of heritage significance identified in the Conservation Management Plan (CMP). Key views include views of the ocean and coastline, views of heritage buildings, and views along significant streets within the site. Any DA will need to demonstrate that these views and vistas are retained or enhanced.

Key principles include:

- maintain and enhance significant views and vistas throughout the site.
- buildings are to be designed to maximise view sharing.
- to ensure the visual amenity of the coast is protected.

Refer to Subsection 6 for detailed objectives and controls.

2.5 Landscape

The Prince Henry DCP area has an open, green and uncluttered landscape quality that contributes to the setting of its heritage buildings, while retaining ocean and coastal views.

Figure 3 shows the key landscape elements of the DCP area. There are two main areas of remnant bushland, both of which contain Eastern Suburbs Banksia Scrub (ESBS), an endangered ecological community. There is also a stand of ESBS near the former Matron Dickson building (Mayo Street / Pavilion Drive) and smaller pockets of bushland elsewhere in the DCP area.

The DCP area also contains an array of culturally significant plantings, which are predominantly located within the Historic Precinct. These are identified on Figure 3 together with the key public open spaces within the DCP area. Open spaces within the DCP area have generally been located to form links with other open spaces and plantings where possible.

A landscaped buffer runs along the eastern edge of the DCP area, between the residential area and the Coast Golf Course. The buffer plays a number of important roles including creation of habitat, water management, safety (separation of residential and golf course uses) and public recreation (southern half of buffer only). South of Pine Avenue, the buffer is approximately 18 metres wide and is publicly accessible via a shared pedestrian/cycle path that connects to Pine Avenue and Harvey Street. North of Pine Avenue, the buffer is approximately 10 metres wide. The topography in this area is much steeper and this part of the buffer will not have pedestrian access. Two small parks adjacent to this part of the buffer and located at the end of key view corridors will ensure views across the vegetated buffer to the coast are maintained as publicly accessible views.

Figure 4 identifies the significant landscape curtilages around heritage buildings.
The DCP area has a predominantly easterly aspect, exposed to breezes from the north-east, east and south. These breezes are typically cooling in summer; however in winter protection from southerly wind is desirable.

**Key landscape design principles** include:

- buildings are to be designed so they do not dominate the landscape and are consistent with the Prince Henry DCP area's character of “buildings within an open landscape setting dominated by sky and sea”
- locate private communal open spaces so they form visual links with other open spaces on the site
- use local native species and species that recognise the DCP area’s coastal location and that complement existing significant and heritage plantings (where appropriate to the heritage context) within the DCP area
- characterise open space by high quality landscape design that emphasises principles of sustainability and functionality
- conserve and enhance bushland areas through planting of non-invasive indigenous vegetation in areas adjacent to remnant bushland
- create a landscape that contributes to the built environment by providing climate amelioration and functional space appropriate to the needs of residents
- repair and maintain significant riparian land
- establish and maintain biological linkages between areas of remnant native vegetation
- create a vegetated link via suitably designed landscaping along the southern boundary of the DCP area, providing a connection between the Jennifer Street remnant bushland and the golf course buffer
- promote biological diversity and use of local native plants from locally provenanced seed where appropriate

Refer to **Subsections 4.7 and 4.8** for detailed objectives and controls on landscape design.

### 2.6 Heritage Context

The Prince Henry site (of which the Prince Henry DCP area is part) is listed on the NSW State Heritage Register as an item of State heritage significance. RLEP also identifies the former Prince Henry Hospital site as a conservation area. Schedule 5 of RLEP contains a list of heritage items and archaeological sites.

**Figure 4** shows built and landscape heritage items, the extent of the Little Bay Geological site within the DCP area, key views identified as having heritage significance, the historic precinct
boundary, and parts of the Prince Henry Conservation Area boundary.

The Little Bay Geological site is a site of national significance and provides evidence of topography, relative sea level, vertical land movements and coastal landscape prior to the formation of Sydney Harbour and other coastal valleys (refer to the CMP, and Little Bay Geological Site SECP and Plan of Management).

The different types of elements of heritage significance occurring within the Prince Henry Site are summarised below:

- **Elements of Built significance** including, but not limited to, the entrance gateposts, the Clocktower, Henry’s Trading Post, the Matron Dickson building and the Flowers Wards. Refer to Figure 4 for a list of items within the DCP area, and refer to the CMP for items beyond the DCP area.

- **Elements of Landscape significance** including, but not limited to, a number of natural and cultural plantings such as indigenous vegetation and several species of palms, banksias and Norfolk Island Pines, road alignments, rock outcrops and the Male Lazaret. Refer to Figure 4 for a list of items within the DCP area, and refer to the CMP for items beyond the DCP area.

- **Elements of Aboriginal significance** on the site include open and sheltered shell middens, axe-grinding grooves and rock engravings, pathways, a possible fish trap and ochre source. The Prince Henry DCP area may contain further undetected Aboriginal archaeological sites relating to both prehistoric and post-contact periods of occupation (refer to Appendix C).

- **Elements of Historical Archaeological significance** within the DCP area include, but are not limited to subsurface features/deposits, rock cut features associated with former activities on the site (i.e. graffiti, drainage, coastal defences etc), and sites of former structures associated with the Coast and Prince Henry Hospitals (e.g. lazarets, mortuary buildings) (refer to Appendix C).

**Moveable items** of potential heritage significance are identified in the Conservation Management Plan, the Archaeological Management Plan, any relevant Specific Elements Conservation Policy and the Museum Plan.

Subsection 1.3 outlines the heritage requirements for Development Applications. In preparing development applications, applicants should refer to the following documents prepared by Godden Mackay Logan Heritage Consultants:

- Prince Henry Site, Little Bay – Conservation Management Plan (CMP), May 2002 (amended February 2003), and any subsequent amendments endorsed by the NSW Heritage Council;

- Prince Henry Site, Little Bay – Archaeological Management Plan (AMP), August 2002, and any
subsequent amendments endorsed by the NSW Heritage Council; and

- any relevant Specific Elements Conservation Policy (SECP).

The Conservation Management Plan for the site identifies a number of heritage principles for the Prince Henry site. These key heritage principles include:

- Conserve, manage and interpret the site as an item (place) of State significance;

- Recognise the importance of the site as a whole, in addition to the values of individual components (such as natural and cultural landscape values, built and landscape heritage elements, and geological and archaeological features);

- Respect and recapture as much as possible the qualities of the site that contributed to the village atmosphere valued by the community, including significant buildings and landscape features, and the character established by generally low-scaled buildings in an open setting;

- Ensure that new development respects, enhances and contributes to the heritage significance of the site and its setting;

- Restore and reconstruct built and landscape elements that contribute to the significance of the site and its setting;

- New buildings, infill development and alterations/additions to heritage items are to respect the design and scale of existing heritage buildings and elements on the Prince Henry Site;

- Significant and heritage trees are to be protected during construction;

- New planting should retain and enhance the open landscape character of the site.

Refer to Subsection 1.3 for detailed objectives and controls.

2.7 Archaeological Context

Figure 5 illustrates the Prince Henry site’s aboriginal and historical archaeological features for the DCP area. This aboriginal archaeological resource has high educational, cultural and scientific significance.

Three levels of Aboriginal Archaeological Sensitivity have been identified within the Prince Henry site:

- Aboriginal Archaeological Sensitivity Zone 1 (Very High) – this includes the golf course and beach (mostly outside the DCP area, with the exception of a small part of Precinct P1);
Aboriginal Archaeological Sensitivity Zone 2 (High) – this includes locations within the built areas of the site (DCP area); and

Aboriginal Archaeological Sensitivity Zone 3 (High) – this comprises the large area of remnant bushland in the south western corner of the Prince Henry site. This bushland will be retained and will not be directly affected by the redevelopment of the site.

For the full extent of aboriginal and historical archaeological items, including items located beyond the DCP area, refer to the Archaeological Management Plan (AMP). Extract maps from these plans are also attached as Appendix C.

Subsection 2.6 contains key principles for the management of heritage sites. In addition to these principles, key archaeological principles include:

- To conserve, manage and interpret identified and potential Aboriginal relics and sites in accordance with the AMP and the requirements of the NSW National Parks and Wildlife Act; and

- Development should be planned to minimise impacts on areas of Aboriginal heritage significance and should seek to enhance the values of these areas.

National Parks and Wildlife Service (NPWS) recommends that an Aboriginal heritage assessment be prepared for land under the following circumstances:

- the NSW NPWS Aboriginal Sites Register identifies sites in or near the development area, which could potentially be affected during or after the development;

- the proposed development is likely to have an impact on areas of bushland or undisturbed ground;

- the proposed development is likely to have an impact on areas containing sandstone outcrops, rock shelters, old growth trees, sand bodies and ground adjacent to watercourses, lakes and swamps; and

- the proposed development is likely to have an impact on an area of importance to the Aboriginal community not included in the above (e.g. story places, missions etc).

Refer to Subsection 6 for precinct-specific objectives and controls.
2.8 Built Form

The built form controls for the DCP area reflect the master plan principles and the site’s unique features, opportunities and constraints identified in the master plan site analysis. This section provides an overview of the rationale on which the built form controls shown in Figures 6 and 7 are based, and the site's desired future character and new development.

Existing road alignments within the Prince Henry DCP area have been retained where possible. New roads and paths have been designed to complement the existing road network.

Pine Avenue is the main entry to the DCP area, forming a central tree lined axis along one of the key vistas. The DCP area’s key facilities will be located along Pine Avenue, with shops and offices at the Anzac Parade (western) end, and a community centre and path to Little Bay beach at the eastern end of Pine Avenue. Pine Avenue contains a number of significant built and landscape heritage items, including the Clocktower, entrance gateposts and the Interdenominational Australian Nurses War Memorial Chapel.

Much of the DCP area slopes away from Anzac Parade down towards the coast. The gradient of the land varies across the DCP area, and the built form controls reflect this. The tallest buildings (5 storeys and 4 storeys with loft) are to be located along Anzac Parade and at the southern end of the site, to maintain views and minimise the impact of new development on the heritage buildings.

The built form controls require a consistent setback along and strong address to Anzac Parade to strengthen its townscape qualities. The built form controls also facilitate an appropriate transition in height and scale across the DCP area to facilitate the integration of new development with existing heritage buildings. The future built form of the site will be characterised by simple block building forms, which reflect the existing rectilinear building forms, and reinforces the street pattern.

The new buildings and the adaptive re-use of retained heritage buildings will provide for a diversity of households. Consistent with the master plan, the built form controls make provision for a range of dwelling types including detached housing, terrace and courtyard housing, garden apartments, apartment buildings of 4 to 5 storeys, apartments for older persons, and a residential aged care facility. There are a number of community groups who will remain on site.

The open landscape character is to be maintained through buildings that do not dominate the open, coastal landscape setting of the DCP area and surrounds.

Applicants should refer to the Archaeological Management Plan (AMP) prepared by Godden Mackay Logan Heritage Consultants for requirements and procedures, and should liaise with NSW NPWS to ascertain whether an Aboriginal Heritage Assessment is required.
2.9 Sustainable Design

The Prince Henry DCP area and surrounds is a unique environment and it is important to ensure development occurring within the DCP area complements and enhances the site’s unique coastal location. It is also important that development minimises adverse impacts on the environment, particularly given proximity to the ocean, remnant bushland, the Little Bay Geological Site, wetland, and the watercourses to the north, north-east and east of the DCP area.

Key sustainability principles include:

- Incorporate the principles of ESD in all design.
- Maximise the opportunities for sustainable development, such as renewable energy use, energy smart features and water sensitive urban design through innovative design.
- Minimise the ecological footprint of development and impacts on the environment.
- Design sites to optimise the microclimate (i.e. utilising cooling summer breezes, protection from cool winter
winds).

- Protect the local occurrence of endangered, threatened or protected native species listed under the Threatened Species Conservation Act 1995 and National Park and Wildlife Act 1974.

- Protect and enhance vegetated riparian corridors, wetland buffers, remnant vegetation and biological linkages between remnants.

- Optimise the community services provided.

- Minimise impact of noise from roads, open spaces and parking areas.

- Satisfy BASIX requirements for residential development.

Refer to Subsection 5 for detailed sustainability objectives and controls.

2.10 Desired Future Character

The desired future character for the redevelopment of the Prince Henry site (DCP area) can be summarised as:

- development that reflects the DCP area’s open, coastal location, and that does not dominate the landscape;

- development that is well integrated with surrounding development;

- development that seeks to minimise impact on the environment and which is environmentally sustainable;

- development which maintains an appropriate setting for the heritage elements to be retained, and which is appropriate in bulk, scale and form and recognises and builds upon the existing character;

- development that presents a strong, consistent edge to Anzac Parade, softened by substantial planting, with height and scale of development then gradually decreasing towards the coast;

- development that comprises a variety of dwelling types, including affordable housing, characterised by high quality, sustainable design;

- development that includes a mix of residential, open space, community, and neighbourhood scale retail; and

- development that provides significant views and vistas throughout the site, towards the coast.
Figure AA: Land to which this plan applies
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 1: Key plan precinct and lot numbers
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 1A: Transport links and access
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 2: Views and vistas
Note: 1) The lot numbers and boundaries may be superseded as subdivision continues across the site.
2) Refer to the RLEP Biodiversity Map for the current mapping of ESBS.

Figure 3: Key landscape structure
Note:  1) The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 4: Built and landscape heritage
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

**Figure 5: Identified aboriginal and historical archaeology**
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.
Figure 6: Built Form Controls

Figure 7: Built Form Controls
3 Subdivision and Amalgamation

Objectives

- To provide a range and mix of lot sizes with areas and dimensions suitable for the permitted land uses and a variety of building types.
- To enable lot sizes that facilitate housing diversity and choice.
- To promote and facilitate ecologically sustainable development and micro climate management by providing lots that are appropriately oriented.
- To ensure that all lots have a primary street frontage.
- To arrange lots in a manner that facilitates personal and property safety and security.
- To ensure lots have total areas and dimensions that allow dwellings, ancillary buildings, private outdoor open space, landscaped areas, and vehicle access and parking to be located and constructed appropriately, and significant built and landscape elements to be retained within an appropriate setting.

Controls

i) Lots with direct vehicle access to car parking areas from a public road are to have a minimum width of 9 metres (this control does not apply if parking access is not on the primary street frontage).

ii) All lots are to provide frontages oriented to streets and public open spaces to provide a clear address so that personal and property security, deterrence of crime and vandalism, and surveillance of footpaths and public open space is facilitated.

iii) Lots are to be oriented so that dwellings can take advantage of micro climatic benefits and can have dimensions that allow adequate on-site solar access and access to breezes.

iv) Lots are to be designed to maximise efficiency in house design and useable external areas by having a regular shape.
4 Building and Site Design

This subsection contains objectives and controls for building and site design. These apply to all development on the Prince Henry site.

Building height, density (FSR) and landscaped open space requirements are contained in the Built Form Control Table (Figures 6 and 7). These requirements are explained in more detail in the following sections, as well as other general requirements.

Subsection 6 contains detailed objectives and controls that apply to specific precincts within the site, in addition to these general controls.

4.1 Building Envelope

Explanation

The proportion of a building envelope that a building can occupy is detailed in the building density controls in Subsection 4.4.

The building envelopes shown in this section illustrate the absolute maximum envelope allowed on a site, within which all other criteria in this DCP must also be satisfied. Maximum building envelopes may not always be able to be achieved as requirements such as minimum landscaped open space, solar access, overshadowing, and other individual site constraints may reduce the building envelope.

Where there is inconsistency between building envelope and minimum landscaped open space requirements, minimum landscaped open space requirements prevail.

The building envelopes vary across the Prince Henry site. These envelopes have been designed in response to topography, heritage items, landscape elements, street pattern and width, all of which vary across the site.

Objectives

- To provide a built form that respects the site’s characteristics and its neighbours including existing significant heritage items and the natural environment.

- To ensure that the distribution of built form responds to the site topography, attributes, and heritage significance.

- To define building bulk, height and scale of development across the site.

- To ensure building scale is suited to the scale of the street.

Controls

i) New buildings must comply with the requirements in the Built Form Control Table (Figures 6-7) and the building envelopes indicated in the Precinct Controls in Subsection 6.
4.2 Height

Explanation

Building heights on the Prince Henry site generally decrease in scale towards the coast, in response to site topography, and to encourage views from both public and private viewpoints. Heights also vary across the site to respect the scale of existing heritage items.

The maximum building heights (in both metres and number of storeys) are shown on Figures 6 and 7. More detailed height requirements for each precinct are contained in Subsection 6.

In some cases where there are potential view loss or overshadowing impacts, the maximum building heights may not be able to be achieved. It is important that each site analysis correctly identifies these issues, and demonstrates how they are addressed by the proposed building design.

Objectives

- To ensure building height relates to the context of the building, including street type, surrounding buildings, heritage items, landscape, and views.
- To minimise the impact of development on heritage items and remnant bushland by providing for appropriate building heights in adjacent areas.
- To ensure reasonable daylight and solar access to all development and the public domain.

Controls

i) The external wall height of a building must not exceed the maximum wall height for that lot indicated in the **Built Form Control Table** (Figures 6-7).

ii) The number of storeys in any building must not exceed the number of storeys indicated in the relevant Precinct Control diagram in **Subsection 6**. The controls provide for a loft in certain situations. This provision is not to be construed as a means to gaining additional storeys in the building.

iii) A minimum floor to ceiling height of 2.7 metres is required for all habitable rooms in new buildings and the extension to the Delaney Building (existing heritage buildings are excluded). Minimum floor to ceiling height of 3 metres is to be provided for the ground and first floor levels of buildings on Lots 18 and 19 (neighbourhood centre, mixed use development).

iv) Where fill is required, it must not be introduced to artificially elevate (or excavate) the site for other than essential recontouring to establish suitable grades for access, landscape, infrastructure/services and drainage.
4.3 Building Depth

Explanation

Building depth is the horizontal cross section dimension of a building. It generally refers to the dimension measured from front to back (from the street side to the inside of the block).

The depth of a building will have a significant impact on the amenity of the building for its occupants. Buildings with slim floor plans and dual aspect apartments provide better sunlight and daylight access and natural ventilation than deep floor plans or single aspect apartments.

Subsection 6 contains building depths on a precinct by precinct basis, designed in response to site conditions.

Objectives

- To ensure that the bulk of the development is in scale with its surrounds.
- To encourage dual aspect apartments with good amenity in terms of sun access and natural ventilation.

Controls

i) Building depth is to be consistent with the requirements specified in Subsection 6 – Precinct Controls of this section.

ii) Building depths must provide for dual aspect apartments, allowing optimal natural ventilation of apartments.

4.4 Density

Explanation

Building density is defined by maximum floor space ratio (FSR). The maximum allowable FSR varies across the site, in response to site topography, potential views, preferred building types, and relationship to heritage buildings and open space.

In some instances it may not be possible to achieve the maximum allowable FSR for a particular site, due to potential impacts on views, overshadowing, minimum landscaped open space requirements, and other design considerations.

Objectives

- To ensure development scale is compatible with the surrounding built form and minimise the impact of building bulk on existing buildings in the locality, open spaces and streetscape.
- To encourage a mix of dwelling sizes and types.

Controls

i) The maximum floor space ratio for a building must not exceed the floor space ratio indicated for that Lot in the Built Form Control Table (Figures 6-7).

Note:

Where there is any inconsistency between maximum allowable FSR and minimum landscaped open space requirements, the minimum landscaped open space requirements prevail.
4.5 Setbacks

Objectives

- To minimise the impact of development on adjoining land and to ensure adequate separation between buildings.
- To provide strong street edges in the activity strips.
- To provide adequate space for landscaping, visual and acoustic privacy, and solar access.
- To encourage the retention of significant views.

Controls

i) Building setbacks must comply with the setbacks contained in the precinct controls in Subsection 6.

ii) New buildings are to be sited so that they maintain significant views as identified in Subsection 2 and to maintain an open landscape setting.

iii) New buildings are to be sited and designed to form a strong, predominantly continuous built edge to the primary street frontage and public parks and pathways. Where an allotment has frontage to two or more streets (or vehicular thoroughfares), the primary street frontage is the widest, public street adjoining that allotment. Where an allotment has frontage to a street and public park or pathway, a strong, built edge is to be provided to both/all.

4.6 Building Articulation

Explanation

Buildings can be articulated through the use of architectural elements such as balconies, entries, bay windows, sun shading devices, privacy screens and similar architectural elements.

Objectives

- To promote building facades that make a positive contribution to the design character of the street.
- To promote high quality architectural design.
- To promote integration of buildings and private open space.

Controls

i) Building articulation is to be consistent with the articulation areas identified in the precinct specific controls in Subsection 6.

ii) Building articulation must not extend forward of the identified building articulation area.

iii) Building articulation should respond to the environmental conditions of the site including orientation, breezes and privacy.
iv) The maximum unarticulated building length is 9 metres along the primary street frontage and 10 metres along the secondary street frontages.

v) Buildings are to be aligned predominantly parallel to the street and provide a clear street address.

vi) Building entries are to address the primary street frontage and should form an integral part of the façade.

vii) All facades, including rear facades, must include windows.

viii) Residential flat developments must provide street entrances to at least 50% of the units that face the street or public open space.

ix) A minimum of 30% and a maximum of 60% of the building articulation area for the building may be used.

x) Up to 30% of the building articulation of any floor on any façade may comprise lifts, stairwells and associated lobby space.

xi) Up to 20% of the articulation of any floor on any façade may comprise glazed stairwells and lobby space in order to allow such vertical elements to establish the major rhythm of façade compositions and to function as lanterns along the streets at night.

xii) Large areas of glazing should be modulated by louvres, fins or the like.

xiii) Windows and other glazing must be set back from the structure by a minimum of 80mm.

xiv) Predominantly clear glazed shopfronts are to be provided to ground floor local shops.

xv) Grilles and transparent security shutters are to have a minimum of 70% transparency. Solid roller shutters, screens or grills on shopfronts and dwellings are not appropriate.

4.7 Landscaped and Private Open Space

Explanation

This subsection contains the landscaped open space requirements, minimum private open space dimensions (including balconies), and the location of private spaces.

The RLEP contains a definition for “landscaped area”, which means a part of the site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area.

The previous definition for “landscaped area” contained in the superseded Randwick LEP 1998 (Consolidation) carried a different but broader meaning encompassing open space areas that are capable of supporting recreation activities and landscape planting. This definition was adopted in the former Prince Henry Site DCP and was the basis of a key control for regulating the amount of built up areas within a development site.
The concept of this former “landscaped area” control has been carried forward and translated in the Comprehensive DCP. However, in order to avoid confusion with the current terms used in the RLEP, the control is now entitled “landscaped open space”.

Under this subsection of the DCP, landscaped open space includes communal (in the case of residential flat and multi-dwelling housing development), and private open space. Landscaped open space requirements ensure adequate spaces between buildings. Generous landscaped open space should be provided between buildings to retain the Prince Henry site’s original character of buildings in a strong, open landscaped setting. The landscaped open space requirements ensure that this character is carried through to new development on the site, as well as ensuring private open spaces are adequate in size and provide amenity for residents. Landscaped open space incorporates landscaped areas (as defined in the RLEP), as well as other paved open spaces within the development. Refer to the definition below:

**Definition:**

“Landscaped Opens Space” means the part of a site area which is used, or capable of being used, for outdoor recreation or garden uses (such as lawns, gardens, unroofed swimming pools, clothes drying areas, barbeque areas, footpaths and the like) and includes landscaped podium areas and water tanks located at the ground level. It does not include areas used for parking, driveways, balconies, rooftop gardens or areas used for garbage or recycling material storage or sorting.

It is also important to ensure that private and communal open spaces are sustainable in design. **Subsection 4.8** contains requirements to ensure development incorporates sustainable landscape design and irrigation practices.

**Objectives**

- To locate buildings so that the provision and use of outdoor areas is maximised;
- To provide adequate space for landscaping, visual and acoustic privacy, sunlight penetration and private open space;
- To ensure that all residents have access to useable and well designed private open space;
- To ensure that new landscaping does not visually dominate significant built and landscape heritage items, or obscure key views.

**Controls**

**a) General Requirements**

i) A Landscape Plan, prepared by a suitably qualified professional, must be submitted as part of any development application.

**Note:**

Where there is any inconsistency between minimum landscaped open space and the maximum FSR requirements, the minimum landscaped open space requirements prevail.
ii) Landscaped open space on each site must not be less than the minimum percentage indicated in the *Built Form Control table* (Figures 6-7).

iii) Permeable surfaces on each site must not be less than the minimum percentage indicated in the *Built Form Control table* (Figures 6-7).

*b) Detached Dwellings; Terrace and Courtyard Housing (i.e. attached dwellings or multi-dwelling housing)*

iv) Detached dwellings are to have a minimum contiguous private open space area of 60m²; and terrace and courtyard houses (i.e. attached dwellings or multi-dwelling housing) are to have a minimum contiguous private open space area of 45m².

v) The minimum dimension of private open space for detached dwellings, and terrace and courtyard houses (i.e. attached dwellings or multi-dwelling housing) is 4m and the maximum gradient permitted is 1 in 10.

vi) The private open space areas should be directly accessible from a living area and preferably be north facing.

c) Apartments (i.e. residential flats)

vii) Each apartment (i.e. residential flat) should have at least one balcony or courtyard area directly accessible from the living area of the dwelling.

viii) The minimum balcony depth for new buildings must be 2.4m.

ix) The minimum area for the main balcony (for apartments) is as follows:

<table>
<thead>
<tr>
<th>Dwelling size</th>
<th>Minimum balcony/courtyard size/area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 60m²</td>
<td>10m²</td>
</tr>
<tr>
<td>More than 60m²</td>
<td>12m²</td>
</tr>
</tbody>
</table>

x) The main balcony must:
- be located adjacent to the principal living area;
- be sufficiently large and well proportioned to promote indoor/outdoor living;
- be able to accommodate a dining table and chairs;
- include sun screens, pergolas, shutters, operable walls, where appropriate;
- improve visual privacy and allow casual surveillance over the street, where applicable.

xi) Balconies should be north facing where possible.

xii) Additional balconies may be provided, including Juliet and French balconies.

xiii) Balconies must not be so deep that they stop sunlight entering the lower apartments in a building.

xiv) Continuous wrap-around balconies are not appropriate.
xv) For the adaptive re-use of heritage buildings for residential development, applicants should refer to the Conservation Management Plan (CMP) and the relevant Specific Elements Conservation Policy (SECP) for guidance on the provision of private open space for these dwellings.

4.8 Landscape Design and Biodiversity

Explanation

Landscape design and practices play an important role in designing for microclimate, the efficiency of water consumption and infiltration, protecting and conserving plant species, and providing habitat. Landscaping should be designed to serve multiple functions and should be an integral part of site design.

The use of local native plant species is encouraged as they require less water and are suited to the coastal microclimate of the Prince Henry site. Irrigation practices can also be made more water efficient, for example, by using a drip irrigation system rather than sprinklers.

Permeable surfaces are an important way of reducing the impact that development has on natural water flows and processes. These surfaces include garden areas, lawn, gravel and semi porous paving.

Biodiversity refers to protecting and conserving the biological diversity of species, as well as the diversity of species within ecological communities.

There are a number of landscape elements (refer to Subsection 2) in certain areas of the Prince Henry site. It is important that new landscaping design does not detract from the heritage significance of these landscape elements.

Objectives

- To promote sustainable landscape design and irrigation practices.
- To ensure landscape design takes into account the site’s microclimate.
- To protect, improve and enhance the natural environment of the site, including remnant native vegetation, biological links between remnants and buffer areas.
- To regenerate and conserve the local threatened ecological communities.
- To provide landscape design consistent with any relevant Specific Elements Conservation Policy (SECP).

Controls

i) Landscaping must include a predominance of:
   - native plant species (refer to Appendix A for guidance);
   - species that are drought resistant, and require minimal watering once established, or species with water needs that match rainfall and drainage conditions;
- water conserving landscape practices/designs, including plant selection, mulching, hydro zoning and multi storey planting;
- native ground covers and grasses in garden beds and path surrounds (turf is to be confined to useable outdoor areas);
- where applicable, landscaping must be consistent with any relevant Specific Elements Conservation Policy (SECP) or Plan of Management (POM).

**Landscape plans** are to demonstrate how and where these species/features have been incorporated in to the landscape design.

ii) Landscape plans are to demonstrate how the proposed design responds to the site’s microclimate to ensure that species survive and provide protection from wind and sun.

iii) A minimum of one large tree of sufficient height and canopy spread at maturity to effectively screen or soften buildings or other structures must be provided on each dwelling house site, and clearly marked on the Landscape Plan submitted with the DA. Additional large trees are to be provided where multi unit development is proposed.

iv) Trees and shrubs are to be selected and positioned to maximise solar penetration in winter and minimise it in summer (e.g. deciduous plants on the north side of private open space).

v) Pergolas and awnings should be located to shade external areas and control sunlight into buildings.

vi) Landscape areas are to be contoured to encourage stormwater runoff to infiltrate to ground.

vii) Garden irrigation and watering systems are to be connected to rainwater storage facilities, where applicable.

viii) Avoid planting that may obscure building entries or the surveillance of the street and pedestrian paths.

ix) Minimise the impact of driveways through materials selection and appropriate screen planting.

x) Garden structures such as gazebos, clothes lines, play equipment, swimming pools, and spa baths, are not permitted in front gardens. These structures and paved areas must be sited to avoid damage to existing trees and their root systems.

xi) Landscaped open space must include a space dedicated to on-site composting of a size relevant to the number of dwellings and the landscaped area it contains.

**4.9 Development Adjacent to Watercourses**

**Explanation**

Four watercourses have been mapped on the Prince Henry site, see figure AA. Inappropriate development in, on, or adjacent to these watercourses will be detrimental to its ecological function.
Objectives

- To ensure appropriate measures have been identified for ongoing protection, conservation and management to enhance the watercourse or wetland and its riparian land over time;
- To ensure riparian land width maximises and enhances its potential as a habitat corridor;
- To ensure riparian land width retains and incorporates within it, wherever possible, existing areas of remnant native vegetation; and
- To ensure the provision of public access is to be located and designed to minimise disturbance of the habitat corridor and existing native vegetation.

Controls

i) Landscape plans are to demonstrate how the above objectives have been incorporated into the landscape design.

ii) Riparian land widths are to be provided in accordance with Appendix E.

4.10 Activity Strip

Explanation

An activity strip identifies location suitable for non-residential uses permitted by the RLEP, such as shops, a medical centre or restaurants.

Activity strips within the Prince Henry site are marked on Figure 6 in this section, and permits these non-residential uses on ground and first floor in identified locations.

Objectives

- To enable certain non-residential uses permitted by RLEP, such as shops, medical centre or restaurants, on land marked as an activity strip within Figure 6
- To encourage neighbourhood convenience type retail use with active frontages
- To ensure non residential use of land does not have an adverse effect on residential amenity
- To provide for local scale businesses and services only, which primarily serve the local community

Controls

i) The non-residential use of a building is limited to the ground and first floor areas of a building on a site marked with an activity strip on Figure 6.

ii) The first and ground floors in the Precinct P2 activity strip are to have minimum floor to ceiling heights of 3 metres.
iii) In the Precinct P2 activity strip, buildings are to present active frontages to the street or pedestrian path at ground floor level. Blank and unarticulated facades are not to be provided to street and pedestrian frontages.

iv) A small to medium size supermarket (between 1,500m² - 2,500m²) may be permitted within Precinct P2 subject to:
- supporting economic analysis which, at minimum, addresses the sustainability of the proposed supermarket size in relation to economic feasibility and impact on other nearby centres, and measures to integrate this proposed development with the B1 Neighbourhood Centre land opposite the Prince Henry site on the western side of Anzac Parade;
- the provision of active facades to all street and pedestrian path frontages (i.e. where an activity strip is identified in Figure 6) within Precinct P2;
- the design consistent with all heritage and other objectives and design principles set out in Subsection 2.

v) Awnings over a public footway are to be:
- a minimum clear height of 3 metres above the footpath
- a depth of 2 metres where non-residential uses adjoin
- not less than 600mm from the edge of the road/kerb.

4.11 Solar Access

Explanation

Solar access forms an integral part of the design process. Buildings should be sited and designed to provide adequate daylight and sunlight access to habitable rooms and private and communal open space areas. Good solar design improves amenity and energy efficiency.

Objectives

- To ensure adequate access to sunlight is provided to adjoining properties and the public domain.
- To ensure reasonable solar access is provided to solar energy collectors.
- To encourage passive solar design that minimises energy consumption.
- To reduce the need for mechanical heating and cooling, and artificial lighting.

Controls

i) Shadow diagrams, including elevations showing shadow impacts on any walls (and windows) of adjoining development and any remnant bushland, must be submitted with the development application for all new buildings of two or more storeys. Any adverse overshadowing impact may require a reduction in the height of the proposed development.
ii) Dwelling orientation, siting, layout and landscaping are to ensure solar access to living areas and private open space, and maximise use of cooling breezes.

iii) The principal living room/s of a new dwelling must be designed to achieve not less than three (3) hours of sunlight between 9am and 3pm on 21 June.

iv) Residential re-use of existing heritage buildings should demonstrate that a reasonable level of solar access is provided, where it cannot meet the minimum requirements specified above.

v) Sunlight access to at least 50% of the primary private and communal open space area of adjoining properties must be achieved for at least three (3) hours between 9am and 3pm on 21 June.

vi) The development is to maximise north facing roofs on new buildings. The roof areas shall be of an appropriate size, orientation and pitch, suitable for the installation of solar collectors.

4.12 Acoustic Privacy

Explanation

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

Objectives

- To ensure a high level of amenity by protecting the privacy of residential dwellings within residential flat buildings, attached dwellings and multi-dwelling housing, both within the dwellings and in private open spaces.

- To ensure that dwellings close to noise sources such as roads are sited and designed to provide a comfortable living and sleeping environment.

Controls

i) A noise and vibration assessment report is to be submitted with development applications involving residential flat buildings, attached dwellings and multi-dwelling housing, addressing appropriate measures to minimise potential noise and vibration impacts for any proposed development. This assessment is to:

- be prepared having regard to the NSW Environmental Protection Authority’s Industrial Noise Policy, the NSW Environmental Protection Authority’s Noise Control Manual (or relevant update) 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 demonstrate how such can be achieved.

ii) All residential flat buildings, attached dwellings and multi-dwelling housing are to be constructed so as to achieve the following internal acoustic amenity criteria, when tested in accordance with Australian Standard AS2107: 2000 (or updated version):
- In naturally ventilated residential units; the repeatable maximum $L_{Aeq\ 1\ hour}$ should not exceed:
  - 35 dB(A) between 10.00 pm and 7.00 am in sleeping areas when the windows are closed;
  - 45 dB(A) in sleeping areas when windows are open (24 hours);
  - 45 dB(A) in living areas (24 hours) when the windows are closed, and
  - 55 dB(A) in living areas (24 hours) when the windows are open
- Where natural ventilation cannot be achieved, in residential units provided with mechanical ventilation, air conditioning or other complying means of ventilation (in accordance with the ventilation requirements of the Building Code Of Australia), when doors and windows are shut, the repeatable maximum $L_{Aeq\ 1\ hour}$ should not exceed:
  - 38 dB(A) between 10.00 pm and 7.00 am in sleeping areas;
  - 46 dB(A) in living areas (24 hours);
  - 45 dB(A) in sleeping areas between 7.00 am and 10.00 pm

iii) The site and building layout are to maximise acoustic privacy by providing adequate building separation within the development and from neighbouring buildings. All development should comply with Subsection 4.5 Setbacks.

iv) Developments are to be designed to minimise noise transition between apartments by:
- locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms next to living rooms, bedrooms with bedrooms
- using storage or circulation zones within the apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas
- minimising the amount of party (shared) walls with other apartments.

v) Noise transmission is to be reduced from common corridors or outside the building by providing seals at entry doors.

vi) Any conflicts between noise, outlook and views are to be resolved using design measures such as operable screening and the like.
4.13 Visual Privacy

Explanation

Visual privacy plays a significant role in the perceived level of enjoyment of living in an urban environment. It is important to ensure residents have a reasonable level of privacy without compromising views, outlook, ventilation or solar access. Visual privacy is influenced by topography, site configuration, scale of the proposed development, dwelling layout and relationship to adjoining development.

Objectives

- To maximise outlook and views from habitable rooms and private open spaces without compromising visual privacy.
- To ensure that new development respects the existing level of privacy of adjoining and nearby properties and minimises adverse privacy impacts.

Controls

i) Direct overlooking of main internal living areas and private open spaces of other dwellings is to be minimised by building layout, location and design of windows and balconies, screening devices, landscape elements or remoteness. Effectively locating windows and balconies to avoid overlooking is preferred to screening devices, high sills or obscured glass. Where these are used, they should be integrated with the building design and have minimal impact on residents’ or neighbours’ amenity.

ii) Habitable room windows with a direct outlook to the habitable room windows of any floor above ground floor in an adjacent dwelling within 12m:
   - are to be offset from the edge of one window to the edge of the other by a distance sufficient to limit views into the adjacent windows;
   - have an appropriate permanent privacy screening;
   - have sill heights of 1.6m above floor level; or
   - have fixed obscure glazing in any part of the window below 1.6m above floor level.

iii) The outlook from windows, balconies, stairs, landings, terraces and decks or other private or communal areas within a development is to be screened where a direct view is available into the private open space of an existing or other proposed dwelling. If screening is used, site lines are to be provided in development application plans and sections to demonstrate its effectiveness. No screening is required where:
   - windows are in bathrooms, toilets, laundries, storage rooms or other non-habitable rooms and they have translucent glazing or sill heights of at least 1.6m
   - windows are in habitable rooms and they have sill heights of 1.6m or more above floor level or translucent glazing to any part of a window less that 1.6m above floor level
iv) Windows and balconies of an upper-level dwelling are to be designed to prevent overlooking of more than 50% of the private open space of a lower-level dwelling directly below and within the same development.

v) Direct views may be obscured by solid translucent screens, perforated panels, trellises or the like which have a maximum of 25% openings, and which are:

- permanent and fixed;
- of durable materials;
- designed and painted or coloured to blend in with the development.

4.14 Dwelling Layout and Mix

Explanation

Dwelling layout has a significant influence on environmental sustainability and residential amenity. This is particularly important for apartments, and dwellings on small lots. An efficient layout should minimise circulation space and should allow flexible furniture arrangements.

A mix of housing and apartment types provides housing choice and accommodates a range of household types. This assists in integrating new development with the existing community.

Maximising opportunity for natural ventilation is an important part of building design. Building orientation, dwelling layout and external building facades are key elements in achieving optimal natural ventilation. Designing for natural ventilation enhances building sustainability by responding to the local climate and reducing the need for mechanical ventilation. The building envelopes in Subsection 6 have been designed to encourage dual aspect apartments (including cross-through and cross over apartments) through slim building depths.

Objectives

- To ensure dwelling layouts are efficient and provide high standards of residential amenity.
- To maximise the environmental performance of apartments and dwellings.
- To provide a diversity of housing types which cater for different household requirements now and in the future.
- To encourage optimal natural ventilation through dual aspect apartments.
- To reduce energy consumption by minimising the need for mechanical ventilation, particularly air conditioning.

Controls

i) Dwelling layouts are to respond to the natural environment and optimise site opportunities by:

- locating primary open space adjacent to the main living area
- orienting main living spaces towards the primary outlook and aspect
ii) Dwelling layouts, and particularly apartments, are to maximise opportunities for natural ventilation and natural light, through the provision of corner apartments, cross-over or cross-through apartments, and split level or maisonette apartments.

iii) Dwelling layouts must be designed to:
- provide appropriate room size for their use
- accommodate a variety of furniture arrangements
- ensure efficient circulation
- maximise natural ventilation

iv) Innovative technologies to naturally ventilate internal building areas or rooms such as bathroom, laundries and underground car parks are to be explored.

v) The following minimum apartment sizes (internal area) apply:

<table>
<thead>
<tr>
<th>Apartment type</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>40m²</td>
</tr>
<tr>
<td>1 bedroom cross-through</td>
<td>50m²</td>
</tr>
<tr>
<td>1 bedroom maisonette/loft</td>
<td>60m²</td>
</tr>
<tr>
<td>2 bedroom corner</td>
<td>80m²</td>
</tr>
<tr>
<td>2 bedroom cross-through</td>
<td>90m²</td>
</tr>
<tr>
<td>2 bedroom cross over</td>
<td>90m²</td>
</tr>
<tr>
<td>3 bedroom</td>
<td>125m²</td>
</tr>
</tbody>
</table>

Note: for each additional bedroom above 3 bedrooms, an additional 20m² is required.

vi) In residential flat developments, a mix of 1, 2 and 3 or more bedroom apartments is to be provided.

vii) Optimise safety and security of internal circulation by grouping apartments to a maximum of 10 around a common lobby. Council may consider a variation in the maximum number of apartments per floor where the applicant can demonstrate that a high level of amenity of the common lobby, corridors and apartments is achieved (for example through light wells).

viii) Where apartments are arranged off a double loaded corridor, the number of units accessible from a single core/corridor is to be limited to 8.

ix) Building layouts are to utilise multiple access cores to:
- maximise the number of pedestrian entries along a street;
- articulate the building façade; and
- limit the number of units off a circulation core on a single level.

x) Long corridors are to be articulated by a change in direction/width, using a series of foyer areas, and/or providing windows/lightwells along or at the end of the corridor.

xi) The number of accessible and adaptable dwellings is to be optimised to cater for a wide range of occupants.
4.15 Roof Design

Explanation

Roof forms vary with building type and architectural style and can include hip, gable, flat and profiled roofs and articulated parapets. Roof design should consider the context of surrounding development and should add interest to the building.

Objectives

- To encourage roof design which creates a distinctive silhouette to buildings, while minimising building height and bulk.
- To encourage roof design which can accommodate open space and photovoltaic cells.
- To encourage roof forms with low pitches and skillions to create a contemporary coastal character.

Controls

i) Roof design should minimise bulk and overshadowing.

ii) Roof design must relate to the size and scale of proposed development. Domestic roof forms may not be appropriate on larger buildings.

iii) The profile and silhouette of parapets, eaves and roof top elements must be considered in the roof design.

iv) Roof materials should respond to those of surrounding buildings and the identified precinct character.

v) Roof terraces and roof gardens are encouraged where the privacy of adjoining properties can be maintained.

vi) Trafficable flat roofs must be paved or finished with gravel ballasts. Large flat roof areas should not be covered with metal decking or exposed membrane roof systems.

vii) Lightweight pergolas, sun screens, privacy screens and planters are permitted on the roof, provided they do not increase the bulk of the building and do not significantly affect the views enjoyed by neighbouring properties.

viii) Roof top solar heating panels should be installed so as not to be visible from the street.

ix) All new service elements such as aerials, vent pipes, hot water services, solar collectors, plant equipment, air-conditioning units, telecommunications and satellite equipment and the like are to be integrated into the design of the building and concealed from public view.

x) Lift over-runs and service plant equipment must be contained within roof structures and within the maximum building height stipulated by the precinct controls.

xi) Where gable or hipped roofs are proposed, the angle of the pitch should be compatible with adjacent/nearby heritage buildings, and shall have a minimum pitch of 30° and a maximum pitch of 36°.
xii) Eaves and overhangs must be provided to pitched roofs to maximise building performance and response to climatic conditions.

xiii) Rooftop signs are not permitted.

4.16 Fences

Explanation

The design of fences has an impact on the amenity of the public domain and the real and perceived security of residents.

It is important that the type and style of fencing on the Prince Henry site is consistent with the principle of buildings in a landscape setting, and continuing the character of the existing heritage buildings on site. Large, blank spaces are to be avoided as they detract from the streetscape and reduce safety through decreased passive surveillance of the street.

For development within or adjacent to the Historic Precinct, Applicants should refer to the Conservation Management Plan (CMP) and any relevant Specific Elements Conservation Policy (SECP) for any special fencing style or material requirements.

Objectives

- To define the edges between public and private land.
- To provide privacy and security.
- To contribute positively to the public domain.

Controls

i) Solid front fences facing the street are to be no higher than 1.2 metres. For residential flat buildings, multi-dwelling housing and attached dwellings, this may be increased to 1.8m where the fence has openings that make it at least 50% transparent, provided that this does not adversely affect the setting of the heritage buildings and the open character of the site.

ii) Side boundary fences are to have a maximum height of 1.8 metres.

iii) Fencing should be integrated with the building and landscape design through the use of compatible materials and detailing.

iv) Fencing should return to the building line on side boundaries.

v) Sheet metal and wire fences are not appropriate.

vi) Preferred materials include masonry, and steel palisade fencing (paint finish).

vii) The use of landscaping to soften the appearance and articulate fences is encouraged.

viii) Consistent low fencing, 700mm high, is to be provided along the Anzac Parade frontage of the site.
ix) For residential flat buildings and multi-dwelling housing, fencing with a maximum height of 1.5 metres may be used to separate communal open space from private open space (at ground level). Fencing is to be articulated, and is to incorporate landscaping where appropriate.

4.17 Safety and Security

Explanation

Safety and security refers to formal and informal measures that protect properties, residents and visitors. Developments should provide safe ground level entry and exit and enable casual surveillance.

Objectives

- To encourage building design that provides casual surveillance of streets and open space areas.
- To provide a safe and secure living environment for residents and visitors.
- To promote the design of buildings and open space areas which encourage community safety and reduce the opportunity for crime.

Controls

i) A formal crime risk assessment, consistent with the Department of Planning and Infrastructure Crime Prevention and the Assessment of Development Applications guidelines (or any update), is to be carried out for all residential developments of 20 or more new dwellings.

ii) Buildings must be designed to enable occupants to overlook streets and public open spaces to provide casual surveillance. Opportunities for casual surveillance should be provided by:
   - orienting living areas so they have views over public or communal open spaces
   - providing clear lines of sight between building entrances and the street
   - footpaths, landscaped areas, and driveways must provide opportunities for surveillance and allow safe movement of residents around the site.

iii) Opportunities for concealment are to be minimised by:
   - avoiding blind or dark alcoves near lifts and stairwells
   - providing well lit routes throughout the development
   - ensuring car parking areas, pathways, and common areas of residential flat and multi-dwelling housing developments are adequately lit at all times.

iv) High walls and planting around residential buildings and parking areas, which could obstruct views into developments, are to be avoided.

v) Entrances to dwellings and buildings must be clearly visible from the street.
vi) Community buildings and public open space areas are to be provided with sufficient lighting and security.

vii) Dwellings that face the street must allow for casual surveillance of footpaths and driveways.

viii) The demarcation between public, communal and private areas in a development is to be clearly recognisable.

ix) Shared entries should serve a limited number of dwellings and be able to be locked.

x) Large expanses of wall and fences which may attract graffiti are to be avoided.

4.18 Materials and Finishes

Explanation

The selection of materials and finishes for development on the Prince Henry site is important for a number of reasons. As the site occupies a prominent position on the coast and is exposed to extreme weather conditions, the selection of building materials and finishes will play an important part in the appearance and longevity of the development.

The selection of materials and colours used on site is also important because of the site’s heritage significance. For development within and adjacent to the Historic Precinct, Applicants should refer to the Conservation Management Plan (CMP) and any relevant Specific Elements Conservation Policy (SECP) for any specific requirements for materials and finishes.

Materials and finishes selected should be consistent with the site’s coast location, and should contribute to the coastal character of the site. It is also important to consider environmental impacts of materials in terms of their whole life cycle (including their manufacture and disposal) when selecting construction and building materials, fittings, fixtures and appliances.

Objectives

- To select colours and materials that aesthetically relate to the coastal environment and respect the heritage significance of the site.
- To ensure building materials are chosen that can withstand climatic extremes.
- To ensure that new buildings relate sympathetically to neighbouring significant heritage buildings.
- To encourage the use of recycled and environmentally responsible materials.

Controls

i) A sample board, showing colours and finishes is to be submitted with the development application.

ii) Face brickwork must be limited to smooth face bricks, which range in colour from the cream of the sand-lime
bricks of the Flower Wards to the red of the Heffron Building.

iii) Mottled and highly textured bricks are not appropriate.

iv) Acceptable wall materials include natural stones, integrally coloured or painted render, face brickwork, timber, painted or coated sheet metals or composite panels, and naturally finished metals such as copper and zinc.

v) Where sandstone is proposed as a wall material, a thickness of 75mm to 100mm is required. Adhesive fixing is not appropriate.

vi) Acceptable roofing materials include sheet metal (zinc, copper, aluminium, colour-coated steel), terracotta tiles and slate. Acceptable colours for tiles and colour-coated metals are greys, neutral greens, and terracotta tones.

vii) Materials that provide surface relief and articulation are encouraged.

viii) Changes of colour and texture should be used to complement façade articulation.

ix) Applicants should refer to any relevant Specific Elements Conservation Policy (SECP) for any requirements for new development within or adjacent to the historic precinct (refer to Appendix F).

x) Consider a colour palette for new buildings which includes:

   **Walls:**
   - Neutral colours with low chroma values (such as colours similar to those of natural soils and stones and indigenous plant materials)
   - Sandstone
   - Greys
   - Low to medium reflectance

   **Accent colours:**
   - Different colours may be used for trims on a limited number of elements, such as external articulation elements.
   - White, black.
   - Bright, primary and secondary colours.

xi) Where floodlighting is proposed, it must not have any adverse impact on neighbouring properties, and must not provide an excessive upward component of light when mounted in a horizontal position.

### 4.19 Signs

**Explanation**
Appropriate signage is required for all uses to ensure the heritage significance of the site is retained and the desired future character is achieved.

**Objectives**

- To ensure signage on all buildings is consistent with the desired future character of the Prince Henry Site.
- To ensure signage respects the heritage significance of the Prince Henry Site.
Controls

i) Signage is to comply with F2: Outdoor Advertising of this DCP in so far as it respects the heritage significance of the Prince Henry Site and is consistent with its desired future character.

ii) Signage for retail, commercial and community group uses must be contained within the building envelope.

iii) Roof signage is not appropriate.

iv) Commercial signage on local shops is to be limited to identification signs. These may be located on shop front windows, above entrances or suspended under colonnades or awnings.

5 Sustainable Design

5.1 Total Water Cycle Management

Explanation

Water is a precious resource. Total water cycle management seeks to minimise impacts on the water cycle and sustainably maximise the use and reuse potential of available water sources by maximising stormwater infiltration, reducing stormwater discharge, protecting stormwater quality and facilitating water reuse.

Buildings can contribute to environmental sustainability by integrating measures for improved water efficiency. Landscaping is also a key factor as the types of surfaces and plants used in a development influence water demands, runoff and infiltration.

A total water cycle strategy (Appendix D) has been prepared for the whole Prince Henry site. This subsection of the DCP deals with water cycle management at the lot, building and individual dwelling scale. Applicants need to demonstrate how the proposed development is consistent with the total water cycle strategy for the Prince Henry Site.

a) and b) of this subsection currently apply to all development within the Prince Henry site, except for BASIX affected developments.

c) – Stormwater applies to all development within the Prince Henry DCP area.

Objectives

- To reduce consumption of potable water and encourage water reuse on site.
- To encourage the use of rainwater tanks in accordance with Section B3 of this DCP (excluding BASIX affected developments).
- To improve stormwater quality and minimise impacts on aquatic receiving environments.
• To ensure stormwater does not cause flooding or damage to any properties, remnant bushland, or public open space.

• To minimise the discharge of sediment and other pollutants during and post construction.

• To promote and encourage the replication of the natural stormwater cycle including infiltration and water quality treatment.

Controls

a) General

i) Development applications (excluding BASIX affected developments) are to include a report demonstrating how the proposed development is consistent with the Total Water Cycle Strategy (or any update) (see Appendix D) for the Prince Henry site. DA plans and Statements of Environmental Effects are to:
- contain details, including but not limited to, estimated water usage of the proposed development; and
- demonstrate how the proposal addresses the estimated water usage and the controls outlined in the following subsections.

ii) All developments (excluding BASIX affected developments) are to include a Stormwater Management Plan which demonstrates compliance with the objectives and the proposed method of stormwater management, re-use and disposal.

iii) Water efficient plumbing fixtures are to be incorporated into building design including, but not limited to, dual flush toilets and AAA rated taps and shower heads.

iv) In-sink food and waste disposal systems are not to be installed.

v) Water efficient local plant species should be used in landscaped areas.

b) Rainwater Tanks

i) Installation of rainwater tanks (excluding BASIX affected developments) is to be generally in accordance with Section B3 of this DCP and relevant Australian Standards.

c) Stormwater (applies to all development including BASIX affected developments)

i) All stormwater must be taken through a sediment / silt arrestor pit (or alternative Council-approved pollutant trap) prior to being discharged from the site. Applicants are advised to contact Council’s Drainage Engineer to obtain a copy of Council’s standard sediment / silt arrestor pit detail.

ii) Where possible, at least two thirds of the area occupied by car parks, car parking spaces, driveways, courtyards, pathways or similar must be laid with permeable paving (areas above underground car parking areas and underground car parking areas and driveway ramps steeper than 1 in 10 are excluded from the calculation for this requirement).

iii) Piped stormwater systems shall be designed for a minimum 20 year ARI storm event and provision shall be
made for safe overland flow for stormwater runoff up to the 100 year ARI storm.

iv) All habitable and storage areas (including garages and car parking areas) shall be raised a minimum of 300mm above the 1 in 100 year flood levels/overland flow depths (or suitably waterproofed up to this same level).

v) All site stormwater (in excess of that being retained on the development site for re-use) shall be discharged by:
   - gravity to the street drainage systems; and/or
   - as otherwise approved by Council in accordance with the Total Water Cycle Strategy for the site (refer to Appendix D).

5.2 Bushfire Risk Management

Explanation

There are two areas of remnant bushland within and surrounding the Prince Henry site, identified in Section 2.5 and Figure 3 of this Section. They are not classified as Bushfire Prone Land under the Rural Fires Act 1997. To manage bushfire risk, the then NSW Fire Brigades (currently Fire and Rescue NSW) nominated Asset Protection Zones (APZ) for development in the vicinity of these bushland areas, which are generally reflected in the site’s infrastructure design by way of buffers established by dedicated roads, paths and building setbacks. The requirements of the NSW Fire Brigades Bushfire Hazards Section are contained in Appendix B.

A key requirement is the provision of an Asset Protection Zone between the bushland and any development. An Asset Protection Zone is an area of land that is not built upon, and is measured from the edge of the identified bushland to the edge of the building. It can include roads and private open space.

In addition to the general provisions below, detailed requirements are included in the precinct specific controls in Subsection 6.

Objectives

- To minimise the risk of fire spread from the bushland areas and impacts on development within the Prince Henry site.
- To ensure development is in accordance with the requirements of Fire and Rescue NSW Bushfire Hazard Section.

Controls

i) All new development is to be consistent with the requirements of Fire and Rescue NSW Bushfire Hazard Section (refer also to Precinct Controls in Subsection 6).

5.3 Contaminated Land

Explanation

Based on detailed investigations for the Prince Henry Site, a staged remediation program was undertaken. Individual sites within the staged remediation program must be validated by the
Site Auditor as being fit for the purpose for which they are proposed, prior to the commencement of development works.

Objectives

- To ensure that any contaminated land, after remediation, is suitable for the purpose for which development is proposed to be carried out.
- To ensure that contaminated land is remediated prior to use.

Controls

i) The development site must be investigated, remediated, validated and certified prior to development in accordance with:

- NSW Contaminated Land Management Act 1997;
- EPA’s “Guidelines for Consultants Reporting on Contaminated Sites” 1997, and “Guidelines for the NSW Site Auditor Scheme” 1998 (or updated version);
- State Environmental Planning Policy 55 Remediation of Land; and
- Randwick City Council’s Contaminated Land Policy.

6 Precinct Specific Controls

This section contains precinct specific controls. These controls apply in addition to the general controls contained in the remainder of this Section.

To the extent of any inconsistencies between the general and precinct specific requirements, the precinct specific requirements prevail.

Each precinct section comprises:

- objectives;
- statement of desired character;
- precinct specific controls (text and Precinct Control diagram); and
- indicative cross section(s).

Building height, FSR and minimum landscaped open space requirements are set out in the Built Form Control table (Figures 6 and 7).

The relevant figures for the Precincts are located at the end of this section. Note that the figures show proposed lot numbering and boundaries that may be subject to change with subdivision applications. Nevertheless the specified controls will continue to apply. The figures do not show road details (including footpaths, verges, road lanes or parking) for clarity.

Note:

Applicants must demonstrate that the site analysis submitted as part of any DA, addresses the key principles outlined in Subsection 2
6.1 Precinct P1

Precinct P1 is located in the north and north-western corner of the DCP area and is directly accessible from Anzac Parade.

Key features within this precinct are the Northern Bushland Park and MaCartney Oval, located in the centre of the precinct, and the part of the Little Bay Geological site and Potential Ochre site located within the DCP area, along the northern boundary of the precinct. This precinct also contains the two northern road accesses to the site (i.e. Gubbuteh Road and Jenner Street).

Precinct Objectives

- To achieve a distinctive built form and strong streetscape character along Anzac Parade with buildings framing the entrance road to the precinct.
- To protect remnant bushland and the significant features of the Little Bay Geological site and potential ochre site.
- To reinforce the curved form of MaCartney Oval via a strong, consistent built edge.
- To ensure a consistent built edge along park and street frontages.
- To encourage a mix of housing types within the precinct whilst maximising view sharing.
- To provide a north-south biological link along the eastern edge of this precinct (forming part of a larger link across the Prince Henry site).

Desired Character

This precinct will contain a mix of residential buildings focused around MaCartney Oval and the Northern Bushland Park and towards the ocean views. The Northern Bushland comprises an area of Eastern Suburbs Banksia Scrub (ESBS), an endangered ecological community that occurs on the Prince Henry site in a number of locations.

Building height and density will vary across the precinct, ranging from four storey envelopes suited to residential flat buildings along the western, Anzac Parade frontage, through to two storey envelopes suited to medium density attached dwellings and multi-dwelling housing (such as terrace and courtyard houses) towards the centre of the precinct.

The building envelopes along the northern and eastern boundaries of the precinct suit low density detached and semi-detached housing. Development of this scale will retain a sense of openness, a significant characteristic of the site, and views and vistas to the ocean from all parts of the site. Building envelopes in the central part of the precinct will provide a transition in density and scale between the taller four storey envelopes along Anzac Parade and the two storey envelopes along the northern and eastern edges of this precinct.
Building siting and design will maximise view-sharing opportunities. View corridors will offer visual and physical links between communal and private open space. The building envelopes have been designed so that where possible, communal open spaces are located adjacent to the remnant bushland or opposite other communal open spaces to create a feeling of a larger landscaped area and ensure that the landscape is not dominated by buildings. The detached dwelling allotments are located along the site’s northern and north-eastern boundary and adjacent to the golf course, which will create a feeling of open space that is more extensive than the private open space of each individual allotment.

A former oval on site has been incorporated into a similar scale open space (MaCartney Oval), with a pedestrian connection to the local shops in Precinct P2. Pedestrian paths also run along the edges of the Northern Bushland Park, linking it to Anzac Parade.

Low fencing and substantial landscaping along the Anzac Parade boundary will provide a green corridor along Anzac Parade.

**Little Bay Geological site and Potential Ochre site**

The Little Bay Geological site (which extends across the northern boundary of the Prince Henry site onto adjacent land) is a site of national significance. It provides evidence of topography, relative sea level, vertical land movements and coastal landscape prior to the formation of Sydney Harbour and other coastal valleys. The Little Bay Geological site has been divided into three management areas (the Critical Exposure Area, the Cleared Area and the Palaeovalley Area) which also extend across the northern boundary of the Prince Henry DCP site onto adjacent land. The Critical Exposure Area includes outcrops of exposed rock, clay shale and gully-fill sands.

The part of the Critical Exposure Area within the Prince Henry site (and within this precinct) is to be retained (exposed) to form the ‘Geological Reserve’. The Cleared Area within the Prince Henry site (and this precinct) will be largely filled over to protect its significant surfaces.

The Potential Ochre site, which has been identified as a potentially significant Aboriginal site, also extends across the northern boundary of the Prince Henry site onto adjacent land. Although largely underground within the Prince Henry site (and within this precinct), the Potential Ochre site is exposed within the Geological Reserve (Critical exposure area) which will remain exposed to allow for interpretation.

Those areas of the Little Bay Geological site and the Potential Ochre site within the Prince Henry site are to be managed together with those areas on adjacent lands.

**Controls**

In addition to the general controls contained in this Section the following controls also apply to development within this precinct.
Built Form

i. Building height, FSR and landscaped open space for all lots in Precinct P1 are to comply with the controls set out in the Built Form Control Table (Figures 6 and 7).

Note:
1. Maximum height and FSR may not be able to be achieved in all instances, however the requirements for minimum landscaped open space must be achieved in all instances.
2. Lofts are permitted in identified locations. These locations have been identified to enable a diversity of housing types whilst minimising the impact of development on the existing heritage buildings in the adjacent Historic Precinct.

ii. Maximum building envelope depth for apartment buildings (3-4 storeys) is 13 metres.

Note: building envelope excludes building articulation depth.

iii. All new buildings are to have a parallel alignment to the primary street frontage.

iv. New buildings are to be sited and designed to form a strong, predominantly continuous built edge to the primary street frontage and public parks and pathways, namely Anzac Parade, Gubbuteh Road, Jenner Street, Lister Avenue and Mayo Street, and MaCartney Oval and connecting path to the corner of Anzac Parade and Pine Avenue.

v. Buildings are to be articulated along the facades identified on Figure 8 - Precinct P1-1.

- minimum articulation depth 2m

Note: buildings should be appropriately articulated using a combination of measures. Refer to Subsection 4.6 Building Articulation for further details.

vi. The following minimum setbacks apply to all buildings in Precinct P1, unless otherwise specified in Figure 8:

- front setback 3m
- side setback (detached dwelling houses) 1.5m
- side setback (where side property boundary adjoins a road or public pedestrian path) 3m
- side setback (where side property boundary adjoins the Little Bay Geological Site – Critical Exposure Area) 2m
- rear setback (dwelling houses along northern site boundary and adjoining golf course) 8m

Note: side and rear setbacks for detached dwelling houses have been designed to maximise opportunities for view sharing.

vii. Buildings along Anzac Parade (four storey, plus loft in identified locations) are to provide a built form consistent in height and scale along Anzac Parade, and are to frame the entrance roads to the precinct. The building envelope for Lot 1-2 should provide for a landscaped area at the rear, to allow views northwards to the ocean.

viii. All development is to maximise the opportunity for view sharing. Maximum building height and FSR for detached dwelling houses may not be achieved where views (from private and public open spaces) would be unreasonably obstructed. View analysis details are to be included as part of the site analysis submitted at DA stage.
ix. All buildings are to be setback 7m from the Anzac Parade property boundary and should form a strong, consistent built edge along Anzac Parade.

x. Buildings adjacent to Anzac Parade are to incorporate a 3m landscaped strip (as part of the 7m setback) and low fencing (700mm high), with both fencing and landscaping contributing to privacy, a high level of amenity and a consistent streetscape.

xi. Buildings surrounding MaCartney Oval are to follow the street and park alignment and reinforce its curved form.

xii. Development in Lot E1 is to match the front building alignment of the adjacent heritage building (former Institute of Tropical Medicine).

Landscaping

xiii. Landscape planting on sites adjacent to the Northern Bushland Park must not impact on the environmental processes of the remnant stands of Eastern Suburbs Banksia Scrub in the Northern Bushland Park.

xiv. Buildings surrounding the Northern Bushland Park must demonstrate no adverse overshadowing impacts on this bushland.

xv. Landscaping, paths, driveways and the like, adjacent to the Northern Bushland Park, are to be designed to ensure no stormwater run off into the remnant bushland areas.

xvi. Landscaping plans must demonstrate that species planted will not result in any adverse weed invasion or overshadowing of this bushland.

xvii. An asset protection zone of 6m (minimum) should be provided between new buildings and any remnant vegetation in the Northern Bushland Park (Figure 8) consistent with the requirements of Fire and Rescue NSW, Bushfire Hazards Section (See Appendix B). As shown on Figure 8, this asset protection zone should take the form of publicly accessible paths and private driveways.

Heritage

xviii. All development must be in accordance with the Conservation Management Plan, Archaeological Management Plan and any relevant Specific Elements Conservation Policy and must demonstrate that:

- new buildings maintain an appropriate setting for the former Matron Dickson Nurses Home, the Artisans Cottages, Institute of Tropical Medicine and former Motor Garage (all located in the adjacent Historic Precinct – see Figure 18);
- the Critical Exposure Area of the Little Bay Geological Site (which also contains the exposed part of the Potential Ochre Site) is to be retained intact, and new development is to be designed to minimise impacts on this area;
- new development on lots within the Cleared Area of the Little Bay Geological Site and within the boundaries of the Potential Ochre site is designed so that non-essential excavation or scouring of significant rock surfaces is
avoided;  
• the number and size of footings on the exposed rock surfaces within the Cleared Area and Potential Ochre site are minimised;  
• ground level adjustments within the Cleared Area and extent of the Potential Ochre site are made by fill, not excavation; and  
• excavation within the possible extent of the Palaeovalley Area should not be below RL 26 unless endorsed by Randwick City Council and the NSW Office of Environment and Heritage.

xix. Car parking for development within the Cleared Area and/or Potential Ochre site must be provided above ground to prevent any damage to their significant features.

xx. Development must demonstrate consideration of the Bushland Plan of Management (POM), and the Little Bay Geological Reserve Plan of Management (POM). In particular, development must meet the objectives of these POMs.
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

**Figure 8: Precinct P1-1**
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 9: Precinct P1-2
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 9A: Precinct P1-3
6.2 Precinct P2

Precinct P2 is located adjacent to Anzac Parade at the Pine Avenue entrance to the DCP area.

Key features within this Precinct are Pine Avenue, which is the main entrance to the Prince Henry site. Significant historic elements including the entrance gateposts to the former hospital and the alignment of Pine Avenue form part of the adjoining historic precinct (which encompasses the majority of significant historic elements within the central part of the DCP area); however these elements have an important relationship with the development of Precinct P2.

Key views include the view along Pine Avenue, and the view towards the former Pathology Department Building, the Clocktower and Flowers Wards and beyond.

Precinct Objectives

- To create a local neighbourhood centre that provides for the needs of new residents and the existing community in the locality.
- To reinforce Pine Avenue as the gateway to the Prince Henry site.
- To create a strong, consistent built edge along Anzac Parade.
- To ensure new development maintains views along Pine Avenue to the Entrance Gates, Gateposts, Gatehouse, Flowers Wards, Clocktower and beyond.
- To encourage a mix of neighbourhood scale retail, commercial and residential uses that will create a vibrant and attractive local neighbourhood centre.

Desired Character

This precinct will contain a neighbourhood centre located at the Pine Avenue entrance to the site. The centre will contain a mix of retail, commercial and community uses, including a potential medical centre and potential supermarket, with apartments above. The centre will serve the adjoining neighbourhoods.

Building height within the precinct is generally four storeys, with a component in Lot 19 stepping down to three storeys opposite Flowers Ward 1 to create a transition in scale between development fronting Anzac Parade and the adjoining Historic Precinct to the east.

Buildings are to provide a strong built edge to Anzac Parade, and active frontages are encouraged along all streets and public paths where activity strips are identified within this precinct (refer to Figure 6). Buildings along Pine Avenue will provide a strong, consistent alignment to reinforce the historic alignment and significance of Pine Avenue. Colonnades and broad pavements will extend along Pine Avenue at ground level, providing sheltered outdoor areas for social interaction.
A public path provides a direct pedestrian and visual link between the neighbourhood centre/Anzac Parade and MaCartney Oval and the northern part of the site.

A small parking area for the neighbourhood centre will be clearly separated from resident parking (to be located underground). The neighbourhood centre parking is provided at-grade (to maximise accessibility for less mobile people) in well landscaped car park(s), which will be screened from surrounding buildings and roads by the neighbourhood centre buildings. At grade car park(s) will be designed to maximise opportunities for water sensitive urban design (e.g. stormwater collection and re-use).

Controls

In addition to the general controls contained in this Section, the following controls also apply to development within this precinct:

**Built Form**

i. Building height, FSR and landscaped open space for all lots in Precinct P2 are to comply with the controls set out in the Built Form Control Table (Figures 6 and 7).

*Note: Maximum height and FSR may not be able to be achieved in all instances; however the requirements for minimum landscaped open space must be achieved in all instances.*

ii. Development is to comply with the setbacks shown on Figure 10 Precinct P2-1.

iii. New buildings are to present a strong built edge to Anzac Parade and Pine Avenue.

iv. The preferred design solution for the corner of Anzac Parade/Pine Avenue corner of Lot 19 is a strong built corner and entry to the site, which follows the building envelope edge shown in Figure 10.

Alternative design solutions (such as a landscaped plaza) may be considered, subject to the applicant demonstrating that this solution meets the objectives of this Section and is a preferable design solution to the preferred option outlined above.

v. Building depth is to maximise opportunities for cross ventilation and dual aspect apartments.

vi. Active frontages are to be provided along Pine Avenue, Anzac Parade, and the southern side of Lot 18.

vii. Lot 18 is to provide an active frontage which maximises outlook over the pathway (which links the corner of Pine Avenue/Anzac Parade to McCartney Oval) to maximise pedestrian amenity and safety (see Figure 10 for setback requirements).

viii. All buildings are to be setback 7m from the Anzac Parade property boundary to form a strong, consistent built edge along Anzac Parade.

ix. Development in Lots 18 and 19 is to match the building
alignment of the adjacent heritage buildings, as shown on Figure 10.

x. Awnings over a public footway are to be:
   - a minimum clear height of 3m above the footpath
   - not less that 600mm from the edge of the road/kerb.

Landscaping
xi. Details of the proposed landscaping along the Anzac Parade and Pine Avenue frontage (including paving materials and planting) are to be submitted at DA stage.

xii. Landscaped roof terraces may be used to provide communal open space for the residential levels of the buildings.

xiii. At-grade car parking is to be well landscaped and is to maximise opportunities for deep soil areas and effective water cycle management.

Heritage
xiv. All development must be in accordance with the Conservation Management Plan, Archaeological Management Plan and any relevant Specific Elements Conservation Policy and must demonstrate that:
   - New buildings maintain an appropriate setting for the Historic Precinct, particularly significant buildings and landscape features in the vicinity such as the Gateposts and Gatehouse, former Pathology Department Building, as well as views along Pine Avenue to the Clocktower, former Flowers Wards and beyond (see also Section 2.4 Views and Vistas).
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 10: Precinct P2-1
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 11: Precinct P2-2
6.3 Precinct P3

Precinct P3 is located in the south western corner of the DCP area. It is bounded by the neighbourhood centre precinct to the north, the Historic Precinct and Brodie Avenue to the east, Anzac Parade to the west and remnant bushland to the south.

A key feature of the precinct is its elevated location. The precinct contains a small number of significant landscape elements, such as sandstone outcrops and the entrance gates to the former Chief Executive Officer’s (CEO) residence, which are to be incorporated within new development.

Precinct Objectives

- To achieve a transition in scale from the neighbourhood centre precinct to lower scale development to the east.
- To achieve a strong landscape edge along Anzac Parade.
- To protect remnant bushland and significant landscape features.
- To ensure that the bulk, scale and design of new development complement adjacent heritage buildings.
- To encourage simple, rectilinear block building forms which relate to the adjacent Flowers Wards.
- To encourage a mix of housing types.

Desired Character

Development within this precinct will comprise aged care accommodation, residential development and a women’s health facility. These three different types of development are proposed to be quite separate entities, and require visual separation via landscaping to act as a buffer between uses, to ensure appropriate levels of privacy. A key design objective for this precinct is to ensure outlooks from future buildings are to trees rather than adjacent buildings.

This precinct contains significant rock outcrops and a number of significant trees. These landscape elements have been a key influence on building envelope design, indicative lot subdivision and indicative vehicular entry point location within this precinct, to ensure future development does not affect these elements.

The built form controls of this precinct generally continue the pattern of Precincts P1 and P2, with the tallest building envelopes located along Anzac Parade and stepping down to the adjacent bushland (south of this precinct). The building envelopes also step down in height towards Brodie Avenue, to result in a built form compatible in scale with the adjacent buildings in the historic precinct.

Buildings are to be well set back from Brodie Avenue so as not to compete visually with the former Flowers Wards opposite, and to conserve the sandstone rock cuttings and outcrops (identified in
Figure 12, Precinct P3-1 Plan as LE-15). Buildings should have simple, rectilinear forms to relate to the historic Flowers Wards.

The women’s health facility, Jarrah House, located in the south western corner of this precinct, will be low scale and will be visually separated from the rest of the site, by screen planting, with separate access from Anzac Parade. This facility will have direct vehicular access from Anzac Parade. This is the only direct access appropriate along Anzac Parade (in addition to the 3 main access roads to the Prince Henry site: Jenner Street; Pine Avenue; and Jennifer Street / Harvey Street).

The landscape design of the aged care accommodation is to incorporate the entrance gates to the former CEO’s Residence.

The tallest building (5 storeys) is located along the southern edge of this precinct, adjacent to the Delaney Building, which is in the historic precinct. This building is required to be of an alignment, scale and form that avoids adverse impacts on the remnant bushland to the south and respects the nearby heritage buildings to the north and east, including the Flowers Wards and the Heffron and Delaney Buildings. This site (Lot 31) has been amalgamated with the site of the Delaney Building (Lot 32) to make more effective use of floor space and to facilitate a shared parking arrangement.

Low fencing and substantial landscaping along the site’s Anzac Parade edge will provide a green corridor along Anzac Parade.

**Controls**

In addition to the general controls contained in this Section the following controls also apply to development within this precinct:

**Built Form**

i. Building height, FSR and landscaped open space for all lots in Precinct P3 are to comply with the controls set out in the Built Form Control Table (Figures 6 and 7).

   **Note:**
   1. Maximum height and FSR may not be able to be achieved in all instances; however the requirements for minimum landscaped open space must be achieved in all instances.
   2. Lofts are permitted in identified locations. These locations have been identified to minimise the impact of development on the existing heritage buildings in the adjacent Historic Precinct.
   3. The attached houses on Lots 22-30 will be a maximum of 2 storeys (with roof terraces) at the northernmost block and the centre block and a maximum of 3 storeys (with roof terraces) at the southernmost block, as identified on Figure 12, Precinct P3-1.

ii. The following minimum building setbacks apply, unless otherwise specified in Figure 12:

   Anzac Parade property boundary          7m
   Brodie Avenue property boundary          7m

   **Note:** a large setback to Brodie Avenue is required to accommodate a change in ground level and to ensure landscape elements (rock cuttings and outcrops) are adequately protected.
iii. Buildings adjacent to Anzac Parade are to be aligned and designed to give an attractive edge and address to Anzac Parade.

iv. Residential building setback areas facing Anzac Parade are to incorporate a 3m landscaped strip (as part of the 7m setback) and low fencing, with both fencing and landscaping contributing to privacy and a high level of amenity.

v. Development in Lot 20 is to match the building alignment of existing heritage buildings (in the adjacent Historic Precinct), as identified on Figure 12.

vi. Development in Lot 22-30 will have a setback of 9m from Brodie Avenue at the northernmost block to protect the rock ledge and the setting of the Flowers Wards. The setback at the centre and southernmost blocks will be 3m to allow for a landscaped strip to define Brodie Avenue, as identified on Figure 12.

Landscaping
vii. Landscaping plans for lots adjacent to remnant bushland must demonstrate that species planted will not result in any weed invasion or overshadowing of this bushland.

viii. An asset protection zone of 8m (minimum) is to be provided between new buildings and any remnant bushland consistent with the requirements of Fire and Rescue NSW, Bushfire Hazards section (see Subsection 5.2 and Appendix B).

ix. Buildings adjacent to the southern bushland must demonstrate no adverse overshadowing impacts on this bushland.

x. Landscaping, paths, driveways and the like, adjacent to the southern bushland are to be designed to ensure no stormwater run off into the remnant bushland areas.

xi. Development must demonstrate consideration of the Bushland Plan of Management (POM). In particular, development must meet the objectives of this POM.

Heritage
xii. All development must be in accordance with the Conservation Management Plan, the Archaeological Management Plan and any relevant Specific Elements Conservation Policy and must demonstrate that:

- New buildings maintain an appropriate setting for the Historic Precinct including significant buildings and landscape features in the vicinity such as the Flowers Wards, Henry’s Trading Post, Heffron House and the Delaney Building (see Figures 18-19);
- The entrance gates to the former CEO’s Residence are to be incorporated into the landscaping for the Aged Care facility.
- significant landscape heritage elements such as outcropping sandstone adjoining the Historic Precinct are conserved and incorporated into the landscape design for new development; and
- landscaping in this precinct complements that in the adjoining Historic Precinct.
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 12: Precinct P3-1
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 13: Precinct P3-2
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 13a: Precinct P3-3
6.4 Precinct P4

Precinct P4 is located in the south-eastern part of the DCP area adjoining the Coast Golf Course.

Key features within this precinct are Bob-A-Day Park and the adjoining Golf Course buffer separating the DCP area from the golf course. This precinct adjoins the Historic Precinct to the north and west, and an area of remnant bushland, also to the west. The topography slopes down to the east towards the golf course and coast.

Precinct Objectives

- To create a consistent edge of buildings facing Ewing Avenue that respect the heritage buildings opposite and step down toward the golf course.
- To protect remnant bushland to the south west and within the buffer strip and Bob-A-Day Park, and provide for a vegetated link along the southern boundary of the DCP area between the Jennifer Street remnant bushland and the golf course buffer.
- To maximise view sharing within the precinct and from the historic precinct.

Desired Character

This precinct will be characterised by residential uses in the form of dwelling houses which will be accessed from Ewing Avenue and a new loop road that has been aligned to protect the view corridors from Flowers Wards 5 and 6. Significant open space will link to the golf course and beyond. Dwellings will be a maximum of two storeys in height immediately opposite the former Flowers Wards. This precinct also includes a medical research facility (Lot 33a) of 3 storeys in height.

The precinct overlooks the Coast Golf Course and adjoins open space to the north, east and south west. New development will maximise view opportunities and open up view corridors from significant places within the adjoining historic precinct, including the main axis of the former Flowers Wards.

The dwellings which line Ewing Avenue will form a group of buildings of height and scale consistent with the former Flowers Wards buildings. The dwellings will be set behind a wall on the Ewing Avenue frontage that will be designed as a single entity. The wall will present as a consistent element to establish a uniform appearance opposite the Flowers Wards. A built form that steps down in response to the precinct's sloping topography is encouraged.

Key open spaces in this precinct include Bob-A-Day Park and the linear buffer strip running along the eastern edge of the site. Pedestrian and cycle connections will be provided along the buffer strip connecting Bob-A-Day Park to Coast Hospital Memorial Park, while also providing for a vegetated north-south habitat corridor. Pedestrian paths will also connect the Historic Precinct to the buffer strip.
Controls

In addition to the general controls contained in this Section the following controls also apply to development within this precinct:

Built Form

i. Building height, FSR and landscaped open space for all lots in Precinct P4 are to comply with the controls set out in the Built Form Control Table (Figures 6 and 7).
   1. Maximum height and FSR may not be able to be achieved in all instances; however the requirements for minimum landscaped open space must be achieved in all instances.
   2. The ten detached dwelling lots (D46-D50, D56-D60) directly opposite the Flowers Wards may achieve a maximum FSR of 0.75:1 in order to strengthen the built form adjacent to the heritage buildings. All other detached dwellings may achieve a maximum FSR of 0.5:1 consistent with similar dwelling houses in Precinct P1.

ii. The following minimum building setbacks apply, unless otherwise specified in Figure 14:

   Setback from Ewing Avenue: 3m
   
   Side setback (where property boundary adjoins a road or pedestrian path or park): 4.5m
   
   Rear setback and/or setback from boundary adjoining remnant bushland: 8m

iii. New buildings facing Ewing Avenue are to create a strong built edge of setback, scale and height and to be consistent with the scale and form of the historic Flowers Wards.

iv. Buildings in Lots 33a and 33b are to be articulated along the facades identified in Figure 14 Precinct P4-1. Minimum articulation depth required is 2m.

v. Buildings in Lots 33a & 33b and D66 & D68 are to address the park with articulated facades including windows that overlook the park.

vi. Development in Lots D66 and D68 is to match the building alignment of the Flowers Wards opposite, indicated on Figure 14.

vii. All development is to maximise the opportunity for view sharing. Maximum building height and FSR for detached dwellings may not be achieved where views (from private and public open spaces) would be unreasonably obstructed. View analysis details are to be included as part of the site analysis.

viii. Demonstrate that building design does not obstruct views along Ewing Avenue and along the axis with the Flowers Wards.

Landscaping

ix. Planting is to comprise local native species, primarily low in mature height, to maintain views and vistas of Little Bay and
the adjoining coastal scenery from both the private and public domain.

x. Landscape Plans for lots adjacent to remnant bushland and the buffer strip are to demonstrate that species planted will not result in any weed invasion or overshadowing of indigenous vegetation.

xi. Lots 33a and 33b are to comprise suitably designed landscaping along their southern boundaries to provide a continuous, vegetated link along the southern boundary of the DCP area, between the Jennifer Street remnant bushland and the golf course buffer.

xii. An asset protection zone of 8m is to be provided between new buildings and remnant bushland or the buffer strip, and the golf course consistent with the requirements of Fire and Rescue NSW, Bushfire Hazard section (see Subsection 5.2 and Appendix B).

xiii. Landscaping, paths, driveways and the like, adjacent to the southern bushland are to be designed to ensure no stormwater run off into the remnant bushland areas.

xiv. Development must demonstrate consideration of the Bushland Plan of Management (POM). In particular, development must meet the objectives of this POM.

Heritage

xv. All development must be in accordance with the Conservation Management Plan (CMP), Archaeological Management Plan (AMP) and any relevant Specific Elements Conservation Policy (SECP) and must demonstrate that:

- new buildings maintain an appropriate setting for the Historic Precinct including significant buildings and landscape features in the vicinity such as the Flowers Wards and the Heffron and Delaney Buildings;
- view corridors from the central axes of Flowers Wards 5 and 6 are recovered and maintained; and
- the significant quarried sandstone pieces will be conserved and incorporated into the landscaping for Bob-A-Day Park.
Note: 1) The lot numbers and boundaries may be superseded as subdivision continues across the site.

2) The storey control for Lot 65, DP 270427 (noted as Lot 33b above) has been revised to 5 storeys for the full building envelope, consistent with its height control under RLEP 2012.

**Figure 14: Precinct P4-1**
Note: 1) The lot numbers and boundaries may be superseded as subdivision continues across the site.

2) The storey control for Lot 65, DP 270427 (noted as Lot 33b above) has been revised to 5 storeys for the full building envelope, consistent with its height control under RLEP 2012.

Figure 15: Precinct P4-2
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 16: Precinct P4-3
6.5 Precinct P5

Precinct P5 is located on the eastern side of the DCP area at the end of Pine Avenue. It is bound by the Historic Precinct to the north and the Coast Golf Course to the east, south and west.

This precinct will contain a community centre (Prince Henry Centre), to serve the needs of residents and the surrounding suburbs, as well as specific needs such as cultural facilities, as part of Council’s program for integrated, multi-purpose community facilities across Randwick City. This precinct has a close visual relationship with the Chapel (within the adjoining Historic Precinct) and the coast.

Precinct Objectives

- To provide for a multi-purpose community centre for the residents of the Prince Henry site and beyond.
- To ensure that the community facility becomes a model development in terms of sustainable development.
- To ensure that new development sits within the landscape and that the visual prominence of the Chapel is retained.
- To retain the open landscape character of the Prince Henry site.

Desired Character

This precinct will contain a new multi-purpose community centre (Prince Henry Centre). The design emphasis will be on enhancing the existing landscaping along access roads and the golf course edges and to soften the appearance of the proposed community building.

The community and recreation uses of this building may require a building form that differs quite substantially from other buildings (new and existing) on the Prince Henry Site. The new building must not however dominate the landscape or compete with the nearby Chapel when viewed from within the site or from the coastline, nor should it block significant views to the coastline.

Accordingly, the built form will comprise a combination of indoor and outdoor spaces that relate to the topography of this part of the site and which offer opportunities for enhancing the existing landscaping. This may result in a single building, but may also result in a number of linked buildings and/or ancillary buildings.

The building will incorporate a range of measures, which set the highest benchmark in terms of sustainable development, all of which are suitably integrated into its design.

Landsaping will retain the open grassy character of the site, with local, drought-tolerant native plant species.
Controls

In addition to the general controls contained in this Section the following controls also apply to development within this precinct:

Built Form
i. Building heights, FSR and landscaped open space are to comply with the Built Form Control Table (Figures 6 and 7). *Note: Maximum height and FSR may not be able to be achieved in all instances; however the requirements for minimum landscaped open space must be achieved in all instances.*

ii. Development is to comply with the minimum setbacks and alignments shown in Figure 17 Precinct P5.

iii. The building envelope in Figure 17 is indicative only, and may vary subject to compliance with these controls at DA stage.

iv. Building frontages are to be aligned with street frontages.

v. New buildings should be of a scale that does not dominate the landscape or visually compete with the Australian Nurses War Memorial Chapel. Refer to Figure 17 for building alignment requirements.

vi. A full range of passive and active sustainable design measures are to be incorporated into the community facility building to maximise opportunities for renewable energy use and minimise demand for water and other finite resources.

vii. The development of the Community Centre is to be in accordance with the Developer Agreement.

Landscaping
viii. Significant landscape elements such as cultural plantings are to be conserved. Landscaping in this precinct should complement that in the adjoining Historic Precinct.

Heritage
ix. All development must be in accordance with the Conservation Management Plan, Archaeological Management Plan and any relevant Specific Elements Conservation Policy and must demonstrate that:

- the new building(s) maintain an appropriate setting for the Historic Precinct including significant buildings and landscape features in the vicinity, including the Interdenominational Nurses War Memorial Chapel, and Pine Avenue; and
- excavation in the possible extent of the palaeovalley area should not go below RL 26 unless endorsed by Randwick Council and the NSW Office of Environment and Heritage.
6.6 Historic Precinct

The Historic Precinct comprises the centre of the DCP area and contains the majority of the existing built and landscape heritage elements that contribute to the heritage significance of the Prince Henry Site, representing the key elements of the former Coast Hospital and Prince Henry Hospital.

Precinct Objectives

- To conserve the heritage significance of the Historic Precinct and its setting.
- To conserve significant built and landscape elements while adapting them to suitable new uses.
- To ensure that new development respects the historic structure and layout of the precinct and relates sympathetically to significant built and landscape elements within the precinct.

Desired Character

This precinct will accommodate a variety of residential development, community uses, and housing for older people. This will be achieved largely by appropriate adaptation of existing significant buildings, areas of sensitive ‘infill’ development, complemented by areas of open space.

Significant built and landscape heritage elements within the Historic Precinct will be conserved. Aboriginal and Historical archaeological relics and sites within the precinct will be managed, recorded and conserved as appropriate.

The streetscape of the Historic Precinct will continue to be strongly influenced by the many retained built and landscape heritage elements as well as the existing road structure and layout. Pine Avenue and its Norfolk Island pine trees will continue to be the dominant landscape element. The structure and general layout of the precinct will be retained, together with the open character of the landscape.

Development within the Historic Precinct will primarily comprise conservation and adaptation of existing heritage buildings on site (for residential, community and small scale local retail uses), with small pockets of new development.

New development within the northern part of the Historic Precinct will comprise a single storey detached dwelling (Lot 12) at the south-western end of the existing Artisans Cottages, and 3-4 storey apartment buildings along the northern side of Pine Avenue (Lots 9 and 10), adjacent to former hospital buildings of similar scale. A 2 storey multi-unit building will be located to the north of Flowers Ward 5 on the site of a demolished hospital building. The building will be of a form and scale that is sympathetic to the adjacent Flowers Ward.

At the southern end of the Historic Precinct, the DCP makes provision for an extension to the Delaney Building (Lot 32). This site (Lot 32) has been amalgamated with the adjoining Lot 31 in
Precinct P3 to make more effective use of floor space and to facilitate a shared parking arrangement. The minimum landscaped open space requirements for this lot are lower due to its proximity to Bob-A-Day Park and the remnant bushland at the southern end of the DCP area. The remnant bushland will provide a “green outlook” for residential development on this Lot, giving the perception of substantial open space, while Bob-A-Day Park will provide accessible open space for passive and small scale active recreation. The existing Delaney building influences the south-facing location of the extension allowed and the location of open space on this lot, which is atypical and does not establish a precedent for other lots.

It is important that new development complements the established character of the precinct by having a compatible scale and architectural character, and through careful consideration of the spaces between buildings.

Controls

In addition to the general controls contained in this Section the following controls also apply to development within this precinct:

Built Form

i. Building height, FSR and landscaped open space for all lots in the Historic Precinct are to comply with the controls set out in the Built Form Control Table (Figures 6 and 7).
   1. Maximum height and FSR may not be able to be achieved in all instances; however the requirements for minimum landscaped open space must be achieved in all instances.

ii. The maximum height of the extension to the Delaney Building (Lot 32) must not exceed the existing ridge height of the Delaney Building (see Figure 20), with a minimum floor to ceiling height of 2.7 metres for all floors.

iii. New developments are to be in accordance with the policies contained within the Conservation Management Plan (CMP), Archaeological Management Plan (AMP), and any relevant Specific Elements Conservation Policies (SECP).

iv. Development is to comply with the setbacks and ‘match building alignment’ controls identified on Figures 18-19.

v. Development is to demonstrate that views (both from the private and public domain) identified on Figures 18-19 are maintained. Details of the view analysis are to be included at DA stage.

vi. New buildings should respect the blocky rectilinear form of the most significant buildings such as the Flowers Wards and the Matron Dickson Nurses Home without mimicking their character or appearance.

vii. New buildings should be designed so they are appropriate in terms of their character, scale, massing, materials and details, setback and orientation to the existing buildings and spaces within the Historic Precinct.

Landscaping
viii. Landscape planting is to complement and not compete with the highly significant plantings of Norfolk Island Pine trees along Pine Avenue.

ix. The historically open character of the landscape in the precinct should be retained.

x. New planting should be in accordance with the suggested species list included as Appendix A.

**Heritage**

xi. All development must be in accordance with the Conservation Management Plan (CMP), Archaeological Management Plan (AMP), and any relevant Specific Elements Conservation Policy (SECP), and must demonstrate that:

- historic and visual relationships of buildings and groupings of buildings are retained;
- the symmetry and axial siting of the Flowers Wards and Heffron and Delaney buildings are respected and reinforced;
- view corridors from the Flowers Wards and the visual link from the Avenue of Coral Trees to the former Matron Dickson Nurses Home are opened up (Figure 4);
- the visual prominence of the Clock Tower and the Chapel as viewed from Pine Avenue is maintained;
- new buildings along Pine Avenue follow the road alignment and the alignment of the early road from Pine Avenue to the former Institute of Tropical Medicine;
- that adequate curtilages and settings are defined, protected and maintained around significant buildings, groups of buildings and spaces;
- that a consistent approach to the conservation of the Flowers Wards and their settings is maintained; and
- excavation of the palaeovalley should not go below RL 26 unless endorsed by Randwick City Council and the NSW Office of Environment and Heritage.

**Parking**

xii. Where surface parking is provided within private lots within this precinct, it is not to detract from the setting of significant buildings.
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 18: P Historic-1
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 19: P Historic-2
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 20: P Historic-3
Note: The lot numbers and boundaries may be superseded as subdivision continues across the site.

Figure 21: P Historic-4
Figure 22: P Historic-5
Appendices

Appendix A: Recommended List of Suitable Native Species for the Prince Henry Hospital Redevelopment Site

**Trees:**
- Banksia integrifolia
- Casuarina glauca
- Eucalyptus piperita
- Eucalyptus robusta
- Eucalyptus sieberi
- Eucalyptus obtans
- Angophora costata
- Melaleuca armillaris

**Shrubs:**
- Baeckea imbricata
- Banksia marginata
- Banksia spinulosa
- Callistemon hybrids
- Correa alba
- Grevillea hybrids
- Westringia fruticosa
- Hakea gibbosa

**Groundcovers:**
- Carpobrotus glaucescens
- Chrysocephalum apiculatum
- Dianella congesta
- Grevillea hybrids
- Isolepis nodosa
- Themeda australis
- Brachychome multifida
- Lomandra tanika
- Hibbertia scandens

The species in this list are suitable for dry, windy, coastal sites with nutrient-poor soils. They require relatively little maintenance. The trees and shrubs do not have fleshy fruits, so as not to promote the spread of larger, more aggressive birds, which may result in the loss of smaller native species.

The list has also been compiled to address the provenance issue, as it relates to loss of genetic biodiversity, due to use of non-local provenance planting material. Hence, only a few native species present in bushland in the vicinity of the Prince Henry site have been chosen for this list.
NSW Fire Brigades (currently Fire and Rescue NSW),
Specialised State Operations, Bushfire / Natural Hazards Section

NEW SOUTH WALES FIRE BRIGADES
SPECIALISED STATE OPERATIONS
Amarina Avenue GREENACRE NSW 2190
Private Locked Bag 13 GREENACRE NSW 2190
Telephone: (02) 9742 7155 Facsimile: (02) 9742 7381
All Communications to be addressed to The Commissioner

14 September 2001

CHO/01691

EDAW
PO Box 91
ST LEONARDS NSW 1590

Dear Mr Lang

Bushfire Risk Management Recommendation for Prince Henry Hospital

The NSW Fire Brigades carried out a bushfire risk assessment of the surrounding bushlands bounding Prince Henry Hospital on 30 August 2001. The assessment results and recommendations are as follows:

- **Eastern Perimeter Bounding onto Golf Course**:

  The eastern perimeter has a covering of old coastal tea tree at a height of approximately 12 metres that runs parallel to the hospital buildings and existing sealed roadway. This small parcel of bush also incorporates a heavy ground covering of bushfire fuel beneath these trees which would support a fire should this area be ignited.

  The inspecting Officer was informed that these trees would stay to act as a divider between the golf course and the hospital. The Officer was also informed that it was the intention to plant further tea trees to the north to complete the division between the golf course and the hospital.

  **Recommendation**:

  Due to the size of the existing coastal tea trees and ground fuel beneath and the intention to plant new trees, it is the recommendation of the inspecting Officer that an asset protection zone of not less than 8 metres remain parallel to any existing or new building.

- **Southern Perimeter**:

  The southern perimeter will incorporate a newly constructed roadway of 3.5 metres. As informed by Edaw the closest building in this area to the existing bushland will be approximately 12 metres, which is more than sufficient to act as an asset protection zone. The recommended requirements would also be 8 metres.

New South Wales Government
Smoke Alarms Save Lives
- **Northern Perimeter:**

  After inspecting this area and having an understanding of the intended construction and planting it is recommended that an asset protection zone of 6 metres exists between any new building for fire protection.

- **General:**

  The recommendations in this report will reduce the risk of fire spread from surrounding bushlands and from fire impacting on Prince Henry Hospital buildings old and intended. Coastal tea tree is very volatile and a good supporter of fire and will burn intensely if ignited. It must be noted, the hospital will suffer smoke and ember attack from fire in these areas, this will be dictated by wind direction.

  Should you require any further information please contact our Bushfire / Hazard Reduction Officer George Irwin on 9742 7155 or 0407 237223.

  Yours faithfully

  Superintendent J Spiteri  
  Manager Bushfire & Natural Hazards

New South Wales Government  
Smoke Alarms Save Lives
Appendix C: Map Extracts from the Archaeological Management Plan (AMP) and the Conservation Management Plan (CMP)
Prince Henry Site, Little Bay
Appendix D: Total Water Cycle Strategy – Prince Henry Site

Background

Stormwater from the site drains to 3 major discharge points: Anzac Parade sub-catchment, Wetlands sub-catchment and the Golf course sub-catchment (refer to Figure 1).

Overview

Harvested rainwater re-use will be shared amongst a number of users for a range of purposes. It will be re-used within the Prince Henry DCP area for irrigation of parks and the public domain, and will also be re-used by the Coast Golf Course for irrigation of their greens. The irrigation of parks and the golf course greens may need to be supplemented by mains water during summer months, however, the volume of mains water used to supplement recycled water use (particularly for irrigation of public open spaces within the Prince Henry DCP area) is to be minimised.

A substantial proportion of stormwater from the Prince Henry site will run off to the Coast Golf Course, passing through swales, which will provide a level of water quality treatment.

Key Elements

Key elements of the total water cycle strategy for the site include:

- Water storage facilities must be provided in conjunction with the Prince Henry development to allow storage of stormwater for reuse in irrigation of public open spaces (within the Prince Henry DCP area). Water storage facilities shall be provided to the satisfaction of Council.
- High efficiency irrigation techniques and practices are to be installed and implemented in all parks within the Prince Henry site.
- Drought tolerant local native species are to be used in parks and the public domain.
- Water quality treatment measures and devices shall be provided in conjunction with the Prince Henry development. Such measures are to include, but not be limited to, bio-retention swales and gross pollutant traps (GPTs). Swales are to be dedicated to Council a minimum of 36 months post construction (or such time as agreed to by Council) to allow them to be properly established, and to ensure protection during the construction phase.
- Where pumping is required, high energy efficient pumps are to be used. Consideration shall be given to the use of solar power pumps (details to be provided at DA stage).
- Where possible, permeable paving is to be used in at-grade car parks and private lots. Car parks are to maximise opportunities for water sensitive urban design through the use of techniques such as (but not limited to) swales, rainwater planter boxes etc, suited to the scale and location of the car park. It is envisaged that these techniques will perform dual roles of water sensitive urban design and maximising the amenity and appearance of the car parks through substantial landscaping.
- Deep soil areas throughout the Prince Henry DCP area are to be maximised.
- Water efficient plumbing fixtures are to be incorporated in building and public domain design (i.e. public toilets etc).

The detailed design for the Total Water Cycle Strategy must be approved by Council prior to the lodgement of the DA/s for the open space areas across the site).
Appendix E: Watercourse Categories and Riparian Land Widths

There are 4 watercourses within the Coast Golf Course, adjacent to the Prince Henry DCP area, known as:

- The northern watercourse;
- The central watercourses (comprises 2 watercourses / arms); and
- The southern watercourse.

The Department of Planning and Infrastructure has identified two watercourse categories on the Coast Golf Course as follows:

- the northern and southern watercourses: Category 2
- the central watercourses: Category 3

The riparian land widths for these categories are as follows:

**Category 2 watercourse:** a minimum riparian land width of 20 metres on each side of the bank (measured from top of bank), or to the extent of significant remnant native vegetation which ever is the widest, to provide terrestrial and aquatic habitat, bank stability and to protect water quality

**Category 3 watercourse:** a minimum riparian land width of 10 metres on each side of the bank (measured from top of bank), to provide terrestrial and aquatic habitat, bank stability and to protect water quality
## Appendix F: Specific Elements Conservation Policies (SECP)

<table>
<thead>
<tr>
<th>No.</th>
<th>Specific Elements Conservation Policy</th>
<th>Notes</th>
</tr>
</thead>
</table>
| B-01  | Entrance Group  
| B-02  | Entrance Gates and Gateposts  
|       | Entrance Gatehouse  
| B-04  | Pine Avenue Group  
| B-29  | War Memorial Clock Tower  
| B-32  | Former Water Reservoir  
| B-67  | Former Water Tower  
|       | Wishing Well  
| B-09  | Henry’s Trading Post  
| B-16  | Matron Dickson Nurses Home  
| B-17  | Pathology Department Building  
| B-29  | and Water Reservoir  
|       | Former Pathology Department Building  
|       | Former Water Reservoir  
| B-19  | Former Nurses Lecture Hall  
|       | Store and Social Work Department  
|       | (Former Nurses Dining Hall/Lecture Hall)  
| B-20  | Former Motor Garage and Retaining Walls  
| L-34  | Storage Shed/Former Motor Garage  
|       | Significant Retaining Walls  
| B-35  | Interdenominational Australian Nurses War Memorial Chapel  
| B-37  | Coast Golf Course Clubhouse  
|       | (Former Coast Hospital Laundry)  
| B-42  | BJ Heffron House (A Block)  
| B-43  | Delaney Building (B Block)  
| B-44  | Pine Cottage  
| B-45  | Artisans' Cottages No 4 and No 5  
| B-46  | Artisans' Cottages No 6 and No 7  
| B-47  | Artisans' Cottages No 8 and No 9  
|       | Demolished.  

SECP completed in May 2006.  
SECP completed in August 2003.  
SECP completed in May 2006.  
SECP completed in April 2005.  
SECP completed in August 2004.  
SECP completed in April 2004.  
SECP completed in October 2006.  
Outside DCP area.  
SECP completed in June 2008.  
SECP completed in June 2008.  
SECP completed in July 2007.  
SECP completed in April 2005.  
SECP completed in April 2005.  
SECP completed in April 2005.  
Demolished.
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-49</td>
<td>Institute of Tropical Medicine Complex</td>
<td>SECP completed in June 2007.</td>
</tr>
<tr>
<td>B-54a</td>
<td>‘Hill Theatres’ (Operating Theatre No 3)</td>
<td></td>
</tr>
<tr>
<td>B-54b</td>
<td>‘Hill Theatres’ (Operating Theatre No 2)</td>
<td>SECP completed in March 2006.</td>
</tr>
<tr>
<td>B-66</td>
<td>Flowers Wards Group</td>
<td>SECP completed in May 2003.</td>
</tr>
<tr>
<td>B-56</td>
<td>Flowers Ward 1</td>
<td>SECP completed in May 2002 as part of the May 2002 CMP (amended February 2003).</td>
</tr>
<tr>
<td>B-57</td>
<td>Flowers Ward 2</td>
<td>SECP completed March 2006</td>
</tr>
<tr>
<td>B-58</td>
<td>Flowers Ward 3 and ‘Hill Theatres’ (Operating Theatre No 1)</td>
<td>SECP completed in November 2004.</td>
</tr>
<tr>
<td>B-59</td>
<td>Flowers Ward 4</td>
<td>SECP completed in March 2006.</td>
</tr>
<tr>
<td>B-60</td>
<td>Flowers Ward 5</td>
<td>SECP completed in March 2006.</td>
</tr>
<tr>
<td>B-61</td>
<td>Flowers Ward 6</td>
<td>SECP completed in March 2006.</td>
</tr>
<tr>
<td>B-70</td>
<td>Former Coast Hospital Water Tower</td>
<td>Outside DCP Area.</td>
</tr>
<tr>
<td>L-28</td>
<td>Setting and Curtilage of North Cemetery</td>
<td>Outside DCP Area.</td>
</tr>
<tr>
<td>L-31</td>
<td>Critical Exposure Area</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cleared Area</td>
<td></td>
</tr>
<tr>
<td>L-34</td>
<td>Significant Retaining Walls</td>
<td>Some retaining walls are outside the DCP Area. Most retaining walls are now covered by the Road Network SECP and Motor garage SECP. Others to be incorporated into SECPs for significant buildings to be sold or are outside the DCP area and may need to be prepared as separate SECPs.</td>
</tr>
<tr>
<td>L-34</td>
<td>Road Network SECP</td>
<td>Preliminary SECP completed in July 2003.</td>
</tr>
<tr>
<td>L-35</td>
<td>Significant Retaining Walls</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sandstone Kerbing/Guttering and Historic Road Alignment</td>
<td></td>
</tr>
</tbody>
</table>
Newmarket Green, Randwick
Development Control Plan

Chapter E5
Randwick Development Control Plan 2013

Incorporating amendments as resolved by Council at its Planning Committee meeting held on 12 April 2016
1 INTRODUCTION
1.1 Name of this DCP
1.2 Land to which this DCP Applies
1.3 Purpose of this DCP
1.4 Relationship to other Plans
1.5 Consent Authority
1.6 Application of this DCP
1.7 Procedures for Development Applications
1.8 Objectives
1.9 Stage 1 development applications

2 VISION, PRINCIPLES AND INDICATIVE CONCEPT
2.1 Vision
2.2 Development Principles
2.3 Desired Future Character
2.4 Indicative Concept Plan

3 PUBLIC DOMAIN
3.1 Infrastructure
3.2 Street Design Controls
3.3 Street Network and Design
3.4 Open Space Network and Landscaping
3.5 Heritage

4 DESIGN CONTROLS
4.1 Building Height
4.2 Minimum Building Setbacks
4.3 Transport, Traffic and Parking
4.4 Building Design and Materials
4.5 Mixed Use Development
4.6 Utilities and Site Features
4.7 Affordable Housing

5 ENVIRONMENTAL MANAGEMENT AND SUSTAINABILITY
5.1 Contamination
FIGURES

Figure 1  Land to which this DCP Applies  1
Figure 2  Character Precincts  7
Figure 3  Indicative Concept Plan  10
Figure 4  Stormwater system  12
Figure 5  Street Network  14
Figure 6  Open Space Network  17
Figure 7  Landscaping and Public Domain  18
Figure 8  Heritage Plan (and curtilage areas)  20
Figure 9  European Archaeological Heritage  21
Figure 10  Aboriginal Archaeological Heritage  21
Figure 11  Indicative Building Edge Heights in Key Areas  23
Figure 12  Specific Architectural Response  29

TABLES

Table 1  Key Elements  8
Table 2  Indicative Street Dimensions  15
Table 3  Primary Building Setbacks  24
Table 4  Parking Rates  26
1 Introduction

This document provides a framework to guide development of the Newmarket Green site in Randwick identified as a 'Key Site' under Randwick Local Environmental Plan 2012.

1.1 Name of this DCP

The DCP has been prepared in accordance with the provisions of section 74C of the Environmental Planning and Assessment Act 1979 (the Act). The DCP was adopted by the Secretary of the Department of Planning and Environment on 30 March 2015.

1.2 Land to which this DCP Applies

The provisions of this chapter apply to development within the Newmarket Green site as shown in Figure 1. The site is generally bounded by Barker, Jane, Young, Middle and Botany Streets. Young Street and Middle Street dissect the site in a north-south and east-west direction respectively.

Figure 1 Land to which this DCP Applies
1.3 Purpose of this DCP

The purpose of this DCP is to guide future development of the Newmarket Green site by:

» Identifying the vision, development principles, key elements and indicative concept for the future development of the site

» Communicating the planning, design and environmental objectives and controls against which the consent authority will assess future development applications

» Providing for the celebration of heritage items and provision of open space

» Encouraging environmentally sensitive development and sustainability

» Ensuring the provision of infrastructure to service development of the site

» Promoting high quality urban design outcomes

» Providing for diverse housing including affordable housing.

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

- Part A- Introduction and Part B General Controls
- Other sections of the DCP for specific development types, locations or miscellaneous controls as relevant to any particular DA.

1.4 Relationship to other Plans

This DCP supplements the Randwick Local Environmental Plan 2012 by providing specific development guidance for the Newmarket Green site. Development within the site will need to have regard to this DCP as well as relevant provisions in the Randwick DCP 2013 as noted above.

1.5 Consent Authority

Unless otherwise authorised by the Act, Randwick City Council is the consent authority for development applications applying to the Newmarket Green site.

1.6 Application of this DCP

This DCP contains objectives and controls relating to various aspects of development at Newmarket Green. The objectives enable Council and applicants to consider whether a particular proposal will achieve the development outcomes established for the site. The consent authority may consider reasonable alternative solutions that achieve the overall vision, objectives and development principles as well as the specific objectives of the controls that demonstrate improved public benefits and design excellence can be achieved.

1.7 Procedures for Development Applications

Information requirements for development applications are set out in Part 2 of the Randwick DCP 2013. Notification of development applications will be undertaken in accordance with Part 3 of the Randwick DCP 2013.

1.8 Objectives

The objectives of this section are to ensure that future development:

- will result in an environmentally sustainable precinct
- exhibits design excellence and incorporates high quality materials and finishes
- provides for high quality publically accessible open space that responds to heritage values of the site
- responds to the heritage context of the site and the surrounding fine grain neighbourhood
- provides for housing types that meet the needs of key workers and students, including affordable housing
- respects the existing low scale residential character, adjoining schools and public open space
- incorporates adequate internal carriageway widths to provide a safe pedestrian and cycle network

1.9 Stage 1 development applications

Council's preference is for a stage 1 development application (or concept application) to be submitted prior to the approval of any other development application. The stage 1 application shall include the following:

- proposed subdivision including public open space;
- how the permitted gross floor area is to be distributed throughout the site (on a block by block basis) consistent with the permitted FSR for the site under Randwick LEP 2013;
- road infrastructure layout including sections, design/treatment of pavements, verges and bicycle network (refer section 3.1) as part of a traffic management plan for the site;
- any off-site traffic management or public domain measures to be undertaken and staging of these works;
- car parking provision across the site consistent with Council's DCP Section B7;
- relocation of any existing drainage infrastructure. In circumstances where relocation of infrastructure is not possible, alternative approaches such as identifying necessary easements and overland flow paths should be submitted; and
- identify opportunities for deep soil planting within development lots, including front setbacks (refer section 3.1)

Note: A stage 1 development application means a staged development application within the meaning of section 83B of the Environmental Planning and Assessment Act 1979 for the land to which this DCP applies.
2 Vision, Principles and Indicative Concept

2.1 Vision

Newmarket Green will be a high quality, socially cohesive and sustainable development that celebrates the unique landscape and built heritage of the site, in a manner that supports the growth of Randwick’s Education and Health Strategic Centre, through the delivery of open space, diverse housing including affordable housing and complementary uses.

2.2 Development Principles

To achieve this vision, development of the Newmarket Green site is to:

» Create new publically accessible open spaces that will act as gathering spaces and opportunities for passive recreation

» Ensure landscaping and the design of the public domain areas incorporate the retention of significant trees, where appropriate, to create a high quality urban environment

» Incorporate sustainability measures that reduce the site’s impact on the natural environment

» Provide for stormwater management to ensure no properties downstream of the development site will be adversely affected

» Strengthen the role of Newmarket Green as a contributor to housing and employment within the Education and Health Strategic Centre

» Provide a range of housing including affordable housing that will increase choice and diversity in the area

» Support the CBD-East Sydney light rail by providing commercial and residential floor space for a growing community

» Transition building heights in response to surrounding heritage items and the Struggletown Conservation Area

» Create high quality streets and public spaces that provide for safe and efficient movement of pedestrians, cyclists and vehicles through the site

» Improve the permeability of the neighbourhood by extending existing, and creating new a new street network

» Celebrate the site’s heritage through the adaptive reuse of the Big Stable and Newmarket House and the creation of public view corridors to and from these items

» Encourage neighbourhood-scale commercial activity along Barker Street and the site’s heritage items

» Provide for affordable housing to meet the needs of the local community and key workers.

2.3 Desired Future Character

Newmarket Green is defined by three distinct precincts. Each precinct has a distinct desired future character that is to be reflected in the design of built form and public domain. All development at Newmarket Green is to contribute to achieving the desired future character within each precinct.

The three precincts are shown in Figure 2 and are described below.
Barker Street Precinct

This is the most urban precinct reflecting the growth and scale of the Randwick Education and Health Strategic Centre. Focused on Barker Street, non-residential uses at the ground floor should create an active and vibrant interface along the street frontage. Active uses, with shop-fronts and outdoor seating, are encouraged on the ground floor.

A generous building setback (5 metre) to Barker Street will create a comfortable pedestrian environment, protected by awnings and street trees.

The public domain along Barker Street will enhance the pedestrian experience by providing:

» Street trees planted at regular intervals
» High quality block style pavers within the 5m setback
» Consistent awning and pedestrian scale lighting.

The balance of the Barker Street buildings will accommodate a range of uses to meet market demand and contribute to the Specialised Centre. This may include medical offices associated with the Hospital, and/or research or office space associated with the University of NSW, mixed with housing that will appeal to workers and users of the Specialised Centre – such as students and key hospital workers. Opportunities for partnerships with the adjacent Hospital and/or University should be encouraged, where possible.

Buildings range in height to respond to surrounding character. Close to Struggletown, buildings scale down in height to a maximum of 10 metres and are set back from the western boundary. Along Barker Street, buildings to a maximum height of 25 metres will provide a balance to the adjacent Hospital and create a prominent building alignment along Barker Street.

Transition of building height will occur between the lower scale existing residences adjacent to the site. Setbacks along Young Street are also encouraged, to allow for soft landscaping along the building edge and opening up of view corridors to Newmarket House.

Significant trees along the eastern boundary (adjoining Randwick Girls High School) and along Middle Street should be retained and building setbacks and footprints (including basements) designed to protect these trees and their root systems.

In the block on the western side of Young Street, south of the B1 Neighbourhood Centre zone, residential development will be integrated with the character of the surrounding residential properties in Struggletown Conservation Area. Built form in this block is designed to provide a fine grain element to Newmarket Green that responds to the low-scale character of Struggletown. Building heights will transition from lower scale along Middle Street, up to a higher scale at Young Street.

Buildings along Middle Street will incorporate setbacks to allow for the retention of significant trees. The setbacks will complement the transition in building heights to Struggletown, with a 2 storey building height at the street edge, stepping up and back to a height of 21 metres. This will create a transition to lower scale residences to the west along Middle Street. Adjacent to Newmarket House on the opposite side of Young Street, the eastern façade will incorporate a specific architectural response to ensure a high quality outlook from the park that complements Newmarket House and Gardens in the design, massing and selection of building materials and colours.

Eastern Precinct

This is the largest and most prominent space in Newmarket Green. It is characterised by the heritage listed buildings and landscapes that reflect the history of Newmarket Green, and which are to be celebrated through new open space and public domain areas.

A new public open space is located alongside Newmarket House and gardens, which incorporates the Sales Ring precinct. The focus of this open space will be the central Moreton Bay Fig Tree, as well as opportunities to celebrate the historic significance of the site through public art and interpretive features.

A second prominent public domain area will be the Big Stable and its curtilage at the southern end. An area of open space outside the Big Stable - known as Big Stable Square - will be defined by a formal shape to
encourage public gathering and activity. Durable ground treatments, such as crushed gravel and porous paving, are encouraged to enable markets and other active uses in the Square.

Pedestrian connectivity and views between open spaces and public domain areas is to be encouraged through a north-south pedestrian link. Buildings in this precinct will range from 12 metres up to 25 metres, with low-rise elements adjacent to the retained heritage buildings and upper storeys set back. The following building envelopes shall be incorporated:

» Big Stable - Buildings should generally be set outside of the curtilage to create an outdoor civic space, to respect the scale of the Big Stable. Upper building elements to the north will be setback by at least 12 metres from the Big Stable, or so that the upper levels are entirely outside of the curtilage.

» Newmarket House and Garden - Building elements immediately adjacent to Newmarket House will be limited to 4 storeys within a transition zone. Upper storeys (up to 25 metres) will be setback from the heritage item, and focused in the centre of the site or along the eastern boundary.

Paine Reserve Precinct

Adjacent to the southern boundary of Newmarket Green, the focus is to maximise opportunities for passive surveillance of Paine Reserve whilst maintaining a transition of building heights to adjacent lower scale residential areas to the north and west.

Streets will be used to create view corridors, new access points to the site and to provide additional amenity to adjacent properties. A new street along the southern boundary will open up a new view corridor to the Big Stable from the west. A rear laneway along the western boundary abutting neighbouring properties fronting Botany Street, will provide a significant building separation to future development, benefiting the neighbouring properties to the west.

Built form and building heights in this precinct will be carefully considered to achieve good amenity and respond to surrounding heritage items, Paine Reserve and neighbouring sites:

» Mid to high-rise buildings (up to 25 metres) will be located along the southern boundary to create a prominent southern edge to the site and opportunities for passive surveillance of the neighbouring park. An articulated façade along the park edge will provide a high quality architectural finish when viewed from Paine Reserve. The northern edge of the building – facing terrace houses to the north – is to be set back by at least 2 metres from the street edge and has a reduced building height at the street edge (approximately 5 storeys). Upper floors are to be setback from the building edge.

» Building heights along the Young Street frontage will be scaled down (to approximately 4 – 5 storeys) to create a balance to the Big Stable. Upper storeys to 25 metres will be set back from Young Street. An architectural response will be required along the eastern facade of this building (Young Street frontage) that responds to, and provides an attractive view from, the Big Stable Square.

» Buildings along the western edge adjoining properties fronting Botany and Middle Streets will be a maximum of 10 metres so as to not dominate adjacent smaller scale dwellings. A two-storey difference in the relative ground level of the site and neighbouring properties to the west means the scale of buildings in this precinct will naturally appear reduced. On its eastern frontage along the Jane Street extension, the building will transition up to 18 metres, providing a balance to buildings on the opposite side of the street.

There is an opportunity to position a specific architectural or massing feature (2 storeys) on the building at the south western corner of the site to terminate views from Young Street / Big Stable Square down the new southern thoroughfare. The development block is set back from the new southern street to enhance this view.
Figure 2  Character Precincts

- PRECINCT BOUNDARY
- NEWMARKET HOUSE
- BIG STABLE BUILDING
- SITE BOUNDARY
2.4 Indicative Concept Plan

Objectives

1. Ensure that development of Newmarket Green occurs in a coordinated manner consistent with the vision and development principles for the site.

2. Ensure the key elements of the site are delivered, whilst providing a degree of flexibility as to the final layout and design of the site.

3. Ensure that the overall development complies with the maximum height and floor space ratio development standards for the whole site contained in Randwick LEP 2012.

Controls

1. Development is to be generally consistent with the indicative concept plan in Figure 3 and key elements described in Table 1. Where variations are proposed, a development application shall demonstrate how the vision, development principles, key elements and relevant objectives are still able to be achieved.

Table 1 Key Elements

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
</tr>
</thead>
</table>
| Residential community    | - A transition from low to medium density residential development in the R1 General Residential Zone ensuring each block complies with the maximum 1.3:1 FSR across the whole site  
                          | - A range of housing types to broaden housing choice in the area, including more affordable options to meet market demand and accommodate key workers, students and other emerging demographic groups in the locality  
                          | - A mix of uses within the B1 Neighbourhood Centre zone at Barker Street that will attract pedestrian activity, vitality and contribute to the creation of a vibrant place that serves the needs of the local community |
| Affordable housing       | - Provision of affordable housing across the site is required to accommodate key workers close to employment and services  
                          | - Affordable housing rented to low and moderate income households in accordance with the Randwick City Council Affordable Rental Housing Program and Procedures  
                          | - Affordable rental dwellings are designed and constructed to a standard which is consistent with other dwellings within Newmarket Green  
                          | - Affordable housing that contributes to a sustainable and stable local work force |
| Open space               | - A new public open space with a minimum area of 5,000m² comprising a single area that is not intersected by any other use to provide for a range of recreation opportunities with minimum dimensions of 66 metres by 76 metres. The configuration, location and right of public access to the public open space should be appropriate for its purpose  
                          | - The public open space should be designed with two street frontages to provide good public access and opportunities for passive surveillance  
                          | - New open space around key heritage items - the Big Stable and Newmarket House  
                          | - Design of landscaping and public domain areas to soften the appearance of the built form, create high levels of amenity and provide a focal point for passive recreation for the local community and respite for Hospital workers and visitors |
| Heritage                 | - Adaptive reuse of the Big Stable building and Newmarket House to encourage activities, including retail, cafes or restaurants, and the like  
                          | - Retention, celebration and interpretation of the historic Sales Ring within the new public open space  
                          | - Retention of significant trees that contribute to the site’s cultural significance  
                          | - Building and landscape design that complements on-site heritage items and the Struggletown Conservation Area |
### Element | Description
--- | ---
**Built form** | - Building heights ranging from 10 metres to 25 metres  
- Low rise (10 – 12 metres) adjacent to Struggletown, the Big Stable, along Middle Street, and in response to the level change between Botany Street and the site  
- Midrise (18 – 25 metres) in transition areas outside of significant views, along Barker Street, the eastern boundary, Paine Reserve and set back from key roads (Young Street) and open space  
- Varied and dispersed building heights and setbacks to create an interesting, dynamic urban form that respects the scale of heritage items and adjacent properties

**Movement network** | - A series of new local streets and lanes to enhance connectivity, and provide views to key heritage items and open space  
- A new southern thoroughfare adjacent to Paine Reserve to create a new access option through the site  
- Extension of the existing Jane Street to the new southern thoroughfare to complete the original grid pattern of the locality  
- A series of pedestrian and cyclist thoroughfares to enhance connectivity to surrounding areas, including the Prince of Wales Hospital and Paine Reserve

**Sustainable Design** | - Incorporate waste management and environmentally sustainable development  
- Minimise greenhouse gas emissions  
- Minimise water use and encourage water re use on the site  
- Encourage less car dependency
Figure 3    Indicative Concept Plan

- - -   SITE BOUNDARY
3 Public Domain

3.1 Infrastructure

Any Stage 1 or concept development application submitted for the whole site must address all new infrastructure necessary for redevelopment of the site and changes to the existing infrastructure. The Stage 1 DA shall include sufficient documentation/evidence demonstrating compliance with DCP section B8- Water Management and Council’s Private Stormwater Code. The following matters shall also be addressed:

1. The critical 1% AEP flood level must be established for all areas across the development site. Council has not undertaken any flood modelling for the subject catchment. The impact of a 1% AEP storm event on the proposed development will need to be fully assessed.

2. Sufficient documentation/evidence indicating that the proposed development will not increase the depth of overland flow in areas outside the development site and that no property downstream of the development site will be adversely affected as a result of the proposed development for storm events up to the 1 in 100 year ARI event.

3. In relation to the proposed site stormwater drainage system, sufficient documentation/evidence that the new system will not increase the depth of overland flow in areas outside the development site, will not adversely impact on Council’s stormwater drainage infrastructure and that no property downstream or upstream of the development site will be adversely affected as a result of the proposed development for storm events up to the 1 in 100 year ARI / 1% AEP event.

4. The proposed internal roadways, any drainage easements and overland flow routes will drain the 1 in 100 year storm event and to consider personal and structure safety and the hazard factor, (product of velocity and depth of flow). This safety factor shall not exceed a value of 0.4 at any location. (i.e. VD< 0.4).

5. The internal pipe system shall cater for the critical 1 in 20 year ARI / 5% AEP storm event with overland flows contained within the roadways or other suitable flow paths for up to the 1 in 100 year / 1% AEP storm event.

6. Details showing indicative pipe sizes, pit locations, pipe locations and any associated drainage easements, inter-allotment drainage pipelines and associated inter-allotment drainage easements. Plans must identify the road network, pipe/pit network, catchments draining to the various pipes/drainage pits, location of potential overland flow paths, levels of properties adjacent to overland flow paths and level information on the roads in general.

7. Diagrams showing the relocation of any existing drainage infrastructure. In circumstances where relocation of infrastructure is not possible, alternative approaches such as identifying necessary easements and overland flow paths should be submitted.

The existing stormwater system is shown in Figure 4 below:
3.2 Street Design Controls

Any Stage 1 development application shall incorporate a traffic management plan demonstrating that the internal road system has sufficient capacity to accommodate the needs of the proposed development and safety of all users. In this regard the following details shall be included:

1. A road safety audit shall be prepared and submitted for all internal roads. Separated cycle ways or shared paths should be investigated as part of this audit. One way streets will not be considered unless appropriate consultation with Council’s Traffic Committee and the Roads and Maritime Service has been undertaken and approvals have been granted in accordance with the Roads Act.

2. Swept path details/analysis for a 9.5 metre garbage truck, (10.5 metre turning radius) for the provision of civil infrastructure for this site. The applicant shall note that satisfactory collection of domestic waste must be considered when designing the road network and or travel lane/footpath/parking lane configuration of the road network.

3. For streets that have residential development fronting both sides of the street – streets shall be designed to provide a minimum of 2.3 metre wide parking lanes and 3.2 metre travelling lanes on both sides/ directions of the roads. The verge widths shall be a minimum of 3.0 metres in width on both sides, (with a minimum 1.5 metre wide footpaths to be constructed), creating a minimum 11 metre wide carriage way and a minimum 17 metre wide road reserve.

4. For streets that have residential development fronting only one side, the parking lane on the other side may be omitted as no street parking demand is being generated. Thus narrowing the carriage way and road reserve by minimum 2.3 metres respectively.

5. For one way streets, regardless that both sides have residential development fronting the street, the developer shall achieve a minimum 2.3 metre wide parking lane on the left hand side with a 3.2 metre wide travelling lane measured to the lip of the gutter. Thus a carriageway width being 5.95 metres be attained. With 3.0 metre wide road verges and 1.5 metre wide footpaths on both sides creating an 11.75 metre wide road reserve.
6. The performance of intersections and the road network must be suitable for waste management vehicles, removalist trucks, emergency vehicles, construction traffic. Road intersections shall be designed with a minimum turning radius of 10.5 metres. Larger trucks such as 12.5 metre removalist trucks must be able to navigate the intersections without mounting kerbs, but may mount medians provided that the medians are to be suitably reinforced. All future development applications for civil infrastructure within this site must demonstrate compliance with this requirement.

3.3 Street Network and Design

Objectives
1. Provide safe, efficient and legible movement of pedestrians, cyclists and vehicles.
2. Design streets as spaces for people to enjoy, as well as move through incorporating high quality materials.
3. Create a hierarchy of streets that promotes good connectivity with the existing street network.
4. Promote direct vehicle access to the site from Young Street and Botany Street, and direct new vehicle movements away from Jane Street and Middle Street.
5. Create a slow speed environment and naturally calm traffic through street design.
6. Provide new on-street parking.
7. Make adequate provision for footpaths, street trees, services and drainage.
8. Enhance the current width and ‘local street’ function of Young Street.

Controls
1. The street network including pedestrian and cycle infrastructure must be constructed in accordance with Council’s requirements prior to the issue of the first occupation certificate and the layout is to be generally consistent with Figure 5.
2. New streets are to be generally consistent with the parameters in Table 2.
3. Variations may be considered to the requirements in controls 1 and 2 above, where the above objectives and the following essential thoroughfare connections are satisfied:
   a. A new thoroughfare along the southern boundary of the site connecting Botany Street to Young Street.
   b. Extension of Jane Street connecting to a new southern thoroughfare.
   c. A rear laneway along the western boundary of the site (where the site adjoins properties fronting Barker Street) to create additional building separation.
   d. New east-west streets connecting Young Street and Jane Street.
4. To cater for safe pedestrian movements across Barker Street, a pedestrian crossing shall be constructed across Barker Street to the satisfaction of Randwick City Council and NSW Roads and Maritime Services. Any signalisation of the pedestrian crossing shall meet the warrants for signals in accordance with the RMS document titled “Traffic Signal Design: Section 2- Warrants”.
5. The applicant shall consult with Sydney Buses in relation to any temporary relocation of the bus stop along Barker Street (near the intersection with Young Street) that may be required during construction. The applicant shall reinstate the bus stop on Barker Street to the satisfaction of Sydney Buses.
6. New streets as shown in Figure 4 including pedestrian paths and cycleways within the public domain shall be dedicated to Council.

Provide for a continuous pedestrian and cycling network through the site to connect to the broader street network.
Figure 5  Street Network

DRIVE 1 (DV1)  SOUTHERN PARK EDGE

STREET 1 (ST1)  BARKER STREET ENTRY

STREET 2 (ST2)  EAST - WEST LINK

STREET 3 (ST3)  EAST - WEST LINK

STREET 4 (ST4)  JANE STREET EXTENSION

REAR LANE (RL)
<table>
<thead>
<tr>
<th>Street Type</th>
<th>Reserve (min)</th>
<th>Carriage (way)</th>
<th>Parking</th>
<th>Verge (min)</th>
<th>Footpaths</th>
<th>Traffic Lanes</th>
<th>Movement type</th>
</tr>
</thead>
<tbody>
<tr>
<td>DV1 Southern park edge Botany Street to Young Street</td>
<td>14.0m</td>
<td>8.7m</td>
<td>1 x 2.3m</td>
<td>3.0m</td>
<td>1 x 1.5m</td>
<td>Two travel lanes (3.2m), one in each direction</td>
<td>Slow, reduced speed (30km/hr design speed)</td>
</tr>
<tr>
<td>ST1 Barker Street entry Barker Street to Young Street</td>
<td>17m</td>
<td>11.0m</td>
<td>2 x 2.3m</td>
<td>6.0m</td>
<td>2 x 1.5m</td>
<td>One travel lane (3.2m), with two way traffic and passing opportunities</td>
<td>Yield*, reduced speed (15km/hr design speed)</td>
</tr>
<tr>
<td>ST2 East - west link Jane Street to Young Street (north of Middle St)</td>
<td>13.8m</td>
<td>7.8m</td>
<td>2 x 2.3m</td>
<td>6.0m</td>
<td>2 x 1.5m</td>
<td>One travel lane (3.2m), with two way traffic and passing opportunities</td>
<td>Yield*, reduced speed (15km/hr design speed)</td>
</tr>
<tr>
<td>ST3 East - west link Jane Street to Young Street (south of Middle St)</td>
<td>13.8m</td>
<td>7.8m</td>
<td>2 x 2.3m</td>
<td>6.0m</td>
<td>2 x 1.5m</td>
<td>One travel lane (3.2m), with two way traffic and passing opportunities</td>
<td>Yield*, reduced speed (15km/hr design speed)</td>
</tr>
<tr>
<td>ST4 Jane Street extension Jane Street to DV1</td>
<td>13.8m</td>
<td>7.8m</td>
<td>2 x 2.3m</td>
<td>6.0m</td>
<td>2 x 1.5m</td>
<td>One travel lane (3.2m), with two way traffic and passing opportunities</td>
<td>Yield*, reduced speed (15km/hr design speed)</td>
</tr>
<tr>
<td>RL Rear laneway DV1 to Jane Street</td>
<td>6.0m</td>
<td>5.0m</td>
<td>None</td>
<td>1.0m</td>
<td>None</td>
<td>Two travel lanes (min 3m), one in each direction</td>
<td>Slow, reduced speed (15km/hr design speed)</td>
</tr>
</tbody>
</table>

(1) The reserve width / verge width varies in some locations where specific building setbacks are to be achieved, or where building elements protrude into the setback to achieve a specific architectural response.

(2) At the entry to the site from Botany Street, the fixed position of existing properties to the north fronting Botany Street will require a reduction of the road reserve of 1 metre.

* Yield = single travel lanes require opposing vehicles to yield and utilise spaces between parked cars and driveways, etc.
3.4 Open Space Network and Landscaping

Objectives

1. Create distinctive open space and public domain areas that respond to, and celebrate, the site’s cultural values, heritage items and significant streets.
2. Provide a network of connected open spaces that are safe and secure for all users.
3. Create and maintain significant view corridors to, and through, the site.
4. Ensure high quality open space and public domain areas adjoin Newmarket House and the Big Stable.
5. Design open space and public domain areas in a manner that promotes a range of passive activities and different degrees of social interaction.
6. Ensure that landscaping adjacent to Newmarket House displays the qualities of elegance and simplicity.
7. Facilitate pedestrian and cyclist connectivity through the site.
8. Encourage landscape design that provides for increases in ecological and cultural value through natural, endemic vegetation and existing heritage landscapes.
9. Maximise the interface between development and public open space to provide enhanced levels of residential amenity and casual surveillance of the surrounding public open space.

Controls

1. Open space is to be provided generally in accordance with Figure 6.
2. Public open space shall comprise a single area that is not intersected by any other use to provide for a range of recreation opportunities with minimum dimensions of 66 metres by 76 metres. The configuration, location and right of public access to the public open space should be appropriate for its purpose. The public open space should be designed with at least two street frontages to provide good public access and opportunities for passive surveillance.
3. Public open space shall incorporate native vegetation and, where appropriate, shall meet the requirements of section B4- Landscaping and Biodiversity of Council’s DCP.
4. Ensure buildings fronting the public open space are designed at ground level to provide adequate separation between units and the public domain to ensure the public nature/function of the public open space is not compromised. This may include raising of ground level apartments, setbacks and appropriate landscaping.
5. All development is to be designed to retain significant views and allow for pedestrian connectivity identified in Figure 6.
6. A view analysis is to be submitted with Development Applications that impact, or have the potential to impact, on significant views.
7. Landscaping and public domain design, including retention of significant trees, shall generally be in accordance with Figure 7.

A landscape and public domain plan shall be submitted with all Development Applications proposing open space or public domain areas, and shall address the following (where appropriate):

a. The retention of significant trees accompanied by an arborist’s report for any pruning
b. Appropriate street tree planting spaced at regular intervals, on new streets
c. Appropriate lighting in the public domain
d. An appropriate response to the cultural landscape and heritage items, which investigates opportunities for the retention of existing timber benches, plaques, sandstone elements and gardens.
e. Rainwater infiltration to minimise run-off and minimal amount of hard surface area
f. Water efficient irrigation systems and use of non-potable water sources

g. Details of planting, paving, fencing, soil depth

h. Appropriate sunlight access

i. Provision of overland flow paths from north to south through the site

j. High quality materials and finishes including paving, stone, stainless steel and pre-cast concrete

Note: Refer to tree retention requirements of Clause 5.9 and 5.9AA of Randwick LEP.

Figure 6 Open Space Network
Figure 7  Landscaping and Public Domain
3.5 Heritage

Statement of Significance

Big Stable
A building of unusual function, high architectural quality and historic importance. It is an integral part of the Newmarket precinct, associated with the State’s racing industry for over one hundred years.

Newmarket House
Part of the historic Newmarket complex, a continuing focus of the State’s racing industry. Also of interest for its long association with Struggletown, on land originally purchased by Simeon Pearce and his brother. A fine example of a Grand Victorian house in good condition. Refer to State Heritage Register for further information.

Objectives
1. Ensure the heritage significance of the site is conserved, appropriately managed and respected by all new development.
2. Celebrate and interpret the heritage significance of the site in the design of buildings and open space.
3. Provide opportunities for public access to, and appreciation of, retained heritage items.
4. Create opportunities for adaptive reuse of Newmarket House and the Big Stable building.
5. Ensure new development is designed to respond to the heritage character of the Struggletown Conservation Area.
6. Ensure Aboriginal heritage is appropriately considered and managed through the development process.

Controls
1. The Big Stable building and Newmarket House are to be retained. Adaptive reuse of these buildings must be in accordance with a Conservation Management Plan submitted with any Development Application that proposes development (including a new use) of these buildings. The Conservation Management Plan must demonstrate:
   a. The proposed use is compatible with the significance of the heritage item
   b. Provision for on-site interpretation has, or will, be made
   c. That curtilage areas in Figure 8 are maintained and any development within the curtilage (including landscaping) is appropriately sited and designed to respond to the heritage items
   d. That development, including alterations and additions, will maintain significant building fabric and building elements and allows for the appreciation of their significance
   e. That consultation with relevant authorities has been carried out in accordance with the relevant legislation.
2. The Moreton Bay Fig Tree within the Sales Ring precinct is to be retained within the public open space and incorporated into a landscape plan for the land in zone RE1. An arborist report shall be submitted prior to any development directly adjacent to the Moreton Bay Fig Tree to advise on development setbacks in order to ensure protection of the root system and viability of the Moreton Bay Fig Tree and any proposed pruning.
3. All development within the Sales Ring precinct must be in accordance with an Interpretation Plan and conservation management plan prepared as part of a Development Application for that land. The Interpretation Plan shall outline the proposed method of interpretation of the Sales Ring through landscaping and design features that respond to its historic geometry and use (and may be incorporated with a landscape plan prepared as a requirement of control 2 above).
4. Public domain features, such as the stone kerbing in the Struggletown Conservation Area, are to be retained where they contribute to the heritage significance of the Conservation Area.

5. Development in areas identified as having High or Moderate Archaeological Sensitivity in Figure 9 will require an Archaeological Assessment to be carried out in accordance with relevant legislation and guidelines, as part of a Development Application.

6. Development in areas identified as requiring further archaeological investigation or monitoring in Figure 10 will require appropriate assessments to be carried out in accordance with the relevant legislation and guidelines, as part of a Development Application.

Note: Refer to heritage requirements of Clause 5.10 of Randwick LEP.

Figure 8 Heritage Plan (and curtilage areas)
Figure 9  European Archaeological Heritage

Figure 10  Aboriginal Archaeological Heritage
4 Design Controls

4.1 Building Height

Objectives
1. Ensure buildings transition in height to complement the scale of adjacent development.
2. To consider solar access to the adjoining community garden, adjoining properties and on-site open space.
3. Ensure building heights contribute to the creation of high quality and comfortable open spaces.
4. Minimise the impact of development on heritage items on site.
5. Ensure building heights in the immediate vicinity of the Struggletown Conservation Area and surrounding residential areas reflect the lower scale of development.
6. Facilitate passive surveillance of streets and open space, including off-site open space at Paine Reserve.
7. Allow for variation in massing and building heights to create visual interest, distribute the bulk of the building and minimise amenity impacts on adjoining properties and the streetscape.
8. Allow for flood mitigation measures to be incorporated into the design of new buildings.

Controls
1. To provide a height transition to key areas such as heritage items, the Heritage Conservation Area of Struggletown and on-site public open space, building heights at the street edge are to be generally consistent with Figure 11.
2. Buildings directly adjacent to Newmarket House, which are located within the height transition area in Figure 11, are to be a maximum of 4 storeys. Upper levels (above 4 storeys) are to be set back outside the height transition area.
3. Roof forms, plant rooms and lift overruns are to be designed to be simple compact forms that are visually unobtrusive.

Note: Maximum building heights (in metres) are set out in the Randwick LEP. State Environmental Planning Policy 65 – Design Quality of Residential Flat Development contains guidelines for building separation distances between upper levels and maximum floor to ceiling heights.
Figure 11  Indicative Building Edge Heights in Key Areas

<table>
<thead>
<tr>
<th>HEIGHT TRANSITION AREA (4 STOREY MAXIMUM)</th>
</tr>
</thead>
</table>

MAXIMUM BUILDING EDGE HEIGHTS (STREET WALL)

- 2 STOREY
- 3 STOREY
- 4 STOREY
- 5 STOREY
- 6 STOREY
4.2 Minimum Building Setbacks

**Objectives**

1. Control the appearance of bulk and scale in the built form.
2. Ensure an appropriate scale around heritage items and within the Struggletown Conservation Area.
3. Provide adequate separation between buildings and public domain for landscaping.
4. Provide strong street edges, particularly along Barker Street and Paine Reserve frontage, and a clear delineation between public and private domain.
5. Create view corridors and encourage the retention of significant views.
6. Create private open space for residential uses within the private frontage of development blocks, including at ground level.

**Controls**

1. Building setbacks are to be generally in accordance with **Table 3** below.
2. Buildings are to be sited to form a strong, predominantly continuous building edge to the primary street frontage or adjoining open space.
3. Projections into front building setbacks for sun shading devices, fin walls and similar vertical screening are permitted, and should be setback at least 0.5 metres from property boundaries and from streets.
4. Variations to the setback controls may be permitted to encourage building articulation and visual interest. Architectural elements permitted within the building setbacks include building attachments, balconies, terraces, porches, bay windows, planters and the like.

**Table 3 Primary Building Setbacks**

<table>
<thead>
<tr>
<th>Setback from</th>
<th>Setback requirement (minimum)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street frontages:</strong></td>
<td></td>
</tr>
<tr>
<td>Barker Street</td>
<td>5.0m</td>
</tr>
<tr>
<td>Jane Street (in B1 zone)</td>
<td>5.0m</td>
</tr>
<tr>
<td>Jane Street (in R1 zone)</td>
<td>3.0m</td>
</tr>
<tr>
<td>Young Street (west side)</td>
<td>3.0m</td>
</tr>
<tr>
<td>Young Street (east side)</td>
<td>6.5m in B1 zone</td>
</tr>
<tr>
<td></td>
<td>3.0m in R1 zone</td>
</tr>
<tr>
<td>Middle Street</td>
<td>3.0m (for 2 storey elements)</td>
</tr>
<tr>
<td></td>
<td>7.0m (for elements above 2 storeys)</td>
</tr>
<tr>
<td><em>Note:</em> additional setback to accommodate tree retention on northern side of Middle Street required</td>
<td></td>
</tr>
<tr>
<td>New streets (ST1, ST2, ST3, ST4, DV1)</td>
<td>2.0m (to ST2) in B1 zone</td>
</tr>
<tr>
<td></td>
<td>0.5m (to ST1) in B1 zone</td>
</tr>
<tr>
<td></td>
<td>3.0m (to DV1, ST2, ST3, ST4) in R1 zone</td>
</tr>
<tr>
<td></td>
<td>0.5m (to RL) in R1 zone</td>
</tr>
<tr>
<td><strong>Interfaces:</strong></td>
<td></td>
</tr>
<tr>
<td>Eastern boundary (interface with schools)</td>
<td>1.0m</td>
</tr>
<tr>
<td><em>Note:</em> additional setbacks may be required to accommodate tree retention</td>
<td></td>
</tr>
<tr>
<td>Southern boundary (interface with school)</td>
<td>3.0m</td>
</tr>
<tr>
<td>Rear boundary (building interface with Struggletown)</td>
<td>4.0m</td>
</tr>
</tbody>
</table>
4.3 Transport, Traffic and Parking

**Note:** Applicants are advised to refer to Part B7 of Randwick DCP for further Transport, Traffic, Parking and Access controls to be addressed at Development Application stage. The controls in this section prevail where there is any inconsistency with the controls in Part B7 of Randwick DCP.

**Objectives**

1. Reduce car dependence and encourage sustainable travel by encouraging the use of public transport, walking and cycling as modes of travel.
2. Provide sufficient and convenient parking for residents and visitors with vehicular access that is simple, safe, and direct.
3. Ensure appropriate provisions for service and delivery vehicles for non-residential uses, and minimise the use of on-street parking for loading where appropriate.
4. Limit the amount of site area devoted to driveways and parking, and integrate these elements within the building design.
5. Encourage sustainable travel and minimise the amount of on-site parking to be provided through a range of green travel arrangements.

**Controls**

**Vehicle access**

1. Shared basements are encouraged to minimise the number of vehicular crossings. Vehicle access to basement car parking for buildings along the eastern boundary of the site shall be via a shared basement entry/exit from Young Street.
2. Where required due to the adjacent flood conditions, basement car parking facilities should incorporate safe evacuation features in the event of a storm, flood or rainfall event.

**Parking**

**Note:** Applicants are advised that Part B7, Section 3.3 of Randwick DCP provides for exceptions to the parking rates in Randwick DCP where suitable and sustainable transport alternatives are considered and incorporated into the development. The parking rates in this section expand on the provisions of Section 3.3 by providing a framework for exceptions to the parking rates. To justify exceptions to the parking rates as indicated below, refer to the Green Travel Strategy prepared by Cardno (February, 2013) for further information about the preparation of a Green Travel Plan.

1. Car parking is to be provided in accordance with the rates set out in **Table 4**.
2. Where a Green Travel Plan (GTP) is submitted with a Development Application or has previously been approved for the proposed development, reduced car parking rates from those required in Part B7 of Randwick DCP may apply. Where the parking rates under a Green Travel Plan are not specified in Table 4, the provision of spaces must be explained and justified in the Green Travel Plan or the provisions of Part B7 will apply. If a Green Travel Plan is not prepared, Council’s existing controls apply with regard to the provision of parking.
3. A Green Travel Plan prepared for the proposed development shall be generally consistent with the principles of the Green Travel Strategy prepared by Cardno (February 2013) enclosed in Appendix A.
4. Shared car parking arrangements may be provided for mixed-use developments that contain residential and non-residential uses, where it can be demonstrated that maximum demand varies throughout the day. Justification for the variation in parking rates for the shared arrangement shall be outlined in a Traffic Report submitted with the Development Application.
5. Car parking for ground floor non-residential uses may be provided as on-street car parking.
6. Visitor parking for residential uses may be provided on-street and off-set against on-site visitor parking requirements.
7. Tandem or stack parking (maximum two spaces) is permitted for residential and serviced apartment development.

### Table 4 Parking Rates

<table>
<thead>
<tr>
<th>Type</th>
<th>Rate - No Green Travel Plan</th>
<th>Rate - Green Travel Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Studio, Bedsit, 1 bedroom</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 bedroom (residential flat building)</td>
<td>In accordance with Part B7 of Randwick DCP</td>
<td>0.5 space per dwelling</td>
</tr>
<tr>
<td>2 bedroom (attached dwelling, e.g. townhouse)</td>
<td>1.2 space per dwelling</td>
<td></td>
</tr>
<tr>
<td>3+ bedroom</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessible spaces</td>
<td>Minimum 1-2% of all on-site spaces appropriately designed for use by people with mobility impairments/disabilities</td>
<td></td>
</tr>
<tr>
<td>Boarding houses and student accommodation</td>
<td>Note: SEPP (Affordable Rental Housing) 2009 contains controls for boarding houses, including parking requirements.</td>
<td></td>
</tr>
<tr>
<td>Seniors housing</td>
<td>Note: SEPP (Housing for Seniors and People with a Disability) 2004 contains controls for seniors housing, including parking requirements.</td>
<td></td>
</tr>
<tr>
<td>Retail and commercial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial premises</td>
<td>In accordance with Part B7 of Randwick DCP</td>
<td>In accordance with ‘Work Place Travel Plan’ GTP (Refer to Newmarket Green, Green Travel Strategy)</td>
</tr>
<tr>
<td>Delivery and service vehicles</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.4 Building Design and Materials

**Objectives**

1. Provide quality architecture through articulation and modulation to building facades, particularly buildings facing streets, parks and open space areas.
2. Promote building design that makes a positive contribution to the urban character of the public domain.
3. Ensure buildings respond to, and respect, heritage items through appropriate articulation, massing and the selection of colours and materials.
4. Provide high quality architectural response in special areas that will enhance major view corridors.
5. Ensure new residential development is designed to provide all occupants with visual and acoustic privacy.
6. Ensure new development respects the privacy of adjoining properties.
7. Allow for adaptable dwellings that can suit a range of residents including the elderly and people with a disability.
8. Encourage the use of building materials that can withstand climatic extremes, are recycled and environmentally responsible.
9. Encourage opportunities to incorporate sustainable design elements such as “green roofs” and “green walls” to improve amenity, air quality, ambient air temperature and building insulation, while maintaining aesthetic considerations and development feasibility.

**Controls**

1. New buildings in the immediate vicinity of on-site heritage items, and new buildings adjoining the Struggletown Conservation Area, are to be designed to be compatible with, and respond to, the urban pattern and character of adjacent heritage items.
2. Buildings shall include articulation to reduce bulkiness of buildings. Articulation may also occur on upper levels to provide visual relief and good design outcomes.
3. Buildings are to be enhanced through a specific ‘architectural response’ at locations identified in Figure 12. Where a specific ‘architectural response’ is required, the building design is to incorporate special building massing, modulation and articulation. Where a specific ‘architectural response’ is required for a building adjacent to, or in view of, a heritage item, the building design should respond to, and enhance, the heritage character of the adjacent heritage item.
4. The selection of materials and finishes of buildings directly adjacent to the Big Stable should respect, and respond to, the heritage item.
5. The Barker Street frontage shall provide a strong street address with at least 70% of the façade as glass or another permeable material.
6. Direct overlooking into the habitable rooms and private open space of other dwellings is to be minimised through building layout, and the location and design treatment of windows, balconies, screening devices and/or landscape elements.
7. Windows of habitable room with a direct outlook to the window of a habitable room of another dwellings within 12 metres shall:
   a. Be offset from the edge of one window to the edge of the other by a distance that is sufficient to limit view into adjacent windows, or
   b. Have permanent screening along the windows, or
   c. Have a minimum sill height of 1.7m above floor level, or
   d. Have fixed obscure glazing on windows up to 1.7m above floor level, or
   e. A combination of the above.
8. Screens used to obscure views are to be:
   a. Perforated panels or trellis with maximum 25% openings or solid translucent panels,
   b. permanent, fixed and durable, and
   c. designed and coloured to blend in with the development.

9. Large windows shall be located on the north side of buildings, where possible, to allow for sun access. Large north-facing windows shall be shaded from summer sun by verandahs, balconies or roof eaves.

10. A sample board or schedule of colours, materials and finishes, is to be submitted with a development application for a residential or mixed use development (new or major alterations and additions).

11. Changes of colour and texture should be used to complement façade articulation.

12. Building design and layout shall minimise the transmission of noise by separating quiet areas such as habitable rooms from common areas, parking areas, vehicle driveways and other noise generating development.

13. Building design is to consider the provisions of the NSW Residential Flat Design Code, and in particular achieve a minimum of 2 hours direct sunlight between 9 am and 3 pm in mid-winter to living rooms and private open spaces for at least 70% of apartments.

14. Buildings along the eastern boundary which do not have a direct street address shall have a clear ‘pedestrian address’ and be designed to have windows and doors fronting on to the public realm. Building design shall be integrated with a way-finding strategy to ensure it is easy to locate buildings that do not have direct street address.

15. Each development block shall incorporate adequate design variation so that the site is not interpreted as a single development or community. The architectural response for each development block shall demonstrate variability from other development blocks at the site including the design of the public domain.

16. Buildings shall incorporate the following principles to allow for adaptive use over time:
   a) internal walls that can be easily removed or adjusted
   b) locating services so that they do not impede future conversion to different configurations
   c) ability to provide separate occupation of parts of units e.g dual key access from a shared private lobby

Note: ‘Architectural response’ is generally a reference to the enhanced visual appearance of a building through unique building massing, modulation or articulation in response to its special location – at the end of an important view corridor, alongside a heritage item or open space. The appropriate architectural response is to be determined on a case-by-case basis during the detailed building design. Building features that can be used to provide a specific ‘architectural response’ include, but are not limited to, building entries, architectural roof features, exaggerated floor to ceiling heights, building articulation, stepped massing, facade projections, and selection of particular materials, colours and textures, fenestration, balconies and balustrades, awnings, planters, pergolas, boundary walls, fences etc.
Figure 12  Specific Architectural Response

- SPECIFIC ARCHITECTURAL RESPONSE REQUIRED

- BIG STABLE BUILDING

- NEWMARKET HOUSE
4.5 Mixed Use Development

Objectives
1. Promote an active neighbourhood centre by encouraging mixed business, office, medical, retail and residential development in a more ‘urban’ environment along Barker Street.
2. Attract pedestrian activity along key pedestrian thoroughfares and open space.
3. Promote activity and urban vitality within the public domain, and encourage interaction between people at ground level.
4. Ensure non-residential uses do not adversely impact the amenity of residential uses.

Controls
1. Non-residential or activity-generating uses along the Barker Street frontage are to be encouraged, as well as in the adaptive reuse of Newmarket House and the Big Stable. Uses that spill onto the adjacent footpath or public domain, such as outdoor dining, are to be encouraged in these areas.
2. The ground floor level at the Barker Street frontage shall have predominantly glass facades and shop fronts that allow for additional height to contribute to the activated street edge, and be at least 4.5 metres in height.
3. Awnings are to be provided over the public footpath along Barker Street and shall be:
   a. A minimum height of 3 metres above the footpath
   b. A minimum depth of 3 metres from the building façade
   c. At least 600mm from the edge of the road/kerb.
4. Entry to non-residential ground floor premises is to be at the same level as the public footpath. Access steps, ramps and split footpaths should be avoided. Where entry to Newmarket House or the Big Stable is not possible at the same level as the adjacent public footpath or public domain, the requirements set out in the Conservation Management Plan for the adaptive reuse of these buildings shall take precedence (this may require access ramps).
5. Residential entries and vertical circulation are to be clearly demarcated and separated from commercial entries and circulation. Residential entries should be clearly visible and directly accessible from the street or public domain.
6. Commercial service areas including loading docks and waste areas, are to be separated from residential access, service areas and primary outlook, and are to be appropriately screened from the street. Loading docks and services areas shall be located to minimise adverse visual impact on the public realm.
7. A design justification statement must be submitted with any Development Application that does not comply with the relevant signage policy of Randwick City Council. The statement must demonstrate the signage is consistent with the general objectives of the policy.
4.6 Utilities and Site Features

Objectives

1. Ensure all dwellings and non-residential premises are adequately serviced.
2. Ensure that facilities are of a sufficient size to meet the needs of occupants (and the garbage/recycling collection service in the case of waste facilities).
3. Locate site facilities to be accessible, functional and unobtrusive from the streetscape.
4. Provide adequate screening to air-conditioning units and noise-generating facilities.
5. Provide usable storage space for new development, as required.

Controls

1. A storage area of at least 8m\(^3\) is to be provided for each dwelling either within the dwelling or in a garage or basement.
2. Waste storage areas for garbage and recycling must be sufficient in size to satisfy Randwick City Council’s waste collection requirements, and shall be integrated with the development and screened from public areas. In residential flat buildings, waste storage areas are to be provided:
   a. In a centralised waste room in the basement that is accessible to garbage compactors and appropriately screened, or
   b. In a facility where bins can easily be placed on the kerb for collection, away from the front of the development and appropriately screened.
3. Mail boxes are to be located in accordance with the delivery requirements of Australia Post.
4. Reticulated gas is to be made available to all residential development. Water and sewer connections are to be provided in accordance with Sydney Water.
5. Electrical reticulation is to be underground. Where required, meter boxes are to be appropriated screened from the street and positioned in accordance with the energy service provider.
6. Telephone lines and broadband internet is to be installed in accordance with the service provider.
7. A single common television/radio antenna (or other type of communication reception device) is to be provided to service all dwellings and is to be suitably screened.
8. Buildings along the eastern boundary which do not have a direct street address shall be serviced either underground (via basement level parking) or be accompanied by a Waste Management Strategy that outlines arrangements for waste storage.
4.7 Affordable Housing

**Objectives**

1. Provide for affordable housing across the site to accommodate key workers close to existing employment and services.

2. Recognise the importance of providing affordable housing on site to support the growth and function of the Randwick Education and Health Strategic Centre.

**Controls**

1. Having regard to the aims of Randwick LEP 2012 and the requirements of clause 6.12 for larger sites to have a site specific Development Control Plan which provides for, amongst other matters the provision of affordable and adaptable housing. The applicant for development on the site shall have regard to the need to provide affordable housing as part of any development proposal. The mechanism to achieve the objectives in relation to the provision of affordable housing for the site shall be through a Voluntary Planning Agreement.

   Any bona fide proposal by an applicant for the provision of affordable housing is to be considered including tenure choices. Council considers that a 5% contribution of all residential accommodation on the site is an appropriate level of affordable housing.

2. Affordable housing is rented to low and moderate income households in accordance with Randwick City Council Affordable Rental Housing Program and Procedures

3. Affordable housing is designed and constructed to a standard which is consistent with other residential accommodation within Newmarket Green

*Note: Affordable housing as defined by the EP&A Act means housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument.*

*Affordable housing in this section refers to the provision of key worker housing, housing to assist people on low to moderate incomes in locations near to where they work. It is specifically targeted to essential service workers such as police, fire and ambulance, health services, childcare workers, education and community support services who make a vital contribution to our local economy and our workforce sustainability.*

**The need for affordable housing**

The Council recognises the need to provide for affordable housing in the community and a diverse range of housing types to maintain a sustainable and stable labour force. In 2006, Randwick City Council adopted an Affordable Housing Policy and in 2007 an Affordable Housing Strategy and Action Plan designed to keep a mix of residents in our City. The policy and strategy affirms Council’s support in the provision of affordable housing in the community, particularly for those employees earning low to moderate incomes, who provide essential services to the local community.

Newmarket Green is adjacent to the Randwick Education and Health Strategic Centre. Significant employment growth in health, education and research is predicted for the Centre which will continue to generate demand for housing including for low income workers and/or key workers. Given its strategic location, Newmarket Green provides a unique opportunity to address this increasing demand and to support the growth and function of the Strategic Centre.
5 Environmental Management and Sustainability

5.1 Contamination

Objectives

1. To ensure adequate procedures and controls for the identification and assessment of contamination that may increase risk to human health on the Newmarket Site and to minimise potential impacts on the environment.

2. To ensure that if such contamination is identified, proper precautions for managing the risk to human health and the environment from the contamination are implemented prior to development so that the land to be developed is suitable for the proposed use.

Note: Applicants are advised of the following documents were prepared by the proponent as part of the planning proposal for the site:
   o Preliminary (Phase 1) site investigations by E3 Consulting Australia for Precincts A, B and C, dated December 2010 and January 2011.
   o Peer review Site Audit Report and non-statutory Site Audit Statement (no. 0503-1010) prepared by JBS, dated May 2011.

Controls

1. Development applications shall adequately address and investigate site contamination including groundwater contamination and demonstrate compliance with the following:
   - State Environmental Planning Policy (SEPP) No. 55,
   - Randwick Council’s Contaminated Land Policy 1999,
   - Land Management Act 1997,

2. Development applications shall be accompanied by preliminary site investigation(s), detailed site investigation(s) and details of remediation as may be necessary to demonstrate the land is, or can be made, suitable for the intended use. (Applicants are advised a Phase 1 preliminary site investigation has been carried out for the whole Newmarket Green site).

3. The land subject to the development application shall be remediated, validated and certified in accordance with the documents listed in control (1).

4. Remediation of the land, the subject of the development application must be completed to the satisfaction of the consent authority prior to the carrying out of any development on the land.

Note: State Environmental Planning Policy 55 - Remediation of Land and the associated SEPP 55 Guidelines outline the requirements for assessment and/or remediation of contaminated sites.
F Miscellaneous Controls

F1 Development in recreation zones
F2 Outdoor advertising and signage
F3 Sydney Airport planning and noise impacts
F4 Telecommunications and radio communications
Development in Recreation Zones

Explanation

Randwick City has a great diversity of open spaces, with almost 25% of the city area zoned RE1 (Public Recreation) and RE2 (Private Recreation), recognising their current or intended recreation uses.

RE1 and RE2 zones permit (with consent) a variety of land uses and activities that are considered compatible with the natural, aesthetic and ecological attributes of these two recreation zones.

This DCP section requires development proposed in recreation zones to carefully consider and address any potential adverse impacts on the enjoyment and preservation of areas currently used as open spaces or reserved for future recreation uses.

Objective

- To ensure any proposed development supports and complements the recreational and ecological values of existing or planned recreation areas.

Controls

Development proposed in a RE1 or RE2 zone must demonstrate the following as a minimum:

i) the need for the proposed development on that land;

ii) the need to retain the land for its existing or likely future recreation use;

iii) the impact of the proposed development on the existing or likely future use of the land;

iv) whether the proposed development is complementary to the scenic, recreational and/or ecological values of the land; and

v) in the case of RE1 Public Recreation zoned land, whether the proposed development would:
   a) unreasonably impede or diminish the intended public use or public access to the land;
   b) be consistent with any relevant plan of management adopted by Council.
Outdoor Advertising and Signage  F2

Contents

1  Introduction.......................................................................................................................... 2
   1.1  Types of signage and definitions used................................................................. 2
   1.2  Submission Requirements .................................................................................. 3

2  General Design and Siting................................................................................................. 4

3  Signage based on land use zones..................................................................................... 6
   3.1  Residential Zones ............................................................................................... 6
   3.2  Business Zones.................................................................................................... 6
   3.3  Industrial Zones.................................................................................................... 8
   3.4  Special Purpose Zones ....................................................................................... 8
   3.5  Environmental, Recreation and Rural Zones....................................................... 9
1 Introduction

This section provides objectives and controls for the design and siting of outdoor advertising and signage. These provisions intend to protect the streetscape quality from visual clutter while recognising the use of signage in business and retail areas. It applies to all signage within the City. The controls contained within this section complement the provisions of State Environmental Planning Policy No.64 – Advertising and Signage, State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the RLEP.

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

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

To the extent of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Types of signage and definitions used

**Signage** is a group term under the standard instrument (local environmental plans) order which means any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes any of the following:

(a) an advertising structure,
(b) a building identification sign,
(c) a business identification sign,

but does not include a traffic sign or traffic control facilities.

Other land use terms within the ‘Signage’ group term include:

**Building identification sign** which means a sign that identifies or names a building and that may include the name of a building, the street name and number of a building, and a logo or other symbol but does not include general advertising of products, goods or services.

**Business identification sign** which means a sign:

(a) that indicates:
   (i) the name of the person or business, and
   (ii) the nature of the business carried on by the person at the premises or place at which the sign is displayed, and

(b) that may include the address of the premises or place and a logo or other symbol that identifies the business, but that does not contain any advertising relating to a person who does not carry on business at the premises or place.

**Advertising structure** means a structure used or to be used principally for the display of an advertisement.
Outdoor advertising and signage

The most common types of signs are: fascia signs, wall signs, under awning signs and top hamper signs.

1.2 Submission Requirements

Design details of all outdoor advertising and signs are to be submitted with a development application for any building that requires advertising or signage and must include:

- Details of all advertising proposed for the site, including:
  - Number of signs proposed
  - Location and size of signs proposed
  - Lettering content for each sign
  - Colours to be used.

- Plans drawn to an appropriate scale showing the location and size of all proposed advertising on the building.

- Photographs showing the site and the relationship of the proposed advertising to that on adjoining buildings and the streetscape.
2 General Design and Siting

Explanation

The design and location of outdoor advertising can have a significant effect on the environment. The following matters need to be considered in determining the design and location for outdoor advertising on a building:
- architectural detailing
- existing advertising
- the amenity of the streetscape
- heritage significance of the building (where relevant)

Note:
The objectives and controls in this DCP apply equally to buildings and places listed as Heritage Items or within Heritage Conservation Areas.

Objectives

- To facilitate well designed and suitably located signage that allows for the identification of a business, land use, or activity to which the signage relates.
- To ensure that outdoor advertising is in keeping with the scale, character and architectural style or features of the building.
- To ensure any outdoor advertising and signage does not adversely impact on the locality or cause any distraction to road users.

Controls

i) Signage should recognise the legitimate needs for directional advice, business identification and promotion.

ii) Signage must complement and be compatible with the development on which it is situated and with adjoining development.

iii) Signage should not obscure architecturally decorative details or features of buildings or dominate building facades. It should be placed on the undecorated wall surfaces or designed sign panels provided.

iv) Entire building facades and/or walls must not be painted or covered with cladding or other material to act as a large billboard type.

v) Where a building or site contains multiple tenancies or uses, a coordinated approach for all signs is required.

vi) Signage shall be displayed in English but may include a translation in another language.
vii) Signage erected or displayed on identified heritage buildings or within heritage conservation areas must not detract from the architectural character and heritage significance of such buildings or areas.

viii) Outdoor advertising attached to vehicles or trailers which are parked for advertising purposes will not be permitted.

ix) Signage must not be flashing or animated.

Note: Flashing or animated signs include mechanical moving signs, moving LED signs, video/television screens, projected laser advertising and other flashing, intermittently illuminated or sequenced lighting signs.

*Develop patterns and themes in the streetscape. Use advertising to highlight not obscure architectural details.*
3 Signage based on land use zones

3.1 Residential Zones

Explanation

Interspersed throughout residential areas are a number of commercial activities such as corner or mid block shops. These activities and home businesses have a legitimate claim to some form of signage. However, any outdoor advertising or business identification signage should not impinge on the amenity of adjoining or nearby residential housing, particularly in relation to noise, visual amenity and spillage of light.

Objectives

- To ensure that signs in residential areas are appropriate to the surrounding dwellings.

Controls

i) Signage must not be illuminated and signage must relate to the use of the building or land.

ii) Minimise signage along boundaries common with residential properties.

iii) Business identification signs (including those for a home business) must not be more than 1.5sqm in area.

iv) Proposals for signage on buildings operating as existing uses or business premises will be assessed against the controls relating to business zones.

3.2 Business Zones

Explanation

The greatest demand and pressure for outdoor advertising is experienced in commercial centres. There is usually a large number of businesses and activities competing for a limited amount of advertising space, each trying to ensure that their message has prominence over other activities, particularly those of a similar nature.

These demands need to be carefully weighed up against the visual impact advertising can have, particularly in relation to the proliferation of advertising that can occur where building facades are obscured by signs.

Objectives

- To reduce the visual complexity of streetscapes by providing fewer, more effective signs.

- To recognise that outdoor advertising can help to express the character of a commercial district or business centre.
Outdoor advertising and signage

Controls

i) The size and shape of any signage must relate to the size of the building or space to which it is to be attached to or placed on. Larger building facades are capable of accommodating larger signs without detracting from the appearance of the building.

ii) Signage must not dominate or obscure a building or its architectural features. Advertising should highlight and reinforce architectural details.

iii) Roof signs and advertising structures must not project above the parapet of the building or that part of the building to which they are attached (including signs and bunting mounted on plant rooms or other roof structures).

iv) Avoid fin signs, projecting wall signs and above awning signs (sitting on the awning).

v) The visual amenity and value of streetscapes should be protected through careful consideration of proposals for flush wall signage.

vi) On any building listed as a Heritage Item or situated in a Heritage Conservation Area outdoor advertising (projecting and flush) must not be located above awning level.

vii) Upper level signs are best located at major focal points of a building only, to advertise arcades, plazas, etc...and to provide as corporate identity for developments which contain a range of businesses.

viii) Outdoor advertising on or attached to buildings must align and relate to the architectural design lines on a building façade or, in the absence of architectural detail or decoration, relate to the design lines of adjacent buildings.

ix) Limit under awning to one per shop or for larger premises one per 6 metres of shop frontage.

x) Under awning signs must be at least 2.6 metres above footpath level.

xi) Pole or pylon signs must not exceed the height of adjoining or adjacent buildings, or 6 metres, whichever is the lower.
3.3 Industrial Zones

Explanation

Industrial areas vary greatly in architectural styles and quality, scale of buildings, siting of buildings, landscaping and the types of land uses.

Many industrial areas may not be visually attractive; however, careful design and location of signage can be an effective mechanism to assist in enhancing the visual quality of the area while at the same time improving communication via advertising.

Objectives

- To ensure a co-ordinated approach to outdoor advertising is taken where multiple occupancy of sites occurs.
- To minimise visual clutter while contributing to the identity of the area and the streetscape.

Controls

i) The design and location of signage should be placed on fewer, larger signs.

ii) Signage should be integrated with onsite landscaping.

iii) Signage should not visually dominate the area of building walls, parapets or landscaped areas.

iv) Larger multiple occupancy industrial developments should be identified by one or two signs or directory boards at the entrance identifying the names and activities of the occupants.

v) Signage for each unit in a multiple occupancy development should be of a uniform size, shape and general presentation.

vi) Signage must relate to the use of the building or land.

vii) Avoid lines of bunting draped between poles and/or buildings.

3.4 Special Purpose Zones

Explanation

Special Purpose zones are used to accommodate various specialist activities usually associated with the provisions of services by Government or public authorities such as schools, churches, hospitals, state and regional roads, drainage and other utility works.

These activities may be located in the midst of residential areas and care needs to be taken that any outdoor advertising does not impinge on the amenity of these areas.
Generally, advertising unrelated to the use of the land is not appropriate and should be limited.

**Objective**

- To facilitate quality outdoor advertising and signage for identification and public information purposes of activities carried out or services provided on site.

**Controls**

i) Signage must not be flashing or animated.

ii) Signage must be designed and located so that it forms an integral part of the building or land upon which it is situated.

iii) The number of signs should be kept to a minimum. Where possible signs should be grouped together. Avoid a proliferation of advertising material.

### 3.5 Environmental, Recreation and Rural Zones

**Explanation**

Recreation zoned areas can accommodate a variety of activities and land uses including public and private recreation facilities. There is a legitimate need for adequate directional and identification signage in these areas.

Environmental zoned areas are visually and environmentally sensitive and as such any outdoor advertising and signage must be sympathetic to these sensitivities. This is also important in the Rural zone, while recognising the need for business identification for any primary/rural industries.

**Objectives**

- To ensure the environmental and scenic qualities are protected from inappropriate signage.

- To allow for appropriate promotional and directional advertising and signage to identify both public and private recreation facilities.

**Controls**

i) The location, number and size of signs and the use of shapes, colours and construction materials should ensure that outdoor advertising is low key in appearance.

ii) Signage must not be illuminated, flashing or animated except where it can be demonstrated that this would be for temporary periods only (e.g. scoreboards on sports fields) and measures are proposed to minimise impacts on surrounding properties.

iii) Signage must relate to the activities carried out or facilities available on the land on which the sign is erected.
Contents

1 Introduction ............................................................................................................................................. 2
  1.1 Objective ......................................................................................................................................... 2

2 Airspace operations ............................................................................................................................... 2

3 Aircraft noise ......................................................................................................................................... 3
1 Introduction

Randwick City is located in close proximity to Sydney’s Kingsford Smith Airport. As a major airport it has published an ‘Australian Noise Exposure Forecast’ (ANEF) which relates to the forecast aviation activity for the next 20 years. The ANEF is a measure of aircraft noise exposure and frequent of flights shown as contours on a map updated from time to time by Airservices Australia.

The ANEF chart for 2033 identifies parts of Coogee, South Coogee, Randwick and Kingsford where development needs to consider noise attenuation.

The effective and ongoing operation of Sydney Airport and the protection of the community also require development to be within set heights identified on the Obstacle Limitation Surface (OLS) map and the Procedures for Air Navigation Systems Operations Surface (PANS-OPS) as prepared by the airport operators and endorsed by the Commonwealth.

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.

1.1 Objective

- To assist applicants to identify height restrictions, suitable building design and noise attenuation measures, in areas affected by the operation of Sydney Airport.

2 Airspace operations

Explanation

To ensure the safe operation of the airport, limits on the heights of buildings are prescribed along flight paths.

In Randwick City, development proposals (including temporary buildings or structures) with a height of 15.24m AHD or greater must be referred to the Sydney Airport Corporation Limited (SACL) for approval in accordance with Clause 6.8 of RLEP. Any SACL approved height includes lift over-runs, chimneys, aerials, antennas, etc.

A separate approval from SAACL is also required to operate construction equipment (such as cranes used for the construction of buildings), prior to the commencement of works.

Note: In relation to short term temporary buildings or structures, an application must be made to Sydney Airport at least 28 days before commencement of the activity.
Refer to Clause 6.8 Airport operations of RLEP 2012.

Controls

i) Submit to Council accurate and detailed drawings clearly indicating the height levels (above AHD) of various roof elements (including parapet, lift overrun, roof ridge and roof-mounted installations) for referral to SACL.

ii) Landscaping must consider bird and obstacle hazard management and ensure trees to be planted are not capable of intruding the Obstacle Limitation Surface when mature (i.e. over 15 metres).

iii) Submit to Council details on the proposed height of any crane that may be used during construction works for referral to SACL.

3 Aircraft noise

Explanation

All development located on land near or within an ANEF contour of 20 or greater that Council considers is likely to be adversely affected by aircraft noise must comply with Clause 6.9 of the RLEP.

Parts of Coogee, South Coogee, Randwick and Kingsford fall within the 20 ANEF contour. Development proposals in these areas, which involve the creation of additional number of dwellings or substantial alterations to existing residential buildings, are encouraged to submit a Pre-Lodgement Application to Council. This is to ensure that potential noise issues are identified early and that relevant mitigation measures are appropriately addressed in the DA.

Refer to Clause 6.9 Development in areas subject to aircraft noise of the RLEP 2012.

Controls

i) Development proposals potentially affected by aircraft noise must incorporate suitable noise mitigation measures based on the recommendations of an appropriately qualified acoustics consultant.

ii) Acoustic measures should demonstrate sustainable design principles, maintain reasonable internal amenity and not unacceptably detract from the building or streetscape value of an area.

Note:
Refer also to the National Airports Safeguarding Framework for relevant guidelines (http://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/).
Contents

1 Introduction .......................................................................................................................... 2
  1.1 Objectives ....................................................................................................................... 2
  1.2 Definitions ...................................................................................................................... 3

2 Legislation and Regulatory Framework ............................................................................ 4
  2.1 Commonwealth legislation ......................................................................................... 4
  2.2 State legislation ............................................................................................................. 5

3 Consultation Requirements for Low-impact Facilities .................................................... 5

4 Development Application Lodgement Requirements ...................................................... 6

5 Design Controls ................................................................................................................. 7
  5.1 Visual amenity .............................................................................................................. 7
  5.2 Co-location ................................................................................................................... 7
  5.3 Location ....................................................................................................................... 8
  5.4 Heritage and Environment ......................................................................................... 8
  5.5 Facility physical design controls ................................................................................. 9
  5.6 Facility health controls .............................................................................................. 9

Appendix F5-1: Checklist for Low Impact Facilities and Non Low Impact Facilities ........ 10
1 Introduction

This DCP section applies to telecommunications and radiocommunications facilities and their supporting infrastructure and ancillary development under the following legislation:

- Telecommunications Act 1997
- Telecommunications Code of Practice 1997
- Radiocommunications Act 1992

Council does not have regulatory control over “low impact facilities”. The Commonwealth Low-impact Facilities Determination (LIF Determination) exempts low impact facilities from State and Territory planning and environmental laws.

Most new or upgraded infrastructure does not require Council consent under the Commonwealth or State legislation such as the LIF Determination, State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and State Environmental Planning Policy (Infrastructure) 2007.

This section of the DCP aims to provide controls and guidelines for the siting, design and installation of telecommunications and radiocommunications facilities that require development consent from Council. While it does not contain regulatory control over low impact facilities, this section can assist as a guide for telecommunications carriers for the siting, design and installation of low impact facilities.

1.1 Objectives

- To ensure the effective, efficient and suitable provision of telecommunications and radiocommunications infrastructure so that it achieves social, environmental and economic sustainability, and specifically:

  Social
  - To apply a precautionary approach to the deployment of telecommunications and radio-communications infrastructure;
  - To minimise EMR exposure to the public;
  - To avoid community sensitive locations;
  - To ensure that the general public and local communities have access to telecommunications technology;
  - To achieve equity for the various stakeholders by endeavouring to balance their various needs;
  - To enable the community to adequately identify infrastructure and the agencies responsible for them;
  - To outline the planning process to ensure that the community is adequately informed and empowered to participate in the planning/decision-making process.

  Environmental
  - To help implement principles of quality urban design in respect to telecommunications and radiocommunications infrastructure;

Note:

Refer to the Comlaw website (http://www.comlaw.gov.au) for the current version of the LIF Determination.
To ensure infrastructure is visually compatible with surrounding character and locality/visual context with particular regard to heritage buildings/areas and cultural icons;

- To minimise adverse impacts on the natural environment;
- To assess whether the proposed infrastructure is consistent with the amenity of the area;
- To ensure sites are restored after discontinuation or removal of infrastructure.

Economic
- To identify the type of land use areas suitable for this type of infrastructure in a local government area;
- To accommodate the planning requirements of new technology;
- To assess whether the proposed infrastructure is consistent with permitted development in adjacent areas;
- To ensure reasonable access to telecommunications technology;
- To provide certainty for stakeholders and a consistent approach to the implementation/assessment of telecommunications infrastructure.

1.2 Definitions

**Note:**

The terms, used in this DCP section, have the following meanings. The definitions included here are for the purpose of clarification only and do not supplant the definitions in relevant legislations.

**Electromagnetic radiation (EMR)** means the radiation in the microwave and radiofrequency band of the electromagnetic spectrum.


**Non-Low impact facility** means a telecommunications facility that is **NOT** exempted from State and Council planning control under the Telecommunications (Low-impact Facilities) Determination 1997.

**Radiocommunications facility** means a base station or radiocommunications link, satellite-based facility or radiocommunications transmitter.
2 Legislation and Regulatory Framework

2.1 Commonwealth legislation

Telecommunications Act 1997

The Telecommunications Act 1997 establishes a regime for Carriers’ rights and responsibilities when inspecting, maintaining or installing telecommunications facilities.

Radiocommunications Act 1992

The Radiocommunications Act 1992 regulates radiocommunications transmitters. It provides for the licensing of radiocommunications equipment and applies mandatory standards to its use.

Telecommunications Code of Practice 1997

The Telecommunications Code of Practice 1997 establishes obligations on carriers in land-access situations such as when inspecting land, installing low impact telecommunication facilities and maintaining such facilities. It also requires carriers to comply with recognised industry codes and standards.

Telecommunications (Low-impact Facilities) Determination 1997

The Telecommunications (Low-impact) Facilities Determination 1997 exempts telecommunications infrastructure classified as “low impact” from compliance with State and Local Government regulations. This classification relates primarily to visual appearance and size, rather than emissions.

Industry Code for the Mobile Phone Base Station Deployment (C564:2011)

The Code is designed:

- to allow the community and councils to have greater participation in decisions made by Carriers when deploying mobile phone base stations; and
- to provide greater transparency to local community and councils when a Carrier is planning, selecting sites for, installing and operating Mobile Phone Radiocommunications Infrastructure.

Although the Code cannot change the regulatory and legislative regime at local, State or Federal level, it supplements the existing requirements already imposed on Carriers by requiring them to consult with the local community and to adopt a precautionary approach in planning, installing and operating Mobile Phone Radiocommunications Infrastructure.
2.2 State legislation

State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP prescribes circumstances where the development of telecommunications facilities can be carried out as:

- exempt development,
- development permitted without consent (an assessment process under Part 5 of the EP&A Act is required),
- complying development, or
- development permitted with consent.

It also outlines relevant requirements relating to notification, site selection, design, construction and operation.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

The Codes SEPP allows certain types of communications dishes (radio and satellite) to be installed as exempt development.

NSW Telecommunications Facilities Guidelines Including Broadband 2010

The Guideline outlines the State wide planning provisions and development controls for telecommunications facilities in NSW contained in the Infrastructure SEPP and provides guidance to facilitate the roll out of broadband in NSW.

3 Consultation Requirements for Low-impact Facilities

While development consent is not required for low-impact facilities, as part of a carrier’s consultation obligations, Council requires a written notification demonstrating compliance with the relevant sections of the Code and provision of the information listed in the checklist (Appendix 1). Other consultation requirements for low-impact facilities include:

i) The carrier is to consult with affected community, irrespective of Council boundaries, as required by the Code;

ii) The applicant is to consult with Council about a consultation strategy;

iii) Consultation must be commensurate with the anticipated impact of the facility;

iv) The applicant must make reasonable endeavours to conduct consultation in such a way that local communities are informed about the proposal and able to comment on it;

v) For each proposed facility, a sign must be erected notifying the intention of the carrier to erect infrastructure
on site and providing the name and contact details of the carrier, consistent with the Code;

vi) For each completed facility, a permanent and legible weatherproof sign must be publicly visible in the immediate proximity of the facility and visible to the general public, to identify the name and contact details of the operator or site manager, consistent with the Code;

vii) The applicant must provide council and any other interested party with the results of its community consultation undertaken for facilities covered by the LIF Determination.

4 Development Application Lodgement Requirements

The applicant is to provide information about the existing infrastructure of that carrier in the area to assist with Council's consideration of this application.

The applicant is to provide Council with:

i) its rationale for deciding the category or type of the development (i.e. low-impact facility or non-low impact facility);

ii) an EMR assessment in accordance with the ARPANSA prediction methodology and report format as described in the Code;

iii) a 360° prediction map of exposure levels at 1.5m above publicly accessible surfaces within 300m and listed as a likely community sensitive location in the Code, or for other sites upon request;

iv) the information listed in the checklist (see Appendix 1);

v) photomontage/s of the proposed facility in context of the location;

vi) the results of any community consultation process;

vii) statement of environmental effects; and

viii) site and locality analysis. See the Design section in Part B for further requirements on site/locality analysis.

Telecommunication facility (i.e. mobile) providers must provide compliance evidence that indicates that exposure details contained in the application are true and accurate, consistent with the Code. Other radiocommunication infrastructure providers must provide an EMR compliance certificate as to exposure details in the application.
5 Design Controls

5.1 Visual amenity

i) Antennas, cabinets and supporting infrastructure should be designed to minimise or reduce the visual and cumulative visual impact from the public domain and adjacent areas.

ii) Within the local context, the infrastructure design must take account of:

   a) colour;
   b) texture;
   c) form;
   d) bulk and scale.

iii) Infrastructure must:

   a) be well-designed;
   b) be integrated with the existing building structure unless otherwise justified in writing to Council;
   c) have concealed cables where practical and appropriate;
   d) be unobtrusive where possible; and
   e) be consistent with the character of the surrounding area.

iv) Minimise the visual impact of a telecommunications or radiocommunication facility by:

   a) integrating the facility with the design and appearance of any building or structure on or within which it is located;
   b) screening any equipment associated with the facility so as to reduce its visibility;
   c) avoiding the obstruction of views of significant vistas, significant landmarks or items of environmental heritage;
   d) Locating the facility away from the street frontage as much as practicable; and
   e) ensuring that the scale, colour and finishes of the facility are in keeping with the streetscape and locality.

v) Infrastructure must be removed when no longer being used. The site must be restored following construction of the infrastructure.

5.2 Co-location

Co-location is the practice of locating a number of different telecommunication facilities, often owned by different carriers, on one facility or structure. Co-location may not always be a desirable option where:

- cumulative emissions are a consideration;
- it may be visually unacceptable;
there are physical and technical limits to the amount of infrastructure that structures are able to support; or
the required coverage cannot be achieved from the location.

i) Co-locate facilities (where possible) or demonstrate why the co-location with other facilities in the vicinity is not viable;

ii) Demonstrate a precautionary approach and effective measures to minimise any negative impacts of co-location.

5.3 Location

i) Demonstrate that, in selecting a site, that the applicant has adopted a precautionary approach in regards to minimising EMR exposures consistent with the Code. Preferred locations and land uses (as determined by Randwick Council) include:
   a) industrial areas;
   b) special uses where co-location arises, such as university, hospital and port uses; and
   c) business centres.

ii) Demonstrate particular consideration of likely sensitive land uses. Sensitive land uses may include areas:
   a) where occupants are located for long periods of time (e.g. residences); and
   b) that are frequented by children (e.g. schools, child care centres).

5.4 Heritage and Environment

While infrastructure proposed for areas of environmental significance cannot be carried out as low-impact facilities under the LIF Determination, the Infrastructure SEPP permits certain development in areas of environmental significance to be carried out as exempt or complying development or development permitted without consent.

If development consent is required, the applicant must:

i) Demonstrate how the proposed facility avoids or minimises the visual impact on the heritage significance of heritage items and heritage conservation areas;

ii) Provide a heritage impact report/statement if the proposal involves a heritage item or is located within a heritage conservation area; and

iii) Demonstrate how the proposed facility avoids or minimises the physical impact on any endemic flora and fauna. Refer to the RLEP Biodiversity Map for location of areas with biodiversity significance.
5.5 Facility physical design controls

i) Infrastructure must be of high quality design and construction. Proposals should consider the range of available alternate infrastructure including new technologies, to minimise unnecessary or incidental EMR emissions and exposures, as required under the Code.

ii) The plan for the facility must include measures to restrict public access to the antenna(s). Approaches to the antenna(s) must contain appropriate signs warning of EMR and providing contact details for the facility(ies) owner/manager.

iii) Where relevant, proposals must comply with the BCA for purposes of construction and the relevant exposure levels as directed by the Australian Communications Authority (ACA). Provide Council with certification about the standards with which the facility will comply.

iv) Proposals should also consider:
   a) minimising transmitter power to that required to achieve coverage requirements;
   b) choosing or designing antenna(s) which minimise emissions in directions not required for coverage;
   c) selecting the option that results in the lowest exposures (if alternative sites are available or if there are different options for mounting antenna(s) on a single site).

5.6 Facility health controls

i) Provide documentation to show that the proposed facility complies with the relevant Australian Exposure standard as specified by the ACA.

ii) Demonstrate the precautions taken to minimise EMR exposures to the public.

iii) Provide a mapped analysis of cumulative EMR effect of the proposal.
## Appendix F5-1: Checklist for Low Impact Facilities and Non Low Impact Facilities

### Information Requirements

<table>
<thead>
<tr>
<th>Information Requirements</th>
<th>Required</th>
<th>Supplied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has the proponent provided council with its information on infrastructure in this council’s jurisdiction?</td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>Is the proposal low impact?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the proposal not low impact?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has adequate justification been provided for this proposed location?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent provided a 360° map of predicted exposure levels at 1.5m above publicly accessible surfaces within 300m and listed as a likely community sensitive location in the Code?</td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>Has the proponent provided cross sectional diagrams?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent provided a photo montage of the facility in context of the location?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent provided a community consultation proposal where required under the Code?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent provided a heritage report/impact statement in accordance with Council's LEP (if required)?</td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>Has the proponent provided professional certification that exposure details contained in the application are true and accurate?</td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
</tbody>
</table>

### Location

<table>
<thead>
<tr>
<th>Location</th>
<th>Required</th>
<th>Supplied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has the proponent demonstrated that, in selecting a site, it has adopted a precautionary approach in regards to minimising Electromagnetic Radiation exposures?</td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>Is the facility in a preferred land use area?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>If the facility is in a sensitive area?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Site Analysis

<table>
<thead>
<tr>
<th>Site analysis</th>
<th>Required</th>
<th>Supplied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the proposed site within 300m of a school, adjacent to a playground, child care centre or on a listed heritage item?</td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>Has the proponent submitted a scaled site and adjacent locality analysis plan showing:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• existing vegetation;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• site boundaries and dimensions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• topography</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• location of existing buildings;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• views to and from the proposed site;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• location of sensitive land uses?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Information Requirements</td>
<td>Required</td>
<td>Supplied</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-----------</td>
<td>-----------</td>
</tr>
<tr>
<td></td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td><strong>Public consultation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent consulted with affected adjoining councils (where relevant)?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent consulted with council about how best to conduct community consultation?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the proposal provide for visible permanent signage on site?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent advised relevant community groups?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent placed an advertisement in the local paper (if appropriate)?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent conducted a public meeting (if appropriate)?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent provided council with the results of its community consultation process? (if appropriate)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent adequately considered the issue of non-English speaking communities?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent erected a sign on site notifying of its intention to construct that provides its contact details for facilities covered by the LIF Determination?</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Design controls / Council's requirements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>1. Visual amenity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the facility been designed so as to minimise visual impact from the public domain?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the design minimise or reduce the cumulative visual impact from the public domain?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the design take account of:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• colour;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• texture;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• form;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• bulk and scale?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the facility?:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• well designed;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• integrated with existing building structure;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• incorporating concealed cables;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• integrating the shelters with building structure;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• unobtrusive;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• consistent with character of the surrounding area?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the plan include removal of the infrastructure when it is redundant?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the plan include restoration of the site following construction of the infrastructure?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Information Requirements</td>
<td>Required</td>
<td>Supplied</td>
</tr>
<tr>
<td>--------------------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>2. Co-location</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the plan require co-location? If so,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• does it result in an unacceptable visual impact?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• does it minimise cumulative emissions for neighbouring residents or other sensitive land uses?</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3. Environment and heritage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the infrastructure in a heritage area/on a heritage building/in the vicinity of heritage items requiring development consent?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Have measures been implemented to reduce visual impact on the heritage item or conservation area?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent provided a heritage impact report/ statement?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent considered minimising physical impact on flora &amp; fauna?</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4. Facility physical design controls</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the carrier demonstrated that the infrastructure is of high quality design and construction?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the plan include measures to restrict public access to the antenna(s)?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the facility comply with the Building Code of Australia (not relevant for facilities covered by the LIF Determination) and other relevant Australian standards?</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5. Facility health controls</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent demonstrated the measures it has taken to minimise Electromagnetic Radiation exposures in the adjacent area?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Has the proponent provided a statement that the proposed facility complies with the relevant Australian exposure standard?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are any emissions other than electromagnetic expected?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>