

STRATEGIC PLANNING

DRAFT **Randwick** **Development** **Control Plan** **D14 Well** **Located** **Housing Areas** **(formerly HIAs)**

D05606714

18 November 2025



File reference	D04998331	Date	Signature
Prepared by	DA + LS	September 2024	
Coordinator Review	DA	September 2024	
Manager Review	Stella Agagiotis	August 2025	

Contents

Part A – Overarching controls	4
1. Introduction	5
2. Urban design and place-making	8
3. Design excellence	9
4. Density and land use	10
5. Built form	11
6. Through site links / mid-block connections	14
7. Laneway / shared way zones	16
8. Heritage conservation	18
Part B – Site specific controls	20
9. Well Located Housing Areas (formerly Housing Investigation Areas)	21
Part C – Design detail	76
10. Housing mix	77
11. Floor to ceiling heights	78
12. Solar and daylight access	79
13. Acoustic amenity	81
14. Natural ventilation	85
15. Articulation and modulation	87
16. Materials and finishes	88
17. Building awnings, entry and circulation	89
18. Landscape	90
19. Transport, parking & access	94
20. Sustainability	95
21. Water management	98
22. Aircraft operations	99
23. Affordable housing	100
24. Air quality	101

Part A

Overarching controls

1. Introduction

Well Located Housing Areas (WLHA) formerly known as Housing Investigation Areas (HIA) are located within Kensington, Randwick and Kingsford as shown in Figure 1, and provide an important contribution to Randwick City's housing growth over the next 10 years. These areas were identified in the Randwick Housing Strategy (2020) and contribute towards the 6-10 year (2021-26) housing capacity and towards housing diversity for the Randwick City community. The WLHA are located to benefit from excellent access to employment and services in the Health and Education Precinct and will meet the day-to-day needs of future residents due to their proximity to existing strategic and town centres. They are also well served by public transport with frequent light rail and bus services connecting to the Sydney CBD, Eastern Suburbs and greater metropolitan Sydney.

As a result of the extensive review and investigation, they have been designed for moderate uplift in residential dwelling capacity.

The objectives and controls contained within this DCP apply to the design of residential flat buildings, co-living, shop top housing and mixed-use developments located within WLHA's. In addition to other provisions set out in this DCP, all proposed developments will be assessed against the minimum standards specified in the Apartment Design Guide (ADG) which supports State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development.

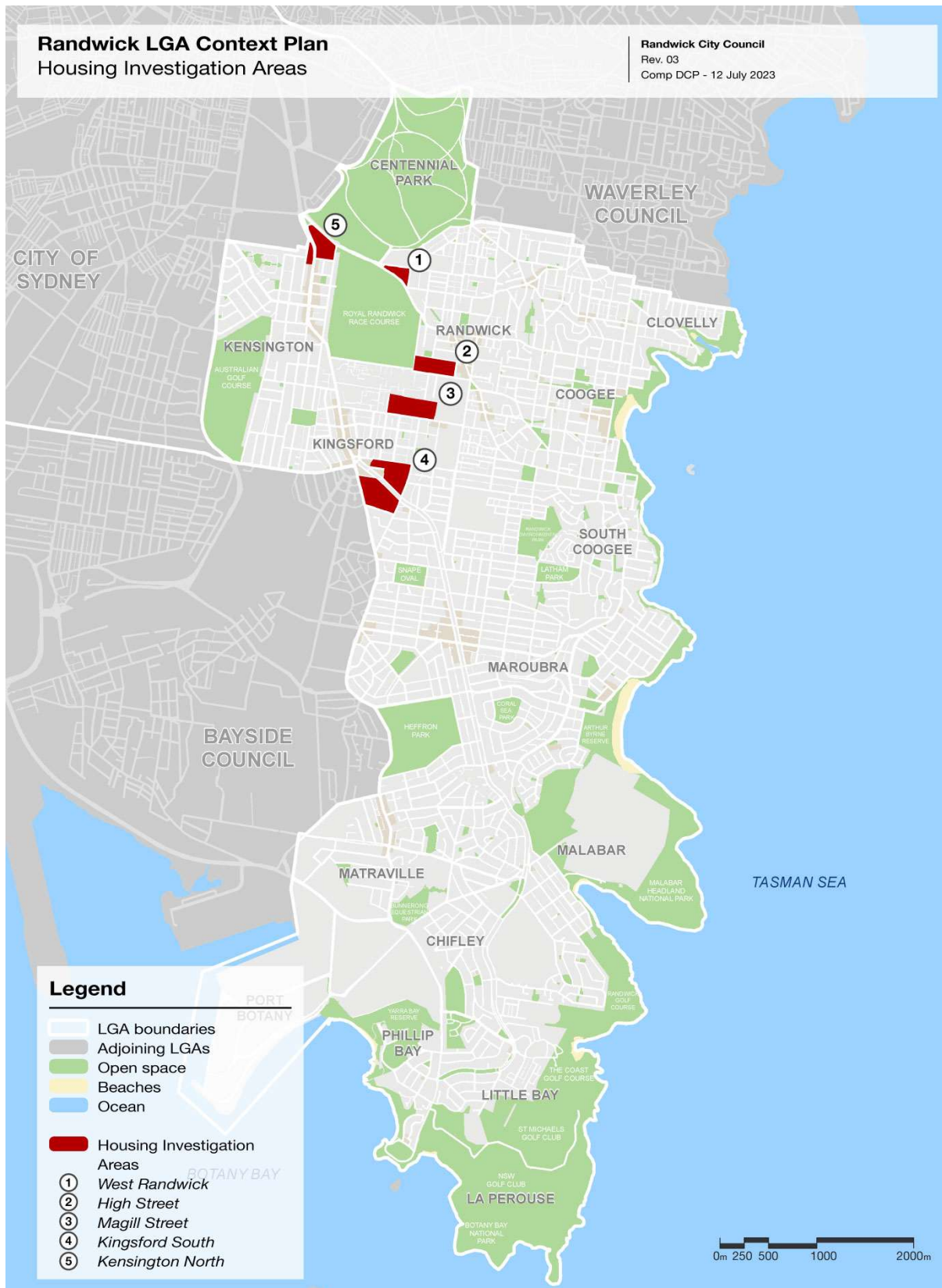
1.1. Comprehensive Planning Proposal – Housing Investigation Areas

The Randwick LEP 2012 (Amendment 9), known as the Comprehensive Planning Proposal (CPP) came into effect on 1 September 2023. The CPP included changes to the zoning, maximum Height of Building (HoB) and Floor Space Ratio (FSR) and sets the overall planning parameters for the WLHAs, within which these DCP controls provide more detailed design guidance.

1.2. Housing Investigation Areas urban design analysis report

The Objectives and Controls in this section of the DCP are informed by the extensive site and built form analysis, 3D modelling, and feasibility testing completed for the HIA Urban Design Analysis studies prepared in 2022 and exhibited with the CPP.

Figure 1: LGA context plan



Source: Randwick City Council 2023

1.3. Alignment with other planning instruments

This section applies to all new development and alterations and additions to existing development on land situated within the WLHAs (Figure 1). The controls supplement the provisions of the Randwick Local Environmental Plan (RLEP) and aim to deliver high quality urban design, architectural and landscape design, to promote a high level of liveability in locations that have access to economic and employment opportunities, public transport services and recreational destinations.

In addition to the RLEP, several State Environmental Planning Policies (SEPP) apply to certain types of development within the WLHAs, depending on the nature of the proposal. The key SEPPs are:

- Housing SEPP 2021
- Transport and Infrastructure SEPP 2021
- Sustainable Buildings SEPP 2022

In the event of an inconsistency between this DCP and a relevant SEPP, the SEPP prevails to the extent of the inconsistency.

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

- Part A – Introduction
- Part B - General Controls of the DCP
- Other sections of the DCP for specific development types, sites, or locations, as relevant to the Development Application (DA)

Note:

The ADG is particularly relevant to the five-to-eight storey mid-rise residential development proposed in the WLHAs. This DCP should be read in conjunction with the ADG, and the design of buildings within the WLHAs need to address the ADG planning and design requirements. Whilst ADG design requirements are generally not duplicated in this DCP, certain controls are highlighted to provide clarity for applicants.

2. Urban design and place-making

2.1. Guiding principles

Development within the WLHAs must align with the following urban design and place making principles which are informed by the respective HIA Urban Design Reports and community input:

- Provide quality affordable housing to meet local housing needs, particularly for key workers, essential workers and students
- Provide a supporting and innovative land use role for WLHAs that adjoin health and education campuses, and business centres / town centres
- Facilitate a 20 minute walking city precinct
- Contribute to Randwick's green grid by enhancing tree canopy cover and extending the local network of green spaces, streets, plazas and laneways
- Provide an environment for residents that has high liveability and amenity and exceeds the minimum standards of the Apartment Design Guide (ADG)
- Create a positive street level environment through built form that is permeable, maintains human scale within the city blocks and streetscapes and allows solar access to key parts of the public realm
- Design neighbourhoods to support active transport (walking and cycling) by incorporating through-site links, wider footpaths and pedestrian friendly infrastructure that encourages walking and cycling
- Create an attractive, landscaped public domain that fosters a strong sense of place and encourages social interaction
- Ensure that new infill development respects the fine-grain character of heritage items and contributory buildings, reinforcing the existing urban fabric
- Promote excellence in urban design, architectural and landscape design including best practice environmentally sustainable principles
- Achieve innovative place-based design responses that enhance local hydrology, climate resilience and environmental performance.

Controls

- a) A statement must be submitted with all DAs that demonstrates consistency with the Guiding Principles of this 'Part A – Overarching controls' and the relevant objectives contained in 'Part B – Site specific controls'.

3. Design excellence

Explanation

Design excellence is a core urban design principle for the development of the Well Located Housing Areas (WLHAs). It aims to deliver high quality built form outcomes that enhance amenity for both existing and future residents, while raising the overall standard of urban planning, architectural design and environmental sustainability.

The RLEP establishes the applicable land Zoning, Height of Building (HoB) and Floor Space Ratio (FSR) controls for properties within the WLHAs.

In accordance with Clause 6.11 of the Randwick LEP, the consideration of design excellence is required for development proposals that meet any of the following criteria:

- Involve buildings over 15m in height, or
- Are located on sites greater than 10,000m² in area; or
- Are situated on land where a site-specific development control plan (DCP) is required.

Given that the HoB controls within the WLHAs typically permit buildings of at least five storeys, all properties within these areas- when redeveloped – will be subject to the design excellence provisions of the Randwick LEP.

4. Density and land use

Explanation

Clause 4.4 of the RLEP provides FSR standards for the WLHAs. The maximum FSR that can be achieved on a site is shown on the RLEP FSR Map and a summary for each WLHA is provided in Table 1 below:

Table 1: Floor Space Ratio and Building Heights

WLHA	FSR	Building Height (metres and storeys)
West Randwick (H1)	3.6:1 E1 Zone 1.8:1 R3 Zone	24m (7) Zone E1 16.5 (5) Zone R3
High Street (H2)	3:1 R3 Zone	26m (8) Zone R3
Magill Street (H3)	1.8:1 R3 Zone	19.5m (6) Zone R3
Kingsford South (H4)	1.6:1 R3 Zone 1.7:1 E1 Zone	16.5m (5) Zone R3 17.5m(5) Zone E1
Kensington North (H5)	2:1 R3 Zone 1.5:1 R3 Zone	23m (7) Zone R3 16.5m (5) Zone R3

Source: Randwick City Council 2022

Objectives

The objectives for density and land use within the WLHAs are to:

1. Ensure appropriate densities are achieved in precincts within the Randwick LGA that are well serviced by public transport, and located near employment hubs, town centres and green spaces
2. Contribute to meeting the identified dwelling targets for the Randwick City LGA
3. Provide an appropriate and sensitive building density transition to adjacent Heritage Conservation Areas (HCAs), heritage Items and low-scale residential neighbourhoods
4. Support well-coordinated and compatible residential and permitted non-residential development within the WLHAs
5. Encourage innovative health and education-related uses that compliment surrounding land uses
6. Activate key streetscapes at ground floor level, where permitted
7. Support local employment opportunities within business zones

Controls

- a) The maximum FSR permitted on a site is shown on the RLEP FSR Map
- b) Health and education support land uses, and innovative enterprise / start-up businesses are encouraged in proximity to health and educational campuses (Randwick Hospital and UNSW)
- c) Ground floor non-residential uses are encouraged at prominent corner locations to provide services within the WLHAs, where permitted
- d) Active frontages are required at ground floor level for development within business zones and for the High Street frontage of Block C

5. Built form

Explanation

Built form refers to the ‘three dimensional’ appearance or character of the WLHAs encompassing the aesthetic quality, shape, scale and configuration of individual buildings, and their relationship to other buildings within the WLHA and to streets and the public domain. Objectives and Controls focus on achieving an appropriate scale for new development so that buildings achieve a coherent, harmonious and visually appealing urban environment, that enhances the public realm.

For detailed built form requirements, refer to ‘Part B – Site specific controls’ which outline development controls tailored to each WLHA city block.

The block control plans provide detailed development controls for new development in the WLHAs informed by an urban design constraints analysis. This analysis identifies buildings that are constrained, including:

- Heritage listed
- Contributory to the character of the area
- Church owned
- Utility infrastructure such as substations
- Recently completed, and
- Residential strata buildings comprising 8-10 apartments or more that are assessed as unlikely change in the medium term.

Where redevelopment proposals vary from these assumptions they will be assessed on merit, with reference to both the overarching and block-specific objectives and development controls established for the WLHA.

Objectives

The objectives for built form within the WLHAs are to:

1. Ensure built form is compatible with the desired future character of each WLHA 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 WLHA 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. Ensure that the number of storeys in a development aligns with the maximum permissible building height in metres under the RLEP allowing for ADG compliant floor-to-floor heights, internal amenity, roof top structures (such as plant rooms or lift overruns) and to allow for flexibility for future changes of use (particularly at ground floor level)
9. Allow sufficient space between floors for building services and acoustic attenuation

10. Incorporate upper-level building setback controls 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.

Controls

Lot amalgamation

- a) Demonstrate that the minimum dimensions of an amalgamated redevelopment site (consolidated from multiple existing individual properties) are consistent with 'Part B – Site specific controls'
- b) Site amalgamation must not compromise the future development potential of adjacent or intervening sites
- c) Where a development proposal unavoidably results in an isolated site, the applicant must demonstrate that reasonable efforts have been made to avoid this outcome. The following must be submitted with the DA:
 - i. Evidence of written offer/s made to the owner of the isolated site and any responses received prior to the lodgement of the DA
 - ii. Schematic diagrams demonstrating how the isolated site is capable of being redeveloped in accordance with relevant provisions of the RLEP and this DCP to achieve an appropriate urban form and an acceptable level of amenity
 - iii. Schematic diagrams showing how the isolated site could potentially be integrated into the development site in the future in accordance with relevant provisions of the RLEP and this DCP to achieve a coherent built form outcome for the block.

Building heights

- d) The maximum Height of Building (HoB) that can be achieved on a site is shown on the RLEP Height of Building Map
- e) The maximum number of storeys permitted on a site must comply with the following:
 - i. on sites with a maximum HoB of 16.5m and 17.5m – 5 storeys
 - ii. on sites with a maximum HoB of 19.5m – 6 storeys
 - iii. on sites with a maximum HoB of 23m and 24m – 7 storeys
 - iv. on sites with a maximum HoB of 26m – 8 storeys
- f) Where a property is identified by Council to be flood affected, this may require a ground floor habitable space to be raised above the existing ground level (above the 1 in 100-year flood level, plus 0.5m freeboard). In such cases, the additional height should be absorbed into the overall height of the building, whilst maintaining ADG floor to ceiling standards and not exceeding the required LEP maximum building height. In this case the full number of storeys stated in e) above may not be able to be achievable. Council may at its discretion consider a minor exceedance in height where required to meet the Floor Planning Flood Level.

Definition

Under RLEP, 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.

Street walls

- g) In the High Street WLHA and West Randwick WLHA E1 Zone, buildings must be designed with a street wall height of 6 storeys

Building setbacks

- h) Developments must comply with the minimum ground floor and upper-level setbacks illustrated in the relevant block diagrams in 'Part B – Site specific controls' ensuring appropriate building separation, solar access and streetscape design
- i) Where pedestrian link/s or street setback strips are required, landowners must dedicate these areas to Council. This requirement will be included as a condition of consent. For the purposes of calculating FSR and deep soil zones, the original site area including the required pedestrian link/s and setback strip area/s will be used
- j) Where development results in an exposed party wall, the wall must incorporate high quality architectural, vertical landscaping treatments or public art (subject to Council approval) to enhance visual amenity of the wall until the adjoining building is constructed

Building depth

- k) The residential component of a development is to have a maximum building depth of 20m, including balconies. A maximum building depth of 22m, may be permitted on merit, subject to ADG compliance for floor to ceiling height, solar access and cross ventilation and where it contributes positively to internal amenity and environmental performance.

Definition

Building depth refers to the dimension measured from the front to the back of a building's floorplate. It has a significant influence on internal residential amenity such as access to light and air. For residential development, narrower building depths generally have a greater potential to achieve optimal natural ventilation and solar access than deeper floor plates.

6. Through site links / mid-block connections

Explanation

Through site / mid-block links are essential components of a well-connected urban environment. These pedestrian access routes should be established within larger urban blocks and development sites, particularly where increased density is proposed.

Such links improve permeability enabling more direct and convenient access to public transport, parks, business centres pedestrian and cycling networks and other key destinations. By improving connectivity, they support walkability, encourage active transport, and foster opportunities for neighbourhood interaction and social connection.

Objectives

The objectives for site links/mid-block connections are to:

1. Facilitate seamless movement by providing direct, convenient connections to public transport, parks, business centres, pedestrian and cycling networks, key destinations and surrounding residential areas
2. Ensure that through site links and mid-block connections are designed to be safe, high quality, well-lit, accessible and providing a high level of pedestrian amenity
3. Integrate walking and cycling routes into the broader street network to encourage active transport, foster community interaction, support healthier lifestyles and reduce reliance on private vehicle
4. Provide clear and legible connections that integrate seamlessly with the surrounding public domain, enhancing wayfinding and contributing to a cohesive urban fabric

Controls

- a) Through site links and mid-block connections must be provided in accordance with the relevant block diagram in 'Part B – Site specific controls'
- b) Where additional through site links are proposed (in addition to those required), the consent authority is to assess their necessity and desirability having regard to the objectives of this section
- c) Land required for through site links and mid-block connections is to be dedicated to Council. This will be required as a condition of development consent. The calculation of FSR and deep soil are to be based on the original site area including the required pedestrian link/s
- d) Through-site links/ mid-block links are to be designed to:
 - i. Have a minimum width as specified by the relevant block diagram in 'Part B – Site specific controls'
 - ii. be open to the sky to ensure natural light and ventilation
 - iii. Be direct, legible and publicly accessible 24 hours a day
 - iv. provide clear sightlines along the full length of the link to enhance safety and wayfinding
 - v. Be easily identifiable by users and convey a public character through design, materials and signage
 - vi. Include signage indicating public accessibility and destinations or streets which it connects
 - vii. Be clearly distinguished from vehicle accessways to avoid confusion and ensure pedestrian safety
 - viii. Include adequate lighting to support safe use at all times

- ix. Align with breaks between buildings so that views are extended and there is less sense of enclosure
- x. Provide opportunities for passive surveillance from existing and proposed development to enhance safety
- xi. Include materials and finishes (paving materials, tree planting, furniture etc.) that integrate with adjoining streets and public spaces and be graffiti and vandalism resistant
- xii. Ensure no structures (for example, electricity substations, carpark exhaust vents, swimming pools, etc) are located within the through-site link
- xiii. Include landscaping to provide shade and assist in guiding people along the link while enabling long sightlines
- xiv. Consider the privacy of existing adjoining development, particularly indoor and outdoor living spaces.

7. Laneway / shared way 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

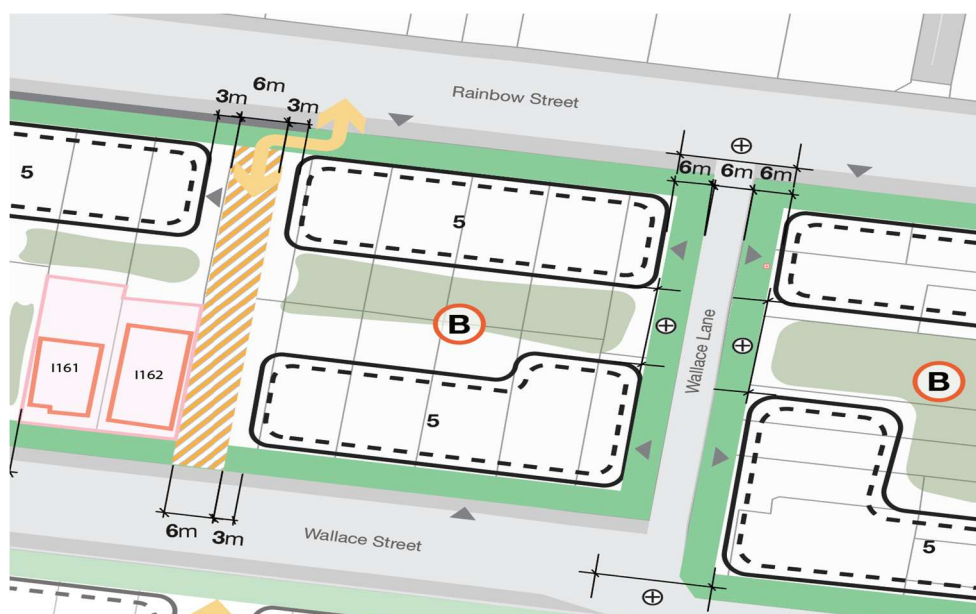
The objectives for laneways/shared way zones are to:

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) Laneways are to be a minimum of 6 metres wide (for larger developments, a carriageway width greater than 6 metres may be required), provide sufficient width for turning and U-turn movements, and shall provide landscaping, lighting and high quality materials and finishes, and opportunities for art to enhance the pedestrian environment
- b) All new development that fronts lanes shall be articulated to create visual interest and shall incorporate passive surveillance by orienting windows and balconies onto the lane
- c) 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
- d) Applicants are to negotiate Rights of Carriageway with adjoining property owners where required for access.

Figure 2: Laneway widths



Source: Randwick City Council 2023

Notes:

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.

8. Heritage conservation

Explanation

Several of the WLHAs contain heritage listed items, as identified on the RLEP Heritage Map. These items / properties 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.

Objectives

The objectives for heritage conservation are to:

1. Conserve and enhance the character and heritage significance of heritage items
2. Retain and protect the distinctive and significant physical fabric of heritage items and contributory buildings and where relevant, associated gardens and landscape
3. Encourage sensitive restoration and adaptation of heritage items and contributory buildings
4. Ensure surrounding or infill development is designed to respond sympathetically to the historic scale, built form, character and detailing of nearby heritage items and contributory buildings
5. Ensure that the heritage significance of heritage items and/or Heritage Conservation Areas (HCAs) located in the vicinity of development in the WLHAs are considered in the assessment of Development Applications (DA).

Controls

All development

- a) All development involving or within the visual catchment of heritage items are to be planned and designed in accordance with the requirements of Part B2 - Heritage of the Randwick DCP
- b) All development involving heritage items and contributory buildings are required to:
 - i. Adhere to the principles of the Burra Charter
 - ii. Include with a DA application, a Heritage Impact Statement (HIS) or Heritage Impact Assessment (WLHA) prepared in accordance with Council's requirements
 - iii. Ensure the HIS or WLHA addressees the heritage significance of the item or contributory building, the impact of the proposal on the heritage significance of the building or heritage item/s within the vicinity, the rationale for the proposed development, and the compatibility of the development with the objectives and controls, and/or recommended management within relevant conservation management plans, planning instruments or heritage inventories
- c) Where development located near the boundary of another Local Government Area (LGA) a HIS must be prepared to assess the potential impacts on heritage items or HCAs in the adjoining LGA

Heritage items and contributory buildings

- d) Alterations and additions to heritage items and contributory buildings must conserve the original characteristic built form, and avoid significant changes to the appearance of the principal, or historically significant facade, except when removing detracting or intrusive elements

- e) Alterations and additions to heritage items and contributory buildings should:
- i. Retain, restore, and where possible reinstate significant features and building elements on principal elevations, shop fronts and visible side elevations, including, original openings and decorative features such as original doors, windows, sun hoods, awnings, lighting and historic signage
 - ii. Remove unsympathetic alterations and additions, and building elements where possible
 - iii. Retain and encourage adaptive re-use of historic shop fronts and avoid unnecessary screening through planting, signage or other works
 - iv. Retain and conserve the form and articulation of historic street frontages (such as the first structural bay/or first room to preserve inset verandas) and avoid 'facadism'
 - v. Ensure new work is designed to be clearly distinguishable from original fabric when undertaking extensions, alterations, reconstruction, or repairs
 - vi. Incorporate new doors and windows which are compatible with the position, size and proportions of original windows and doors
 - vii. Balance conservation works including the reinstatement and restoration of historic fabric with the and impact of any larger development on the site. Restoration works should enhance the quality of finishes, form and detail and incorporate materials, finishes and colours which are visually compatible with the heritage or contributory building and enhance its appearance
 - viii. Ensure that new services are discretely integrated within and behind retained street frontages and not above awnings
 - ix. Ensure new signage is located below, or no higher than street awning level, as signage above the awning detracts from the detail and quality of historic fabric.

New development adjacent to heritage items and contributory buildings

- f) Development adjacent to heritage items and contributory buildings should:
- i. Be designed to respect the historic scale, proportions and articulation of adjacent contributory built forms, including heights, solid-to-void ratios and alignment of street awnings
 - ii. Incorporate podiums and building elements that reference the principal height lines and architectural rhythm of historic streetscapes, ensuring cohesion with the established street frontage
 - iii. Be designed to incorporate setbacks which retain the profile and massing of exposed side elevations to retained contributory built forms
 - iv. Ensure new street elevations maintain the vertical articulation and segmented character of historic building groups which contribute to streetscape variety and a human scale. Avoid dominant unrelated horizontally articulation that is unrelated to the historic context
 - v. Provide contemporary new signage that complements the character of the contributory buildings
 - vi. Ensure that new finishes to side elevations are visually compatible and do not detract from detailing and finishes of the street-facing facades
- g) Development should reinforce the prominence of street corners by maintaining and reinstating historic height lines at, and adjacent to intersections
- h) Ensure corner treatments contribute to legibility, orientation and the architectural character of the precinct.

Part B

Site specific controls

9. Well Located Housing Areas (formerly Housing Investigation Areas)

The following section outlines the overarching vision and desired future character for the WLHAs. It establishes the strategic intent for the built form, public domain, landscape and access outcomes across the precincts.

Each WLHA section includes a dedicated sub-section that provides:

- Objectives and controls tailored to the precinct's context
- Specific design requirements for built form, public domain, landscape and access
- Block-by-block envelope controls to define the maximum extent of a building in height, length and depth.

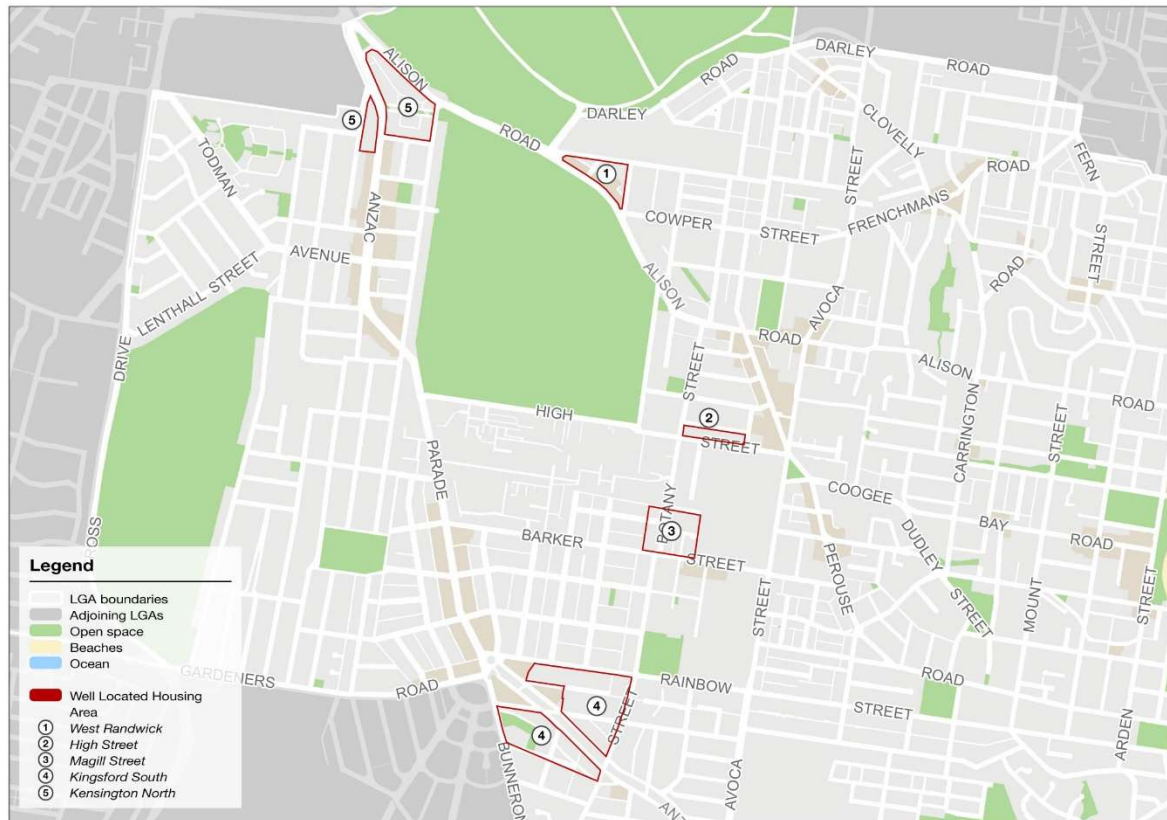
Alternative design approaches may be considered where it can be clearly demonstrated that the proposal

- Delivers improved urban design, amenity and sustainable outcomes
- Aligns with the desired future character for the relevant WLHA block
- Meets the intent of both the overarching and site - specific controls

As site consolidation outcomes are unknown, flexibility in the building length may be permitted in specific circumstances, as indicated on the block plan diagrams. All buildings must be designed to fit within the applicable building envelope.

These site specific block-by-block controls should be read in conjunction with the overall controls for the WLHAs in this section of the DCP, and the broader provisions in this DCP.

Figure 3: WLHA local context plan



Source: Randwick City Council, 2025

9.1 West Randwick WLHA (H1)

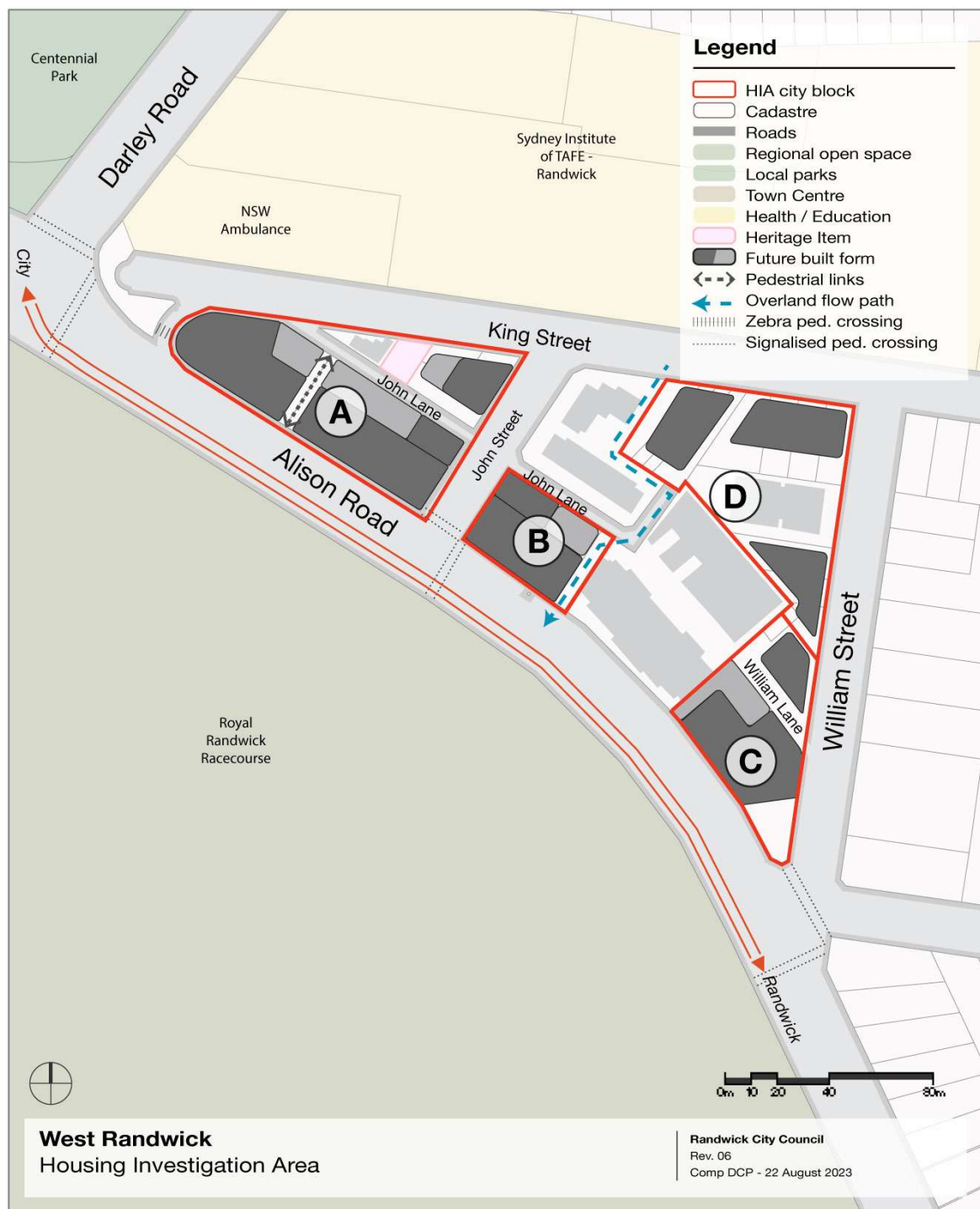
West Randwick WLHA will be a revitalised mixed use business 'strip' along Alison Road with an urban character and a new mid rise residential neighbourhood setback from these businesses overlooking a landscaped mid-block, that complements the surrounding residential, racecourse and parkland setting. The ground floor level business uses will benefit from the visibility along Alison Road, and the apartments above from the attractive outlook across the green landscape of Royal Randwick Racecourse. The WLHA will embody best practice urban design, architectural and landscape design, and showcase sustainable practices.

The WLHA will leverage the close proximity to public transport, to Centennial Park - one of Sydney's major parklands, the Randwick TAFE and UNSW Randwick campus, and the iconic sporting and entertainment precinct of Royal Randwick Racecourse. The WLHA will provide a new integrated opportunity to work and to live in Randwick City. The WLHA will provide quality apartment living, and at ground level, local businesses, including ground level cafes with alfresco seating will enliven the Alison Road streetscape.



West Randwick WLHA - Artist impression - View south along Alison Road

Figure 4: West Randwick WLHA plan



Source: Randwick City Council, 2023

The West Randwick Well Located Housing Area (WLHA) is located in the north of the LGA, in the suburb of Randwick, and the subject city blocks are shown in Figure 4. The WLHA is defined by Alison Road, William Street and King Street.

9.1.1. Future character

The West Randwick WLHA will evolve into a vibrant mixed-use precinct that leverages its high visibility along Alison Road. Ground floor premises will attract businesses seeking high exposure and visibility to passing traffic, pedestrian and public transport users, while upper level apartments will enjoy expansive views across the racecourse.

The mid-rise residential building typology, setback from Alison Road, will define and enhance the character of the neighbourhood. This built form will support high quality architectural and design outcomes and contribute to a cohesive streetscape in a location with high amenity – close to public transport, major parklands, entertainment venues and to educational institutions.

Access

The West Randwick WLHA will prioritise active transport with safe pedestrian and cycling access supported by proximity to two light rail stations (Royal Randwick and Wansey Road) and to public bus services along Alison Road and several shared paths.

The fine urban grain of the area will be preserved through the retention of a series of mid-block laneways and pedestrian links which enhance permeability and local connectivity. Private car and service vehicle access for sites fronting Alison Road, William Street and King Street will be provided via John Lane and William Lane, ensuring minimal disruption to the public domain, vehicular and pedestrian movements.

Figure 5: Through site links can add urban activity



Source: Randwick City Council, 2022

Built form

The Alison Road frontage will be strengthened through the redevelopment of the two existing service stations and the Malaysia Hall accommodation site, better defining the key corners of the city block, enhancing pedestrian amenity through continuous built frontages and weather protection (such as awnings) and activating the street with increased commercial activity.

Existing business uses with active frontages along Alison Road will be complemented by new mixed-use buildings, which will locate commercial uses at ground level and residential apartments above. This will create a more consistent and vibrant streetscape.

Mid-rise buildings up to seven storeys will frame Alison Road, offering residents elevated views across Royal Randwick Racecourse, building upon the built form character of the existing six storey mixed use building at 34-52 Alison Road.

A new mid-rise residential neighbourhood of five storeys will be located behind the proposed mixed-use development fronting Alison Road. This built form will shield the quieter residential area from by the traffic and activity of Alison Road, while allowing them to overlook landscaped mid-block spaces and quieter local streets.

Street tree planting will be made consistent along Alison Road and the perpendicular cross streets to reinforce the identity of the city blocks. New street trees will be planted following a consolidated landscape theme, using species of appropriate scale to enhance the streetscape, support biodiversity and improved tree canopy cover.

Alison Road

A consistent building height along Alison Road will establish a strong street wall that reinforces the urban character of this busy thoroughfare. The maximum permitted building height of seven storeys will be expressed as a six-storey building form with the upper level set back to reduce visual bulk and improve amenity.

Commercial land-uses at ground level fronting Alison Road will provide increased services, activating the area, and contributing to a renewed public realm and enhanced urban amenity. Wider footpaths at the intersection of Alison Road and King Street offer opportunities for ground floor retail and cafes to open out into outdoor seating with a northerly aspect.

Street tree planting along Alison Road will be bold and scaled to match the width and prominence of the corridor, creating a green boulevard effect.

Interface with R3 zone to north and Heritage Item

A sensitive building height transition will be achieved by focusing taller built form along Alison Road and stepping down toward the R3 zoned residential area to the north. This approach to transition will reduce the perceived scale of new development when viewed from adjoining residential streets.

The two-storey scale of the heritage listed house at 3 King Street will be respected and integrated into the overall WLHA built form strategy. New development within the WLHA will provide an appropriate backdrop and transition in scale, ensuring the heritage item remains a prominent and valued element of the streetscape.

9.1.2. Local character area

The West Randwick WLHA is located within the North Anzac Local Character Area (LCA) which includes parts of Kensington and Kingsford, the Royal Randwick Racecourse and the Randwick Health and Education Precinct. This area is defined by its mixed of institutional, residential and commercial uses and its proximity to major transport infrastructure, including light rail and frequent bus services. Development requirements relating to the character area principles are contained in the Local Character Section of this DCP and must be read in conjunction with the site-specific controls for the WLHA. Proposals should demonstrate how they contribute to the desired future character of the North Anzac LCA and respond to the area's unique social, environmental, and economic context.

9.1.3. Built form

Objectives

The built form objectives for the Randwick WLHA are to:

1. Define well-scaled streetscapes, laneways and small urban plazas that support pedestrian activity and local identity
2. Provide variety and visual interest in streetscapes through articulated building forms within the permitted development envelope
3. Reduce the perceived height and bulk of buildings by setting back the upper level of buildings
4. Transition sensitively from taller built form along the Alison Road to the lower scale residential areas northeast of John Lane and William Lane
5. Integrate existing built form elements, including the two storey heritage-listed property at 3 King Street and the existing six storey strata building at 34-52 Alison Road into the overall built form WLHA composition
6. Support orderly site consolidation to achieve optimum urban and building design outcomes that are ADG compliant and do avoid the creation of isolated sites
7. Incorporate flood planning considerations, such as overland flow paths into the design and layout of new development in the WLHA.

Controls

- a) Reduce building heights along John Lane and William Lane to one and part six storeys to avoid excessive bulk and maintain a fine urban grain
- b) Focus taller built form along the Alison Road frontage to minimise overshadowing of public spaces between 10am-2pm in winter solstice and reduce the visual bulk of the new buildings when viewed from surrounding residential streets and public vantage points
- c) Provide a 2m setback along the south side of John Street to retain existing trees and to provide outdoor dining/seating area opportunities with a northwest aspect
- d) Accommodate a 6m wide overland flow path between Alison Road and John Lane to support flood resilience and landscape integration
- e) Retain vegetation and open space at the corner of Alison Road and William Street to retain diagonal views from 9-15 and 17 William Streets westward to the racecourse and establish a local park that enhances community amenity
- f) Establish a six-storey street wall along Alison Road and provide a 2m upper-level setback for the seventh storey to reduce perceived building height and massing
- g) Define street corners through architectural treatments, including corner elements and detailing, weather protection (e.g awnings) and variations in materials and finishes to enhance visual interest and legibility
- h) Introduce breaks between new and existing buildings along the Alison Road frontage to break up the bulk and avoid a continuous wall of built form, improve pedestrian access and permeability and accommodate overland flow paths and landscape features
- i) Amalgamated redevelopment sites within the West Randwick WLHA shall have a minimum street frontage of 20m. For corner sites, both frontages must achieve this minimum dimension to support viable and well-scaled development.

9.1.4. Public domain and access

Objectives

The public domain and access objectives for the West Randwick WLHA are to:

1. Improve pedestrian permeability through city blocks by incorporating new and improved publicly accessible pedestrian links 24 hours a day
2. Improve the quality and consistency of landscaping along Alison Road, John Street, King Street and William Street footpaths to create more attractive and comfortable pedestrian environment
3. Ensure new buildings respond positively to potential new public domain opportunities at the junction of Alison Road and Darley Road (existing street closure), and the potential future street closure of John Lane at its northwest extent, where it meets King Street.

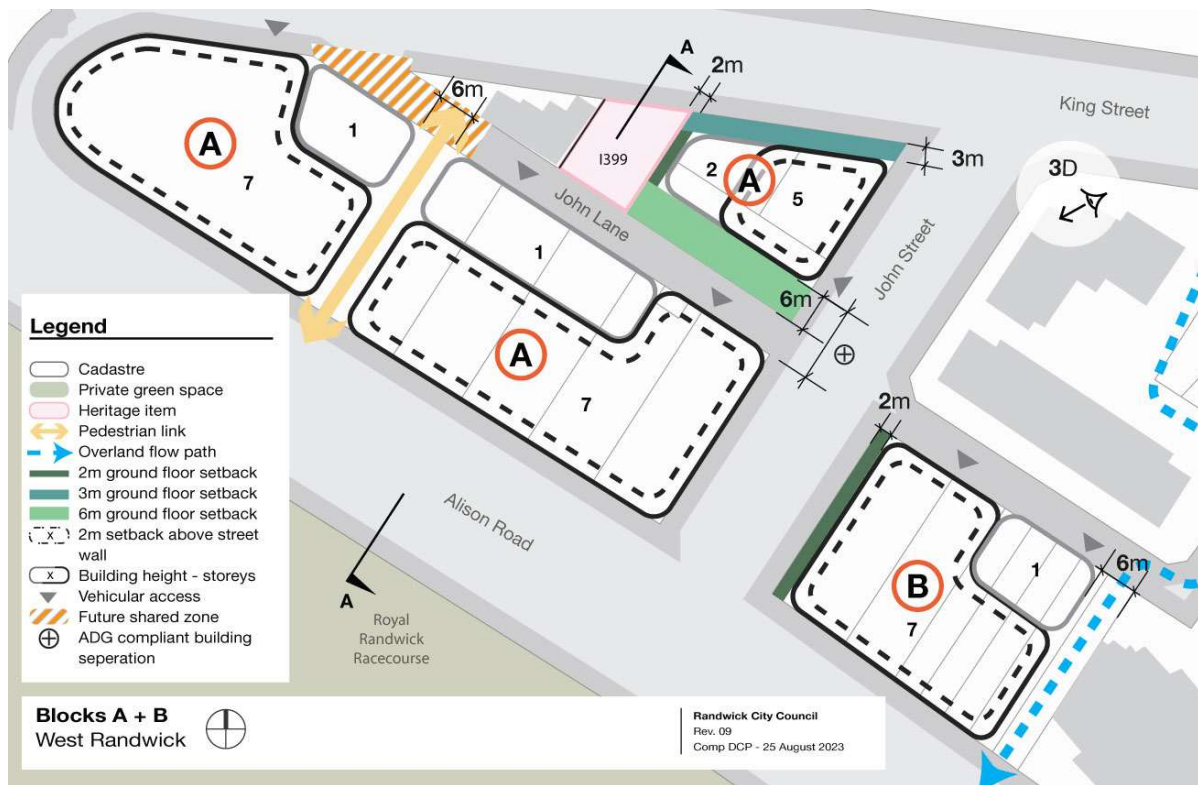
Controls

- a) Deliver publicly accessible pedestrian through-block link from Alison Road to John Lane in accordance with Figure 5: Block A and B Plan
- b) Create a publicly accessible green space at the corner of Alison Road and William Street to enhance local amenity and preserve view corridors
- c) Create an attractive widened landscaped footpath zone with an additional width of 2m along the south side of John Street to support outdoor seating, tree planting and pedestrian comfort
- d) For development at the junction of Alison Road and King Street, ensure the architectural expression responds to the context of the approved Royal Randwick Racecourse Hotel to the west reinforcing the corner's prominence and character
- e) Reinstall the bus stop shelter along Alison Road (prior to intersection with William Street) to support public transport accessibility and comfort
- f) Locate active ground floor uses along Alison Road and at the northwest corner of Alison Road and King Street to activate the public realm, encourage pedestrian movement and support business activity

9.1.5. City block plans

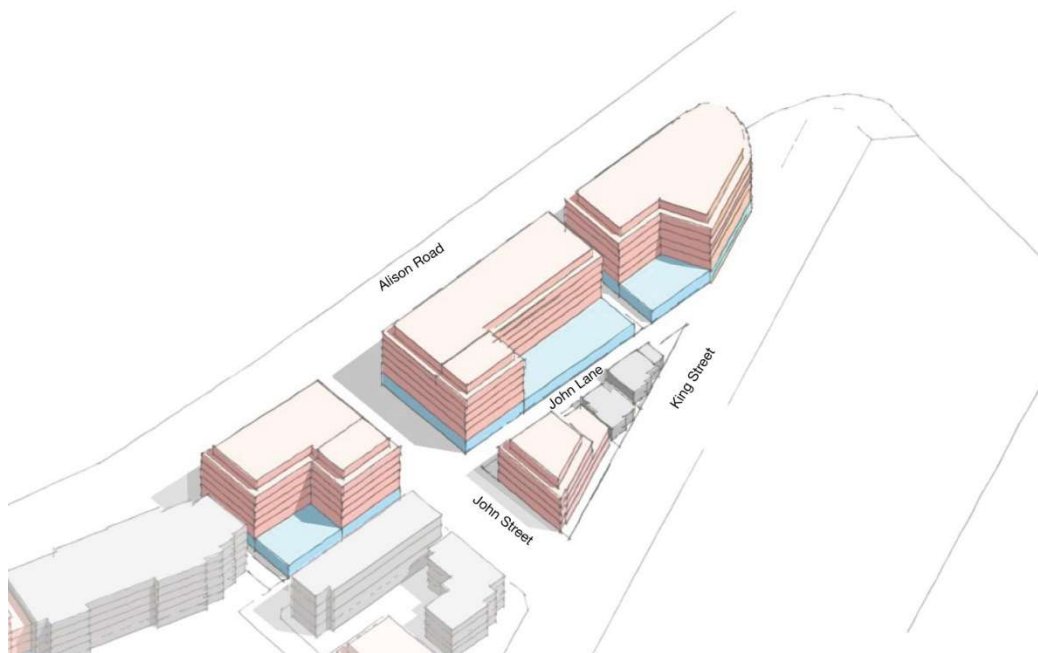
Block A and B

Figure 6: Block A and B control plan



Source: Randwick City Council 2023

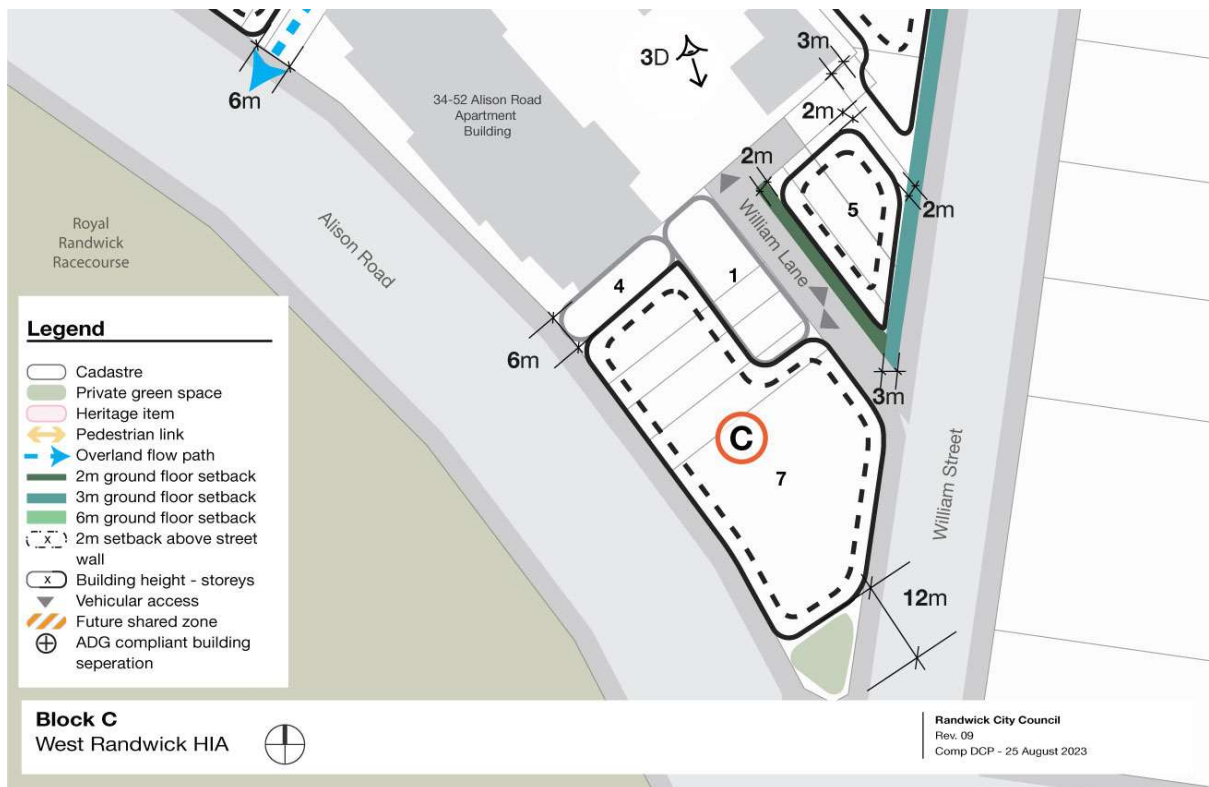
Figure 7: Block A & B – 3D perspective



Source: Randwick City Council 2023

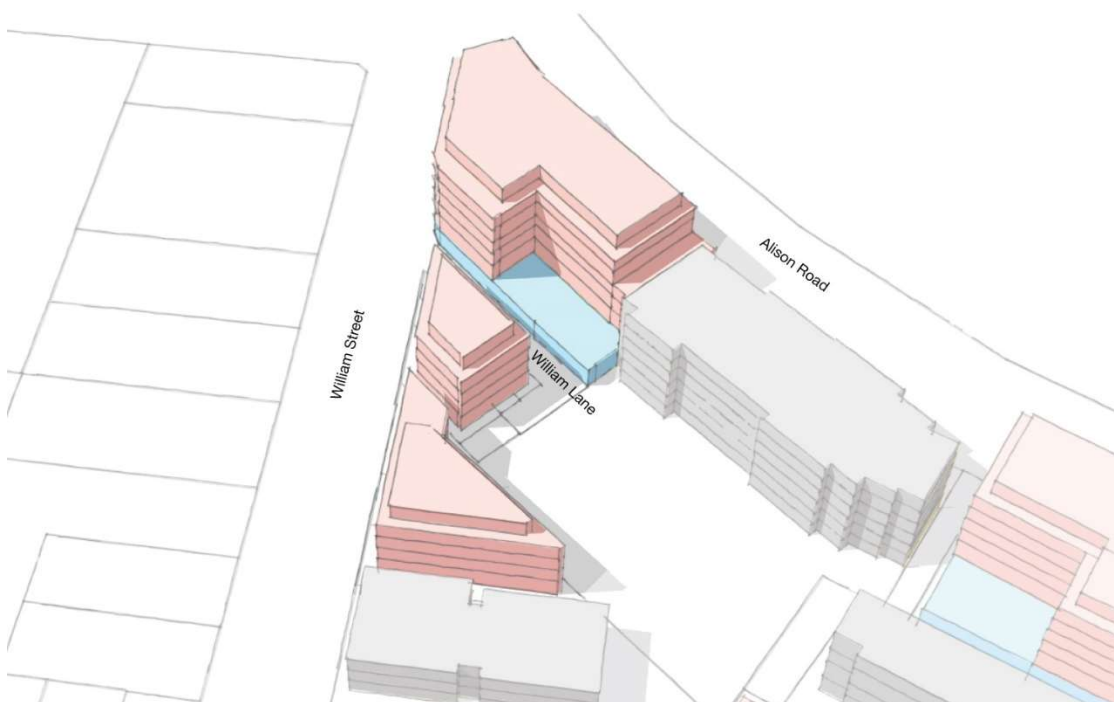
Block C

Figure 8: Block C control plan



Source: Randwick City Council 2023

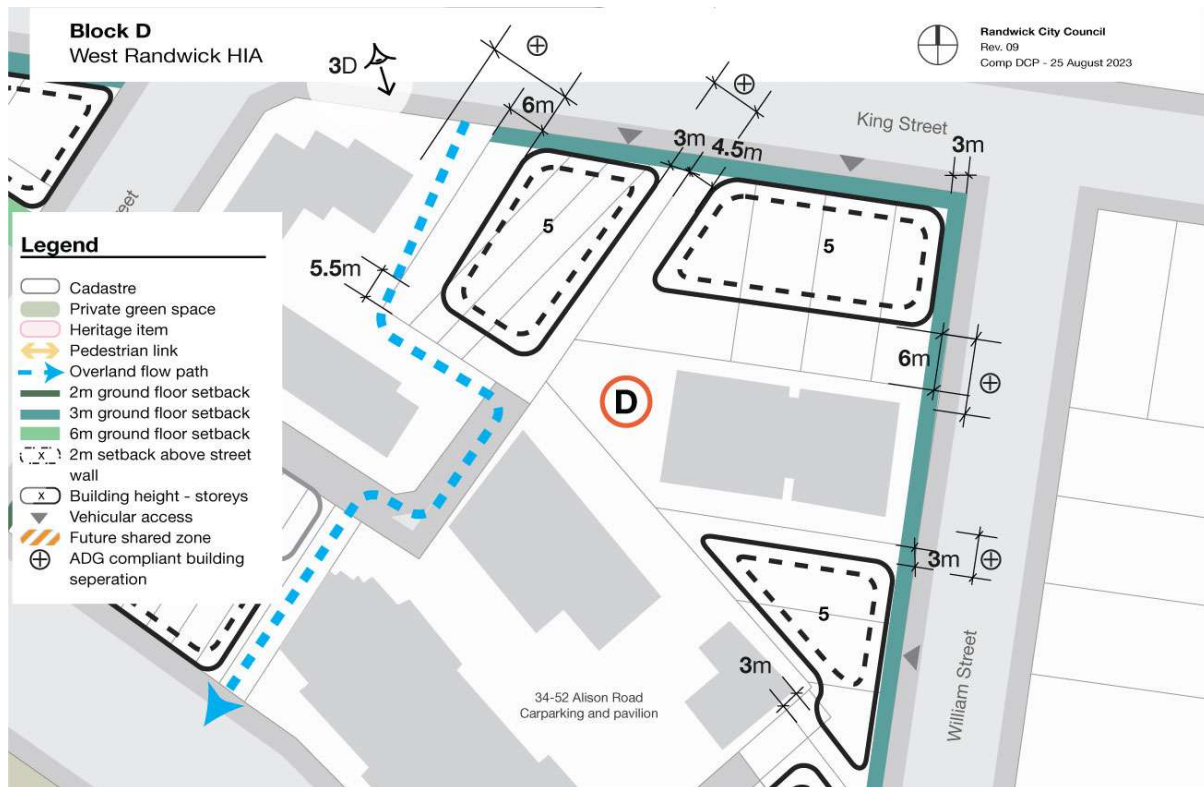
Figure 9: Block C – 3D perspective



Source: Randwick City Council 2023

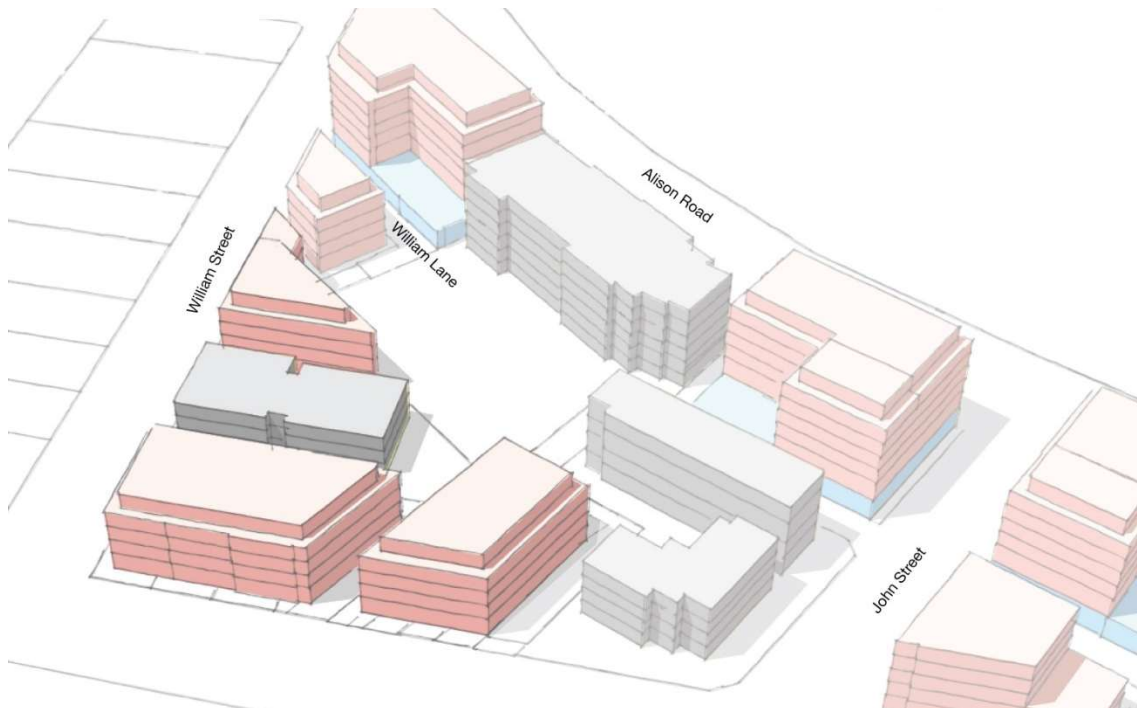
Block D

Figure 10: Block D control plan



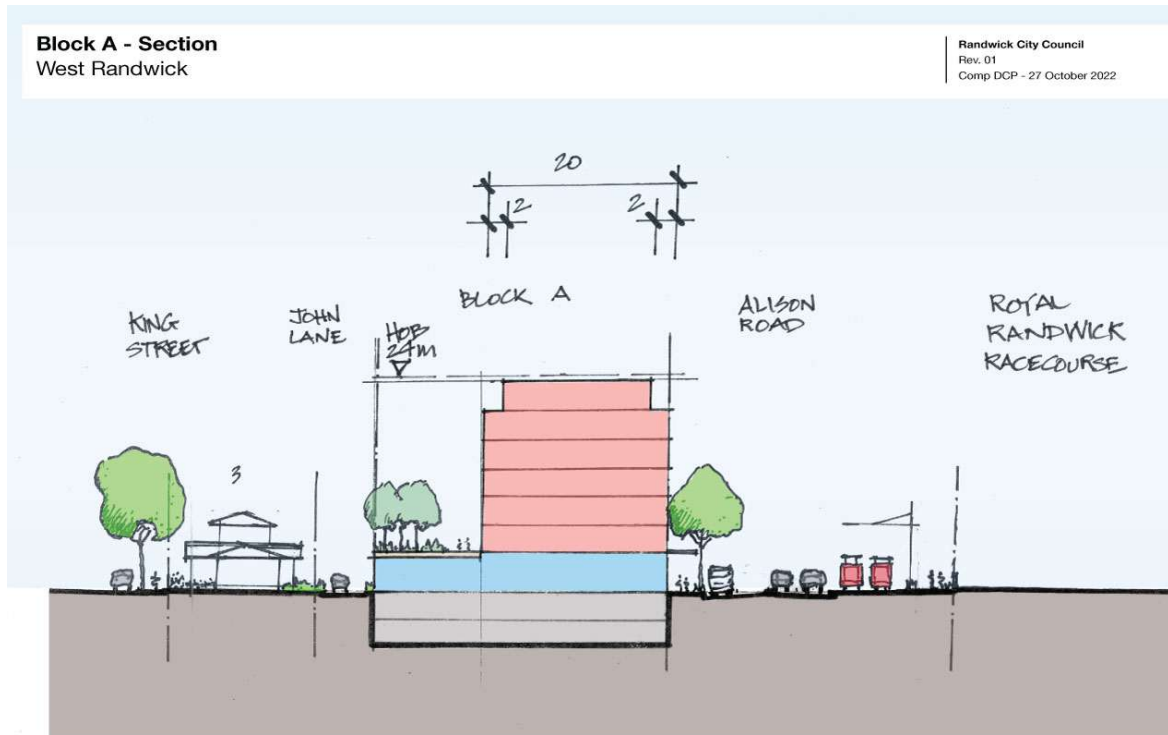
Source: Randwick City Council 2023

Figure 11: Block D – 3D perspective



Source: Randwick City Council 2023

Figure 12: Typical cross section A-A



Source: Randwick City Council 2022

9.2 High Street WLHA (H2)

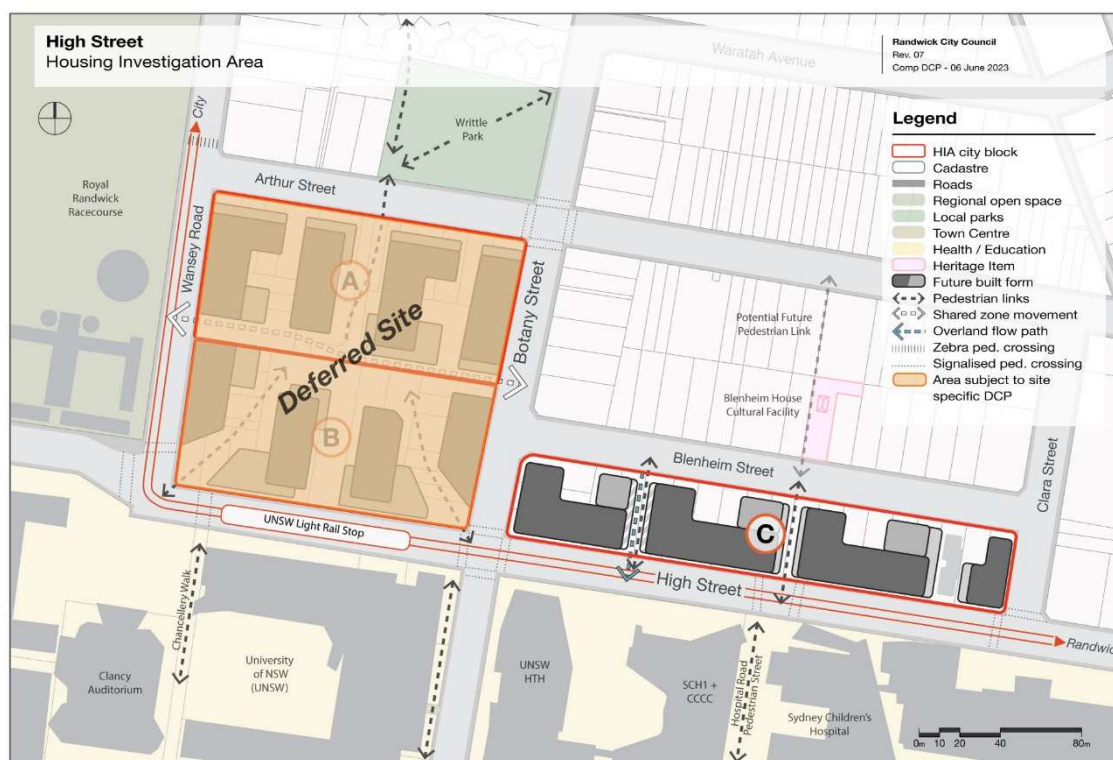
High Street WLHA will be a new sustainable urban precinct drawing on the opportunities presented by its proximity to the growing employment hubs of Randwick Junction Town Centre, Randwick Hospital and the University of NSW. The WLHA will embody best practice urban planning, architectural and landscape design, and champion sustainable practices, that leverages the precinct's close proximity to public transport, parks, plazas and services to establish a new integrated way of living.

The precinct will complement the adjoining employment hubs by providing a vibrant mix of residential and student accommodation, small scale innovative health services facilities start-ups and learning spaces, and will be enlivened at ground level with local cafes.



High Street WLHA - Artist impression - View east along High Street

Figure 13: High Street WLHA plan



Source: Randwick City Council, 2022

The High Street Well Located Housing Area (WLHA) is located in the northern part of the LGA, within the suburb of Randwick. The city blocks are illustrated in Figure 13.

The block defined by High Street, Botany Street, Arthur Street and Wansey Road is identified a Deferred Site (not subject to uplift). Further detailed assessment and will be undertaken by Council, in consultation with stakeholders in accordance with Randwick City Council resolution of 30 August 2022.

9.2.1. Future character

The High Street WLHA will evolve into a vibrant, mixed use precinct that supports the residents, students visitors and businesses drawn to the area's accessibility to major education, health and retail services and the unique urban qualities of the precinct. Its strategic location offers convenient access to the Sydney CBD, Bondi Junction, Coogee Beach and to iconic recreational and entertainment destinations enhancing its appeal as a place to live, work, shop, dine and study.

The built form will define the surrounding streets and street corners with appropriate scaled buildings, create new courtyard green spaces, and pedestrian links, respond to the various adjoining street and pedestrian thoroughfares and provide an appropriate scale and transition in height to the surrounding urban conditions.

Access

The precinct will prioritise active transport (pedestrian and bicycle use and access). The precinct will be permeable, providing continuity with adjoining streets, responding to the various pedestrian desire lines through well designed through block links, so as to create an integrated

and connected place. Private car and service vehicle access will be discretely provided at basement level and when through-block vehicular access is required, applying a shared zone approach where necessary.

In the long term, Council will explore the potential for a through-block pedestrian link continuing north from Blenheim Street to Arthur Street, aligned with Blenheim House (as part of future redevelopment of the adjoining properties).

Built form

The built form will reflect a human scale achieved through introducing variations in the heights of buildings along each street (to avoid a large and bulky wall of buildings) limiting the overall length of each building, introducing breaks and articulation of the building facades, stepping back at the upper level and by incorporating steps and recesses along the length of building facades and changes in material and finishes.

Buildings will be articulated into base, middle and top components with setbacks and changes in materiality. The roof level/s of buildings should be set back above the six storey street wall to reduce the apparent building height and ensuring they are visually recessive.

Roof levels of buildings (above the six storey street wall height) should be expressed in a contemporary mansard roof style, that is visually recessive.

Ground floor levels of buildings with a non-residential uses, should be transparent and visually open, with widened footpaths and ground floor frontage should be shaded with contemporary elegant steel awnings that are refined in their expression and detailing to support outdoor dining opportunities.

High Street

A maximum height of eight storeys applies with a six storey street wall – the upper two levels are to be setback from the street wall. Along the High Street frontage occasional breaks in the eight storey buildings and the six storey street wall are required to accommodate the overland flow path, through block pedestrian links and the retention of existing recently completed buildings such as the four storey development at 30 Blenheim Street. Breaks in the High Street elevation, help to mitigate building bulk and allow sunshine through to the High Street streetscape.

A break in the High Street frontage will be provided by a through-block pedestrian link aligned with the pedestrianised Hospital Road to the south and with Blenheim House (a cultural facility owned by Council) to the north. A second through-site pedestrian connection is aligned with the existing low point in High Street where there is an existing overland flow flood path, from Blenheim Street to High Street.

Blenheim Street

Private green, north oriented court gardens with deep soil areas are proposed to alternate along Blenheim Street. This will provide residents with a sunny green common space and break up the scale of the buildings as they will be interspersed with landscaped gardens.

Deferred site – west of Botany Street

The urban block bounded by Arthur Street, Botany Street, High Street and Wansey Road contains a significant number of UNSW owned properties that by Council Resolution has been deferred from Amendment 9 of the Randwick LEP. The potential for site consolidation presents opportunities for coordinated urban planning of the precinct. The future vision includes four integrated building ‘quarters’ aligned with the surrounding streets and pedestrian connections, reinforce visual axis and pedestrian desire lines and provide quieter, apartment accommodation oriented around green urban court gardens.

Figure 14: Garden courtyard example



Source: Google Images 2022

By contrast the southern two quarters will have plazas at their heart with ground level retail / commercial activity opening onto them.

Figure 15: Urban courtyard example



Source: Google Streetview, 2022

They will open to High Street with public plaza spaces with commercial/retail ground floor levels that responding to the diagonal pedestrian crossing movements from UNSW Chancellery Walk and Botany Street (and the light rail station) to the south, through the block, north to Arthur Street, Botany Street and Writtle Park to the north.

A generous mid-block north-south orientated pedestrian street will open the middle of the urban block with a new sunny landscaped space that visually connects the UNSW High Street light rail stop, north to Writtle Park.

9.2.2. Local character area

The High Street WLHA spans two distinct Local Character Areas (LCAs) identified in Randwick City Council's Local Character Statements:

- Block C is located within the Randwick Local Character Area, which is characterised by a mix of institutional, residential, and commercial uses, proximity to major health and education facilities, and a strong civic identity.
- Deferred Blocks A and B are located within the North Anzac Local Character Area, which includes parts of Kensington and Kingsford and is defined by its strategic

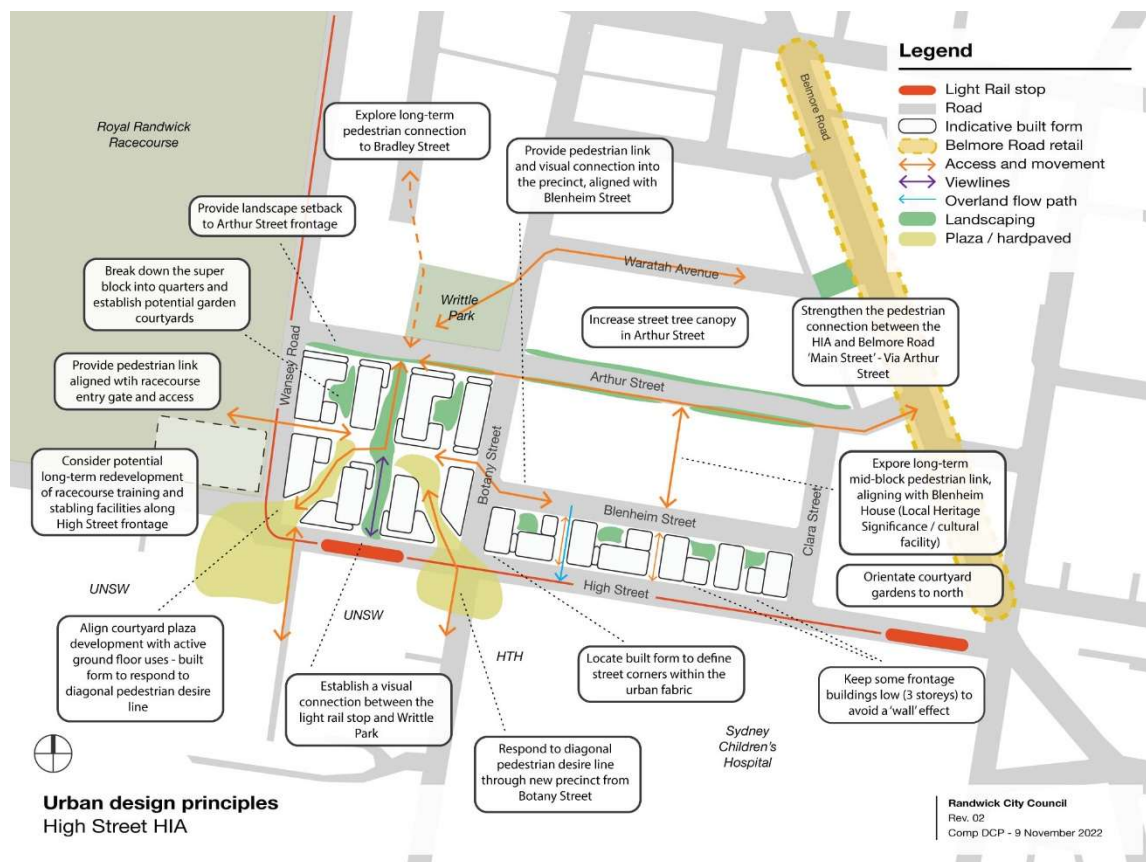
location, large institutional landholdings (such as UNSW), and opportunities for improved public domain, active transport, and design excellence.

Development within the High Street WLHA must respond to the relevant character principles outlined in the Local Character Section of the Randwick DCP. These principles guide built form, public domain, access, and landscape outcomes to ensure new development contributes positively to the identity and functionality of each character area.

For further information on the relevant character principles refer to the Local Character Section of this Randwick DCP.

9.2.3. Built form

Figure 16: Urban design principles – High Street WLHA



Source: Randwick City Council, 2022

Objectives

The built form objectives are to:

1. Define well-scaled legible streetscapes, laneways, urban plazas and parks to support pedestrian comfort and local identity
2. Introduce variety and visual interest through articulated buildings forms within the permitted development envelope
3. Minimise overshadowing the public domain and reduce perceived building height by setting back the upper levels of buildings
4. Maximise direct sunlight to public spaces and footpath zones by strategically orientating taller built form
5. Promote courtyard style development with generous central green spaces by positioning built form around perimeter the of city blocks
6. Support orderly consolidation of sites to realise optimum urban and architectural building design outcomes that comply with the ADG.

Controls

- a) Introduce breaks in the High Street frontage to avoid a continuous, bulk (monolithic) wall of buildings and to improve permeability and solar access
- b) Establish a consistent six storey street wall height to define the streetscape and maintain a human scale

- c) For buildings up to eight storeys, provide a minimum 2m upper-level setback above the six-storey street wall to reduce visual bulk and improve amenity
- d) Locate north facing, private courtyard gardens with deep soil zones along Blenheim Street to maximise solar access, provide attractive outlook for residents and support a transition in scale between new development and the existing streetscape
- e) Define street corners by including architectural corner elements, weather protection (e.g awnings) and variations in materials and finishes to enhance legibility and visual interest
- f) Ensure that amalgamated redevelopment sites within the High Street WLHA a minimum street frontage less of 30m, except for properties at 32 and 34 Blenheim Street, where a minimum frontage width of 20m applies. For corner sites, both frontages shall achieve this minimum length to support viable and well-scaled development.

9.2.4. Public domain and access

Objectives

The public domain and access objectives for the High Street WLHA are to:

1. Enhance pedestrian permeability across the city blocks through the delivery of new and improved 24 hour publicly accessible pedestrian links
2. Establish new sightlines between existing public spaces and public transport infrastructure to improve wayfinding and visual connectivity
3. Consider future development opportunities and potential pedestrian connections west across Wansey Road to the Royal Randwick Racecourse training and stabling facilities
4. Improve the quality of footpaths and landscaping in the surrounding streets and pedestrian links to enhance comfort, safety and amenity for all users.

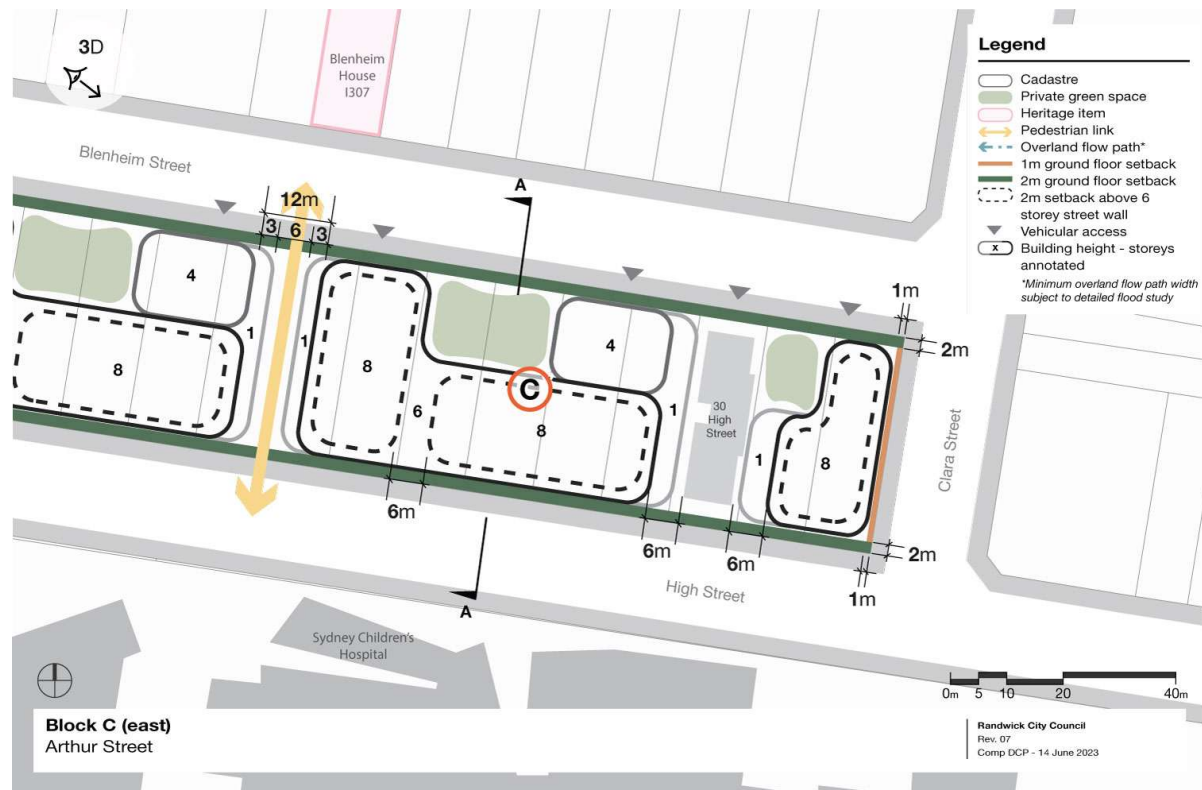
Controls

- a) Deliver multiple publicly accessible pedestrian links from High Street to both Arthur Street and Blenheim Street by providing through-block links in accordance with Figures 17 and 19: Block C control plans
- b) Position built form west of Botany Street to enable pedestrian pathways aligned with existing pedestrian crossings and desire lines from the UNSW Randwick Campus across High Street, to Arthur Street and to Writtle Park
- c) Activate the public realm by locating active ground floor uses such as health service facilities along High Street, at key street corner locations and around southern courtyard spaces
- d) Create a new north-south pedestrian street that incorporates new green space and visual sightlines between the UNSW High Street Light Rail Station and Arthur Street
- e) Introduce a pedestrian refuge island on Botany Street at the intersection with Blenheim Street to improve pedestrian crossing safety
- f) Setback built form by 2m along High Street and Blenheim Street, and 1m along Clara Street and Botany Street to widen the footpaths to accommodate street tree planting and landscape improvements
- g) Require landowners to dedicate any required pedestrian links and street setback strips to Council as a condition of development consent. FSR and deep soil calculations will be based on the original site area inclusive of the required pedestrian link/s and setback strip area/s
- h) Provide vehicular access as illustrated in Figures 17 and 19 avoiding crossing over major pedestrian footpaths and proximity to vehicular intersections. Where site constraints exist, alternative access points may be considered on merit, subject to detailed design and safety detailed analysis.

9.2.5. Individual city block plans

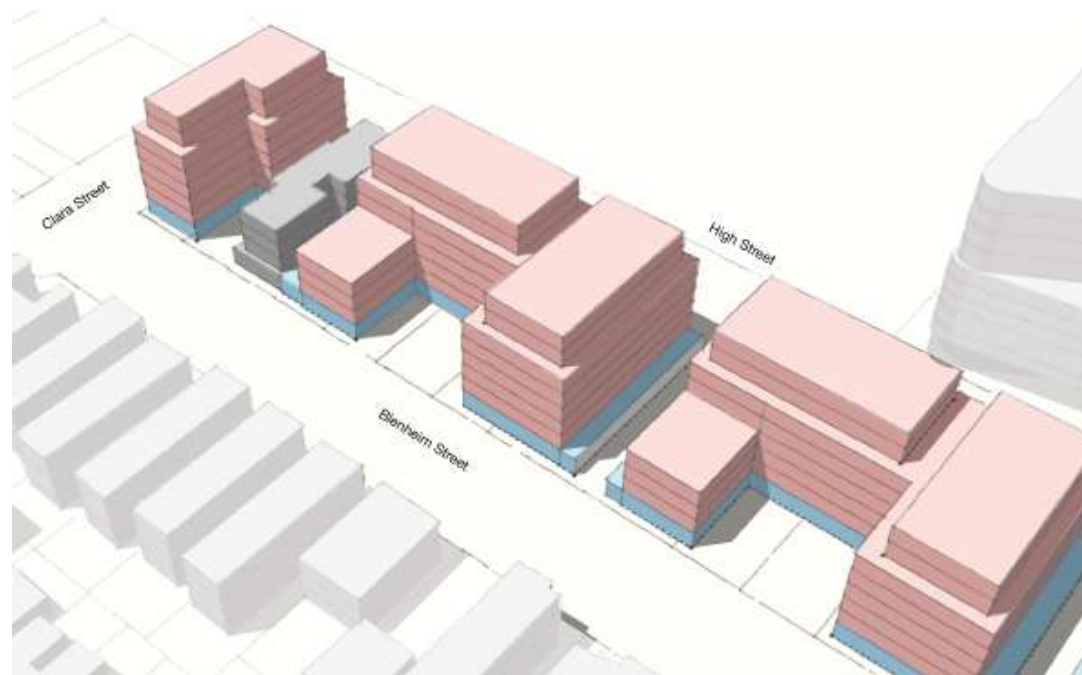
Block C

Figure 17: Block C control plan east



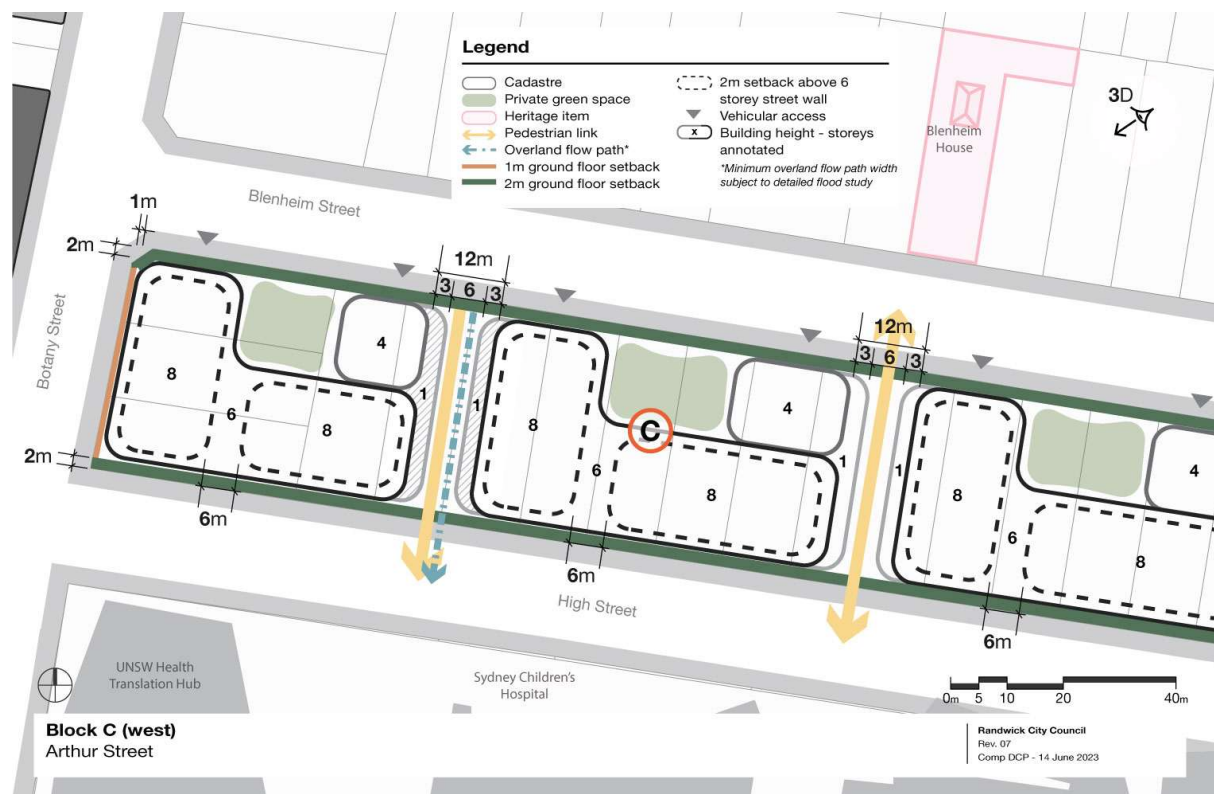
Source: Randwick City Council 2023

Figure 18: Block C East – 3D perspective



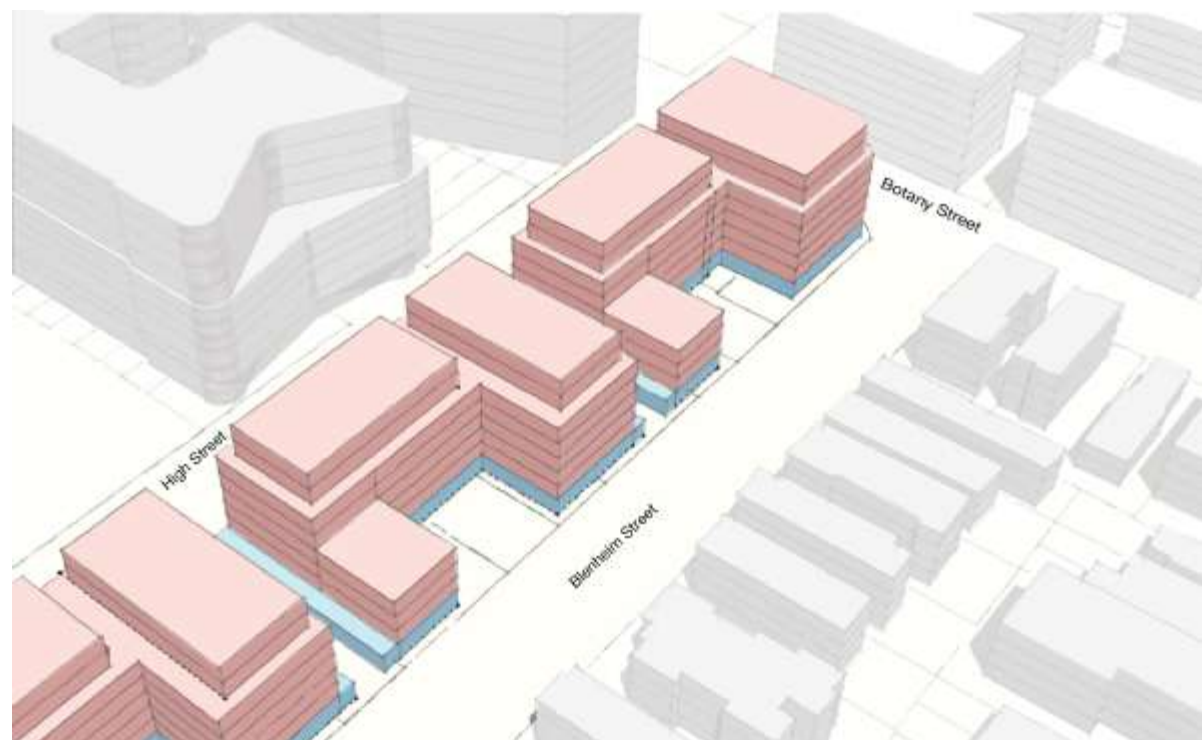
Source: Randwick City Council 2023

Figure 19: Block C control plan west



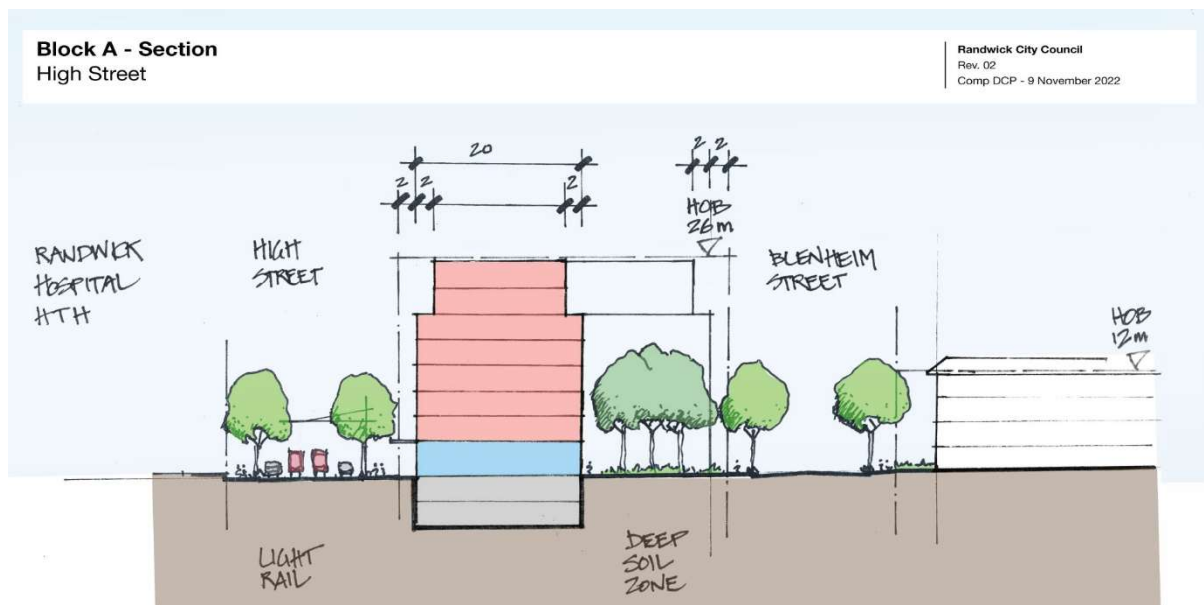
Source: Randwick City Council 2023

Figure 20: Block C West- 3D perspective



Source: Randwick City Council 2023

Figure 21: Typical cross section



Source: Randwick City Council 2023

9.3 Magill Street WLHA (H3)

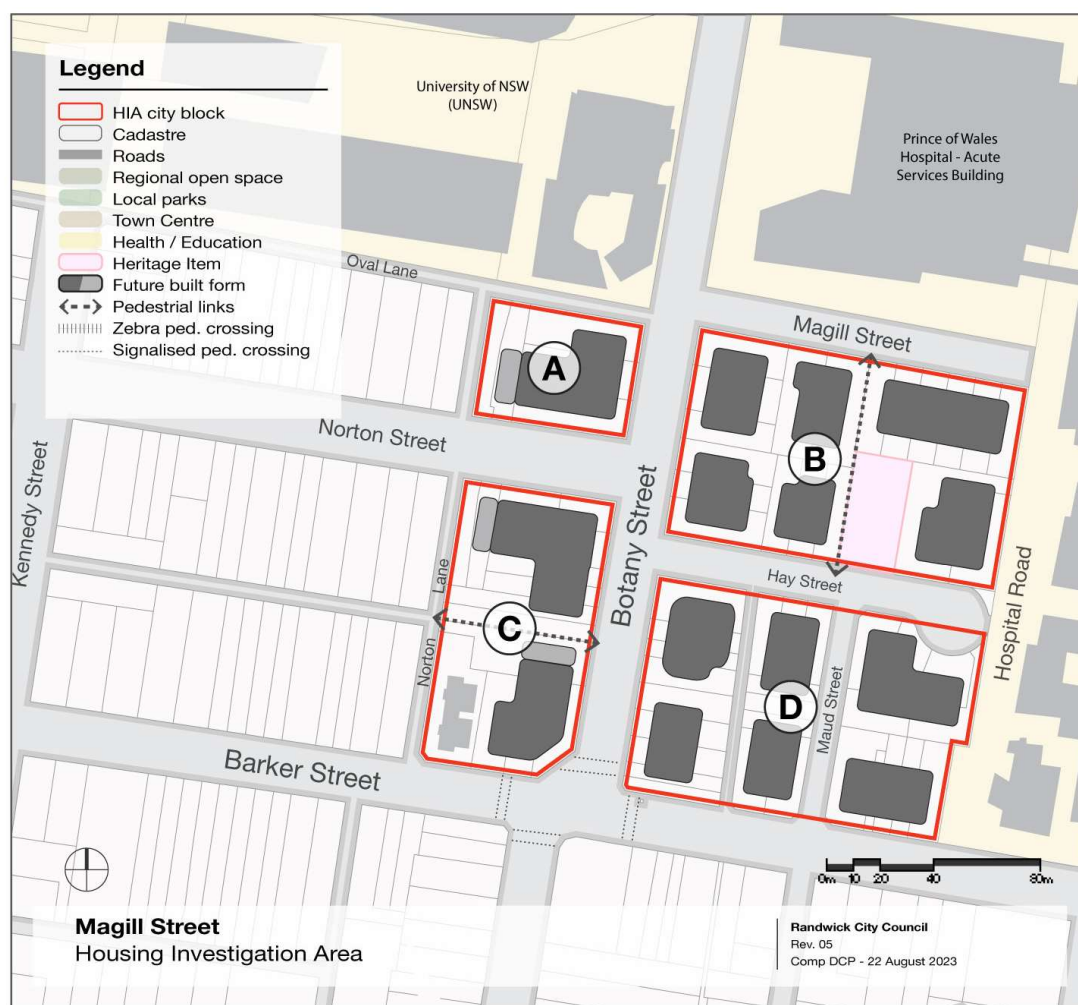
Magill Street WLHA will be a new midrise residential neighbourhood drawing on the opportunities presented by the adjoining educational and health employment hubs of the University of NSW and Randwick Hospital and by convenient public transport. A heritage property and an existing RFB will be integrated within the new neighbourhood. Setbacks and steps in building height will provide a transition to the residential area to the west. The WLHA will embody best practice urban planning, architectural and landscape design, and showcase sustainable practices.

The residential apartment buildings will be set back from the street, with parking provided in basements. There will be communal green spaces at ground and roof level, and ground floor apartments will enjoy private court gardens. Corner cafes with alfresco seating will enliven key street corners within the neighbourhood.



Magill Street WLHA - Artist impression - View northeast of Botany Street and Barker Street corner

Figure 22: Magill Street WLHA plan



Source: Randwick City Council, 2023

The Magill Street Well Located Housing Area (WLHA) is located in the northern part of the LGA, in the suburb of Randwick. The subject city blocks are illustrated in Figure 22 and are defined by Magill Street / Oval Lane, Hospital Road, Barker Street and Norton Lane.

9.3.1. Future character

Magill Street WLHA will evolve into a mid-rise residential precinct that offers convenient access to education, health and retail services, and public transport, while enhancing the landscape character of the precinct. The precinct will attract new residents through its proximity to major institutions and its potential for high quality urban living.

Small-scale health services facilities or private medical clinics may be accommodated along Botany Street and Barker Street, complementing the area's institutional context.

The desired future character of the WLHA is for a consistent six story built form, with a two-storey transition to the lower scale residential neighbourhood to the west, generous setbacks to accommodate large canopy trees and private gardens, courtyard style development with buildings located around the perimeter of blocks, allowing for central communal green spaces, built form will defines key street frontages (Barker Street, Hospital Road and Magill Street) and reinforces the identity of street corners of the WLHA.

Site consolidation will enable the delivery of communal open spaces with deep soil areas providing significant tree canopy cover and urban amenity.

Access

The precinct will prioritise active transport with safe and convenient pedestrian and cycling access. Key features include proximity to bus stops and the light rail station supporting sustainable travel choices, future cycling infrastructure that connects directly to the broader Randwick LGA cycling network and a permeable street layout that supports pedestrian movement and integrates with surrounding streets and desire lines.

Figure 23: Through site link



Source: Randwick City Council 2022

The Magill Street WLHA will be designed to support a highly permeable and connected urban environment. The precinct will maintain existing street and laneway connections and respond to the various pedestrian desire lines by introducing new, safe and convenient through-block pedestrian pathways. This will create a cohesive and walkable neighbourhood that integrates seamlessly with surrounding areas.

Private vehicular access will be provided via rear laneways and secondary streets with parking located at basement level to minimise disruption to the public domain and prioritise pedestrian movement.

Built form

The built form will consist of mid-rise residential apartment buildings with a maximum height of six storeys. Key design features include 6m setbacks from primary and secondary street frontages to accommodate private ground floor courtyard gardens for apartments and allow landscaping to permeate the WLHA.

The block layout will support communal gardens with deep soil areas for tree planting, providing green, social spaces for residents and breaking up building mass.

Enhanced street tree planting along Botany Street, Hospital Road, Barker Street, Hay Street, Norton Street and Magill Street with interplanting of new street trees, following a consolidated landscape theme. Mid-block gardens that include mature tree planting are encouraged to create a refuge from busy surrounding streets, such as Botany Street and Barker Street.

Interface with sensitive surrounding areas

The precinct will provide a transition in scale between surrounding land uses. Randwick Hospital Expansion Area, located immediately north of the WLHA, comprises institutional buildings up to 11 storeys in height. The new residential precinct will provide a transition in

height from the hospital and university buildings to the north, stepping down from six storeys along Botany Street and Barker Street, to two storeys adjacent to Norton Lane, aligning with the low density residential areas to the west and south of the WLHA.

Generous setbacks and landscaped areas will be required to the west, north and east of the heritage-listed property at 4 Hay Street, ensuring an appropriate setting and respectful integration of the heritage item into the precinct.

9.3.2. Local character area

The Magill Street WLHA is located within the North Anzac Local Character Area (LCA). This character area is defined by its proximity to major institutions (UNSW, hospitals), active transport infrastructure and opportunities for improved public domain, economic growth and landscape outcomes. Development within the WLHA must respond to the North Anzac character principles which include:

- Enhanced pedestrian and cycling connectivity
- Supporting tree canopy expansion and biodiversity
- Promoting design excellence and sensitive transitions between built form and heritage
- Reinforcing the area's identity as a mixed use, health and education-oriented precinct

For further information on the relevant character principles refer to the Local Character Section of this Randwick DCP.

9.3.3. Built form

Objectives

The built form objectives for the Magill Street WLHA are to:

1. Position built form with generous setbacks to the surrounding streets, to support well-scaled streetscapes, private and communal gardens, and deep soil permeable areas for landscaping and tree planting
2. Ensure built form is orientated and designed to achieve a high standards of environmental performance, daylight access and sustainability
3. Deliver residential buildings that demonstrate design excellence that respond positively to the surrounding residential character and landscape setting
4. Provide variety and visual interest in streetscapes through articulated building forms within the permitted development envelope
5. Ensure built form respects the lower scale residential areas west of Norton Lane and the setting of the heritage-listed property at 4 Hay Street
6. Position built form to retain existing mature trees and vegetation wherever possible
7. Achieve orderly site consolidation to realise optimum urban and building design outcomes that are ADG compliant.

Controls

- a) Setback buildings 6m from primary and secondary street frontages to accommodate private and communal garden areas, retain existing mature trees and vegetation and enhance the landscape character of the precinct
- b) Transition building heights from a maximum six-storeys across the precinct stepping down to two storeys (7m maximum) along Norton Lane to provide a sensitive interface with the adjoining low-density residential area
- c) Intersperse buildings along Botany Street with landscaped gardens and pedestrian links to avoid a continuous wall of buildings and improve permeability and amenity

- d) Use the built form to define primary and secondary frontages and reinforce the identity of key street corners within the WLHA and surrounding streets
- e) Define street corners through architectural treatments including corner elements and detailing including where relevant (eg. when a commercial use is incorporated), weather protection (e.g awnings) where commercial uses are proposed and variations in materials and finishes to enhance visual interest and legibility
- f) Ensure that amalgamated redevelopment sites within the WLHA meet the following minimum street frontage dimensions: 28m for the majority of sites except for properties in the block between Hay and Maud Street (3, 5 and 7 Hay Street and 1 Maud Street and 129/129A Barker Street) where a minimum frontage of 25m is required. Properties at 32, 34, 43 and 45 Norton Street must not be isolated and they should be incorporated within a consolidated redevelopment fronting Botany Street. For all corner sites, both frontages shall achieve this minimum length.

9.3.4. Public domain and access

Objectives

The public domain and access objectives for the Magill Street WLHA are to:

- 1. Provide generous and well-connected footpath between the Magill Street WLHA linking the WLHA to surrounding residential areas, institutions and services
- 2. Improve permeability and wayfinding across city blocks via new through-block links that open up sightlines between residential areas and key destinations
- 3. Enhance quality and quantity of landscaping along all streets and pedestrian links to create a more attractive, shaded and comfortable the pedestrian environment.

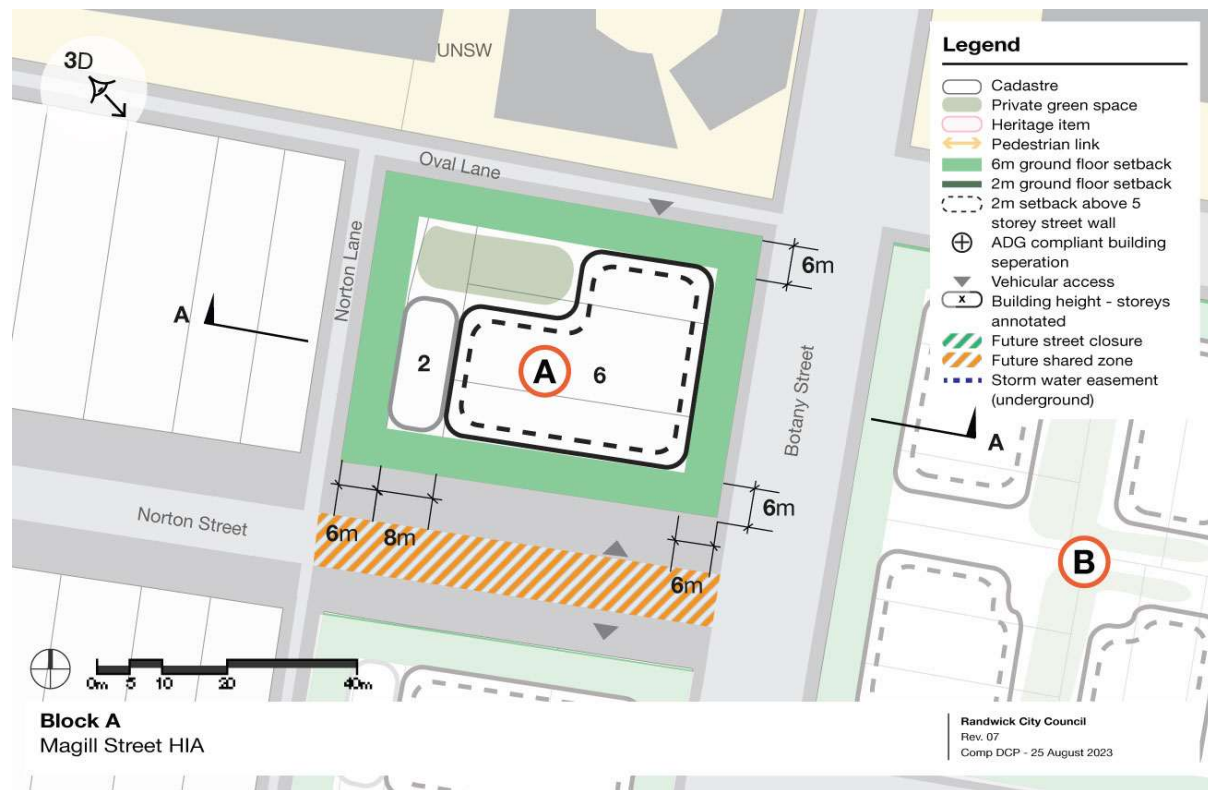
Controls

- a) Locate commercial ground floor uses at high visibility locations in the WLHA, such as the corner of Botany Street and Barker Street to activate the public realm and support local services and employment opportunities
- b) Deliver a new north-south through-block pedestrian link from Hay Street to Magill Street, aligned with the western edge of the heritage-listed property at 4 Hay Street (I387) to improve connectivity and reinforce the site's heritage setting
- c) Create a new east-west pedestrian link between Norton Lane and Botany Street to improve access between residential areas and Botany Street, to enhance the public domain and visual sightlines.

9.3.5. Individual city block plans

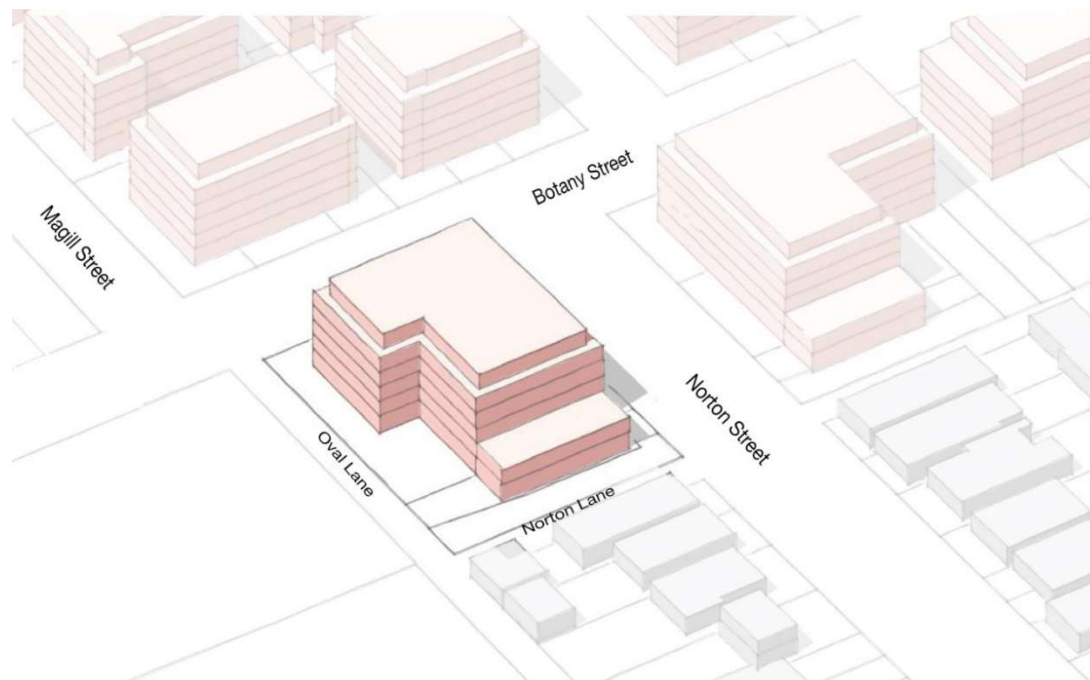
Block A

Figure 24: Block A control plan



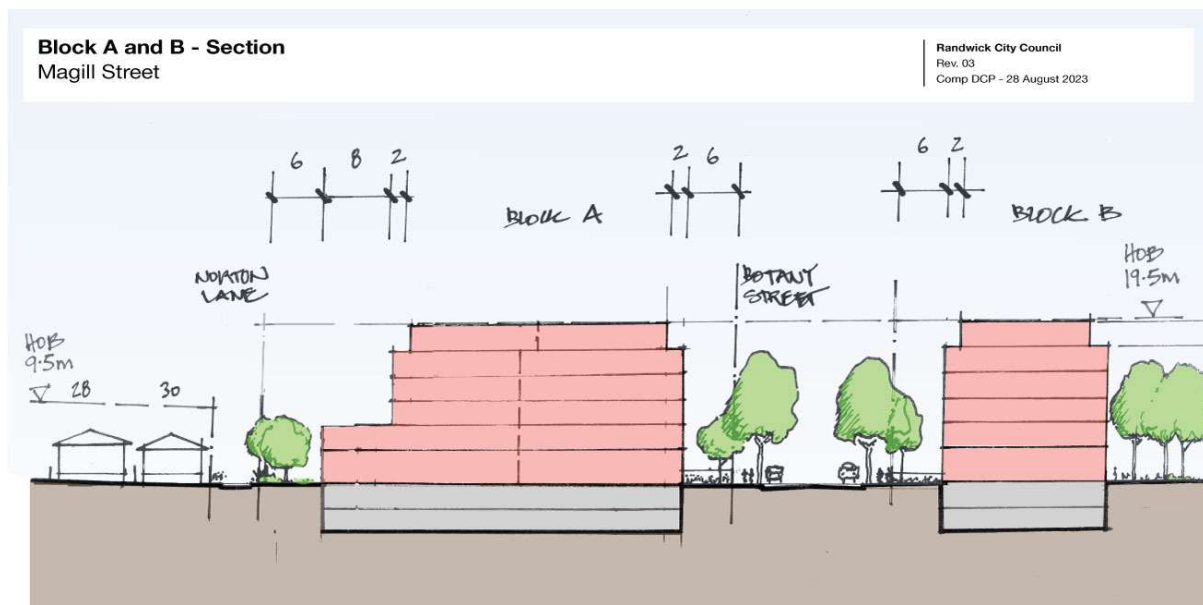
Source: Randwick City Council 2023

Figure 25: Block A – 3D perspective



Source: Randwick City Council 2023

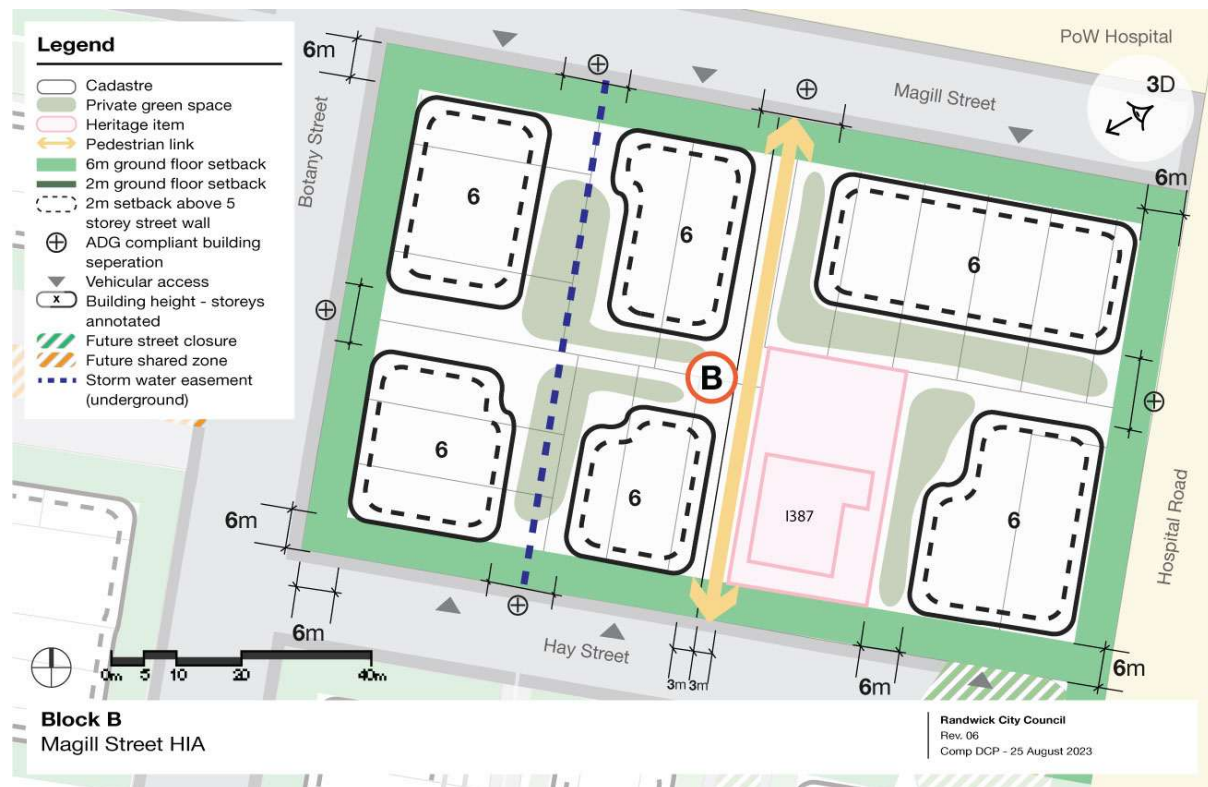
Figure 26: Typical cross section A-A



Source: Randwick City Council 2023

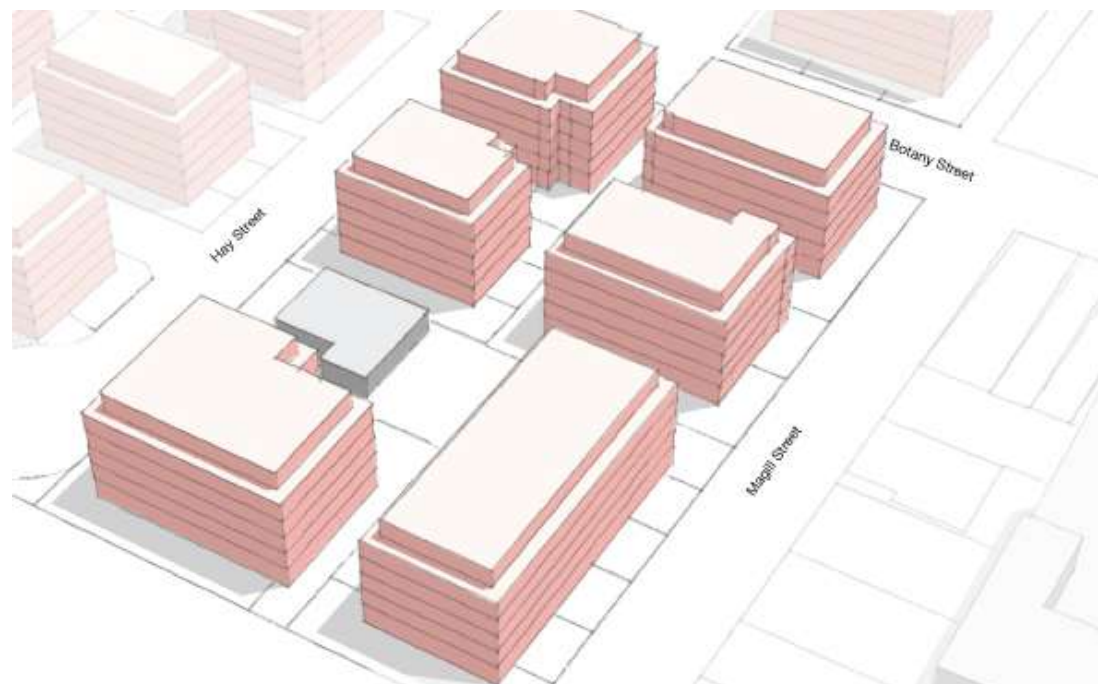
Block B

Figure 27: Block B control plan



Source: Randwick City Council 2023

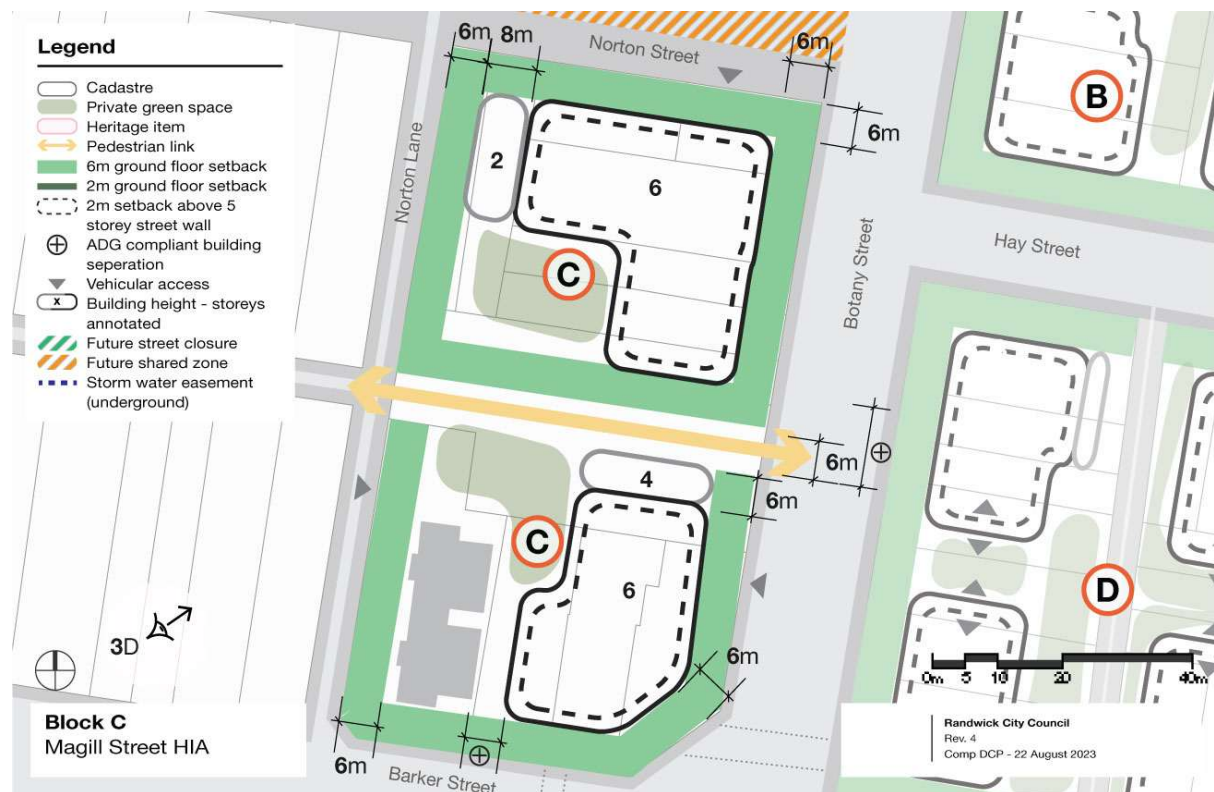
Figure 28: Block B – 3D perspective



Source: Randwick City Council 2023

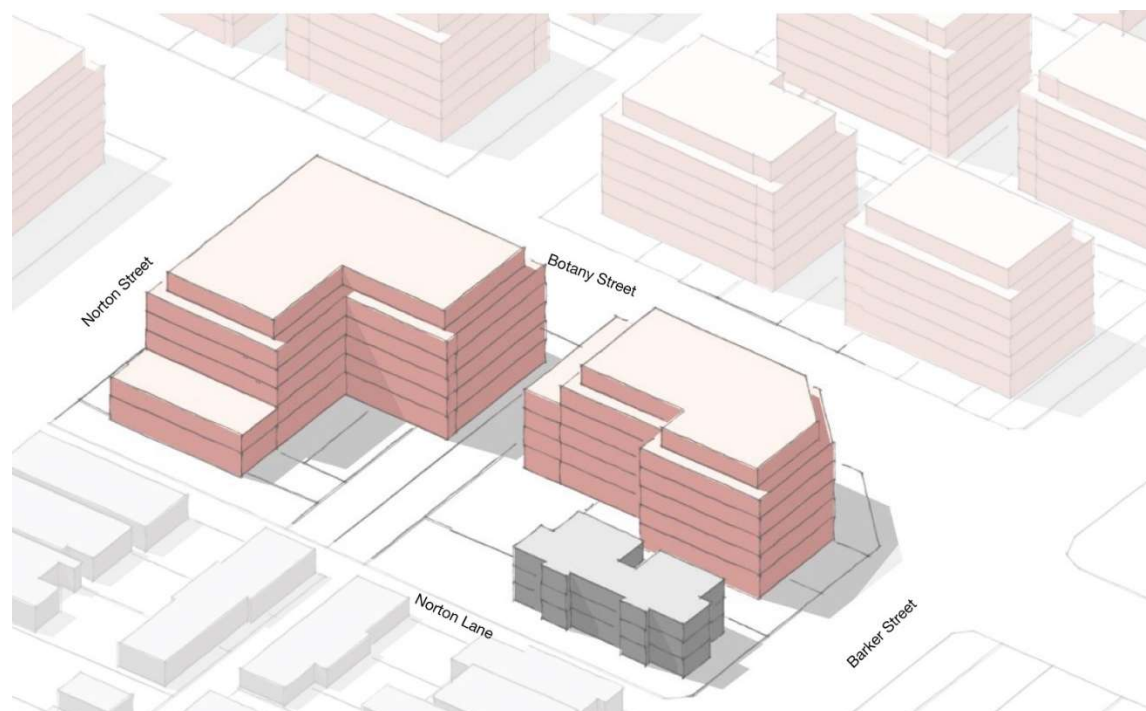
Block C

Figure 29: Block C control plan



Source: Randwick City Council 2023

Figure 30: Block C – 3D perspective



Source: Randwick City Council 2023