STRATEGIC PLANNING

DRAFT Randwick Development Control Plan D4 Local Centres – general controls

D04579808

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Randwick City Council
a sense of community

1300 722 542
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Prepared by	PM	September 2025	
Coordinator Review	David Appleby	October 2025	
Manager Review	Stella Agagiotis		

Contents

1. Introduction

Local centres within Randwick City play an important role in its economy. They provide convenient access to goods and services to meet the needs of the community, whilst supporting employment, and contributing to lifestyle and neighbourhood amenity. Local centres are also highly accessible, often located within walking distance to residents, primary transport routes and public transport stops.

The controls in this section apply to commercial premises permitted in the E1 Local Centre zone under *Randwick Local Environmental Plan 2012* (RLEP 2012), and in limited circumstances, within residential zones.

A range of non-commercial land uses are also permitted within local centres, such as hospitals, service stations, registered clubs, and entertainment facilities. Development proposals for such uses will need to address the controls contained within this section.

Application of this DCP Part

This DCP part should be read in conjunction with:

- Part A – Introduction
- Part B - General Controls including
  - Part B12 – Outdoor advertising and signage
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

This DCP part does not apply to E1 Local Centre zoned land subject to Part D Location Specific Controls of this DCP, including:

- Part D5 - Matraville
- Part D6 - Maroubra Beach
- Part D7 - The Spot
- Part D12 - Newmarket Green
- Part D14 - Well Located Housing Areas (*formerly Housing Investigation Areas (HIAs)*)

For residential development in the E1 Local Centre zone, this DCP part should be considered with Part C2 – Medium density residential of this DCP.

1.1. Randwick City's local centres

Randwick City's local centres are generally comprised of small clusters of commercial premises, including retail and business premises (generally five or more shops), that service the convenience needs of residents and workers in the immediate surrounds.

Local centres in Randwick City often have a distinct character and identity, offer services on a more intimate level, and provide a unique shopping experience compared to larger commercial centres.

Planning for our local centres needs to focus on their local advantages such as proximity to parks and public transport and build on specialty niches, including historical architecture to remain relevant and viable. The continued success of these local centres relies on high quality residential, public domain and building design.

Randwick City has numerous centres zoned E1 Local Centre. This section applies to development within these local centres, in addition to commercial premises permissible in residential zones.

Objectives

1. Enhance the commercial amenity and ongoing economic viability of Randwick City's local centres
2. Promote active street level frontages
3. Maintain the small shop and small shopping centre character of individual centres
4. Enhance the scenic quality and amenity of streetscapes and public places
5. Ensure development in these centres is compatible with the character and form of existing development in the surrounding neighbourhood
6. Encourage shop top housing as a form of affordable residential accommodation
7. Ensure that development provides for the amenity of residents living, in or near, centres.

2. Built form

Explanation

Built form refers to the 'three dimensional' appearance or character of local centres and their surroundings, encompassing the aesthetic quality, shape, scale and configuration of individual buildings, and their relationship to other buildings, and to streets and the public domain.

Objectives and controls focus on achieving an appropriate bulk and scale for new development so that buildings and building envelopes achieve a coherent, harmonious and visually appealing urban environment, that enhances the public realm, is compatible with site conditions and the desired future character of the area.

Note

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.

Where development proposals vary from the built form objectives and controls due, to unique or extreme site conditions, the development proposal will be assessed on merit.

Objectives

1. Ensure built form is compatible with the desired future character of the street, block or surrounding area, in terms of building bulk, scale and massing
2. Promote coherent and orderly redevelopment of land, avoiding the isolation of sites
3. Ensure development reinforces the urban structure and street hierarchy through responsive design
4. Ensure development respects the existing siting, scale, form and character of adjoining properties
5. Avoid large, bulky and unarticulated 'wall-like' building form that visually dominate the public realm
6. Achieve a scale transition between residential buildings and surrounding residential areas to protect residential amenity
7. Design development to optimise solar access, protect privacy, maintain view corridors and enhance visual amenity for neighbouring properties, public spaces and communal areas in accordance with best practice urban design principles
8. Allow sufficient space between floors for building services and acoustic attenuation
9. Incorporate upper-level building setbacks to reduce the apparent scale of buildings, establish a consistent street wall height, minimise overshadowing of the street and other buildings and create a cohesive streetscape environment
10. Ensure the form and massing of development respects the topography of the site.

2.1. Floor Space Ratio

Explanation

Floor Space Ratio (FSR) is a measure of development density 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 three-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 (GFA) to the site area.

The maximum permissible FSR for any development is prescribed and defined in the *Randwick Local Environmental Plan 2012* (RLEP 2012) Floor Space Ratio Map.

2.2. Building height

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 future character.

The maximum permissible building height for any development is prescribed and defined in the RLEP 2012 Height of Buildings Map (HOB).

Objectives

1. Ensure that the number of storeys in a development aligns with the maximum permissible building height in metres under the RLEP 2012
2. Ensure development height does not cause unreasonable impacts upon the neighbouring dwellings in terms of overshadowing, view loss, privacy and visual amenity
3. Ensure an appropriate relationship between new development, street width and surrounding dwellings
4. 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
5. Achieve a consistent built street wall height.

Controls

a) In local centres with a 9.5m maximum height limit, development must not exceed two 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)

b) In local centres with a 12m maximum height limit, development must not exceed three 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)

c) The minimum floor to ceiling height for a floor must comply with the following table:

Floor	Minimum floor to ceiling height
Ground floor	3.3 meters
Upper floors	2.7 meters

Note

Ceiling heights shall be measured from Finished Floor Level (FFL) to finished ceiling. level (FCL).

d) Demonstrate the suitability of an alternative number of storeys, and/or floor to ceiling heights, having regard to:
   i. Proposed uses
   ii. Existing predominant storeys and/or floor to ceiling heights within the centre
   iii. Character of the street.

Note

Under RLEP 2012, the 'maximum building height' is defined as: *The vertical distance between resultant ground floor height and the highest point of the building, including plant rooms, lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like*.

2.3. 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. They help define the proportions of the street and can contribute to the streetscape character and activation through continuity of street facades. Continuous retail frontages with a zero street setback help reinforce a shopping street.

Side and rear setbacks are established to ensure an adequate level of building separation, and to provide for access, landscaping, privacy, natural lighting and ventilation. In retail main streets, zero side setbacks may be appropriate with common walls, to maintain continuity of the retail frontage. Side setbacks may be required where there are transitions to adjoining R2 low density residential areas. Where rear lanes exist, they ensure adequate space is maintained for parking, loading and services. Setbacks to upper levels may also be required to ensure an appropriate building scale is realised.

Setback controls do not apply to below ground structures.

Note

Setbacks for residential redevelopment in E1 zones will need to refer to the Medium Density Residential setback controls in DCP Part C2.

Definition

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 1.2m above ground level (finished) and minor projecting features, such as awnings, sun hoods, screening devices and bay windows.

Objectives

1. Define the street edge and establish or maintain the desired spatial proportions of development on the street
2. Ensure front setbacks maintain the continuity of setbacks in the street
3. Ensure a development does not detrimentally affect the amenity of adjoining residential development
4. Ensure any building fronting a rear lane has a smaller scale and massing appropriate for the width of the lane.

Controls

Front setback

a) Comply with the following minimum front setback:

Description	Minimum setback
Development fronting a primary road, up to 9.5m in building height	0m setback from the street edge
Development fronting a primary road, above 9.5m in building height	2m setback
Corner allotments	A minimum 1.5m x 1.5m 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.

b) Provide increased setbacks, over and above the aforementioned minimum requirements, or demonstrate the suitability of an alternative setback having regard to the following matters:
   i. Existing predominant street setback
   ii. Character of the street.

Rear setback

c) Where the site has rear lane access, car parking structures (hardstand car space, carport or garage) and ancillary development must have a 1m minimum setback from the rear boundary

d) 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

e) 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.

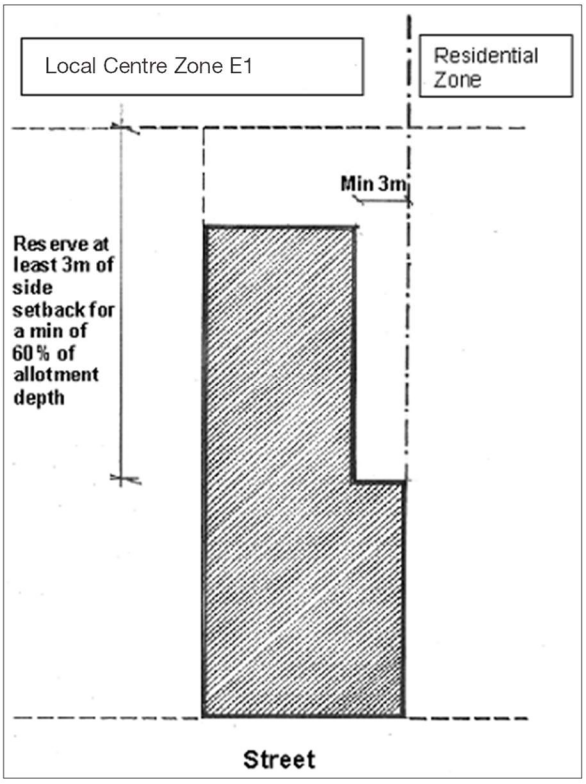
Side setback

f) Where the site's side boundary adjoins land in a business zone, provide a zero metre side setback

g) For alterations and/or additions to dwellings in E1 zones, redevelopment must address the residential sections of the DCP

h) 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



Source: Randwick City Council

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.

Figure 2: Examples of facades in E1 Local Centres

Source: Randwick City Council

Objectives

1. Ensure building facades are articulated to complement and enhance the character of the street
2. Buildings are to be well-designed with articulated facades, reflecting a 'fine grain' character, common to local centres
3. Ensure that corner buildings suitably resolve the design characteristics of the two streets they address, and reinforce corner elements in the local centre setting
4. Retain and restore the surviving examples of original whole shop frontages and elements
5. Encourage new shopfronts to be compatible with the existing proportions, materials and detailing across the centre to maintain and enhance the character of the local centre.

Controls

a) Where a development has two street frontages, each façade treatment must respond to the buildings in those streets
b) Include shopfronts on side street frontages of corner sites to enhance the commercial potential of the space and minimise blank walls to the street front
c) 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)
d) Distinguish residential entries from commercial/retail entries in the case of mixed use development
e) Design shopfronts, including entries and windows, to reinforce any prevalent character in the centre
f) 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
g) All facade elements must be contained within the site boundaries
h) Building services, such as drainage pipes shall be coordinated and integrated with overall facade and balcony design
i) Balconies to the street facade are to be recessed behind the principal building facade
j) Balcony balustrades should comprise a light open/glazed material and should be compatible with the style of the building
k) The development of colonnades is discouraged.

3.2. Roof forms

Explanation

Well-designed roof forms and parapets can enhance the design of buildings and conceal mechanical structures such as lift overruns, services and plant rooms. Many of Randwick City's local centres are characterised by flat roofs and often with a distinctive parapet.

Objectives

1. Reinforce existing parapet features in local centres
2. Add visual interest to the local centre skyline when viewed from street level or surrounding vantage points
3. Ensure the roof form contributes to the overall design and environmental performance of the building
4. Ensure that roof plant and service areas are incorporated into the roof design and not visible from adjoining public roads or private property.

Controls

a) In centres where parapet forms are prevalent, development should include new parapets that reflect the rhythm, scale and detailing of existing parapets
b) Provide flat roofs where these prevail across the centre, unless the site conditions justify an alternative roof form (e.g. Corner sites)
c) 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

d) Relate roof forms to the size and scale of the building, the building elevation and the three dimensional building form
e) 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 outdoor dining areas. Well-designed awnings can also contribute to the character of the street.

Objectives

1. Provide shelter and amenity for pedestrians on public streets
2. Provide continuity in the streetscape.

Controls

a) Provide continuous street frontage awnings to all new development
b) Generally, awnings should be a minimum 3m deep and setback a minimum 600mm from the kerb
c) Design new awnings to be complementary with their neighbours and aligned with the general alignment of existing awnings in the street
d) Awning dimensions for buildings fronting main roads and major side streets, are to provide:
    i. A minimum width of 3m
    ii. A minimum soffit height of 3.5m and no higher than 4.2m above the footpath
    iii. A minimum 1m setback from the kerb
    iv. Awnings are generally to extend no more than two thirds across the public footpath, to permit street trees and verge planter beds access to sunlight and direct rainfall – refer to Council's Street Garden Guidelines
    v. A low profile, with slim vertical facias or eaves, generally not exceeding 300mm
e) Provide under awning lighting to improve public safety
f) Colonnades along the street edge are inappropriate
g) Canvas blinds along the street edge may be suitable where they would assist in sun access/protection
h) Signage on canvas blinds is inappropriate
i) Ensure all awnings are structurally sound and safe and comply with relevant NCC 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 local centre. New development or refurbishment should improve the overall presentation of the streetscape.

Objectives

1. Achieve a pleasant, coherent streetscape that integrates new and existing buildings incorporating quality materials and finishes

2. Limit solar glare and the reflection of sunlight from buildings.

Controls

a) Utilise high quality and durable materials and finishes which require minimal maintenance
b) 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
c) The use of face brickwork and or stone is encouraged for medium to large buildings (up to 9 stories). Rendered masonry is also supported to a limited extent, to complement face brickwork materials palette. This is due to brickwork and stonework's capacity to contribute scale, detail, texture and a rich colouring to the building facade – a limited and well considered palette is encouraged
d) For residential and commercial buildings, the extensive use of fixed panel grills, perforated metal, louvres, expanded mesh and the like, as the primary facade finish/material are to be avoided. Box-like or monolithic forms, that present as large unarticulated cubes, are not supported, as they are institutional or industrial in character, and therefore unsuited to town centre or residential areas
e) The following materials are considered incompatible:
    i. Large wall tiles
    ii. Rough textured render and/or bagged finish
    iii. Curtain walls
    iv. Highly reflective or mirror glass
f) Avoid large expanses of any single material to facades
g) 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

1. Encourage external lighting that adds to the architectural character of buildings whilst having regard to the amenity of nearby residents
2. Illuminate parts of a site for security and safety
3. Provide correct lighting orientation and minimise overspill lighting.

Controls

a) The external lighting of buildings must integrate external light features with the architecture of the building.
b) Under awning lighting should be provided in accordance with the relevant Australian Standard.
c) Where residential development is located above or adjoins the development, provide location and design details demonstrating that light is directed away from residences.
d) Avoid floodlights or excessive lighting of buildings.

4. Public domain

4.1. Active frontages

Explanation

Continuous business or retail land uses that open directly to the footpath create people oriented 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 local centre.

Objectives

1. Achieve a well designed streetscape that engages and activates the local centre and contributes to its economic viability
2. Provide a walkable environment, with visual interest and opportunities for social interaction
3. Facilitate active uses and pedestrian orientated activities at ground level in local centres.
4. Ensure that the provision of active street frontages are compatible with the scale, character and architectural treatment of the building.

Controls

a) Maximise street level activity (e.g. by wrapping shopfronts around corners) and minimise opaque or blank walls at ground level
b) Minimise vehicular entrances not associated with active uses or building entries
c) Security grilles or shutters may be fitted only within the shop itself behind glazing, and must offer a minimum of 70% transparency
d) 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
e) 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 local 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

1. Promote development that is well connected to the street and contributes to the accessibility of the public domain and functionality of the local centre
2. 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
3. Encourage public art that enhances the unique identity of centres.

Controls

a) Development should aim to increase the area of public spaces and pedestrian links that are available in the local centres
b) In designing such areas, consideration should be given to solar access and protection from wind and rain
c) Pedestrian and vehicle accessways are to be separated and clearly distinguishable
d) Pedestrian areas should minimise any changes in levels and allow wheelchair access to the shops from the car parking area and public footpaths
e) Consider artworks and design which integrates private development with the public domain, such as window treatments, paving, sculptures and decorative elements.

4.3. Laneways / shared zones

Explanation

Laneways and shared zones contribute to the fine grain character of urban areas and help to enhance walkability and connectivity. They also provide an important service function for waste management and car parking access to developments. Laneways / shared zones in certain situations assist in providing an appropriate scale transition and separation from surrounding lower scaled neighbourhoods.

Objectives

1. Facilitate vehicular access and servicing away from main road frontages to improve pedestrian and active transport movement and safety
2. Provide usable, green and leafy laneways
3. Encourage passive surveillance of any existing or new laneways.

Controls

a) All new development fronting lanes shall be articulated to create visual interest and incorporate passive surveillance by orienting windows and balconies onto the lane
b) Development shall ensure sufficient width for turning and U-turn movements within laneways, without compromising vehicular and pedestrian movement
c) Development adjacent laneways shall provide landscaping, lighting and high quality materials and finishes to enhance the pedestrian environment
d) In an urban context, ground floor uses fronting lanes shall incorporate openings onto the lane to contribute to the enjoyment and activation of the lane including, where possible, outdoor dining
e) Applicants are to negotiate Rights of Carriageway with adjoining property owners where required for access.

Note

Evidence of the attempt to obtain the adjoining property owner's agreement to the Right of Carriageway is to be submitted as part of the Development Application (DA).

Refer to Transport for New South Wales (TfNSW) Technical Direction '*Design and Implementation of Shared Zones Including Provision for Parking*' in the planning and design of shared zones.

4.4. 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

1. Access sites within centres via driveways from side streets and rear lanes
2. Minimise the number of vehicle access points on shopping street frontages
3. Maximise retail frontages and streetscape presentation
4. Maximise pedestrian safety.

Controls

a) Where new development has access available off rear laneways or side streets, vehicular access must be provided from the laneway or side streets
b) Where no alternative street frontage is available:
   i. Demonstrate alternative sustainable measures for meeting parking and delivery requirements
   ii. The entry to the building should be designed to give priority to pedestrians by maintaining a constant grade for the footpath crossing for pedestrians
   iii. 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
c) Design driveways to minimise visual impact on the street and maximise pedestrian safety. Setback any rear lane garage doors 1m from the laneway alignment
d) Avoid locating accessways to driveways adjacent to the doors or windows of habitable rooms.

4.5. Loading areas

Explanation

Loading areas provide for short term use of vehicles when loading or unloading goods during 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

1. Ensure the provision of adequate loading/unloading areas
2. Ensure vehicular access to buildings and areas dedicated for off-street loading and servicing does not diminish active street frontages
3. Ensure efficiency and amenity in the design and operation of off-street loading and servicing.

Controls

a) 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
b) 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
c) 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

1. Optimise solar access to habitable rooms and to minimise the need for artificial lighting during daylight hours
2. Minimise the impact of overshadowing on the internal and outdoor areas of neighbouring buildings
3. Retain the amenity of the public domain by maximising solar access
4. Promote natural cross ventilation and discourage sole reliance on air conditioning.

Controls

a) Commercial and mixed-use development are not to reduce direct sunlight to adjacent dwellings below a minimum of 2 hours of sunlight for habitable rooms between 9am and 3pm on 21 June
b) 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
c) 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
d) 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 east, and service areas to the south and west of the development)
e) Maximise any northerly aspect and optimise the number of north facing windows. Shade north facing windows with roof eaves, verandas 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

1. Ensure high levels of acoustic privacy within and between developments
2. Provide reasonable levels of external and internal visual privacy
3. Maximise outlook and views from principal rooms and private open spaces without compromising visual privacy.

Controls

a) Developments are to be designed to minimise noise transmission by:
   i. Locating busy noisy areas next to each other and quieter areas next to each other
   ii. Locating bedrooms away from busy roads and other noise sources
   iii. Using storage or circulation areas within a dwelling to buffer noise from adjacent apartments, mechanical services or corridors/lobbies
   iv. Avoid locating wet areas, such as toilets, laundries and kitchens, adjacent to bedrooms of adjoining dwellings

b) Locate exhaust vents away from windows and open space of dwellings

c) For development fronting arterial roads, provide noise mitigation measures to ensure an acceptable level of living amenity for the dwellings is maintained

d) 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 adds diversity and affordability to local centres. Housing within walking distance of services, jobs, shopping and entertainment, supports long-term affordability and sustainability by reducing reliance on private car trips.

Housing can also provide interest, pedestrian activity and a human element to the zone, particularly after business hours. Shop top housing revitalises under-utalised spaces, improves land efficiency, and supports opportunities to work from or near home.

Objectives

1. Encourage the inclusion of dwellings in new developments, whilst ensuring that active commercial uses continue to be provided at ground floor level on principal retail streets
2. Maintain the built form arising from the historical subdivision pattern and the small shop character at street level
3. Maintain the built form character of small shops originally built to serve residents within a walking catchment, together with shop top housing
4. Provide a range of usable, attractive and accessible landscaped outdoor spaces and recreation areas for the use of the occupants of shop top housing
5. 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

a) Entries to residential apartments are to be separated from commercial entries to provide security and an identifiable address for each of the different users

b) 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 10m^2 in area

c) Private open spaces should be:
   i. Located adjacent to and accessible from the main living areas of the dwelling
   ii. Located so as to maximise solar access, i.e. preferably orientated from north-east to north-west
   iii. Located to ensure privacy and away from noisy locations, where possible
   iv. Screened by vegetation or a wall to ensure privacy

d) If an elevator is provided for residential use, it must not be used for retail loading or waste removal

e) Separate the waste storage facilities for commercial and residential components of a development

f) Site services and facilities (such as letterboxes and drying yards) should be designed:
   i. To enable safe and convenient access by residents
   ii. In an aesthetically sensitive way
   iii. To have regard to the amenity of adjoining developments and streetscape
   iv. To require minimal maintenance
   v. To be visually integrated with the development.

6.1. Commercial uses in residential zones

Explanation

Corner shops, limited business uses, restaurants and cafes are permissible in residential zones. Clause 6.13 of RLEP 2012 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 C1 Low Density Residential or C2 Medium Density Residential Parts of this DCP, and should also consider controls, as relevant in this Part.

The purpose of this sub-part is to provide additional design controls for these business uses.

Objectives

1. Encourage the retention of the fabric of existing purpose-built corner shops/shop-top housing in residential areas
2. Ensure commercial development in residential zones do not create adverse noise or disturbance.

Controls

a) Preserve glazed shopfronts (i.e. do not infill), awnings and primary wall heights at the street front.

b) 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.

Randwick City Council
30 Frances Street
Randwick NSW 2031

1300 722 542
council@randwick.nsw.gov.au
www.randwick.nsw.gov.au

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