

STRATEGIC PLANNING

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# **DRAFT** **Randwick** **Development** **Control Plan** **E7 Housing** **Investigation** **Areas**

31 August 2023



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# Part A

## Overarching controls



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# 1. Introduction

The Housing Investigation Areas (HIAs) 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 by 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 HIAs 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 selected 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. In addition to other provisions of this DCP, proposed development will be assessed against the minimum standards outlined in the Apartment Design Guide (ADG) which supports State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development.

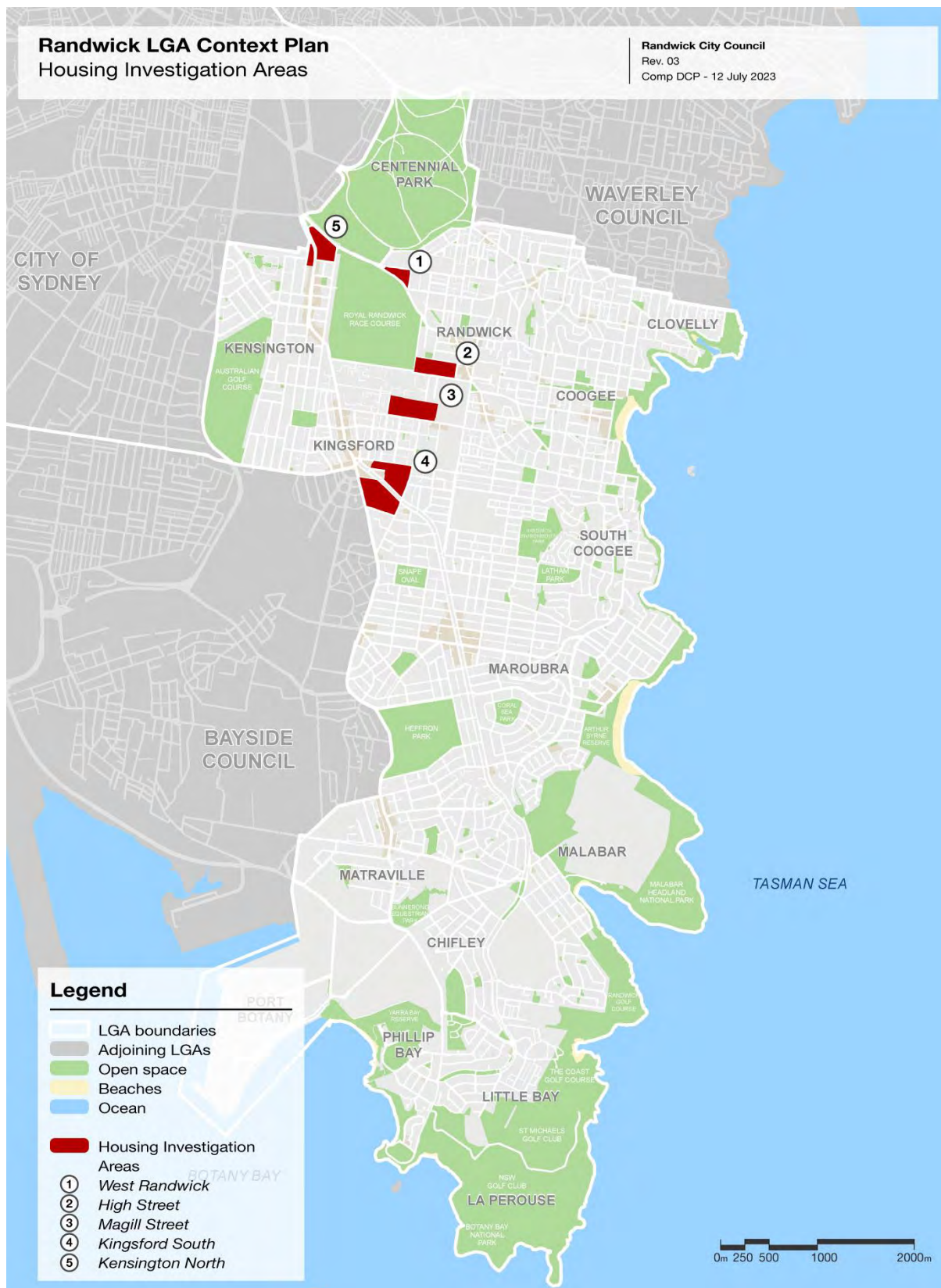
## 1.1. Comprehensive Planning Proposal – Housing Investigation Areas

The Randwick LEP 2012 (Amendment 9), known as the Comprehensive Planning Proposal (CPP) legislative amendments 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 HIAs, within which these DCP controls provide more detailed design guidance.

## 1.2. Housing Investigation Areas Urban Design Analysis Reports

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 HIAs (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 with access to economic and employment opportunities, services and recreational destinations.

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

- SEPP No 65 - Design Quality of Residential Apartment Development and supplementary Apartment Design Guide (ADG)
- Housing SEPP 2021 (Chapter 2 - Affordable Housing and Chapter 3 – Diverse Housing)
- Transport and Infrastructure SEPP 2021 (Chapter 2 - Infrastructure)
- BASIX SEPP 2004 (Building Sustainability Index)

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:**

SEPP 65 and the ADG are particularly relevant to the five-to-eight storey mid-rise residential development proposed in the HIAs. This DCP should be read in conjunction with the ADG, and the design of buildings within the HIAs 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.

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## 2. Urban design and place-making

### 2.1. Guiding principles

Development within the HIAs 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 HIAs that adjoin health and education campuses, and business centres / town centres
- Facilitate a 20 minute walking city precinct
- Contribute to the Green Grid, add tree canopy cover and extend the local network of green spaces, streets, plazas and laneways
- Provide a living environment for residents that is high in 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
- Provide neighbourhoods that promote active transport (walking and cycling) through the creation of through site links and wider footpaths
- Create an attractive, landscaped public domain that provides a sense of place and encourages social interaction
- Ensure that new infill development respects the fine-grain character of heritage items and contributory buildings
- Achieve urban design, architectural and landscape design excellence including best practice environmentally sustainable design
- Achieve innovative place-led solutions for local hydrology and resilience.

### 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'.

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## 3. Design excellence

### Explanation

Design excellence is a driving urban design principle for the development of the Housing Investigation Areas (HIAs) to provide increased amenity for existing and new residents, and to generally raise the standard in terms of urban planning, building design quality and sustainability. The RLEP specifies the applicable land Zoning, Height of Building (HoB) and Floor Space Ratio (FSR) controls for properties within the HIAs.

The consideration of design excellence is a requirement under the Randwick LEP (Clause 6.11) for proposals:

- Involving buildings over 15m in height, or
- For sites that are over 10,000m<sup>2</sup>, or
- For land where a site-specific development control plan is required.

All properties within the HIAs, when redeveloped to their full potential, will satisfy the above requirement, as HoB controls permit buildings of at least five storeys in height.

### Objectives

- To achieve high quality architectural, urban and landscape design within the HIA
- To deliver built form that contributes positively to the surrounding environment and public domain
- To help build upon existing architectural and landscape character and desired future character of the HIA
- To deliver higher energy, water and waste performance for residential and commercial development in the HIA

### Controls

- a) All new development involving the construction of a new building or external alterations to an existing building is to meet the requirements of Clause 6.11 of the RLEP relating to design excellence
- b) Buildings are to be designed to demonstrate at least 4-Star Building Standard certification rating (GBCA) performance
- c) The design excellence of all new development proposals is to be reviewed by the Randwick Design Excellence Panel and their report taken into consideration as part of the development assessment

*Refer to Part B for 'Site specific controls' for further detailed information.*



## 4. Density and land use

### Explanation

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

Table 1: Floor Space Ratio and Building Heights

HIA	FSR	Building Height (metres and storeys)
West Randwick (H1)	3.6:1 E1 Zone	24m (7) Zone E1
	1.8:1 R3 Zone	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	16.5m (5) Zone R3
	1.7:1 E1 Zone	17.5m(5) Zone E1
Kensington North (H5)	2:1 R3 Zone	23m (7) Zone R3
	1.5:1 R3 Zone	16.5m (5) Zone R3

Source: Randwick City Council 2022

### Objectives

- To ensure appropriate density is realised in Randwick LGA precincts that are well serviced by public transport, are close to employment hubs, town centres and recreational green space
- To contribute towards achieving residential housing targets for Randwick City Council as outlined in the Eastern City District Plan
- To provide an appropriate building density transition to surrounding Heritage Conservation Areas (HCAs), Heritage Items and low-scale residential neighbourhoods
- To support well-coordinated and compatible residential and permitted non-residential development within the HIAs
- To support innovative health and educational uses where complimentary to surrounding land uses
- To activate key streetscapes at the ground floor level to the degree allowed by permitted uses
- To support local employment opportunities in business zones

### Controls

- a) The maximum FSR that can be achieved 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 at prominent corner locations are encouraged to serve the residential areas of the HIAs

- d) Active frontages are required for the ground floor level of development for business zoned areas and for the High Street frontage of Block C of the High Street HIA (to the extent allowed by permitted uses)

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## 5. Built form

### Explanation

Built form is the ‘three dimensional’ appearance of the HIAs including the aesthetic quality, shape, scale and configuration of individual buildings, and their relationship to other buildings within the HIA and to streets and the public domain. Controls focus on achieving an appropriate scale for new development so that buildings reinforce a coherent, harmonious and appealing urban environment, and contribute to the enhancement of the public realm. Refer to ‘Part B – Site specific controls’ for detailed built form controls, specific to each HIA city block.

The block control plans provide detailed development controls for new development in the HIAs. The urban design constraints analysis has identified those buildings that are heritage listed, contributory buildings, owned by the church, that are substations, those that have recently been completed, and residential strata buildings comprised of 8-10 apartments or more that are assessed as likely to remain unchanged in the mid-term. In instances where redevelopment proposals vary from these assumptions they will be assessed on merit, according to the stated objectives and the overall and block specific development controls established for the HIA.

### Objectives

- To ensure built form is compatible with the desired future character of each HIA in terms of building bulk, scale and massing
- To ensure coherent and orderly redevelopment of land and avoid isolation of sites
- To ensure development reinforces the urban structure and street hierarchy
- To ensure development responds appropriately to the existing siting, scale, form and character of adjoining properties
- To ensure buildings along a street do not create large, bulky and unrelieved ‘wall-like’ form that would visually dominate the public realm
- To achieve a scale transition between buildings within the HIA and surrounding residential areas to protect residential amenity
- To ensure that development does not unreasonably diminish sunlight and visual amenity (privacy and views) to neighbouring properties and public spaces as well as communal spaces within the development site
- To ensure that the number of storeys in a development aligns with the maximum permissible height in metres in the RLEP allowing for appropriate floor-to-floor heights (ADG compliant), a reasonable level of internal amenity, adequate height to accommodate structures such as plant rooms or lift overruns above the roof and flexibility for future changes of use (particularly at ground floor level)
- To allow adequate area between floors for the provision of services and noise attenuation
- To provide 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) The minimum dimensions of an amalgamated redevelopment site (consolidated from multiple existing individual properties) are stated in ‘Part B – Site specific controls’



- b) When site amalgamation and redevelopment is proposed, sites between and adjacent to the proposed redevelopment site, are not to be limited in their future development potential by the redevelopment
- c) Where a development proposal unavoidably results in an isolated site, the applicant must demonstrate that negotiations between the owner/s of the lot/s have commenced prior to the lodgement of the DA and every reasonable attempt has been made to avoid the creation of an isolated site. The following information is to be included with the DA:
  - i. Evidence of written offer/s made to the owner of the isolated site and any responses received
  - 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 for the location, 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 on a site is to comply with the following:
  - on sites with a maximum HoB of 16.5m and 17.5m – 5 storeys
  - on sites with a maximum HoB of 19.5m – 6 storeys
  - on sites with a maximum HoB of 23m and 24m – 7 storeys
  - on sites with a maximum HoB of 26m – 8 storeys
- f) Where a property is identified by Council to be subject to flooding, 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 the case of a raised ground floor level, the additional height should be absorbed into the overall height of the building, whilst continuing to meet ADG floor to ceiling standards and the required LEP maximum height of building level. In this case the full number of storeys stated in e) above may not be able to be achieved on the site. Council may at its discretion consider a minor exceedance for additional height depending on the required Floor Planning Flood Level.

#### **Note:**

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 HIA and West Randwick HIA E1 Zone, buildings must be designed with a street wall height of 6 storeys

#### Building setbacks

- h) Developments are to comply with the minimum ground floor and upper-level setbacks illustrated in the relevant block diagrams in 'Part B – Site specific controls'

- i) The landowner is to dedicate any required pedestrian link/s and street setback strips of land to Council (as a condition of consent). The calculation of FSR and deep soil will be based on the original site area including the required pedestrian link/s and setback strip area/s
- j) Development that results in an exposed party wall is to incorporate architectural or vertical landscape treatments to improve the visual amenity of the wall prior to the completion of the adjoining building. Alternatively, a public art mural, to a design to Council's approval, is to be provided

#### 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.

#### **Note:**

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.

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## 6. Through site links / mid-block connections

### Explanation

Through site / mid-block links provide key access routes for pedestrians and should be established in larger city blocks and sites, particularly where an uplift in density is planned to improve permeability in urban areas and when there are opportunities to improve access to public transport. Improved connections enable improved walkability and increased opportunities for neighbourhood interaction and social connection.

### Objectives

- To improve permeability and provide connections to public transport, pedestrian and cycling networks, key destinations and residential areas
- To ensure that the design of through site links and mid-block connections is safe, high quality, well-lit, accessible and provide a high level of pedestrian amenity
- To encourage walking and cycling as part of the broader street network to promote community interaction, better health outcomes and reduce vehicle use
- To ensure clear and legible connections to the surrounding public domain.

### Controls

- a) Through site links and mid-block connections are to be provided in accordance with the relevant block diagram in 'Part B – Site specific controls'
- b) Where new through site links are proposed (in addition to those required), the consent authority is to consider the need for and desirability of the links or connections having regard to the objectives of this section
- c) The landowner is to dedicate the land of the through site links and mid-block connections to Council (as a condition of consent). The calculation of FSR and deep soil will 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', and be open to the sky
  - ii. Be direct and publicly accessible 24 hours a day
  - iii. Allow visibility along the length of the link
  - iv. Be easily identified by users and have a public character
  - v. Include signage advising of the publicly accessible status of the link and the places to which it connects
  - vi. Be clearly distinguished from vehicle accessways
  - vii. Align with breaks between buildings so that views are extended and there is less sense of enclosure
  - viii. Provide opportunities for passive surveillance from existing and proposed development
  - ix. Include materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandalism resistant
  - x. Ensure no structures (for example, electricity substations, carpark exhaust vents, swimming pools, etc) are constructed in the through-site link
  - xi. Include landscaping to provide shade and assist in guiding people along the link while enabling long sightlines
  - xii. Consider the privacy of existing adjoining development's indoor and outdoor living spaces.

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## 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

- To facilitate vehicular access and servicing away from main road frontages to improve pedestrian and active transport movement and safety
- To provide usable, green and leafy laneways
- To 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.

### 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.

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## 8. Heritage conservation

### Explanation

Several of the HIAs include listed heritage 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

- To conserve and enhance the character and heritage significance of heritage items
- To retain and conserve the distinctive and significant physical fabric of heritage items and contributory buildings and where relevant, associated gardens and landscape
- To encourage sensitive restoration and adaptation of heritage items and contributory buildings
- To 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
- To ensure that the heritage significance of heritage items and/or Heritage Conservation Areas (HCAs) located in the vicinity of development in the HIAs are considered in the assessment of Development Applications (DA).

### Controls

#### All development

- a) All development involving or in the visual catchment of heritage items are to be planned and designed in accordance with the requirements of *Section B2 Heritage* of the Randwick DCP
- b) All development involving heritage items and contributory buildings are required to:
  - Adhere to the principles of the Burra Charter
  - Include with a DA submission, a Heritage Impact Statement (HIS) or Heritage Impact Assessment (HIA) in accordance with Council's advice
  - The HIS or HIA must consider 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) Development located within the vicinity of another Local Government Area (LGA) requires the preparation of a HIS to address the potential impact on adjoining or nearby heritage items or HCAs in the adjoining LGA

#### Heritage items and contributory buildings

- d) Alterations and additions to heritage items and contributory buildings should conserve the original characteristic built form, and not significantly alter the appearance of the principal, or historically significant facade, except to remove detracting elements
- e) Alterations and additions to heritage items and contributory buildings should:
  - Retain, restore, and reinstate (where possible) significant features and building elements to 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
- Remove unsympathetic alterations and additions, and building elements where possible
- Retain and encourage adaptive re-use of historic shop fronts and avoid unnecessary screening through planting, signage or other works
- 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'
- Be designed to be clearly distinguishable as new work when undertaking extensions, alterations, reconstruction, or repairs
- Incorporate new doors and windows which are compatible with the positioning, size and proportions of original windows and doors
- Ensure that conservation works including the reinstatement and restoration of historic fabric is appropriately balanced with the impacts of 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
- Ensure that new services are discretely integrated within and behind retained street frontages and not above awnings
- Introduce new signage to be set 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:
  - Be designed to respect the historic scale, proportions and articulation of adjacent contributory built forms, including heights, solid to void ratios and alignments of street awnings
  - Incorporate podiums and building elements that reference the principal influence line of historic streetscapes, and are cohesive with the established street frontage
  - Be designed to incorporate setbacks which retain the profile and massing of exposed side elevations to retained contributory built forms
  - Ensure new street elevations maintain the vertical articulation and segmented character of historic building groups which provide variety to the streetscape and a sense of human scale, and avoid unrelated horizontally emphasised articulation
  - Provide contemporary new signage that compliments the character of the contributory buildings
  - Ensure that new finishes to side elevations do not detract from street front detailing and finishes.
- g) Development should maintain and reinstate the emphasis of street corners and cross routes through reinforcement of historic height lines remaining at, and adjacent to intersections

**Part B**

**Site specific controls**



## 9. Housing Investigation Areas (HIA)

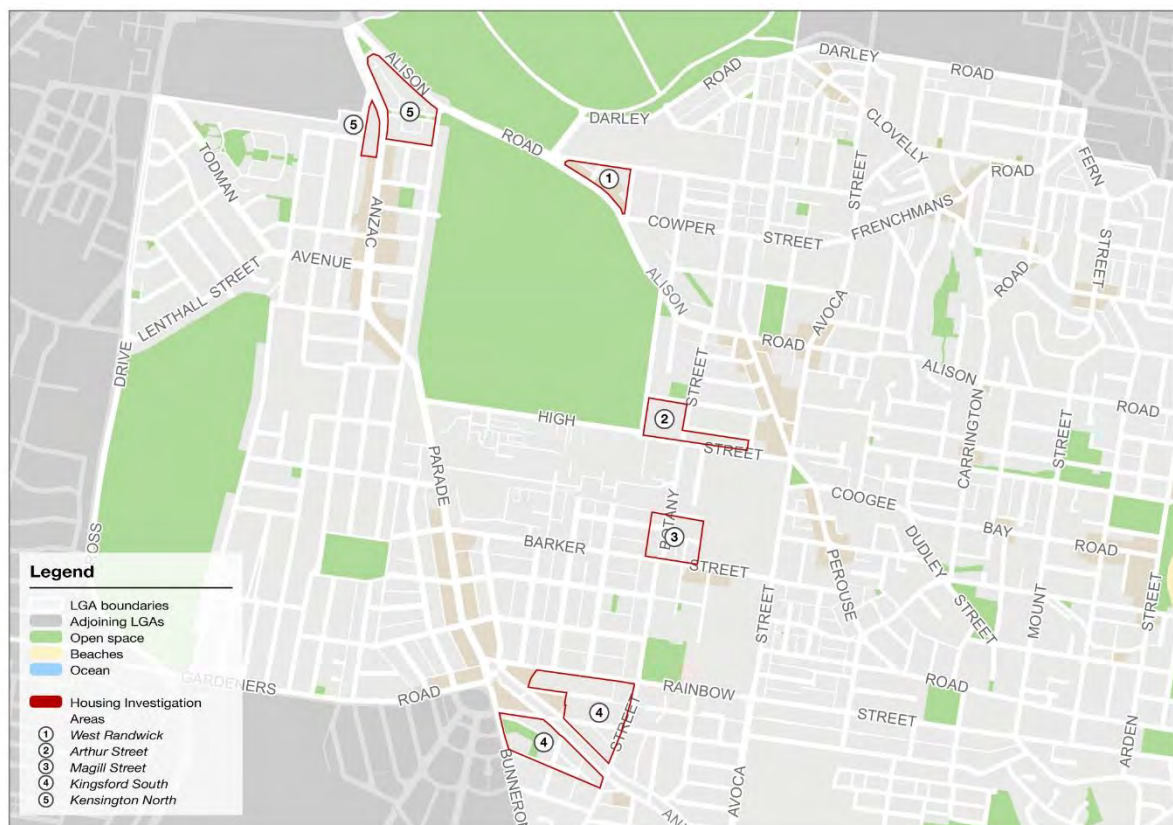
The following section provides an overarching vision and describes the desired future character for the HIAs. Each HIA section also provides objectives and controls and specific built form, public domain, landscape and access design requirements for proposed development.

Block-by-block envelope controls are provided to define the maximum extent of a building in height, length and depth. Flexibility in building length is considered in certain situations where site consolidation configuration is unknown at this time. The situations where this is permitted is indicated on the block plan diagrams. Buildings must be designed to fit within the applicable building envelope.

Alternative design solutions may be considered only where it can be suitably demonstrated that the proposal would result in an improved urban design, amenity and sustainability outcome and meet the identified desired future character for the subject city block.

These site specific block-by-block controls should be read in conjunction with the overall controls for the HIAs in this section of the DCP, and in the Randwick DCP generally.

**Figure 2: HIA local context plan**



Source: Randwick City Council, 2022



# 9.1 West Randwick HIA

## (H1)

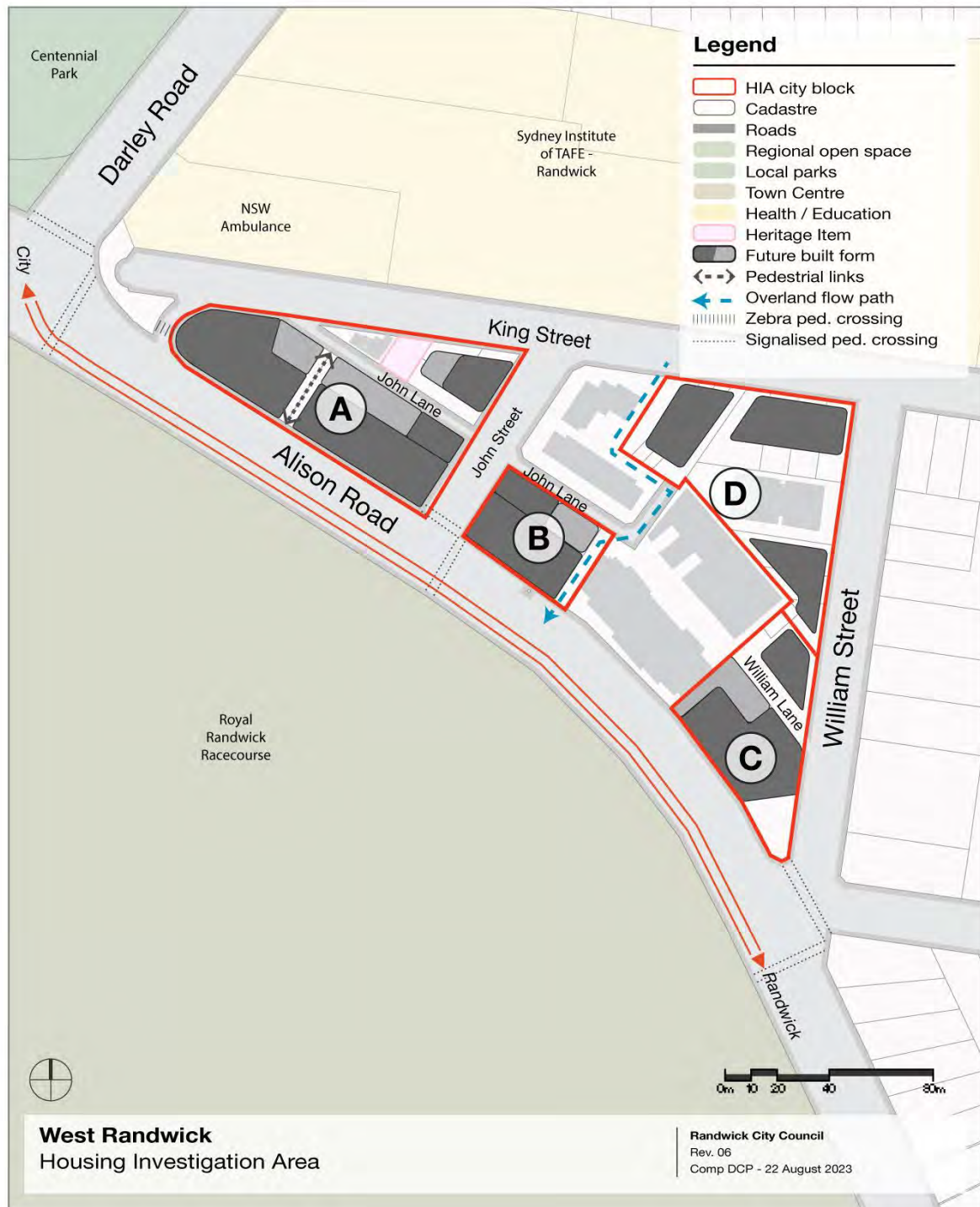
West Randwick HIA will be a revitalised mixed use business 'strip' along Alison Road with an urban character and a new mid rise residential neighbourhood setback from these businesses overlooking a landscaped mid-block, that complements the surrounding residential, racecourse and parkland setting. The 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 HIA will embody best practice urban design, architectural and landscape design, and showcase sustainable practices.

The HIA 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 HIA will provide a new integrated opportunity to work and to live in Randwick City. The HIA 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 HIA - Artist impression - View south along Alison Road*

**Figure 3: West Randwick HIA plan**



Source: Randwick City Council, 2023

The West Randwick Housing Investigation Area (HIA) is located in the north of the LGA, in the suburb of Randwick, and the subject city blocks are shown in Figure 3. The HIA is defined by Alison Road, William Street and King Street.



### 9.1.1. Future character

Businesses will be attracted to West Randwick HIA's high visibility at ground floor level along Alison Road with residents in apartment accommodation above enjoying attractive views across the racecourse. The mid-rise residential building typology, setback from Alison Road, will enhance the character of the neighbourhood by encouraging high quality design outcomes in an area of high amenity – close to public transport, large recreational parkland, entertainment venues and to educational campuses.

#### Access

The West Randwick HIA will prioritise Active Transport (pedestrian and bicycle use and access) as it is located within easy walking distance of two light rail stations (Royal Randwick and Wansey Road) and to public bus services along Alison Road and has access to several shared paths.

The fine urban grain of the city blocks will be preserved by retaining the series of mid-block laneways and pedestrian links. Private car and service vehicle access will be provided via John Lane and William Lane for sites with frontages to Alison Road, William Street and King Street.

**Figure 4: Through site links can add urban activity**



*Source: Randwick City Council, 2022*

#### Built form

The redevelopment of the two existing service stations and the Malaysia Hall accommodation with new urban buildings will consolidate the Alison Road frontage, better defining the key corners of the city block, providing more weather protection (through built frontage and awnings) and generate activity and interest for pedestrians.

The current business uses along Alison Road with active frontages will be made more continuous with new buildings locating commercial uses at ground floor level with apartments above. Mid-rise buildings (seven storeys) will define the Alison Road streetscape and benefit from attractive views across Royal Randwick Racecourse, in a similar fashion to the existing six storey mixed use building at 34-52 Alison Road.

A new mid-rise residential neighbourhood of five storey height, shielded from Alison Road by the proposed mixed use development, will overlook quieter local streets and a landscaped mid-block.

Street tree planting will be made consistent along Alison Road and the perpendicular cross streets that define the city blocks. Interplanting new street trees, following a consolidated theme, and with an appropriate scale of street tree will enhance these streetscapes and support biodiversity and improved tree canopy cover.

#### Alison Road

Providing a consistent height along Alison Road will establish a street wall that more effectively defines the streetscape. The maximum permitted building height of seven storeys is to be expressed as a six-storey building (with the upper level set back). Commercial land-uses fronting Alison Road will provide increased services in the area, renewing urban amenity, and create localised activity. The wider footpath areas at the intersection of Alison Road and King Street provide the opportunity for ground floor retail and cafes to open out to outdoor seating with a northerly aspect.

Alison Road street tree planting is to be bold and address the scale of the urban thoroughfare, creating a green boulevard.

#### Interface with five storey Zone R3 to north and heritage house

A height transition will be achieved by focusing taller built form elements along Alison Road, with the stepping down of building heights to the north. This transition in height will mitigate the perception of building scale when viewed from adjoining residential streets.

The two-storey scale of the listed heritage house at 3 King Street will be respected and integrated within the overall HIA built form. New development within the HIA will provide an appropriate backdrop and transition in scale to the heritage item.

### **9.1.2. Local character area**

The West Randwick HIA is located within the North Anzac Local Character Area (LCA). For further information on the relevant character principles please refer to the Local Character Section of the Randwick DCP (Note: This will form part of DCP Stage 2 amendments.)

### **9.1.3. Built form**

#### **Objectives**

- For built form to define well-scaled streetscapes, laneways and small urban plazas
- To provide variety and interest in streetscapes through buildings that are articulated within the overall permitted development envelope
- To reduce the apparent height of buildings through setting back the upper level of buildings
- To transition from higher built form along the Alison Road frontage down to the lower scale residential area to the northeast of John Lane and William Lane
- To integrate the two storey heritage property at 3 King Street and the existing six storey strata building at 34-52 Alison Road into the built form composition for the HIA
- Achieve an orderly consolidation of sites to realise optimum urban and building design outcomes that are ADG compliant and do not result in isolated sites
- To integrate flood planning considerations, such as overland flow paths into the planning of the HIA.

#### **Controls**

- a) Reduce building heights along John Lane and William Lane to one and part six storeys to avoid bulky and large scale buildings

- b) Focus taller built form along the Alison Road frontage to reduce overshadowing of public spaces between 10am-2pm in winter solstice and the visual scale of the new buildings when viewed from surrounding vantage points
- c) Setback built form 2m 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
- 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 west to the racecourse and provide a local park for the community
- f) Establish a six-storey street wall and provide an upper-level setback of 2m for the seventh storey to reduce apparent building height and mass
- g) Define street corners by including architectural corner elements and detailing including, where relevant, weather protection (awnings) and changes in materiality and finishes
- h) Introduce gaps between new and existing buildings along the Alison Road frontage to break up the bulk and potential for a continuous wall of buildings, to provide pedestrian access and to accommodate overland flow paths
- i) The minimum dimensions of an amalgamated redevelopment site within the West Randwick HIA shall have no street frontage less than 20m. For corner sites, both frontages shall achieve this minimum length.

#### 9.1.4. Public domain and access

##### Objectives

- Improve pedestrian permeability through the city blocks with new and improved 24/7 public pedestrian links
- Improve the landscaping of the Alison Road, John Street, King Street and William Street footpaths to enhance the pedestrian experience
- Consider the interface of the new buildings with potential new public domain opportunities at the junction of Alison Road and Darley Road (existing street closure), and a potential new street closure of John Lane at its northwest extent, where it meets King Street.

##### Controls

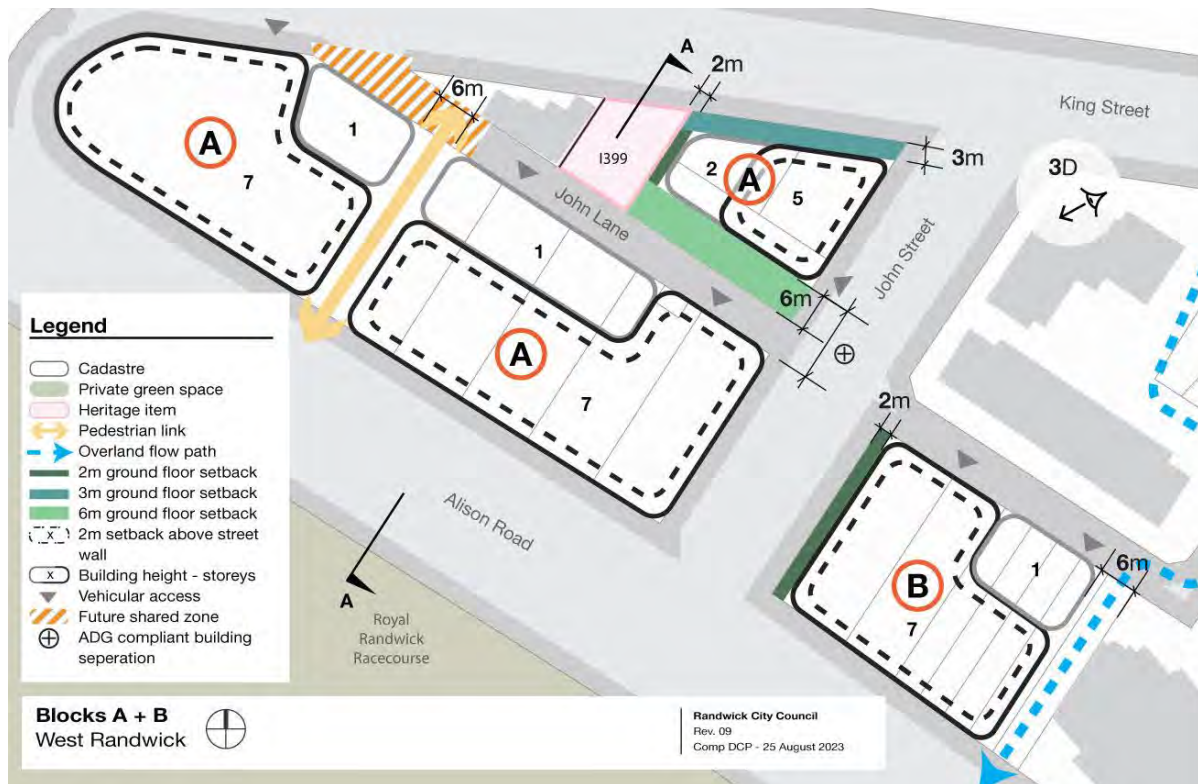
- a) Create a public pedestrian through-block link from Alison Road to John Lane in accordance with Figure 5: Block A and B Plan
- b) Create a publicly accessible green space at the corner of Alison Road and William Street
- c) Create an attractive widened landscaped footpath zone (additional 2m wide) along the south side of John Street
- d) For the proposed building at the junction of Alison Road and King Street, consider in the architectural expression the relationship with the Royal Randwick Racecourse Hotel (Approved DA) to the west
- e) Reinstate the bus stop shelter along Alison Road (prior to intersection with William Street)
- 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.



### 9.1.5. City block plans

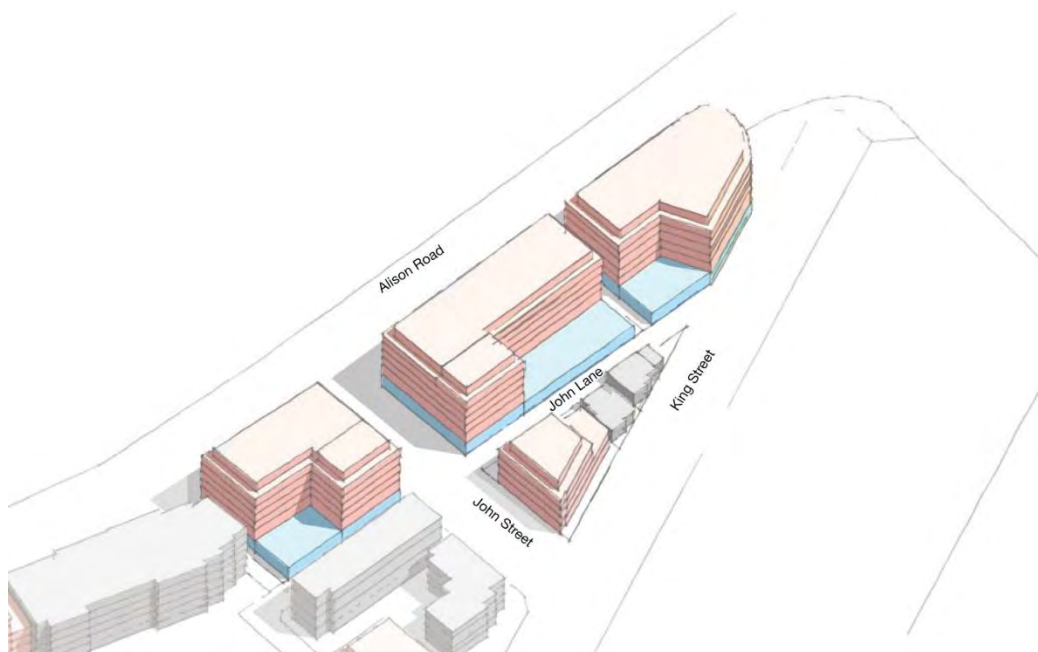
#### Block A and B

Figure 5: Block A and B control plan



Source: Randwick City Council 2023

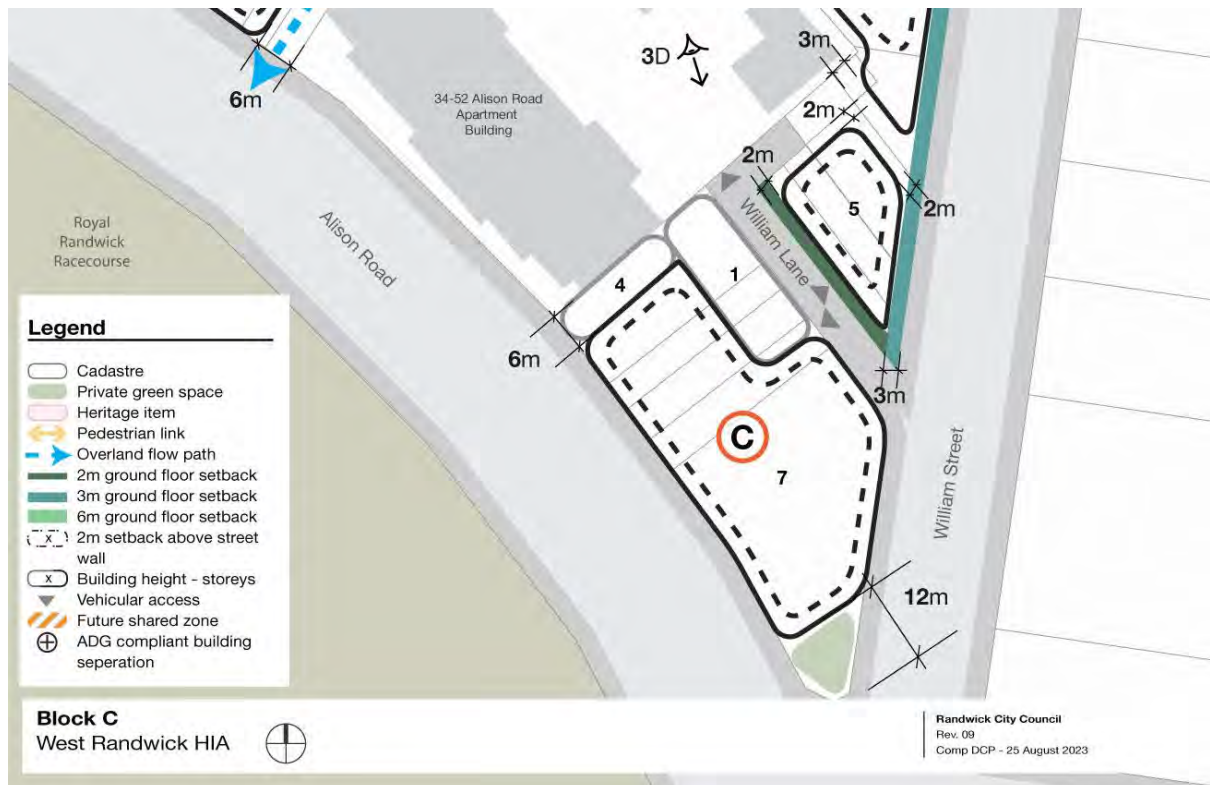
Figure 6: Block A & B – 3D perspective



Source: Randwick City Council 2023

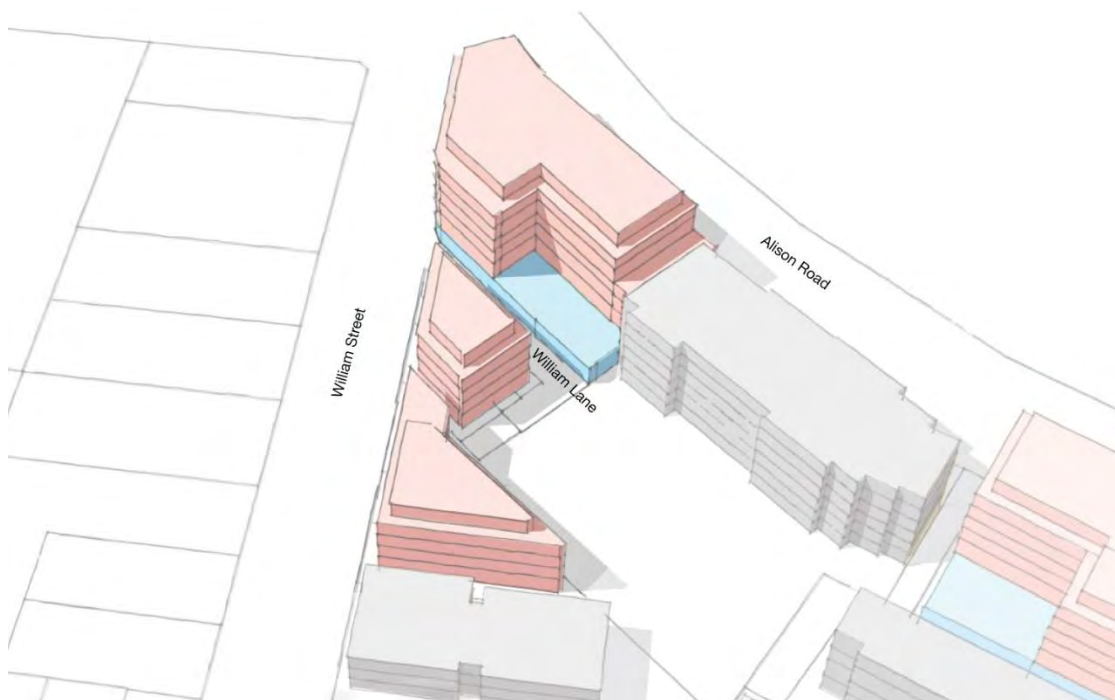
## Block C

Figure 7: Block C control plan



Source: Randwick City Council 2023

Figure 8: Block C – 3D perspective

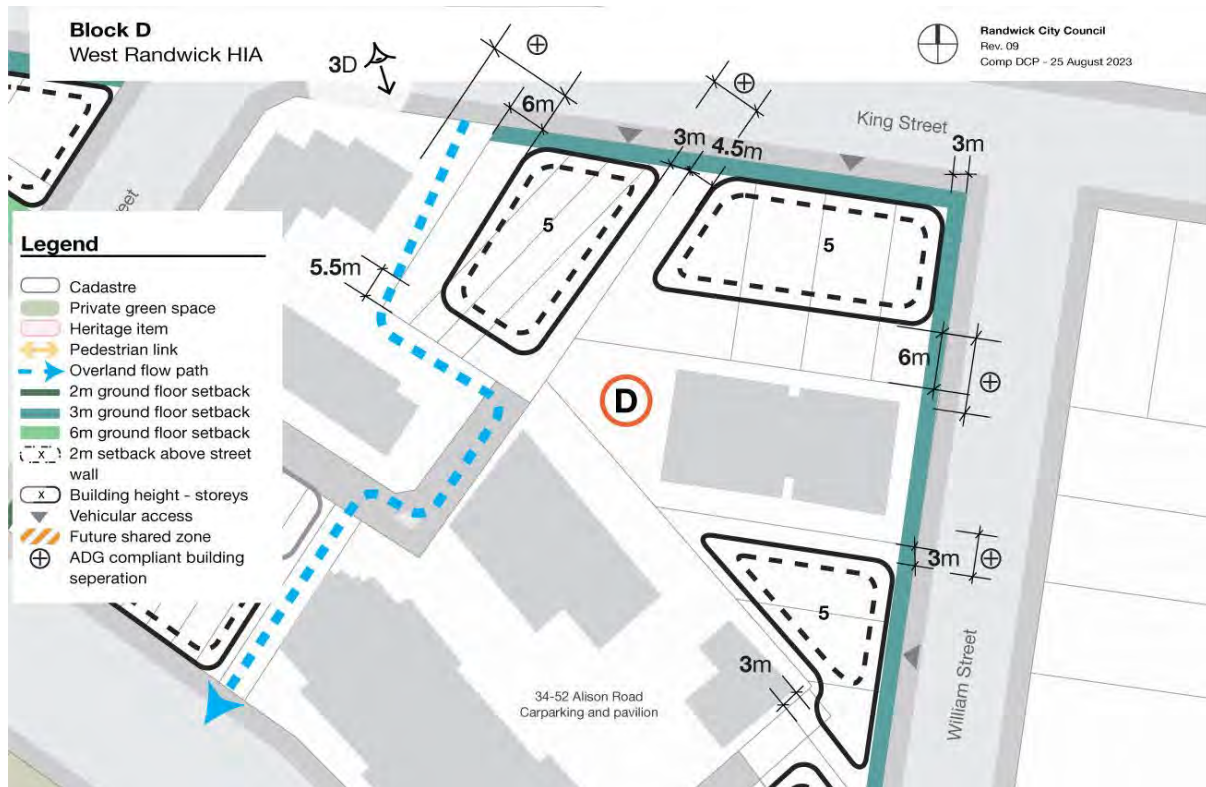


Source: Randwick City Council 2023



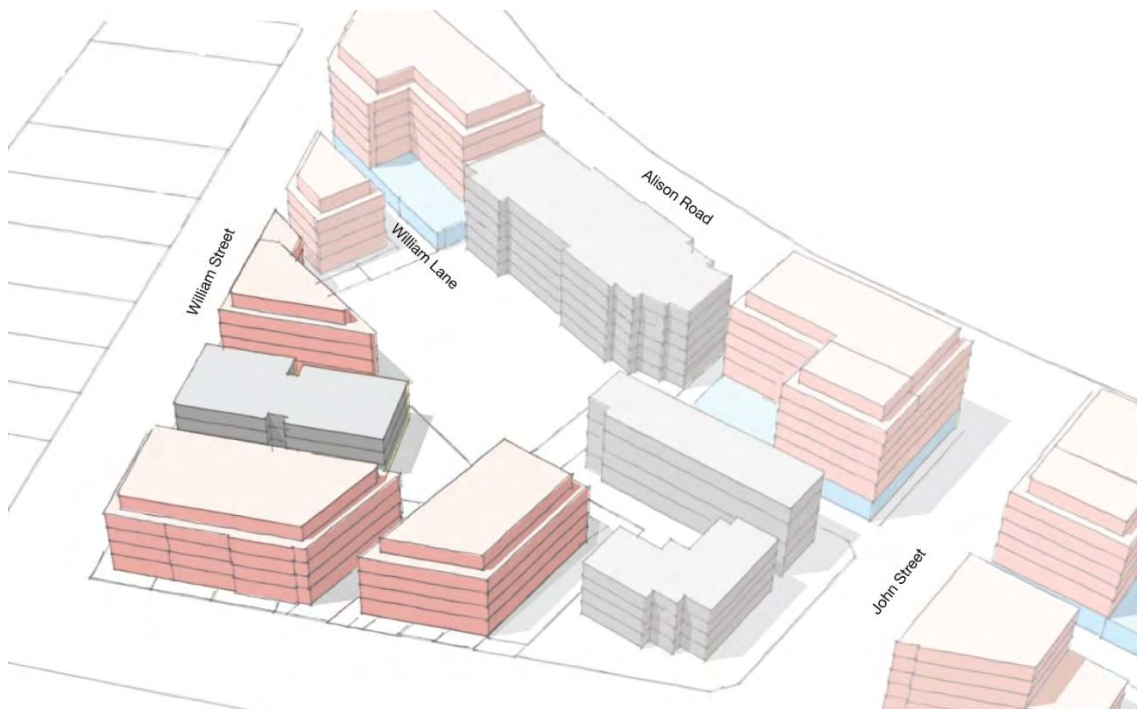
## Block D

Figure 9: Block D control plan



Source: Randwick City Council 2023

Figure 10: Block D – 3D perspective



Source: Randwick City Council 2023

Figure 11: Typical cross section A-A



**Block A - Section**  
West Randwick

Randwick City Council  
Rev. 01  
Comp DCP - 27 October 2022



Source: Randwick City Council 2022

## 9.2 High Street HIA (H2)

High Street HIA 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 HIA 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.

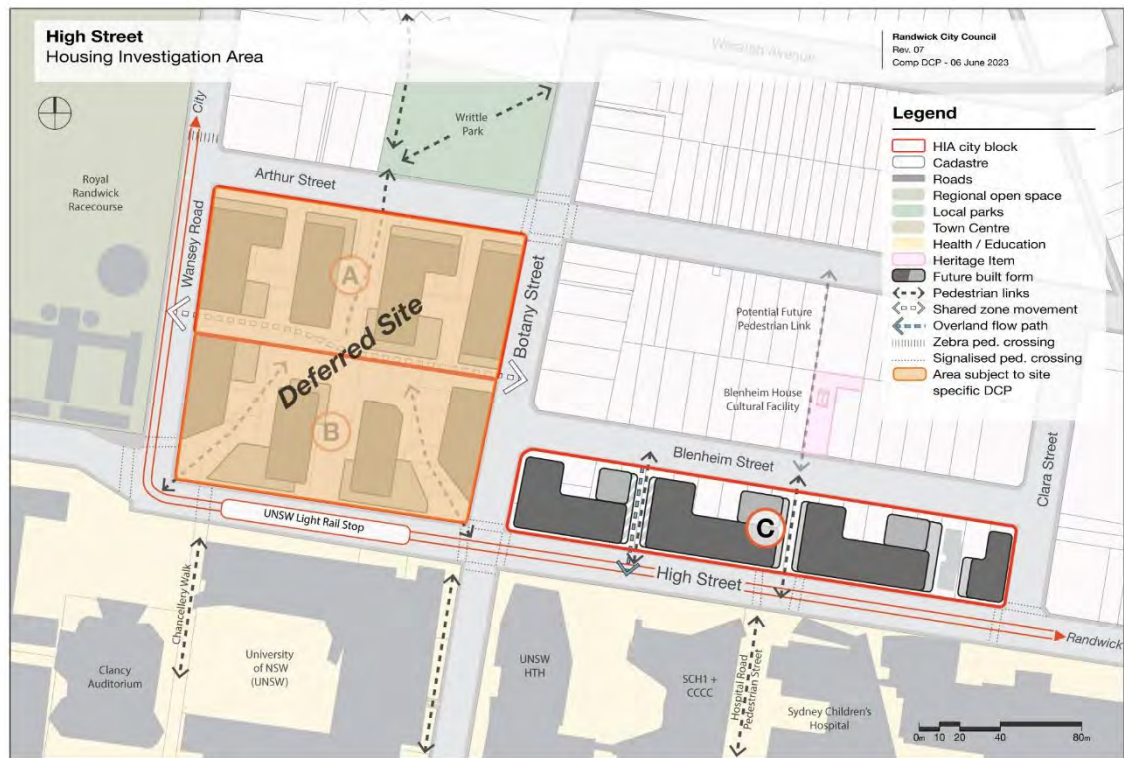
The precinct will complement the adjoining employment hubs by providing a vibrant mix of residential and student accommodation, small scale innovative health services facilities start-ups and learning spaces, and will be enlivened at ground level with local cafes.



*High Street HIA - Artist impression - View east along High Street*



**Figure 12: High Street HIA plan**



Source: Randwick City Council, 2022

The High Street Housing Investigation Area (HIA) is located in the north of the LGA, in the suburb of Randwick, and the subject city blocks are shown in Figure 12.

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

### 9.2.1. Future character

The new community of residents, visitors, students and entrepreneurs will be drawn to the access to education, health and retail services and the unique urban qualities of the precinct that provide the ability to live and work in convenient proximity. Ready access to the Sydney CBD, to strategic Eastern Suburbs centres such as Bondi Junction, and to iconic recreational and entertainment destinations such as Coogee Beach and the Royal Randwick Racecourse increases the appeal of this HIA.

The built form will define the surrounding streets and street corners, 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 with convenient and safe through-block pedestrian pathways, 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, it will be strictly controlled utilising a shared zone approach. 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 the redevelopment of the adjoining properties).

### **Built form**

The human scale of the buildings of the precinct will be realised through introducing variety in the height 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.

The base, middle and top of buildings will be articulated 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.

Roof levels of buildings (above the six storey street wall height) should be expressed in a contemporary mansard roof style, that is visually recessive. The ground floor levels of buildings, where they have a non-residential permitted use, should be more transparent and visually open, and the footpath and ground floor frontage should be shaded with contemporary elegant steel awnings that are refined in their expression and detailing. The public footpath should be widened in these locations utilising the building setback area, to provide 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 the final planning proposal (Amendment 9). The consolidation of larger land parcels opens opportunities for the urban planning of the precinct. Four building ‘quarters’ are envisaged that are integrated with the surrounding streets and pedestrian connections, through the continuance of visual axis and pedestrian desire lines. The northern two quarters will be quieter, more private with apartment accommodation organised around green urban court gardens.

**Figure 13: 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 14: 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.

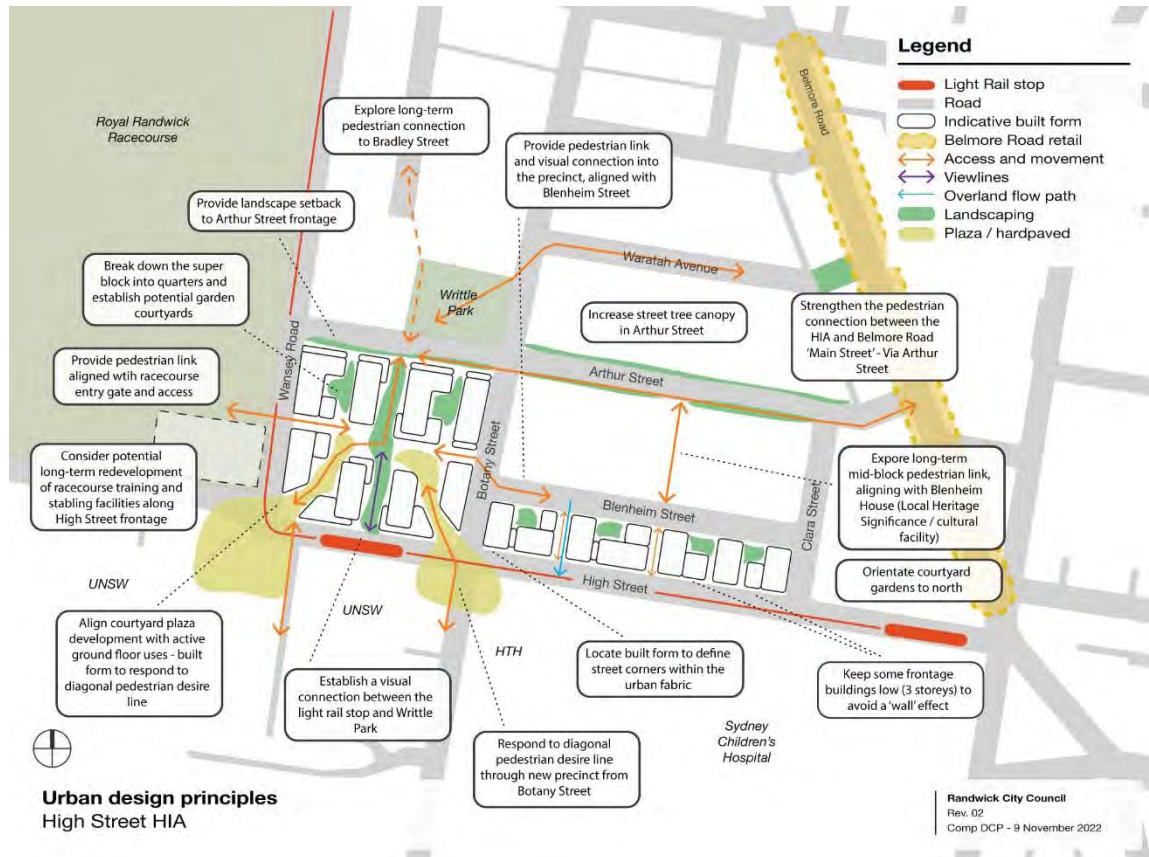
### 9.2.2. Local character area

Block C of the High Street HIA is located within the Randwick Local Character Area, and Deferred Blocks A and B of the High Street HIA are located within the North Anzac Local Character Area (LCA). For further information on the relevant character principles please refer to the Local Character Section of the Randwick DCP (Note: This will form part of DCP Stage 2 amendments.)



### 9.2.3. Built form

Figure 15: Urban design principles – High Street HIA



Source: Randwick City Council, 2022

### Objectives

- The built form is to define well-scaled streetscapes, laneways, urban plazas and parks
- Provide variety and interest in streetscapes through buildings that are articulated within the overall permitted development envelope
- Avoid excessively overshadowing the public domain and reduce the apparent height of buildings through setting back the upper levels of buildings
- Maximise direct sunlight to public spaces and footpath zones by strategically positioning and orientating taller built form
- Create courtyard style development with generous central green spaces providing urban amenity through locating built form on the perimeter of city blocks
- Achieve an orderly consolidation of sites to realise optimum urban and building design outcomes that are ADG compliant.

### Controls

- Introduce breaks in the High Street frontage to avoid a bulky and continuous wall of buildings
- Establish a six storey street wall height
- Provide an upper-level setback of 2m for eight storey buildings (above the six-storey street wall) to avoid excessive visual bulk
- Locate north facing, private courtyard gardens for apartment residents along Blenheim Street to maximise solar access, to provide an attractive outlook and a transition in scale to Blenheim Street

- e) Define street corners by including architectural corner elements and detailing including where relevant weather protection (awnings) and changes in materiality and finishes
- f) The minimum dimensions of an amalgamated redevelopment site within the High Street HIA shall have no street frontage less than 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.

#### 9.2.4. Public domain and access

##### Objectives

- Improve pedestrian permeability through the city blocks with new and improved 24/7 public pedestrian links
- Create new sightlines between existing public spaces and public transport infrastructure to improve wayfinding
- Consider future development and potential connections west across Wansey Road to the Royal Randwick Racecourse training and stabling facilities
- Improve the quality of footpaths and landscaping in the surrounding streets and for pedestrian links to enhance the pedestrian experience.

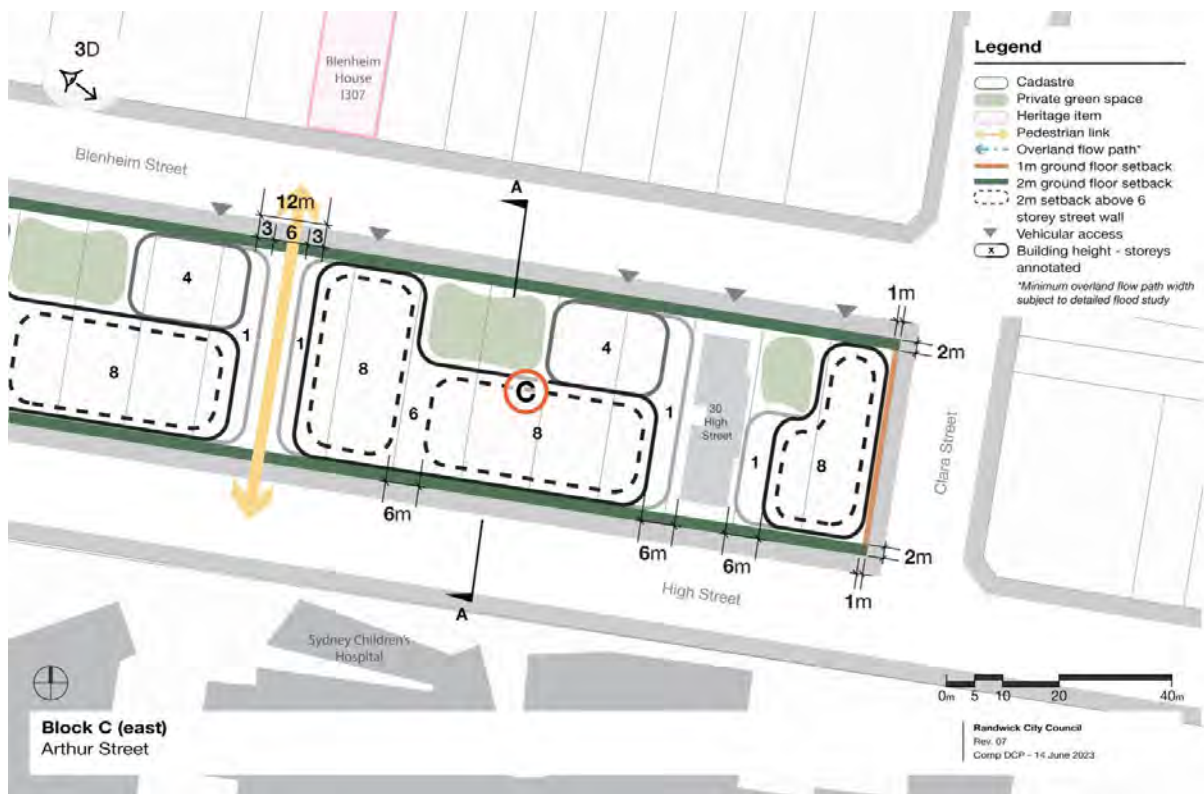
##### Controls

- a) Create multiple public pedestrian links from High Street to both Arthur Street and Blenheim Street by providing through-block links in accordance with Figures 16 and 18: Block C control plans
- b) Position built form west of Botany Street to enable pathways that align with existing pedestrian crossings and desire lines from the UNSW Randwick Campus across High Street, to Arthur Street and to Writtle Park
- c) Locate active ground floor uses such as health services facilities along High Street, at key street corner locations and around the southern courtyards to activate key streets and plaza spaces
- d) Create a new north-south pedestrian street to provide a new green space with 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 2m along High Street and Blenheim Street, and 1m along Clara Street and Botany Street to widen the footpath to accommodate street tree planting
- g) The landowner is to dedicate any required pedestrian links and street setback strips of land to Council (as a condition of consent). The calculation of FSR and deep soil will be based on the original site area including the required pedestrian link/s and setback strip area/s
- h) Vehicular access is to be provided as indicated on Figures 16 and 18 to avoid crossings of major pedestrian footpaths and proximity to vehicular intersections. Where sites are constrained, the preferred point of access may be reassessed on merit, if an improved design and safety outcome can be shown, following detailed analysis.

## 9.2.5. Individual city block plans

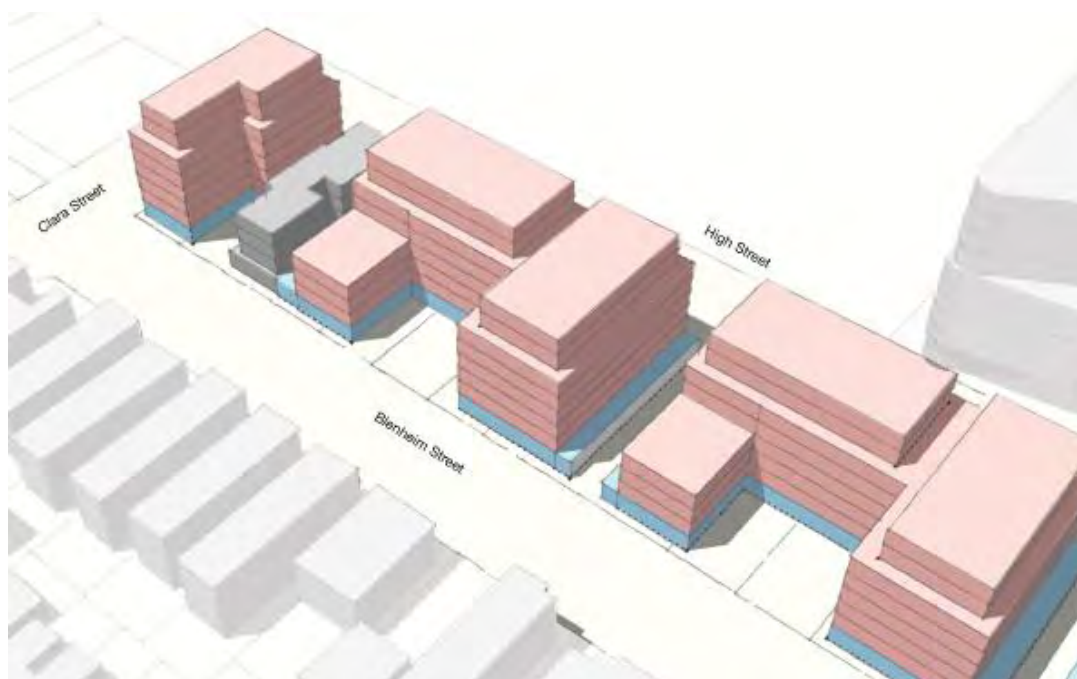
### Block C

Figure 16: Block C control plan east



Source: Randwick City Council 2023

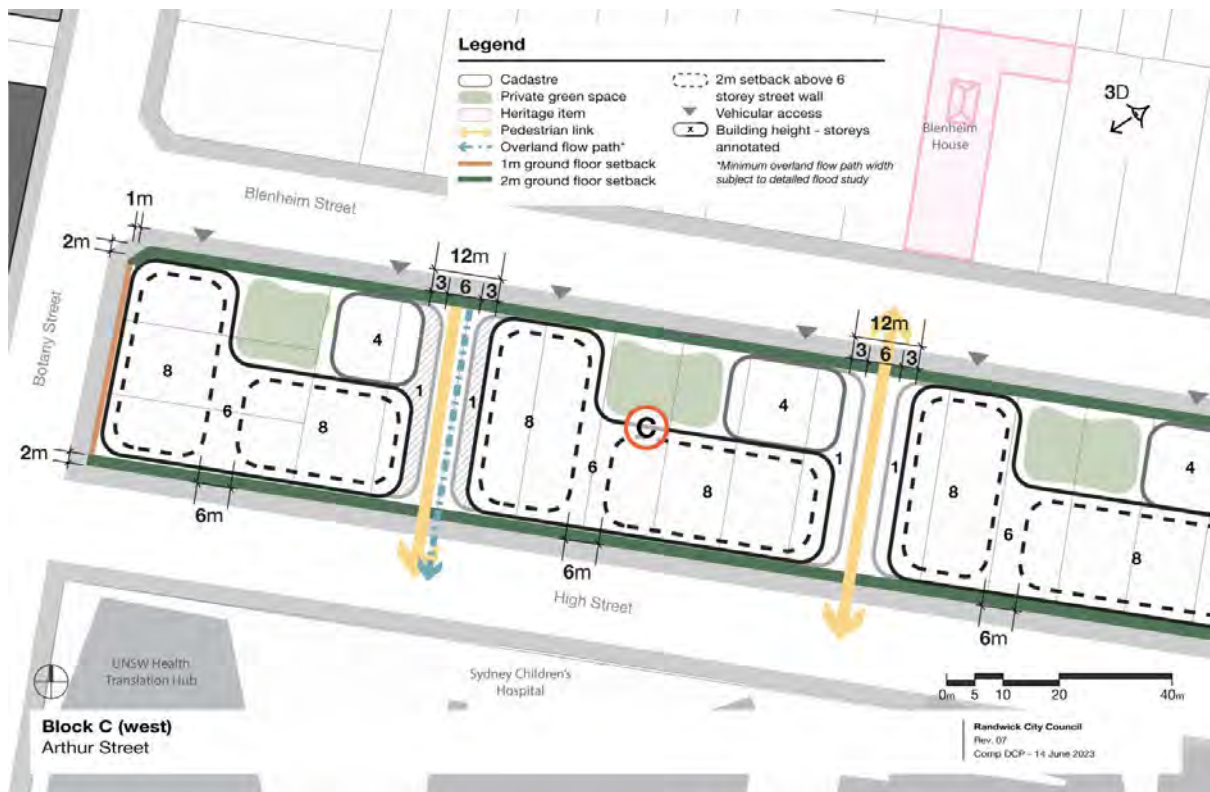
Figure 17: Block C East – 3D perspective



Source: Randwick City Council 2023

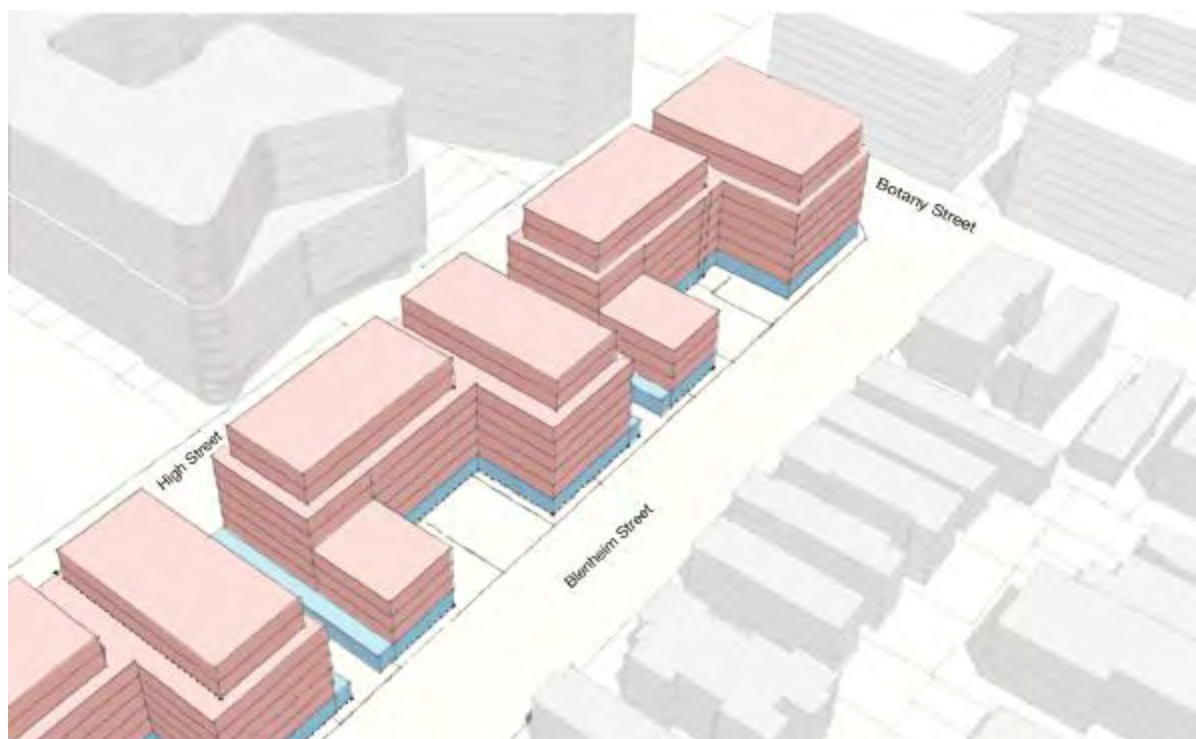
Figure 18: Block C control plan west





Source: Randwick City Council 2023

**Figure 19: Block C West- 3D perspective**

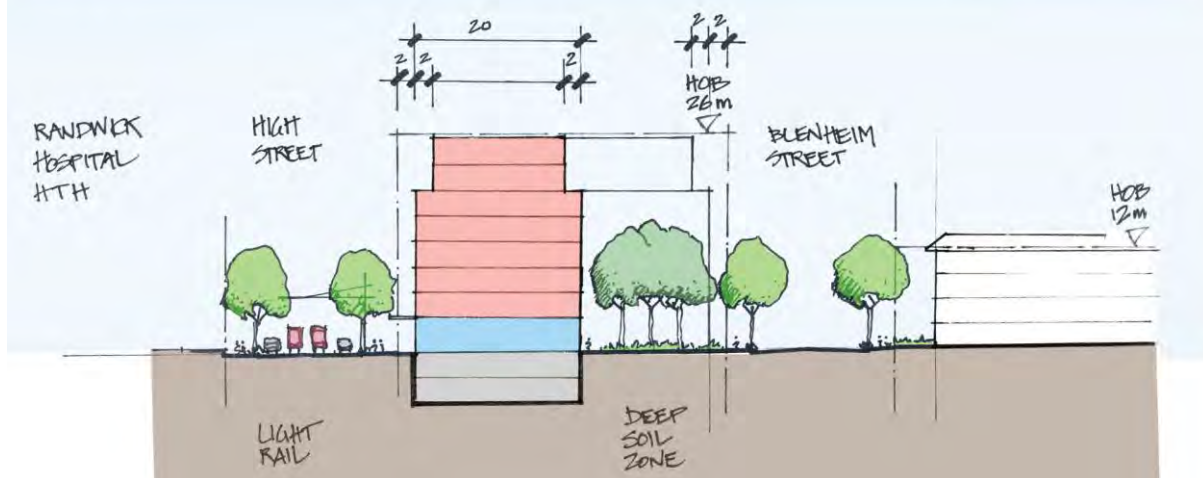


Source: Randwick City Council 2023

**Figure 20: Typical cross section**

**Block A - Section**  
High Street

Randwick City Council  
Rev. 02  
Comp DCP - 9 November 2022



Source: Randwick City Council 2023



## 9.3 Magill Street HIA (H3)

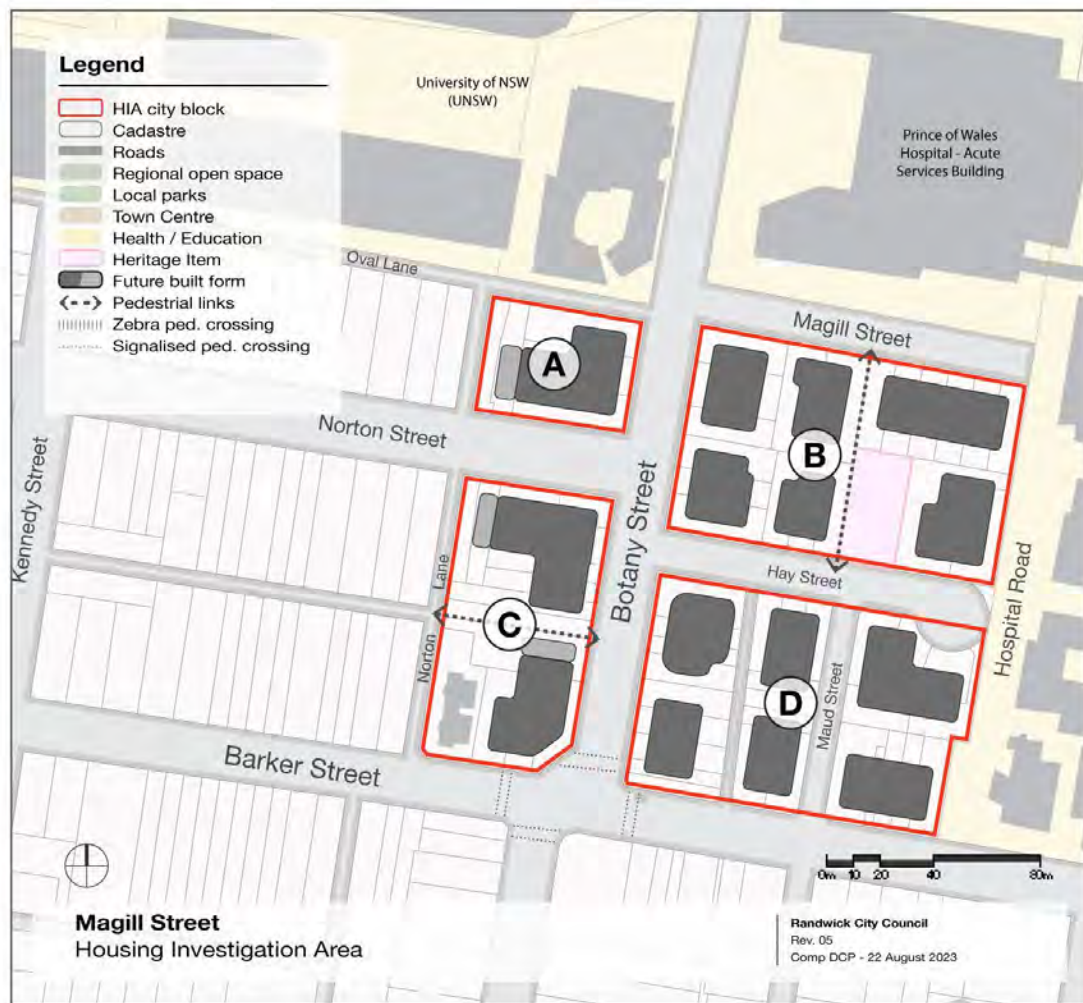
Magill Street HIA will be a new midrise residential neighbourhood drawing on the opportunities presented by the adjoining educational and health employment hubs of the University of NSW and Randwick Hospital and by convenient public transport. A heritage property and an existing RFB will be integrated within the new neighbourhood. Setbacks and steps in building height will provide a transition to the residential area to the west. The HIA 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 HIA - Artist impression - View northeast of Botany Street and Barker Street corner*

**Figure 21: Magill Street HIA plan**



Source: Randwick City Council, 2023

The Magill Street Housing Investigation Area (HIA) is in the north of the LGA, in the suburb of Randwick, and the subject city blocks are shown in Figure 21. The HIA is defined by Magill Street / Oval Lane, Hospital Road, Barker Street and Norton Lane.

### 9.3.1. Future character

Magill Street HIA will attract new residents through convenient access to education, health and retail services, and public transport, while building upon the landscape qualities of the precinct. Small scale health services facilities or private medical clinics may occur along Botany Street and Barker Street.

The future desired character of the HIA is for a new residential mid-rise precinct, interspersed with landscaping and private gardens, with generous setbacks for large trees to be established. The proposed new built form will present as a consistent six storeys with a two-storey transition down to the lower scale residential neighbourhood to the west. The proposed built form will help to define the Botany Street 'spine', and the key residential street frontages (Barker Street, Hospital Road and Magill Street) and the street corners of the HIA.



Consolidation of sites will allow for communal open space with deep soil areas providing significant tree canopy for the area.

### **Access**

The precinct will prioritise Active Transport (pedestrian and bicycle use and access) with bus stops and a light rail station within easy walking distance. Future cycling infrastructure will provide direct connection to the Randwick LGA cycling network.

**Figure 22: Through site link**



*Source: Randwick City Council 2022*

The precinct will be permeable, providing continuity by maintaining existing street and laneway connections and responding to the various pedestrian desire lines, with new convenient and safe through-block pedestrian pathways, to create an integrated and connected place. Private car access will be via rear laneways and secondary streets and vehicles will be parked at basement level.

### **Built form**

The mid-rise (maximum six storey) residential apartment buildings will generally be setback 6m from the primary and secondary street frontages to allow ground floor level apartments to have private court gardens and generally to allow landscaping to permeate the HIA.

The block layout will support buildings with communal gardens incorporating deep soil areas for tree planting. This will provide residents with a green, social and relaxation space and break up the scale of the HIA interspersed with landscaped gardens.

The street tree planting along Botany Street, Hospital Road, Barker Street, Hay Street, Norton Street and Magill Street will be enhanced through interplanting new street trees, following a consolidated 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**

Once complete, the Randwick Hospital Expansion Area, immediately north of the HIA, will result in 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, down to the lower scale residential areas to the west and south of the HIA. The proposed built form proposes a consistent six storey building height along Botany Street and Barker Street, defining these important streetscapes.

A step down to two storey height in areas adjoining Norton Lane is proposed, that will provide a transition to the low density residential neighbourhood to the west. Generous setbacks and landscaped areas are required to the west, north and east of the heritage property at 4 Hay Street, to provide a transition in building height and an appropriate setting for the heritage residence.

### 9.3.2. Local character area

The Magill Street HIA is located within the North Anzac Local Character Area (LCA). For further information on the relevant character principles please refer to the Local Character Section of the Randwick DCP (Note: This will form part of DCP Stage 2 amendments.)

### 9.3.3. Built form

#### Objectives

- Position built form with generous setbacks to the surrounding streets, to enable well-scaled streetscapes, private and communal gardens, and deep soil permeable areas
- Ensure built form is orientated and buildings are designed to achieve a high level of building performance and sustainability
- Deliver residential buildings that demonstrate design excellence and respond positively to the surrounding residential and landscape context
- Provide variety and interest in streetscapes through buildings that are articulated within the overall permitted development envelope
- Ensure built form respects the lower scale residential areas west of Norton Lane and the heritage property at 4 Hay Street
- Position built form to wherever possible retain existing mature trees and vegetation
- Achieve an orderly consolidation of sites to realise optimum urban and building design outcomes that are ADG compliant.

#### Controls

- a) Setback buildings 6m along primary and secondary street frontages to provide for private and communal garden areas and to maintain existing mature trees and vegetation
- b) Transition from a six storey height generally throughout the precinct, down to two storeys along Norton Lane
- c) Intersperse buildings along Botany Street with gardens and pedestrian links to avoid a continuous wall of buildings
- d) Use the built form to define the primary and secondary frontages and street corners of the HIA and of surrounding streets
- e) Define street corners by including architectural corner elements and detailing including where relevant (eg. when a commercial use is incorporated) weather protection (awnings) and changes in materiality and / or finishes
- f) The minimum street frontage dimensions of an amalgamated redevelopment site within the Magill Street HIA shall be 28m, 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 permitted. Properties at 32, 34, 43 and 45 Norton Street must not be isolated – they should be incorporated within a consolidated Botany Street redevelopment. For all corner sites, both frontages shall achieve this minimum length.

### 9.3.4. Public domain and access

#### Objectives

- Provide generous footpath connections between the Magill Street HIA and surrounding residential areas, institutions and services
- Improve permeability of the city blocks and wayfinding via new through-block links opening sightlines between residential areas and destinations
- Improve landscaping quality and quantity along all streets and pedestrian links to enhance the pedestrian experience.

#### Controls

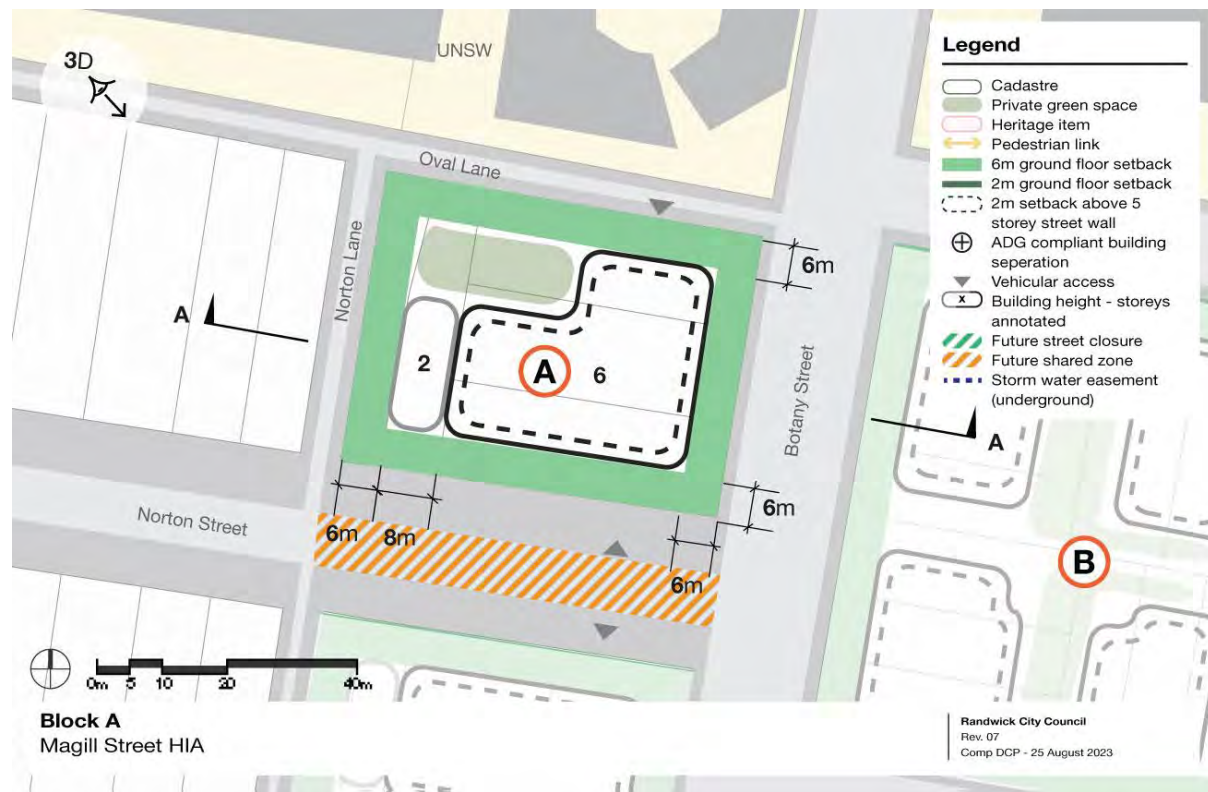
- a) Locate commercial ground floor uses at high visibility locations in the HIA, such as on corner of Botany Street and Barker Street to activate the public realm
- b) Create new north-south through-block pedestrian link from Hay Street to Magill Street, aligned with the west edge of the 4 Hay Street (I387) heritage property
- c) Create a new east-west pedestrian link between Norton Lane and Botany Street to provide access and visual sightlines between residential areas and Botany Street.



### 9.3.5. Individual city block plans

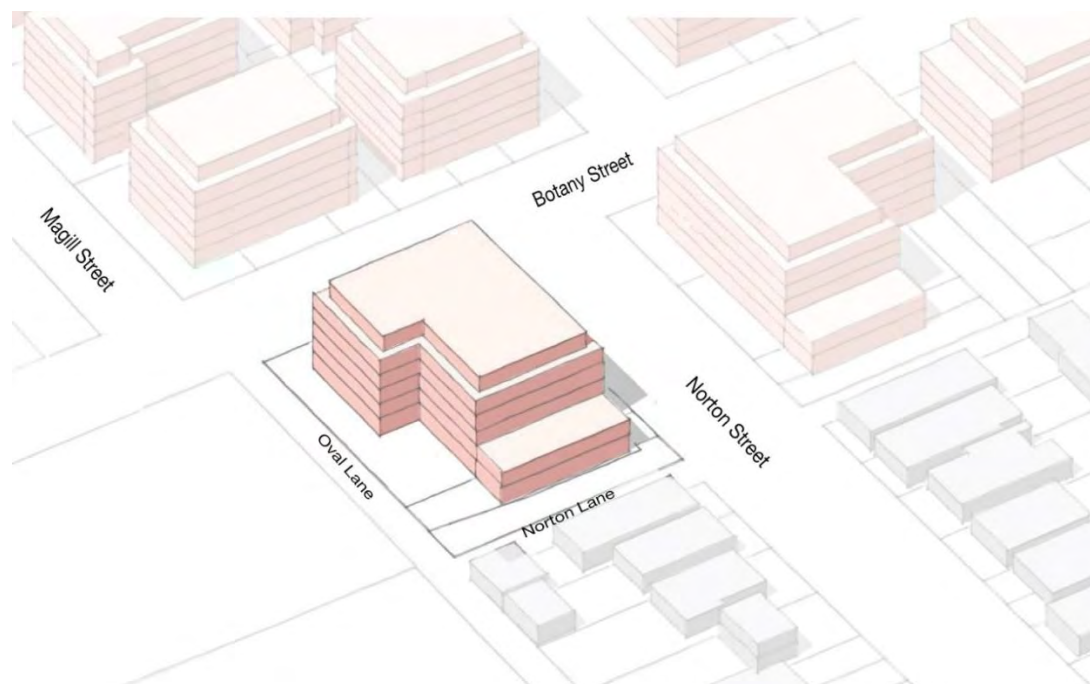
#### Block A

Figure 23: Block A control plan



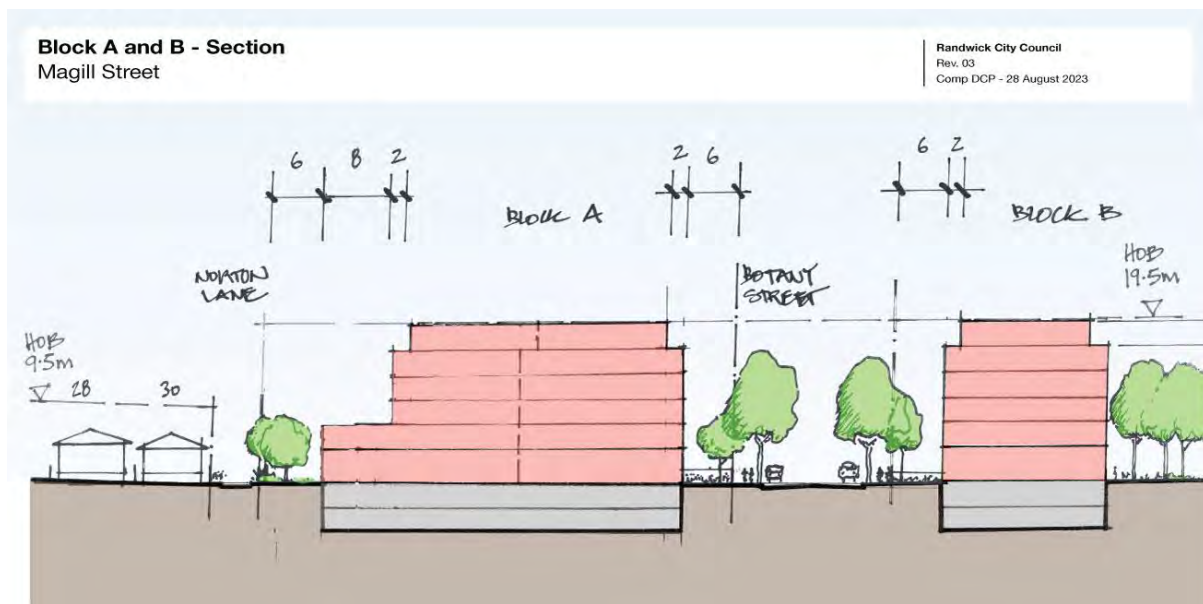
Source: Randwick City Council 2023

Figure 24: Block A – 3D perspective



Source: Randwick City Council 2023

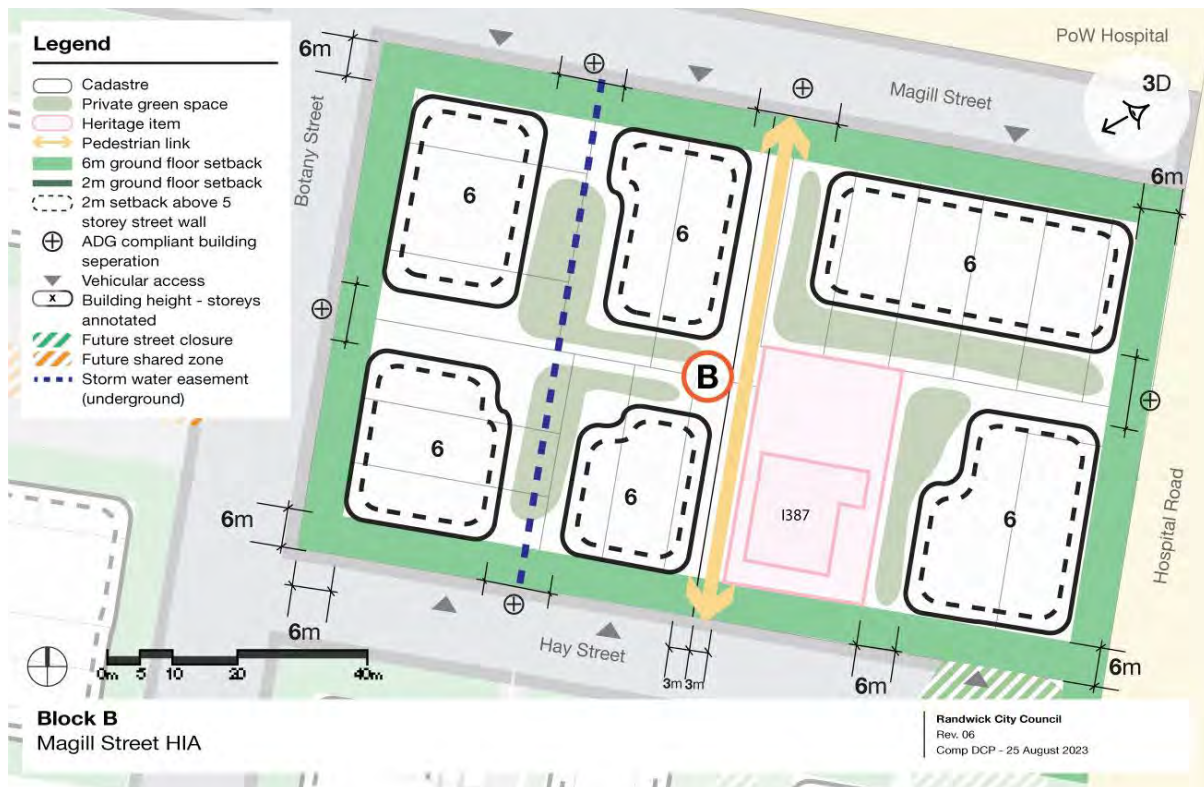
Figure 25: Typical cross section A-A



Source: Randwick City Council 2023

## Block B

Figure 26: Block B control plan



Source: Randwick City Council 2023

Figure 27: Block B – 3D perspective



Source: Randwick City Council 2023



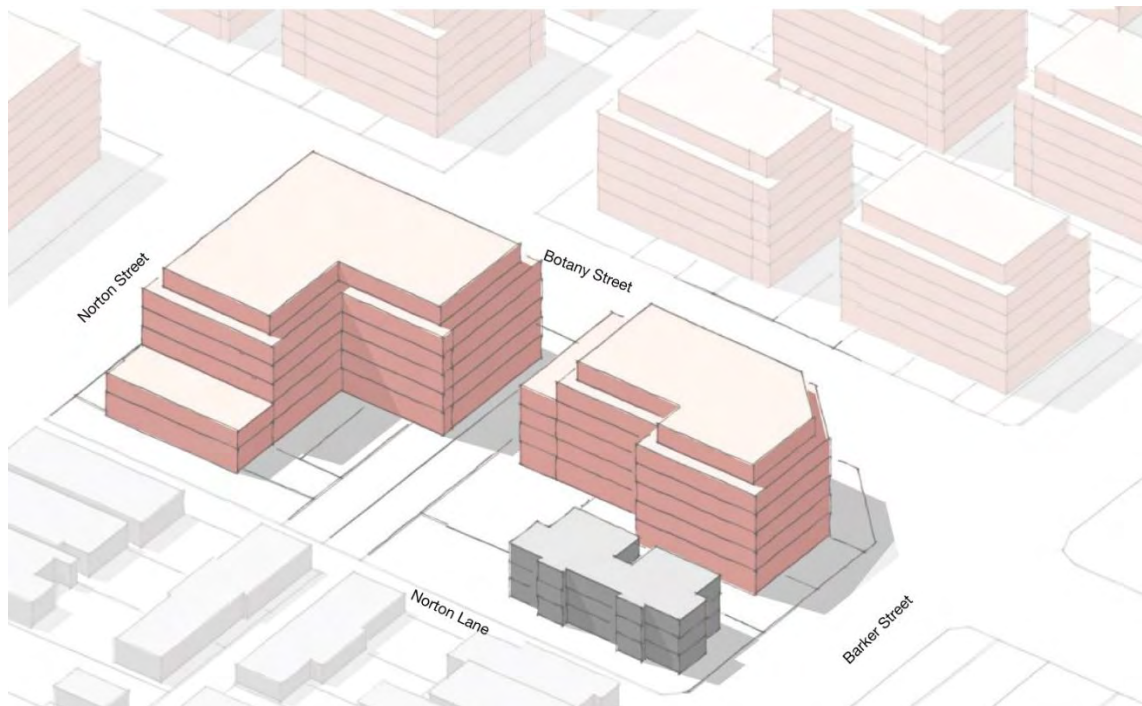
## Block C

Figure 28: Block C control plan



Source: Randwick City Council 2023

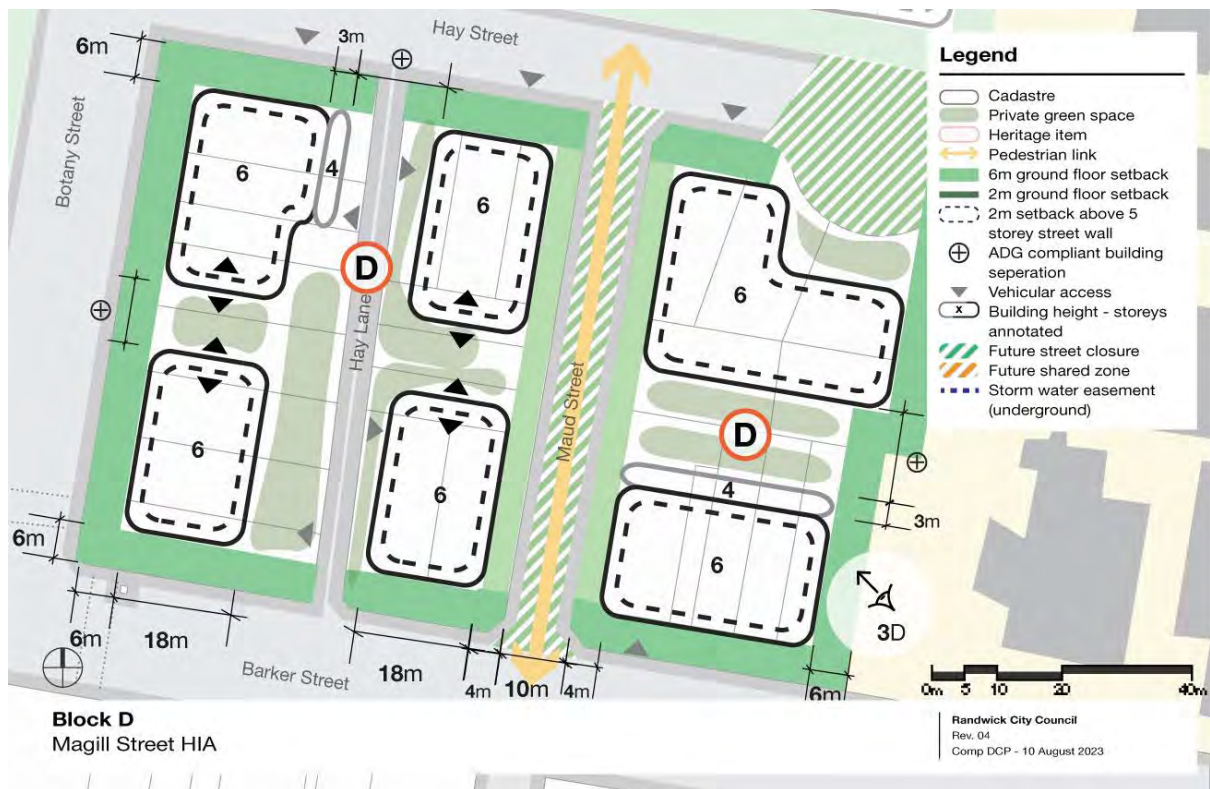
Figure 29: Block C – 3D perspective



Source: Randwick City Council 2023

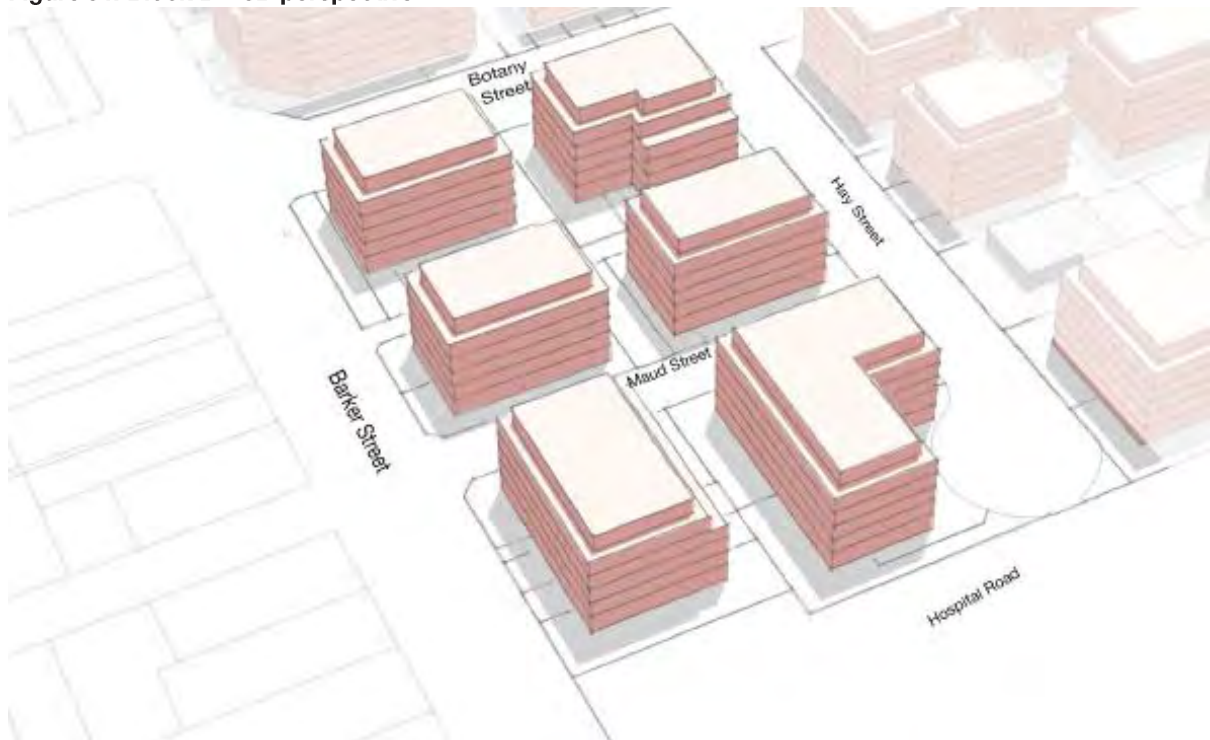
## Block D

**Figure 30: Block D control plan**



Source: Randwick City Council 2023

**Figure 31: Block D – 3D perspective**



Source: Randwick City Council 2023



## 9.4 Kingsford South HIA (H4)

The Kingsford South HIA will be a new midrise residential neighbourhood drawing on the opportunities presented by ready access to the Juniors Kingsford Light Rail transport hub, proximity to Kingsford Town Centre, The Juniors club, and to Dacey Gardens and Jacques Street Park. Heritage properties, church buildings, an electricity substation and social housing will be integrated within the new neighbourhood. New pedestrian links will improve access through the HIA, breaking down the existing large block structure, and upgraded local parks will improve access to quality open space. The HIA will embody best practice urban planning, architectural and landscape design, and showcase sustainable practices.

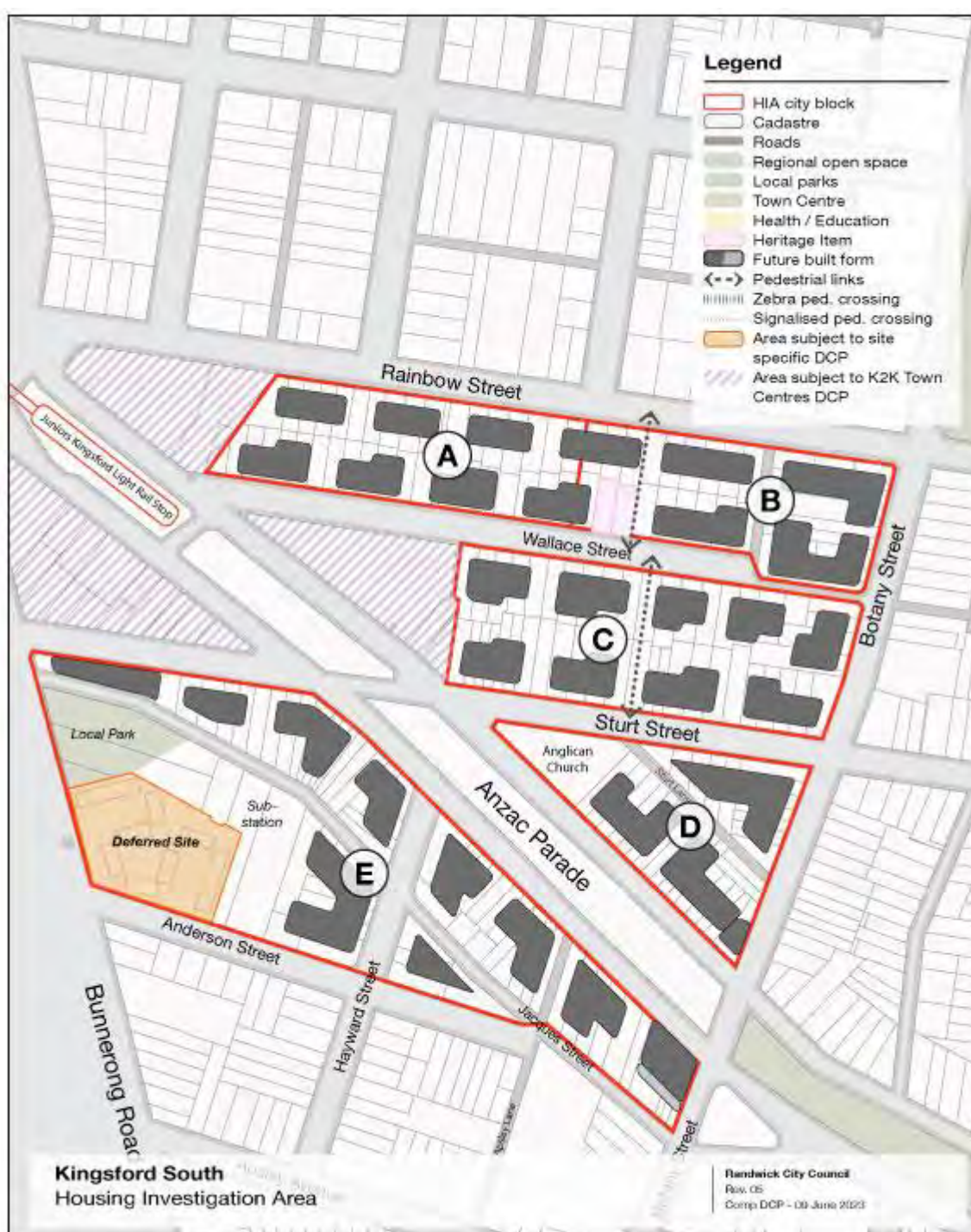
The residential apartment buildings will be set back from the street, with resident parking provided in basements. Communal green spaces will be provided at ground and roof level, and ground floor family apartments will open out to private court gardens. Corner shops and cafes with alfresco seating will enliven key street corners within the neighbourhood.



*Kingsford South HIA - Artist impression - View north along Anzac Parade*



Figure 32: Kingsford South HIA plan



Source: Randwick City Council, 2022

The Kingsford South Housing Investigation Area (HIA) is in the centre of the LGA, in the suburb of Kingsford, and the subject city blocks are shown in Figure 32. The HIA is generally defined by Rainbow Street, Botany Street, Anderson Street and Bunnerong Road.

The site at 47-55 Bunnerong Road is a Deferred Site (not subject to Amendment 9, referred to as the Comprehensive LEP) and is subject to further detailed assessment by Council, in consultation with the owner – the Land and Housing Corporation (LAHC) as per Randwick City Council resolution of 30 August 2022.

#### 9.4.1. Future character

The future desired character of the HIA is for a renewed residential neighbourhood, that provides for a variety of medium density housing types along with small retail businesses meeting local needs. The proposed mid-rise typology will enhance the character of the neighbourhood by encouraging high quality design outcomes – urban design, architectural design and landscape design. These will be achieved through built form objectives and controls including generous setbacks for natural light, for landscaping and controls to ensure high amenity outcomes for residents.

New pedestrian links respond to the various adjoining street and pedestrian thoroughfares to establish a permeable pedestrian access network for the HIA. The new built form and building heights will provide an appropriate scale and transition in height to the surrounding urban conditions.

While the majority of the Kingsford South HIA is expected to progressively redevelop, the Anglican Church group of buildings at the corner of Anzac Parade and Sturt Street, and the electricity substation at 12-14 Anderson Street are expected to remain as is, in the medium to long term.

#### **Access**

Located within easy walking distance of the light rail terminus and to public bus services running east-west and north-south, the Kingsford South HIA will prioritise Active Transport (pedestrian and bicycle use and access). Planned cycling infrastructure will provide direct connections into the overall Randwick LGA integrated cycling network. The HIA also has ready access to major roads such as Anzac Parade, Bunnerong Road and Rainbow Street.

The precinct will be permeable for pedestrians and cyclists, providing continuity with the surrounding access network, by maintain existing street connections and responding to the various pedestrian desire lines with new convenient and safe through-block pedestrian pathways, to create an integrated and connected place. Private car access will be via local streets and vehicular parking will be provided in the building basements.

#### **Built form**

The proposed new built form of the precinct will be mid-rise in scale, with residential buildings of five storey height, with setbacks between them for landscaping and access to natural light and cross ventilation. The block layout will support residential buildings with generally gardens on all sides, with deep soil tree planting.

Small scale mixed-use buildings (with shops at ground floor and apartments above) are proposed at the northwest and southwest corners of the Anzac Parade and Botany Street intersection, where shops are currently located. The new mixed use buildings will also be of five storey height and will be built to the street frontages. These local corner shops will service the local community and provide apartment accommodation above.

New apartment buildings will have generous front, side, and rear gardens. Residential buildings will consistently setback 6m from the primary and secondary street frontages to allow ground floor level apartment courtyard gardens, communal open space and areas for mature tree planting.

The mid-block will generally be characterised by sunny private and communal gardens with mature tree plantings in deep soil conditions. They provide an opportunity for the planting of mature trees and green spaces that will create a refuge from traffic along Anzac Parade and other busy streets.

**Figure 33: Corner cafes in residential areas can provide a social focus and bring street activation**



Source: Randwick City Council, 2022

#### Interface with surrounding areas

There will be a step down in scale from the taller Kingsford Town Centre buildings situated to the northwest of the HIA. The built form will step down from the Juniors Kingsford Light Rail station (9 and 17 storeys) down to five storeys in the Kingsford South HIA. This will provide an appropriate transition in scale to the existing low-density residential areas to the south and east of the HIA.

There are currently many examples of three and four storey apartment buildings along the north side of Rainbow Street. New buildings along the south side of the street will be five storeys, which will provide an appropriate scale for the streetscape.

#### **9.4.2. Local character area**

The Kingsford South HIA is located within the North Anzac Local Character Area (LCA). For further information on the relevant character principles please refer to the Local Character Section of the Randwick DCP (Note: This will form part of DCP Stage 2 amendments.)

#### **9.4.3. Built form**

##### **Objectives**

- Position built form with generous setbacks to the surrounding streets, to enable well-scaled streetscapes, private and communal gardens and deep soil permeable areas
- Ensure built form is orientated and buildings are designed to achieve a high level of building environmental performance and sustainability
- Deliver residential buildings that demonstrate design excellence and respond positively to the surrounding residential, park and streetscape context
- Ensure that new buildings, in height and scale, provide a transition between the higher buildings proposed in K2K and the lower scale residential areas to the south, and west
- Provide a built form transition at the interface with existing sensitive land uses, such as the Anglican Church properties
- Position buildings to wherever possible to retain on the site existing mature trees and vegetation
- Achieve an orderly consolidation of sites to realise optimum urban and building design outcomes that are ADG compliant



- Ensure buildings respect the residential amenity and lower scale residential areas to the west, east and south, and the heritage properties at 42 and 44 Wallace Street
- Provide variety and interest in the streetscapes through the design of buildings that are articulated within the overall permitted development envelope

## Controls

- a) Setback buildings in Zone R3 6m along primary and secondary street frontages to provide private and communal garden areas and to maintain mature trees and vegetation
- b) Define street corners of Botany Street and Anzac Parade by including architectural corner elements and detailing including where relevant weather protection (awnings) and changes in materiality and finishes
- c) The minimum dimensions of an amalgamated redevelopment site within the Kingsford South HIA shall have no street frontage less than 40m and a minimum depth of 25m. For triangular sites the minimum dimension of the consolidated site shall be no less than 25m at the mid-point. E1 zoned properties are excepted from this control.
- d) Reduce the apparent height of buildings through setting back the top level of buildings 2m on all sides (above the fourth storey of the building)
- e) Building separation is to be ADG compliant and at least one of the building-to-building faces must be designed as a habitable elevation.

### 9.4.4. Public domain and access

## Objectives

- Improve pedestrian permeability through the city blocks with new and improved public pedestrian links
- Improve city block wayfinding via new through-block links opening sightlines between residential areas and destinations
- Improve the quality of the landscape along all streets to enhance the pedestrian experience
- Enhance the landscape design quality, useability, and improve access to existing local parks and green spaces.

## Controls

- a) Create a public pedestrian link from Sturt Street to Rainbow Street, aligned with 42 and 44 Wallace Street (I161 and I162) heritage properties by providing two aligned through-block links in accordance with Figures 37 and 39: Block B and C control plans
- b) Locate active ground floor uses at the north-west and south-west corners of Botany Street and Anzac Parade to activate the public realm
- c) Upgrade Jacques Street Park to facilitate local recreation and outdoor activities.

### Block A

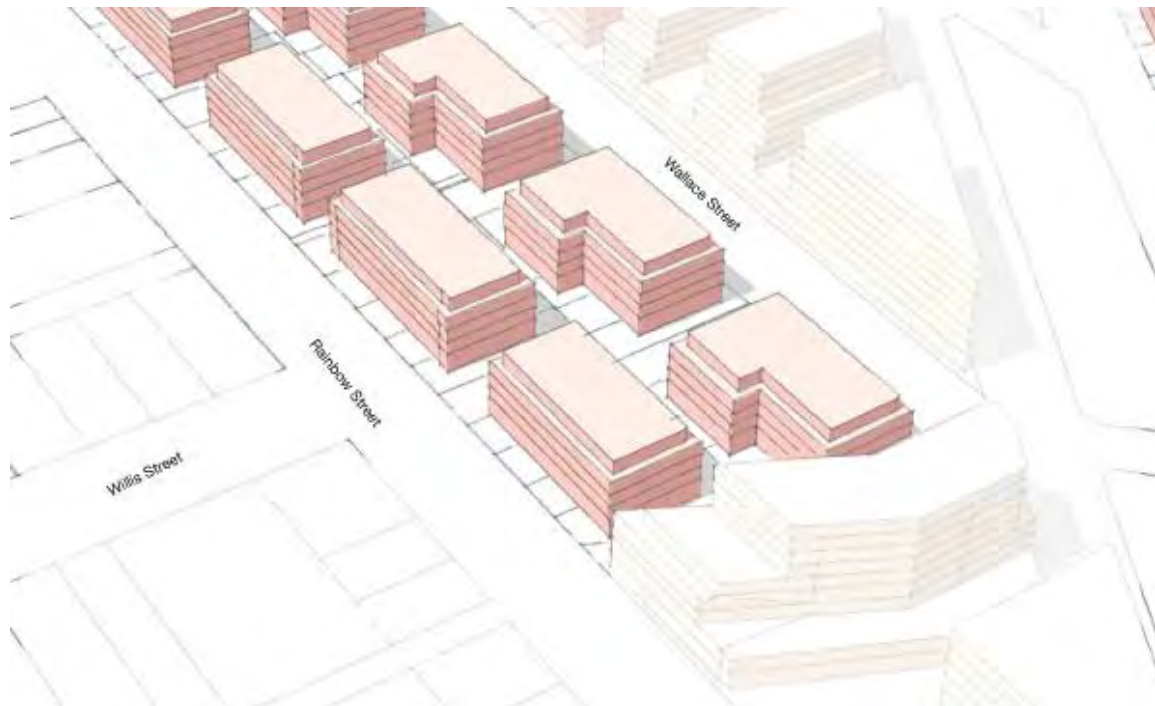
**Legend**

- Cadastre
- Private green space
- Heritage item
- Pedestrian link
- 6m ground floor setback
- 2m ground floor setback
- 2m setback above 5 storey street wall
- ADG compliant building separation
- Vehicular access
- Building height - storeys annotated
- Future share zone
- Land covered by the Kensington and Kingsford Town Centres DCP
- Final building footprint subject to lot consolidation
- Storm water easement (underground)
- Retaining wall

**Block A**  
Kingsford South HIA

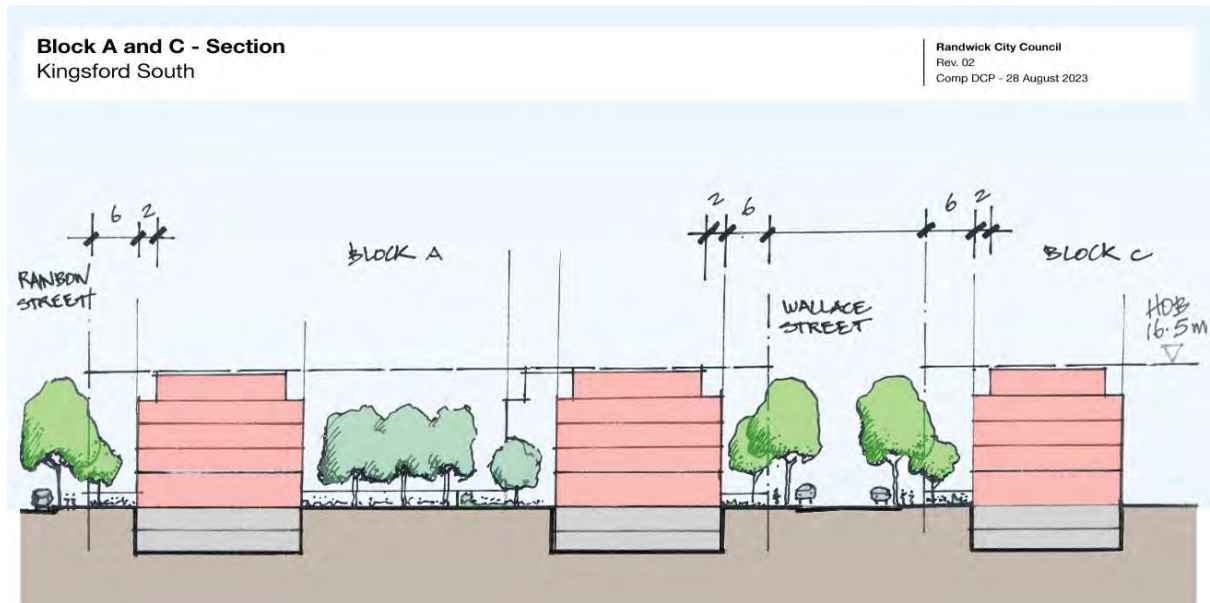
Randwick City Council  
Rev. 07  
Comp DCP - 21 August 2023

**Figure 35: Block A – 3D perspective**



Randwick Development Control Plan E7 Housing Investigation Areas

Figure 36: Typical cross section A-A



Source: Randwick City Council, 2023



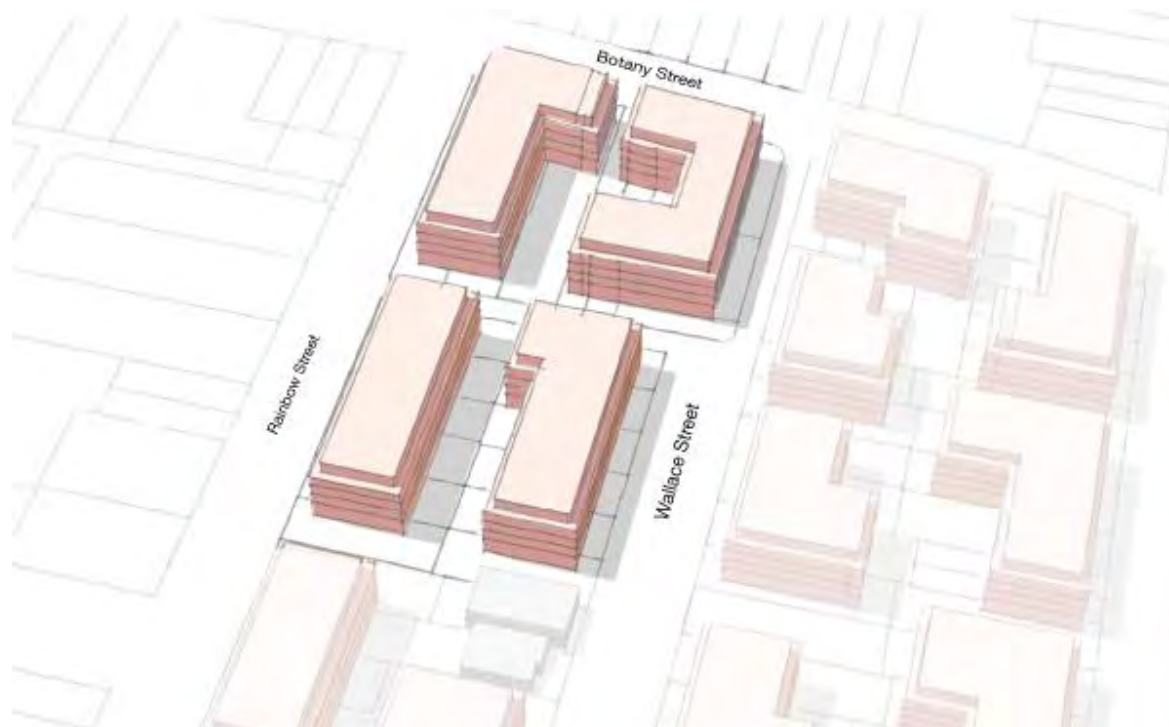
## Block B

Figure 37: Block B control plan



Source: Randwick City Council 2023

Figure 38: Block B – 3D perspective

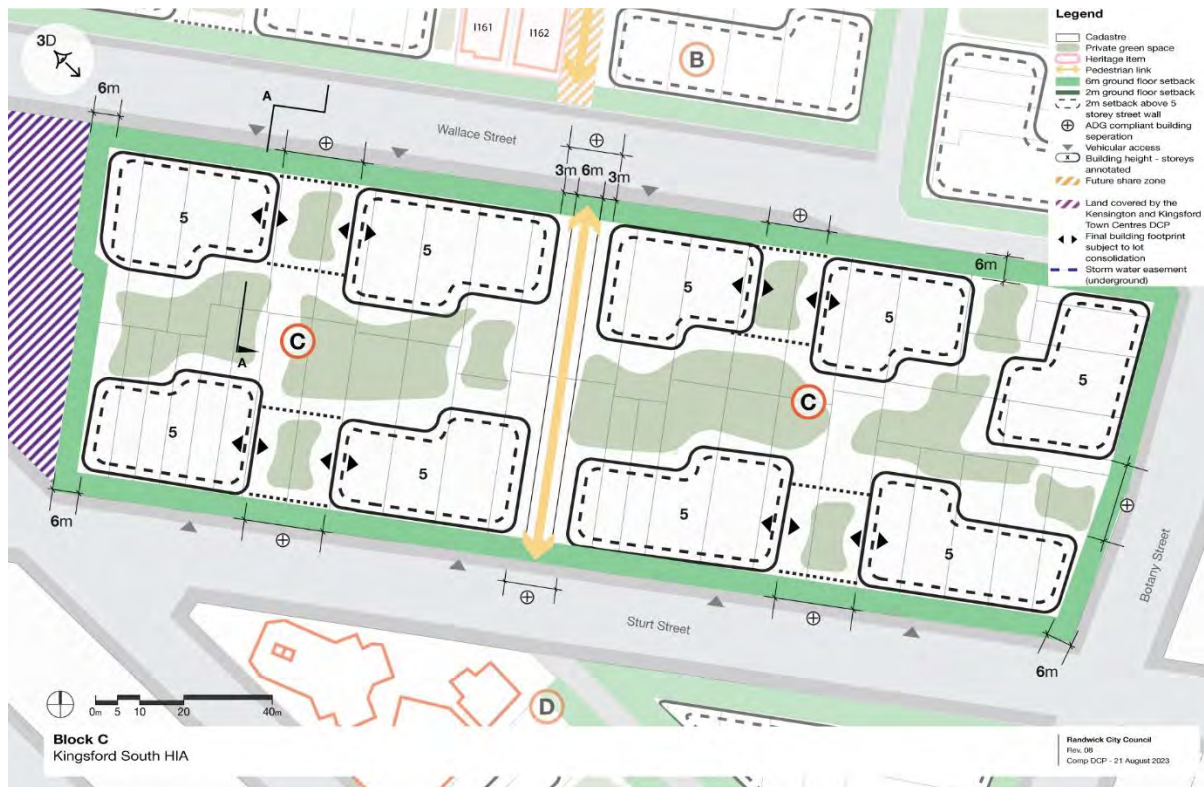


Source: Randwick City Council 2023



## Block C

Figure 39: Block C control plan



Source: Randwick City Council 2023

Figure 40: Block C – 3D perspective



Source: Randwick City Council 2023

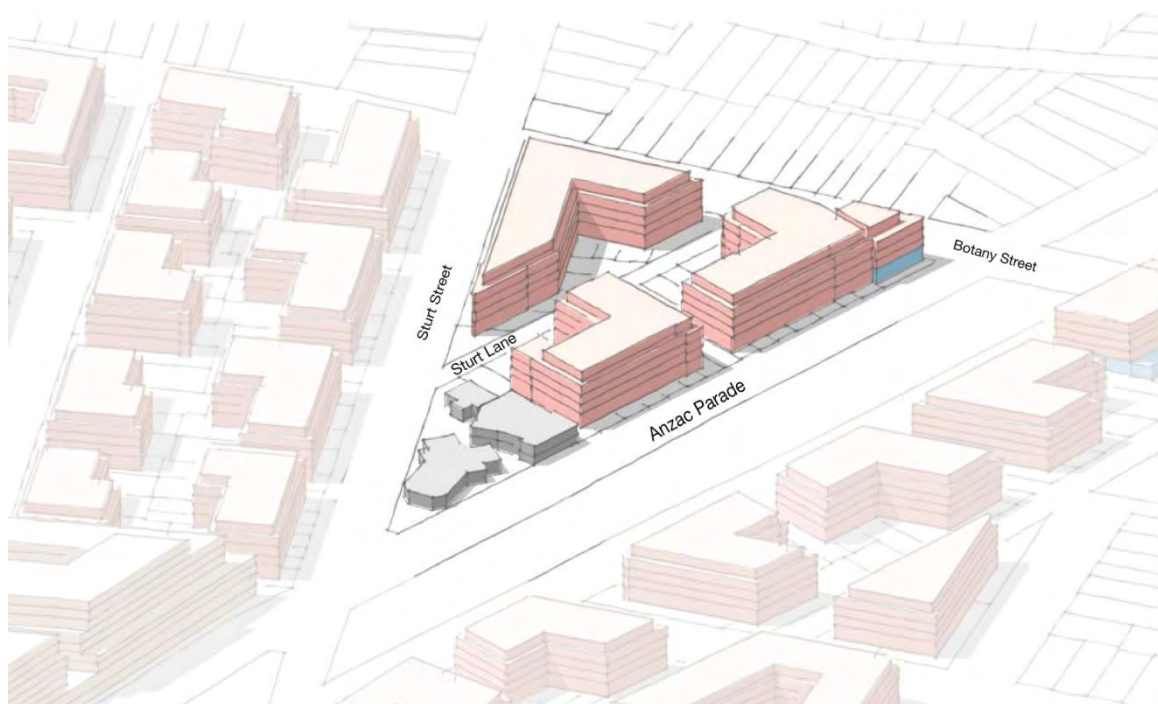
## Block D

Figure 41: Block D control plan



Source: Randwick City Council 2023

Figure 42: Block D – 3D perspective

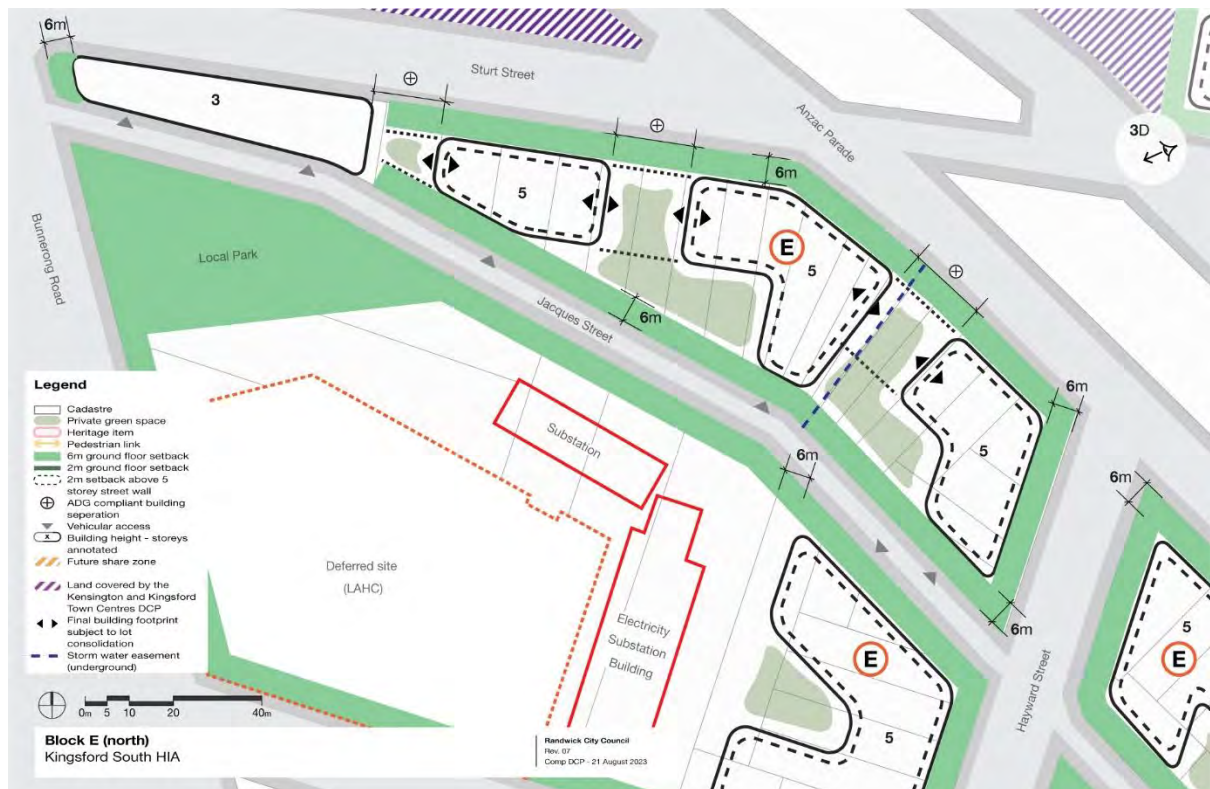


Source: Randwick City Council 2023



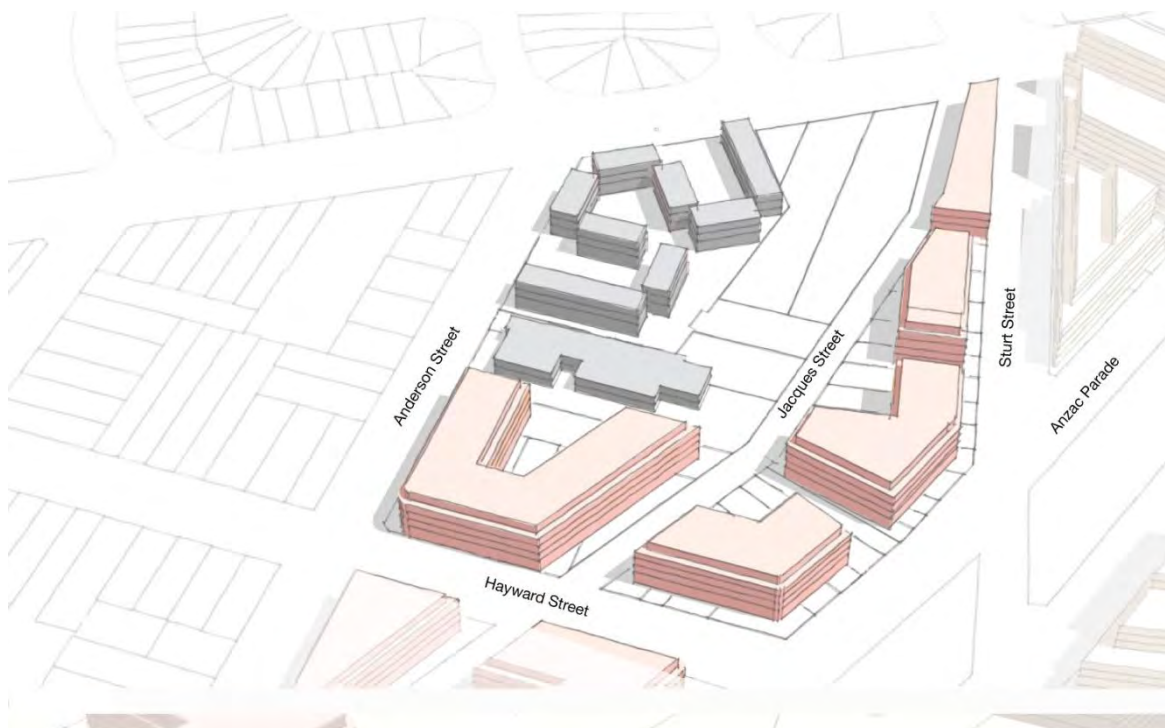
## Block E

Figure 43: Block E control plan (north)



Source: Randwick City Council 2023

Figure 44: Block E (north) – 3D perspective



Source: Randwick City Council 2023

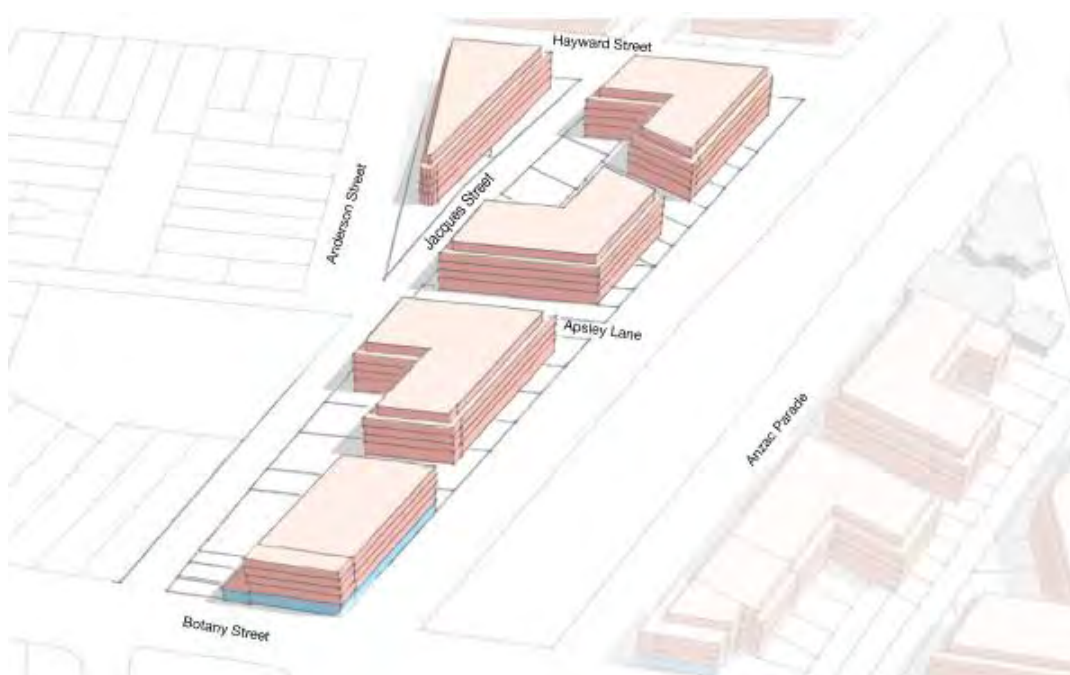


**Figure 45: Block E control plan (south)**



Source: Randwick City Council 2023

**Figure 46: Block E (south) – 3D perspective**



Source: Randwick City Council 2023



## 9.5 Kensington North (H5)

The Kensington North HIA will be a new midrise residential neighbourhood drawing on the opportunities presented by convenient access to two Light Rail stops (ES Marks and Royal Randwick), an interface with Kensington Town Centre and proximity to Centennial Park, Royal Randwick Racecourse and the ES Marks Athletics Field. Heritage buildings and existing large apartment buildings in strata ownership will likely remain in the medium term and will be integrated within the new neighbourhood. Development will respond to the local topography and the sense of an arrival 'gateway' formed at the junction of Anzac Parade and Alison Road, when travelling south. Buildings will step down in height to integrate within the adjoining lower scale streetscapes of Boronia Street and Doncaster Avenue.

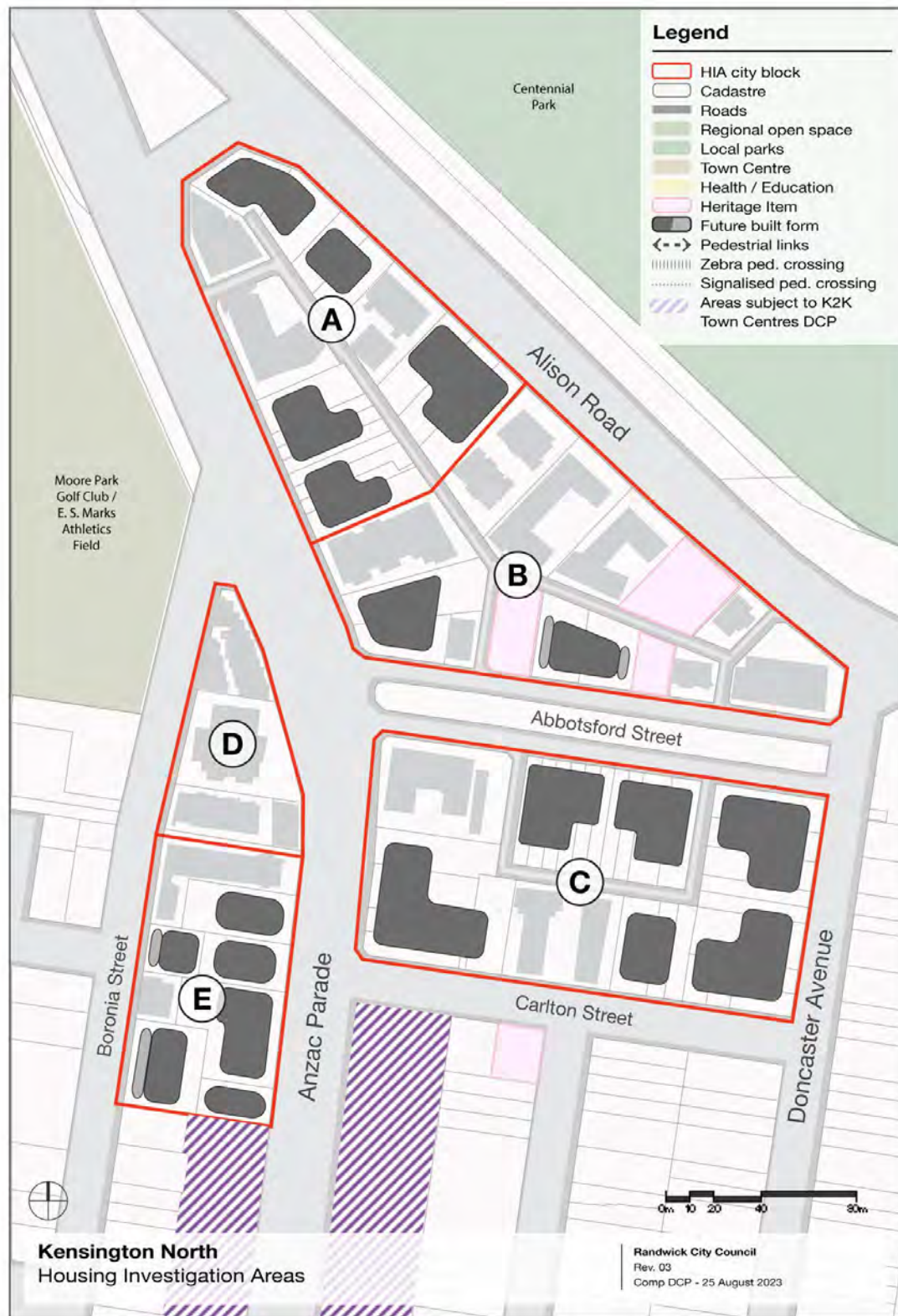
The residential apartment buildings will be set back from the street, with resident parking provided in basements. Communal green spaces will be provided at ground and roof level, and ground floor family apartments will open out to private court gardens. The HIA will embody best practice urban planning, architectural and landscape design, and showcase sustainable practices.



*Kensington North HIA - Artist impression - View north of Carlton Street and Doncaster Avenue.*



Figure 47: Kensington North HIA plan



Source: Randwick City Council 2023



The Kensington North Housing Investigation Area (HIA) is in the north of the HIA, in the suburb of Kensington, and the subject city blocks are shown in Figure 47. The HIA is generally defined by Alison Road, Doncaster Avenue, Carlton Street, Boronia Street and Anzac Parade.

#### 9.5.1. Future character

The future desired character of the HIA is for a residential neighbourhood, that provides for a variety of medium density housing types which respond to the unique conditions of each location – for example responding to views over Centennial Park, defining the Tay Street corner and the gateway to Kensington formed by the two existing residential towers, addressing the level change between Boronia Street and Anzac Parade or providing a transition in scale to low scale and/or heritage streetscapes.

The proposed mid-rise typology will enhance the character of the neighbourhood by encouraging high quality design outcomes – urban design, architectural design and landscape design. These will be achieved through built form objectives and controls including generous setbacks for natural light, for landscaping, and controls to ensure high amenity outcomes for residents. Consolidation of sites will allow for communal open space with deep soil areas providing significant tree canopy for the area.

The Kensington North HIA will be attractive to residents through convenient access to the Light Rail, high quality recreational parkland (Centennial Park) and to the Kensington Town Centre.

While the majority of the Kensington North HIA is expected to progressively redevelop, heritage listed properties, residential strata buildings of eight apartments or more, recently completed apartment buildings and established residential towers are expected to remain, in the medium term, and the block control plans reflect these assumptions.

#### Access

The precinct will prioritise Active Transport (pedestrian and bicycle use and access) and public transport with bus stops and a light rail station within easy walking distance. Future cycleway infrastructure will provide direct connection to the Randwick LGA cycling network.

The precinct will be permeable, providing continuity by maintaining existing street and laneway connections and pedestrian links, for an integrated and connected place. Private car access will be via rear laneways and secondary streets and vehicles will be parked at basement level.

#### Built form

The proposed built form will help define the Anzac Parade ‘spine’, and the key residential street frontages (Alison Road, Doncaster Avenue, Abbotford Street, Carlton Street and Boronia Street) and the street corners of the HIA. Travelling south along Anzac Parade, a prominent feature corner occurs at the Anzac Parade and Alison Road intersection (at Tay Street), and two residential tower buildings (9 and 12 storeys), immediately south of Abbotford Street form a ‘gateway’ to Kensington Town Centre.

The mid-rise (5 and 7 storey), residential apartment buildings will generally be setback between 4.5m and 6m from the street frontage, as indicated in the block control plans, to allow ground floor level apartments to have private court gardens and generally to allow landscaping to permeate the HIA. The block layout will support buildings with communal gardens incorporating deep soil areas for tree planting. This will provide residents with a green, social relaxation space and break up the scale of the HIA, as it will be interspersed with landscaped gardens.

Generous setbacks and landscaped areas are required at the side boundaries of the heritage properties at 29 and 31 Alison Road, and 5, 5A, 11 and 13 Abbotford Street, to provide a transition in building height and an appropriate setting for the heritage residences.

### Interface with surrounding areas

The HIA provides a transition in building height along Anzac Parade. From the 9 storey buildings in the Kensington Town Centre to the south, to 7 storey buildings in the HIA. There is a further step down in the HIA building height to the east, to 5 storeys, at the interface with the streetscapes of Doncaster Avenue and Carlton Street. The surrounding R3 zoned areas to the west and south are generally 3-4 storey in height.

#### **9.5.2. Local character area**

The Kensington North HIA is located within the North Anzac Local Character Area (LCA). For further information on the relevant character principles please refer to the Local Character Section of the Randwick DCP (Note: This will form part of DCP Stage 2 amendments).

#### **9.5.3. Built form**

##### **Objectives**

- Position built form with generous setbacks to the surrounding streets, to enable well-scaled streetscapes, private and communal gardens, and deep soil permeable areas
- Ensure built form is orientated and buildings are designed to achieve a high level of building performance and sustainability
- Deliver residential buildings that demonstrate design excellence and respond positively to the surrounding urban and landscape context
- Provide variety and interest in streetscapes through buildings that are articulated within the overall permitted development envelope
- Ensure built form respects the lower scale residential areas along Boronia Street and Doncaster Avenue, and the heritage properties at 29-31 Alison Road and 5, 5A, 11 and 13 Abbotford Street
- Position built form to wherever possible retain existing mature trees and vegetation
- Achieve an orderly consolidation of sites to realise optimum urban and building design outcomes that are ADG compliant.

##### **Controls**

- a) Consider in the design of buildings, potential landmark qualities derived from their location within the urban fabric – such as the Tay Street corner, and the urban ‘gateways’ to the town centre - the two existing residential tower buildings along Anzac Parade
- b) Setback buildings between 4.5m and 6m along primary and secondary street frontages, as indicated on the block control plans, to provide for private and communal garden areas and to maintain existing mature trees and vegetation
- c) When in proximity to heritage buildings, setback the new building a minimum of 3m, and step down the building height from the maximum permitted, down to match the 1 and 2 storey heritage houses along Alison Road (29 and 31) and Abbotford Street (5, 5A, 11 and 13) as indicated in the block control plans
- d) The front ground floor setback zone of buildings along the west side of Anzac Parade shall step down in landscaped terraces to screen from view basement carparking and building services. Vehicular entries for buildings shall be consolidated and a maximum of 6m wide. No individual garage doors are to be visible from the street. All retaining walls visible from the street must be constructed or faced with natural sandstone
- e) Use the built form to define the primary and secondary frontages and street corners of the HIA and of surrounding streets

- f) Define street corners by including architectural corner elements and detailing including where relevant changes in materiality and / or finishes
- g) The minimum street frontage dimensions of an amalgamated redevelopment site within the Kensington North HIA shall be 20m. Individual sites with less than the required frontage width, are to be incorporated within a consolidated redevelopment. For all corner sites, both frontages shall achieve this minimum length.

#### 9.5.4. Public domain and access

##### Objectives

- Improve pedestrian permeability through the city blocks with the upgrade of existing 24/7 public laneways and open to the sky pedestrian links
- Improve the quality of footpaths and landscaping in the surrounding streets and pedestrian links to enhance the pedestrian experience.

##### Controls

- a) Upgrade the existing pedestrian link from Anzac Parade to Boronia Street, ensuring a high standard of pedestrian safety through clear sightlines, well maintained finishes and good lighting
- b) Upgrade the paved surface, landscaping and lighting of laneways to lift their pedestrian safety and aesthetic appeal.



### 9.5.5. Individual city block plans

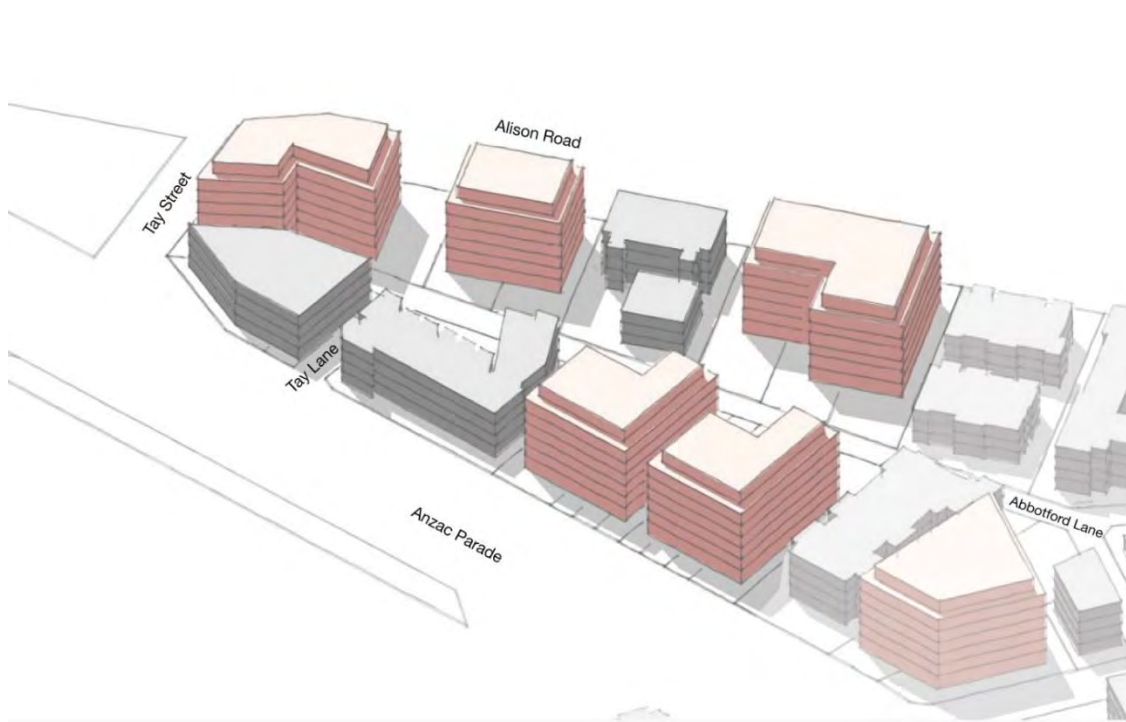
#### Block A

Figure 48: Block A control plan



Source: Randwick City Council 2023

Figure 49: Block A – 3D perspective



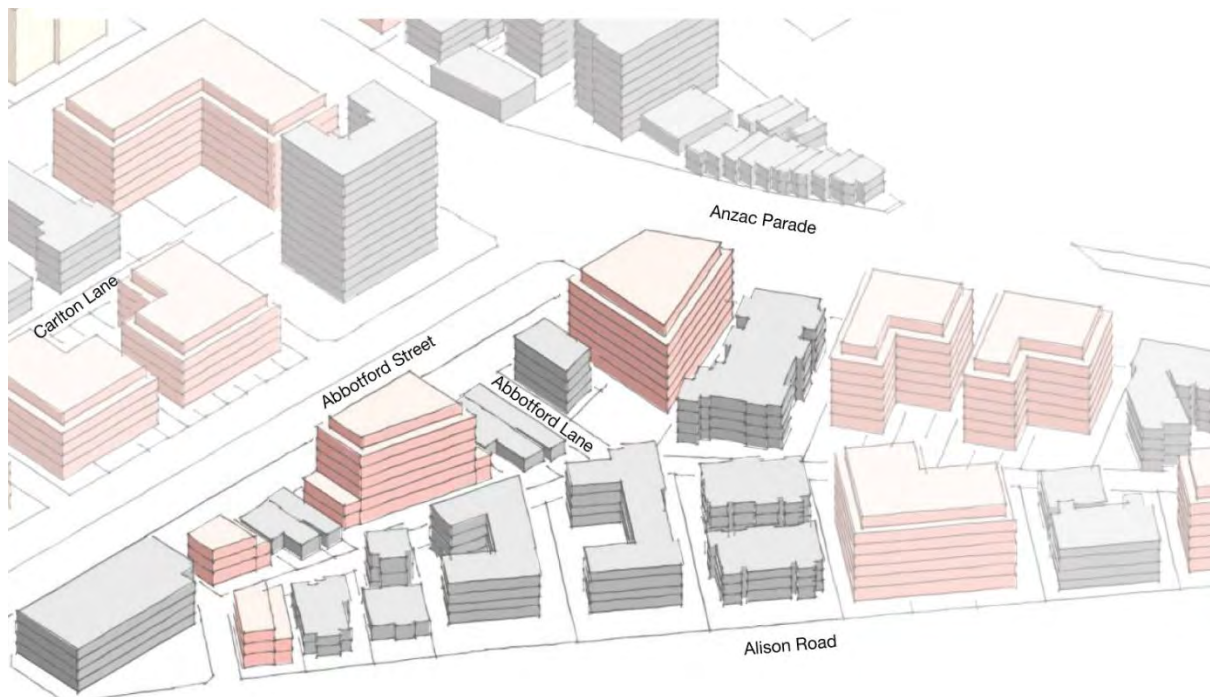
Source: Randwick City Council 2023

**Figure 50: Block B control plan**



Source: Randwick City Council 2023

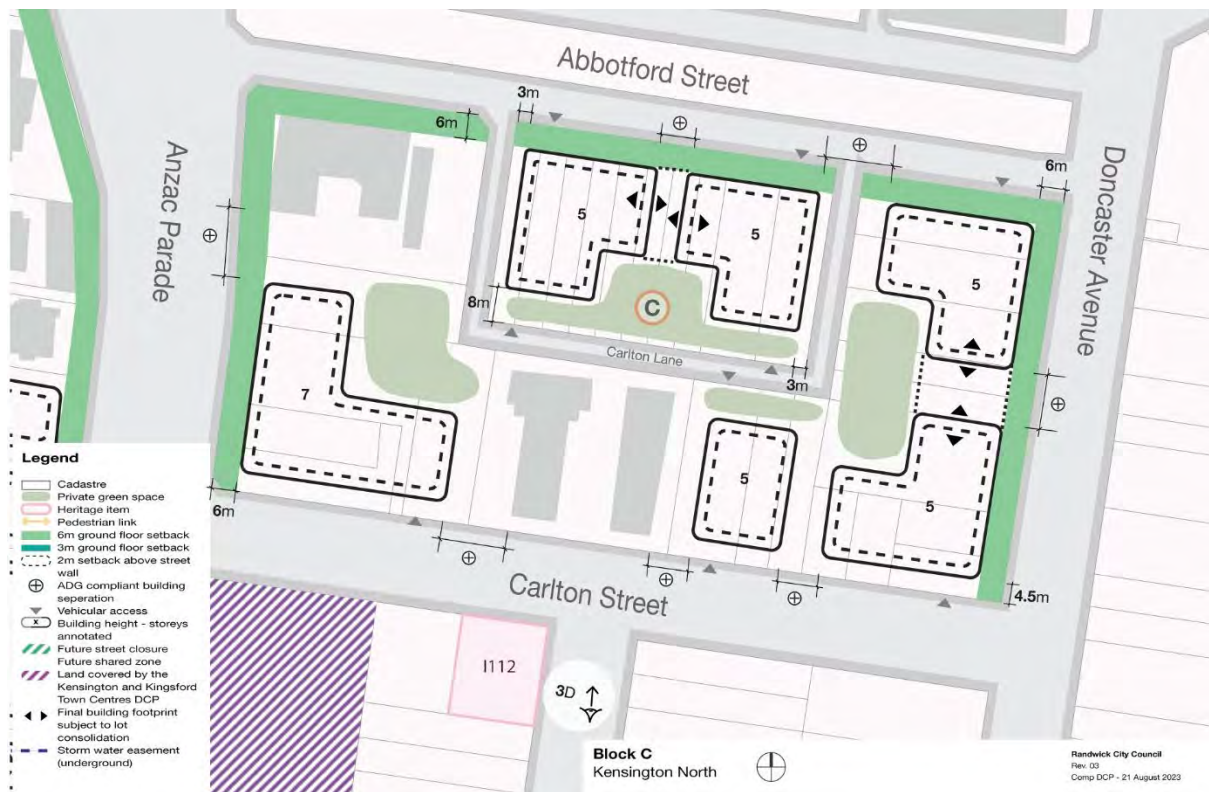
**Figure 51: Block B – 3D perspective**



Source: Randwick City Council 2023



**Figure 52: Block C control plan**



Source: Randwick City Council 2023

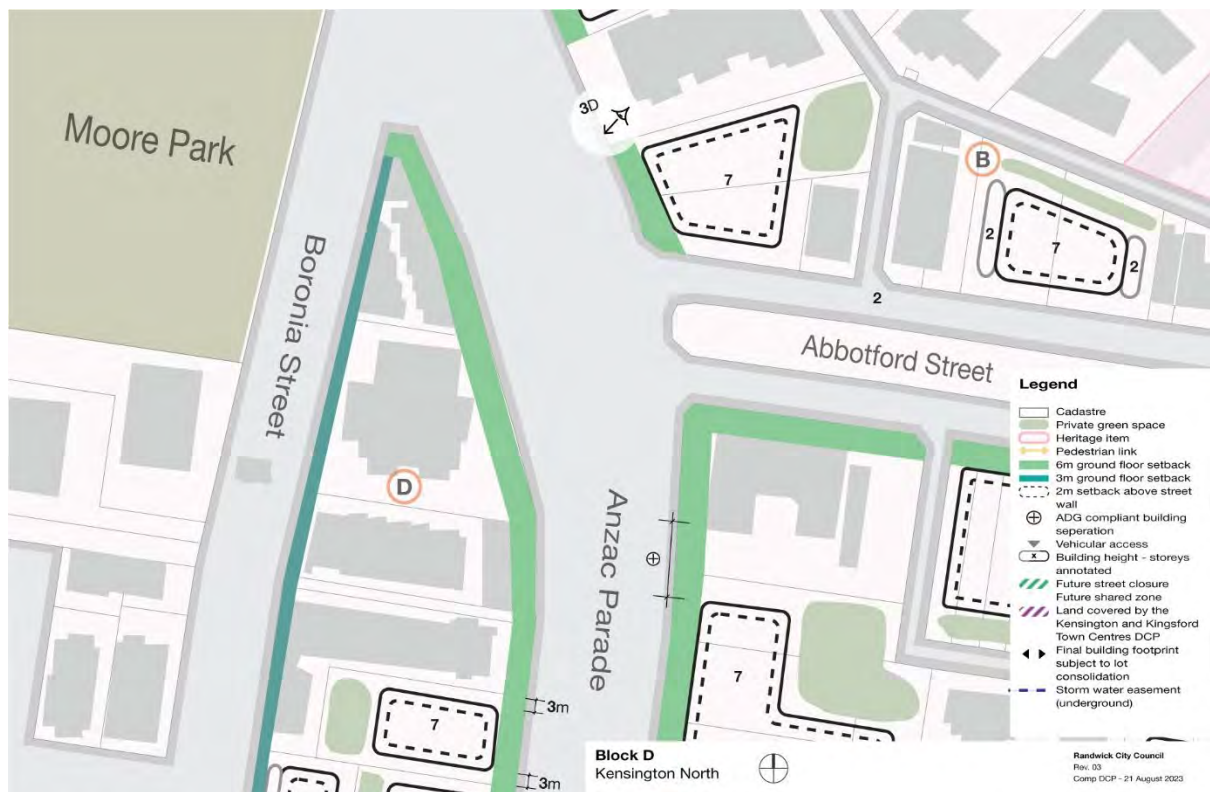
**Figure 53: Block C – 3D perspective**



Source: Randwick City Council 2023

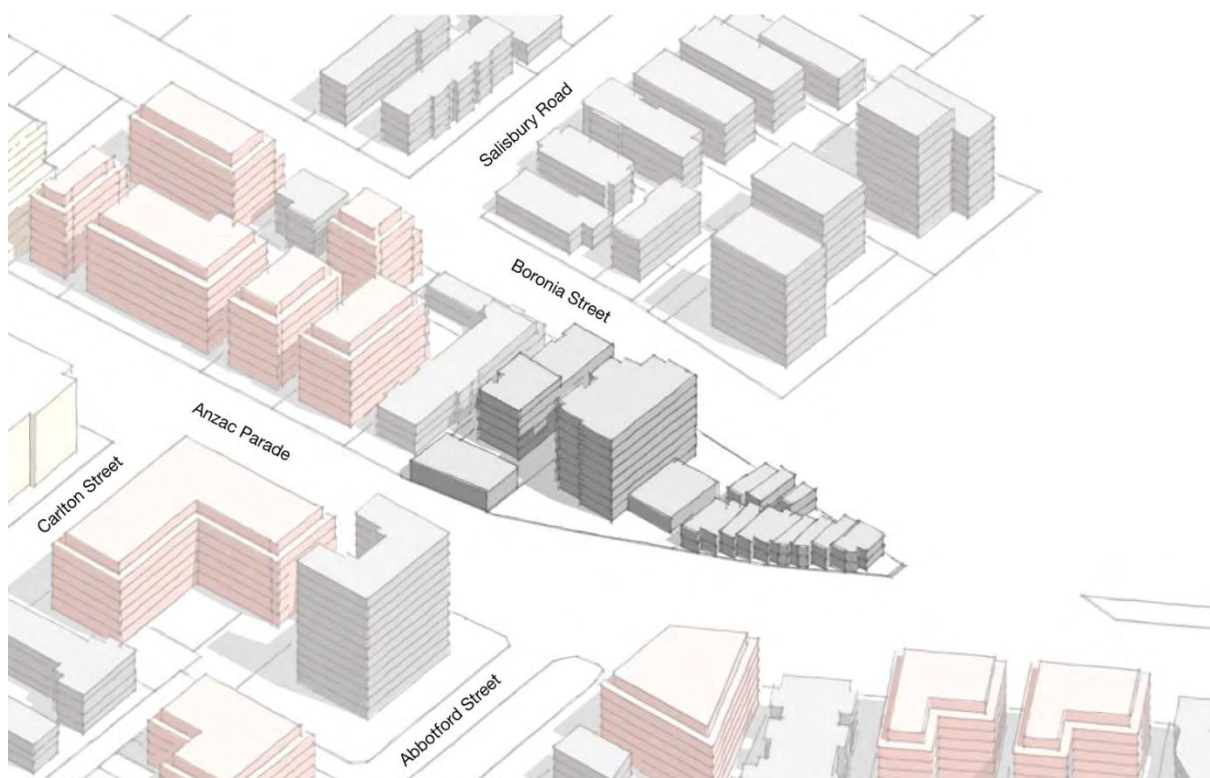


**Figure 54: Block D control plan**



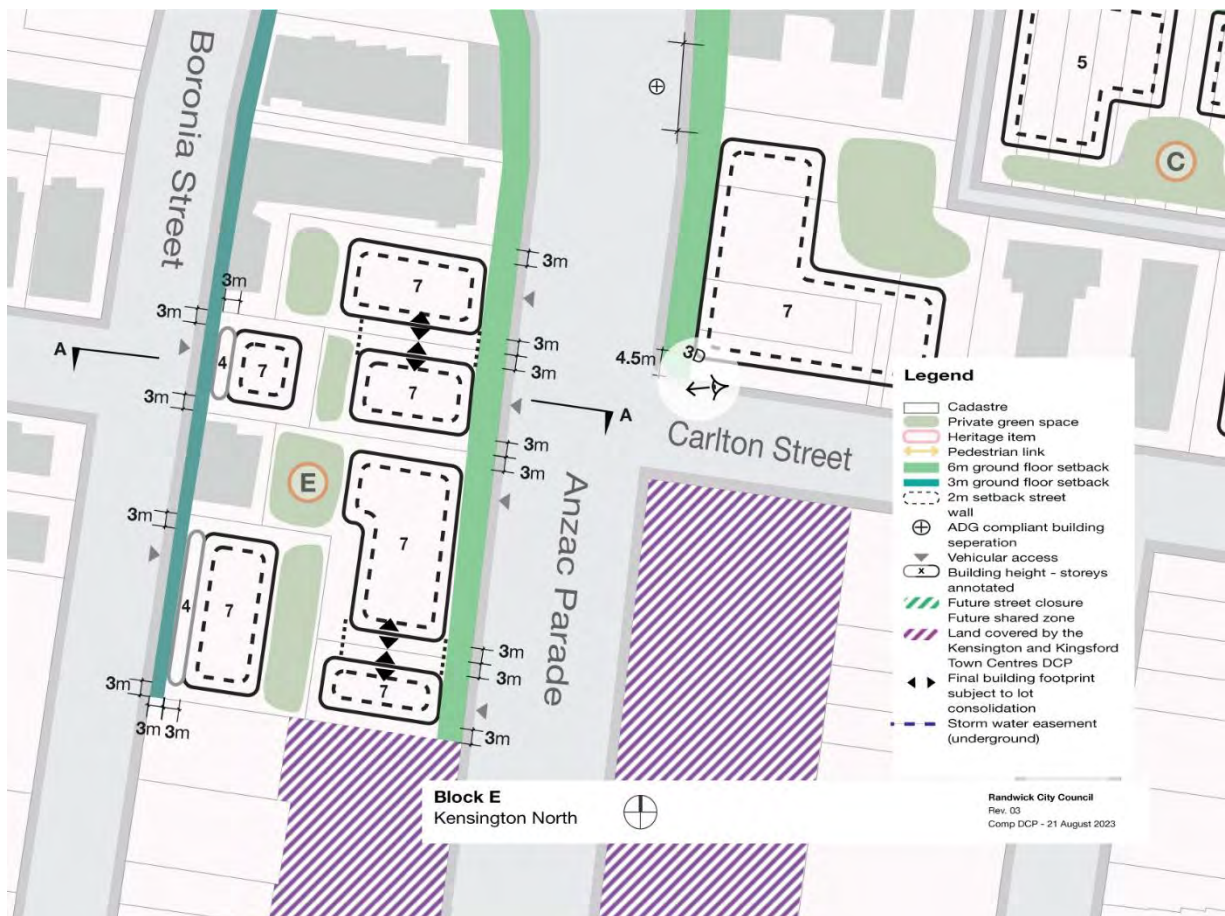
Source: Randwick City Council 2023

**Figure 55: Block D – 3D perspective**



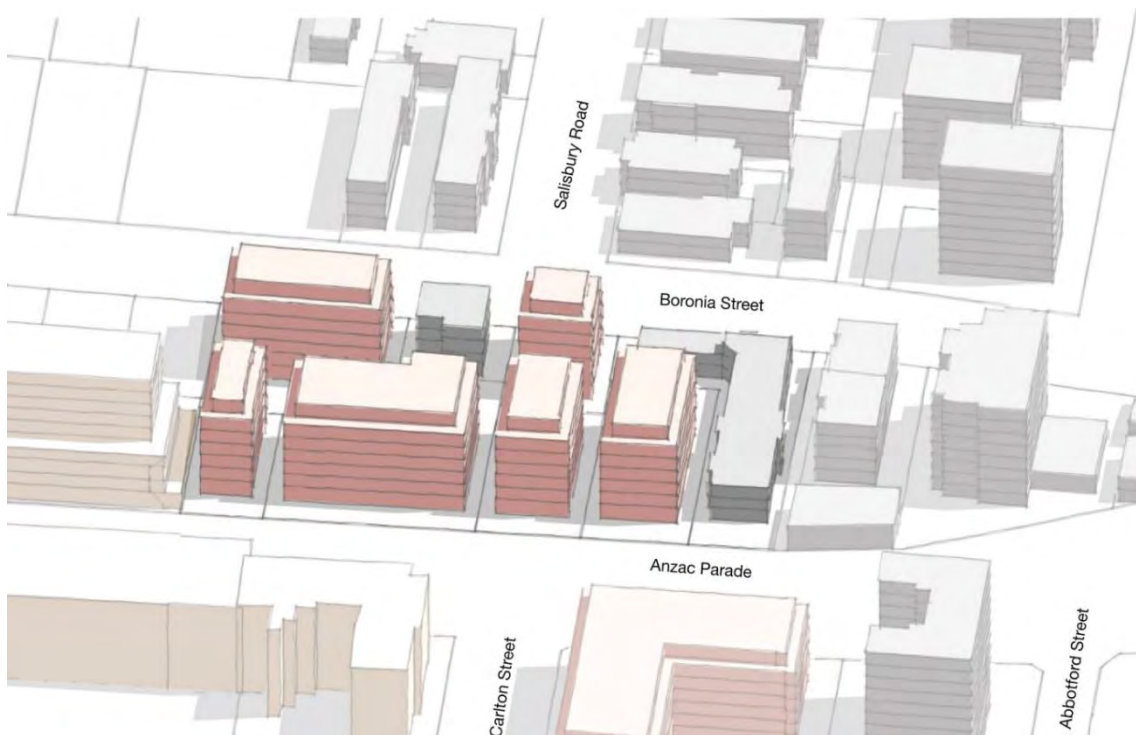
Source: Randwick City Council 2023

**Figure 56: Block E control plan**



Source: Randwick City Council 2023

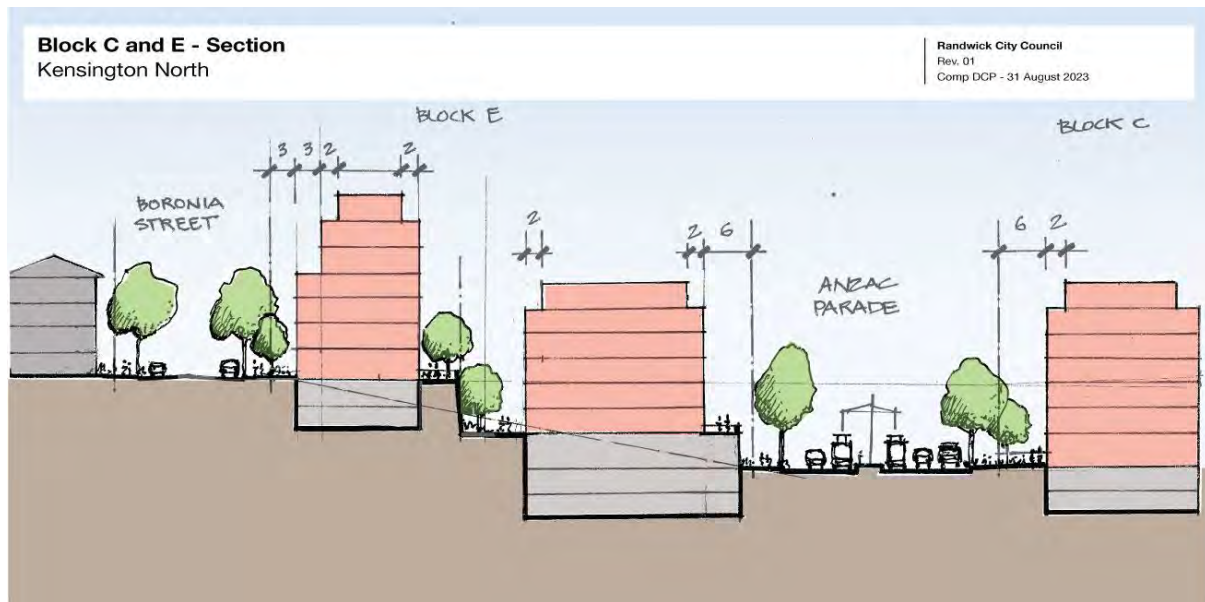
**Figure 57: Block E – 3D perspective**



Source: Randwick City Council 2023



Figure 58: Typical cross section A-A



Source: Randwick City Council, 2023



**Part C**

**Design detail**

## 10. Housing mix

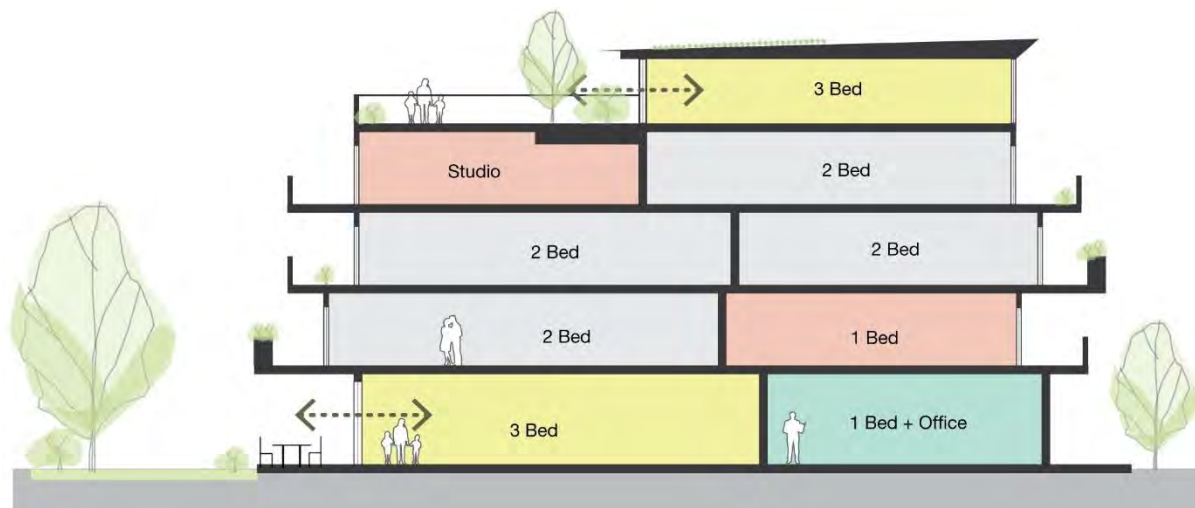
### Explanation

As the population grows and changes there is a greater demand for apartment living within well serviced, high amenity areas within Randwick City. The HIAs are designed to meet this demand, being located within easy walking distance of high-quality, high frequency public transport that provides access to services, jobs and proximity to the Sydney CBD.

As outlined in Vision 2040, the Randwick Local Strategic Planning Statement (LSPS) the future population will comprise a mix of household types including single, couples only and families with children.

It is therefore essential that residential flat buildings and mixed-use developments provide dwelling diversity to ensure the market caters for different living needs, expectations and household budgets. A mix of one, two and three bedroom apartments are needed to help meet the specific needs of people of different age groups, lifestyles, incomes, physical abilities and life stages.

**Figure 59: Housing mix**



Source: Randwick City Council 2022

### Objectives

- Provide housing choice for different demographics, household structures, physical abilities and income groups
- Promote development that accommodates a mix of dwelling specifications reflective of social needs and demographics

### Controls

- a) Development is to comprise a mix of apartment types, where gardens, adaptability and accessibility are more easily achievable for elderly people, families with children, or people living with disabilities
- b) At least 30% of the total number of dwellings (to the nearest whole number of dwellings) within a development are to be one or two bedroom dwellings, or both
- c) At least 20% of the total number of dwellings (to the nearest whole number of dwellings) within a development are to be three or more-bedroom dwellings
- d) At least 20% of the total number of apartments of three bedrooms or more are to be located on the lower floors of the building

- e) Family friendly apartments should be located at the ground and podium levels to utilise larger terrace areas for play, and in positions with direct sightlines of Communal Open Space for parental supervision.

**Definition:**

Family friendly apartments are dwellings specifically designed for family accommodation with more bedrooms and enhanced access to green spaces, child play spaces and communal spaces.

**Note:**

As a result of the above dwelling mix controls, self-contained studio apartments cannot make up more than 50% of the total number of dwellings within a development.



## 11. Floor to ceiling heights

### Explanation

Ceiling height together with room sizes and balconies or terraces are important elements of good design and enhanced resident amenity. Adequate ceiling height can create a sense of spaciousness and provide greater access to sunlight and daylight, improving sustainability and also allowing flexibility for future uses.

Floor-to-ceiling heights for apartments are to comply with the requirements of the Apartment Design Guide (ADG).

**Figure 60: Building cross section showing higher ground floor and potential commercial use**



Source: Randwick City Council 2022

### Objectives

- To promote daylight access and cross ventilation of building interiors and contribute to the flexible use of buildings
- To provide a high level of internal amenity to all floors of the building including common areas and circulation spaces
- To allow the lower levels of buildings, near commercial zones, to be converted from a residential to a non-residential use in the future
- To allow adequate space between floors for acoustic treatment
- To ensure that buildings are well proportioned and contribute to ground level activation.

### Controls

- a) Minimum floor-to-ceiling heights (in accordance with the ADG) are to be provided as follows:
  - i) Ground Floor – 3.3m
  - ii) First Floor and above – 2.7m
- b) The minimum floor-to-floor height of residential building levels should be 3.1m, unless detailed cross sections and engineering justifications are provided that establish the feasibility of a lesser height.

## 12. Solar and daylight access

### Explanation

Direct solar access to living spaces and open spaces is a key factor influencing residential amenity and is integral to achieving a good design outcome. Good solar access reduces the reliance on artificial lighting and heating, improves energy efficiency and environmental sustainability.

Given the north-south orientation of many lots within the HIAs, it is important to design new buildings that optimise sunlight access and achieve or exceed the minimum standards specified in the ADG. Solar access requirements for student accommodation and boarding houses will differ from the ADG as the bedroom layouts are more constrained in this building type.

**Figure 61: Solar access**



Source: Adapted from Apartment Design Guide

### Objectives

- Residential apartments, student housing or boarding house developments are to achieve a high standard of solar access
- Open spaces, communal living areas and lounge rooms are to maximise solar and daylight access in mid-winter

### Controls

- a) All development is to be designed and constructed to reduce the need for active heating and cooling systems by incorporating passive design measures through site planning and building design
- b) All development is to be orientated to achieve optimum solar access and natural ventilation. To achieve this:
  - i. Shade north facing windows from direct summer sun with external horizontal shading devices such as awnings, upper floor balconies, eaves and overhangs
  - ii. Utilise vertical shading devices such as vertical louvres or fins on east and west facing windows that consider the oblique angles of the sun.
- c) Solar access is to be provided in accordance with the recommendations of PART 4 of the Apartment Design Guide (ADG)

- d) Buildings must ensure that areas of private or public open space are oriented to achieve the ADG recommended level of solar amenity
- e) In relation to Co-Living (or student accommodation) proposals:
  - i) The design is to ensure that at least 60% of rooms achieve solar access during mid-winter for sites that have a north-south orientation
  - ii) Common spaces such as lounge rooms or communal study areas are designed with a northerly aspect where possible
  - iii) Atriums, roof windows, skylights or slots in the façade are to be designed to maximise solar access to rooms.



---

## 13. Acoustic amenity

### Explanation

Protection from unreasonable noise is an important quality of life consideration for new development. Developments should consider the orientation, siting, and material construction of buildings to maximise the degree of acoustic mitigation.

Examples of controls and criteria to achieve an appropriate level of internal amenity in residences in the Randwick LGA are found for road and rail noise in the Infrastructure SEPP and for aircraft noise in Australian Standard AS 2107. Reference can also be made to the Development Near Rail Corridors and Busy Roads – Interim Guideline (NSW Government, Department of Planning, 2008).

For new development in proximity to town centres and licensed premises (particularly those that operate at night) the adoption of the same approach at the design stage is required to address acoustic issues and maintain a vibrant environment for town centres.

Internal noise limits are set for residential receivers to address noise from external commercial sources that are both from an external source and from within a mixed-use building. Internal noise targets which align with the existing and future uses within the town centres, are set to assist in determining appropriate noise controls and a mechanism to limit future noise emission sources, whilst still permitting them to be viable.

### Objectives

- To ensure a high level of acoustic amenity is achieved for residents occupying development adjacent to town centres and main transport routes, and at the same time not compromising the operation of the various business uses
- To recognise the need to provide mutual noise criteria for both source and receiver locations and order of occupancy/future planning
- To recognise the different types of existing noise criteria already applicable to different noise sources and be consistent with current Council policies
- To ensure consideration at the development stage of potential noise impacts as a result of commercial activities within a mixed-use building.

### Controls

#### Residential uses

- a) All new development is to be constructed to achieve (at a minimum) the following acoustic amenity criteria for the residential component of the building in accordance with Australian Standard AS 2107:2016 based on an acoustic report specified in clauses d) and k). Applicants are encouraged to apply higher acoustic insulation to improve internal amenity for future occupants. For the purposes of this clause, the residential component includes dwellings situated within shop top housing, mixed use buildings, or occupancies in student housing, boarding houses, serviced apartments, hotel and motel accommodation.
- b) In naturally ventilated spaces for the residential component, the repeatable maximum Leq (1hour) should not exceed:
  - i) 35 dB(A) between 10.00 pm and 7.00 am in sleeping areas when the windows are closed
  - ii) 40 dB(A) in sleeping areas when windows are open (24 hours)

- iii) 45 dB(A) in living areas (24 hours) when the windows are closed
  - iv) 50 dB(A) in living areas (24 hours) when the windows are open.
- c) Where natural ventilation cannot achieve the limits listed in clause b) the development is to include mechanical ventilation, air conditioning or other complying means of ventilation (in accordance with the ventilation requirements of the Building Code of Australia and Australian Standard AS 1668.2-2012), when doors and windows are shut. In such circumstances the repeatable maximum Leq (1 hour) with the alternative ventilation operating should not exceed:
  - i) 38 dB(A) between 10.00 pm and 7.00 am in sleeping areas
  - ii) 46 dB(A) in living areas (24 hours)
  - iii) 45 dB(A) in sleeping areas between 7.00 am and 10.00 pm.
- d) Notwithstanding the general noise criteria for environmental noise set out in clauses b) and c) for habitable rooms in the residential component of the proposed development, the building designer is to incorporate noise control measures to ensure the standard LA10 Condition imposed by Liquor & Gaming NSW is satisfied inside those occupied spaces with doors and windows closed and the alternative ventilation is operating as follows:
  - i) The cumulative LA10\* from licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5 Hz – 8 kHz inclusive) by more than 5 dB between 7am and midnight
  - ii) The cumulative LA10\* from licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5 Hz – 8 kHz inclusive) between midnight and 7am
  - iii) The noise from licensed premises shall be inaudible in any habitable room of any residential premises between the hours of midnight and 7am
  - iv) For this clause, the LA10\* can be taken as the average maximum deflection of the noise level emitted from the licensed premises.
- e) For the purpose of acoustic assessment with respect to clauses a), b), c) and d) the assessment must identify the noise environment for the site as a result of the existing situation (including any business operations that include outdoor areas for use by patrons, and/or the provision of music entertainment) and noise generated by commercial premises within the mixed use building (this may involve consideration of potential uses if the commercial use is unknown at the time of the application for the mixed-use building)
- f) All development is to be designed to minimise noise transition between apartments by adopting general noise concepts of:
  - i) Locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms next to living rooms, bedrooms with bedrooms
  - ii) Locating bedrooms away from busy roads and other existing or potential noise sources
  - iii) Using storage or circulation zones within the apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas
  - iv) Minimising the amount of party (shared) walls with other apartments.

- g) Noise transmission is to be reduced from common corridors by providing seals at entry doors
- h) Conflicts between noise, outlook and views are to be resolved using design measures such as double glazing, operable screening and ventilation taking into account noise targets for habitable rooms as identified in clauses b), c) and d) above being assessed inside the rooms with doors and windows closed and ventilation operating
- i) The design of the building is to address the requirements of clause d) with respect to noise from licensed premises and noise/vibration from mechanical plant and ventilation ducts associated with plant and equipment (including kitchen exhausts) serving the commercial spaces
- j) The design of new buildings or substantial alterations to existing buildings are to take into account the following noise conditions that would apply to each commercial tenancy in the development:
  - i) Noise from commercial plant and the use of the premises when assessed as an LAeq, 15 minute must not exceed the LA90, 15 minute background noise level by more than 3dB when assessed inside any habitable room of any affected residence or noise sensitive commercial premises when in use
  - ii) Noise from the provision of entertainment and patron noise when assessed as an LA10\* enters any residential use through and internal to internal transmission path is not to exceed the existing internal LA90, 15 minute level in any Octave Band Centre Frequency (31.5 Hz to 8 kHz inclusive) when assessed within a habitable room at any affected residential use within the mixed use development between the hours of 7am and midnight, and is to be inaudible between midnight and 7am
  - iii) For any gymnasiums or similar facilities in mixed use development the above noise conditions would apply, noting that the noise limits include the creation of noise as a result of any vibration induced into the building structure is to be inaudible in any residence between the hours of 10pm and 7am the following day
  - iv) The noise limits in this clause applies with doors and windows closed and mechanical ventilation operating.
- k) A noise and vibration assessment report, prepared by an appropriately qualified acoustic consultant/engineer, is to be submitted with DAs for new buildings or substantial alterations to existing buildings that include residential units or occupancies in co-living (or student housing), boarding houses, serviced apartments, hotel and motel accommodation and any other sensitive land uses, addressing appropriate measures to minimise potential future noise and vibration impacts permissible in business zones including amplified music associated with restaurants, small bars, cafes, and noise from light rail movements. This assessment is to:
  - i) Be prepared having regard to the NSW Environmental Protection Authority's Noise Policy for Industry, the DECC (EPA) Assessing Vibration, a Technical Guideline, and relevant Australian Standards pertaining to noise measurements and the noise conditions identified above
  - ii) Incorporate an assessment of external noise sources and internal noise sources (such as mechanical ventilation) with respect to the criteria specified in b), c) and d)



- iii) Address relevant standards relating to road noise and rail operations or vibration for developments with sensitive noise as contained within the State Environmental Planning Policy (Transport and Infrastructure) 2021
- iv) Detail the design measures needed to achieve the required internal acoustic amenity specified in b), c) and d).

**Note:**

The Noise and Vibration Assessment report prepared at the DA stage will identify a noise design baseline for the entire mixed use building and would become the benchmark for subsequent assessments of the entire mixed use building (or existing buildings subject to substantial alterations). Any individual DAs for commercial occupation within the mixed-use building or the altered existing building (for an accompanying acoustic assessment) is required to rely on the acoustic benchmark described above.

- v) To maintain the intent of the acoustic objectives, prior to the issue of a Construction Certificate or an Occupation Certificate, a Certificate of Acoustic Compliance confirming compliance with the specified noise limits referred to above and the noise design base for the mixed use building or alterations to existing buildings is to be submitted to Council

Commercial Uses

- l) The assessment for consideration of the future development within a business zone is to also consider an external noise target of 70 dB(A) for general noise and an L10\* level of 80 dB(A)/ 88 dB(C) when assessed at 1 metre from the future development, noting that future venues where entertainment is to be provided will be subject to the standard LA10 Condition in relation to the operation of those premises
- m) The site and building layout for new development in a business zone is to maximise acoustic privacy by providing adequate building separation within the development and from neighbouring buildings.

**Notes:**

The Noise and Vibration Report prepared at the DA stage will identify a noise design baseline for the entire mixed use building and would become the benchmark for subsequent acoustic assessments of that building.

To maintain the intent of the acoustic objectives prior to the issue of a Construction Certificate or an Occupation Certificate there will be a requirement for a Certificate of Acoustic Compliance confirming compliance with the specified noise limits referred to above and the noise design baseline for the mixed use building.

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## 14. Natural ventilation

### Explanation

Passive buildings are designed so that windows, walls, and floors can collect, store, and distribute solar energy in the form of heat in winter and reject solar heat in summer. A passive house reduces the need for the use of mechanical and electrical (active heating and cooling) systems, saving energy and running costs. For more information on passive design refer to:

<http://www.yourhome.gov.au/passive-design>

Natural ventilation is the movement of fresh air through internal spaces enabled by the provision of suitable openings. Achieving adequate cross ventilation to habitable rooms is an essential building design criteria because it contributes to thermal comfort, allows for passive cooling and creates a comfortable and healthy indoor environment. Cross ventilation can be maximised by suitable building orientation, good apartment layout, suitable room depth, higher ceilings and appropriately located and sized window openings.

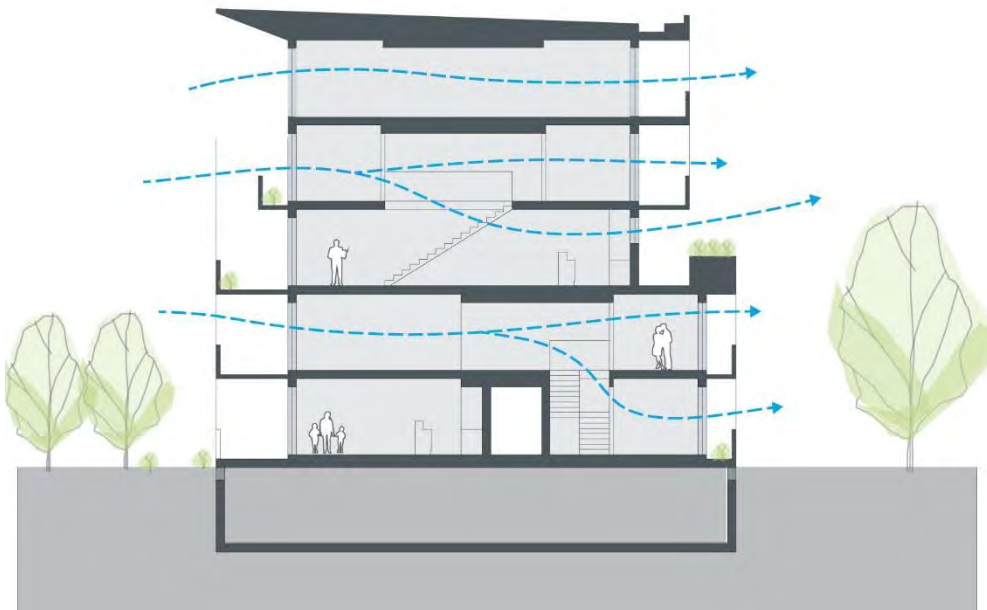
### Objectives

- To ensure that all habitable rooms are designed with direct access to fresh cross air flow to assist in promoting thermal comfort for occupants
- To provide occupants the choice and flexibility to manage natural ventilation of dwellings and avoid the need to use mechanical ventilation or air conditioning
- To provide natural ventilation to other spaces such as communal areas and basements
- To reduce energy consumption and contribute to sustainable building design

### Controls

- a) All buildings are to be designed to comply with the ADG to maximise opportunities for natural ventilation by providing a combination of:
  - corner apartments
  - dual aspect apartments
  - shallow, single-aspect apartments
  - openable windows and doors
  - other ventilation devices
- b) Window placement, size, glazing selection and orientation are to maximise opportunities for cross ventilation and the capture of prevailing breezes in summer
- c) Internal corridors, lobbies, communal circulation spaces and communal areas shall incorporate adequate natural ventilation
- d) Basements levels, including spaces used for storage, garbage areas or commercial activities, are to be designed to include natural ventilation wherever possible
- e) Apartment configuration and apartment depth is to be limited to maximise the opportunity for cross ventilation and airflow
- f) Where mechanical ventilation is considered necessary, prioritise 'low-tech' solutions, such as ceiling fans, over more complex and high energy use air conditioning systems.

**Figure 62: Showing cross flow ventilation**



*Source: Adapted from Apartment Design Guide*



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## 15. Articulation and modulation

### Explanation

New buildings in the HIAs should be carefully designed to ensure an appropriate scale, articulation and proportion within the streetscape and in relation to heritage and contributory items and surrounding lower scaled residential neighbourhoods.

Modulation and articulation of street facing building façades is important as it assists with the perception of scale and the impact upon the public domain. For side and rear facades, articulation and modulation is important in achieving a high level of amenity for adjoining buildings and private garden spaces.

Corner buildings should be thoughtfully designed to reflect their prominent location, ensuring they address all street frontages, provide interest, and express their residential and retail functions and maximise passive surveillance.

### Objectives

- To create visually interesting, well-articulated building facades that make a positive contribution to the residential character of the HIAs and respect the scale and character of heritage and contributory buildings
- To ensure a human-scale response is provided through the design of the building and its component elements
- To promote high architectural quality in buildings
- To ensure corner buildings are well designed and respond to the different characteristics of the streets they address.

### Controls

- a) All buildings are to provide articulation by incorporating a variety of window openings, balcony types, balustrades, fins, blade walls, parapets, sun-shade devices and louvres to add visual interest and light and shade to the façade
- b) The design of buildings should include modulation to a similar dimension as the historical subdivision pattern of the site
- c) The design of buildings are to avoid large areas of blank walls. Where blank walls are unavoidable, they must be treated and articulated to achieve an appropriate presentation to the public domain
- d) Building articulation should respect and complement the adjoining built form and contribute positively to the streetscape
- e) Corner buildings are to be expressed by giving visual prominence to elements of the façade e.g. a change in building articulation, material or colour, roof expression or increased height
- f) Corner buildings should be designed to add variety and interest to the street and mark an important junction in the urban fabric.

### Note:

Where fronting a light rail corridor, the design of new development should consider TfNSW AMB Standard: T HR CI 12090 ST Airspace and External Developments.

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## 16. Materials and finishes

### Explanation

Well-designed developments using high quality materials, finishes and detailing contribute to, and enhance the character and quality of an urban area. They also contribute to the longevity and long term appearance of development and represent a more sustainable design approach (as per Randwick DCP Part B3 Section 2). The materials used in construction, renovation and/or refurbishment can significantly enhance or impact on the environment and/or the health and wellbeing of building occupants.

### Objectives

- To ensure building materials and finishes complement and enhance the streetscape character of the HIAs and surrounds
- To ensure high quality, contemporary building materials are adopted for new development
- To ensure healthy indoor environments
- To encourage use of materials that are non-polluting in manufacture, use and disposal.

### Controls

- a) External walls are to be constructed of high quality and durable materials and finishes
- b) Materials that may be subject to corrosion, degradation or high maintenance are to be avoided
- c) The architectural treatment of street facades is to provide a well-resolved composition that breaks down the building scale and expresses a clear hierarchy of architectural elements
- d) A complimentary combination of finishes, colours and materials are to be used to articulate building facades
- e) The design of windows should be such that they can be cleaned from inside the building
- f) For sites adjoining heritage and contributory buildings, materials and finishes of the new building is to compliment and respect the heritage or contributory building
- g) Roof levels of buildings should be expressed in a contemporary mansard roof style, employing sloped faces, ribbed metal finish and be of a colour that is mid-to-dark grey (i.e. visually recessive). The mansard roof form should have windows and balconies that are crisp and simply detailed, and expressed as secondary elements to the overall mansard roof form
- h) The use of face brickwork is encouraged, due to its capacity to contribute scale, detail, texture and a rich colouring to the building façade – a limited and well-considered palette is encouraged
- i) Materials with low embodied energy and comprised of recycled content should be prioritised
- j) Low Volatile Organic Compound (VOC) emitting materials should be selected e.g. paints, adhesives, sealants and flooring (as per Randwick DCP Part B3 Section 2).
- k) The adaptive re-use of existing building facades, building structures and fittings should be considered
- l) FSC certified timber from plantation or sustainable managed re-growth forests, should be utilised wherever possible.

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## 17. Building awnings, entry and circulation

### Explanation

Well-designed building entries and circulation provide intuitive wayfinding, improve the presentation of the development to the street and help create a sense of identity. Well-designed entries and generous circulation are welcoming, encourage social interaction and support safe and convenient access for occupants and visitors.

### Objectives

- To ensure safe, clear and weather protected access for occupants and visitors
- To create buildings with clearly defined entry points
- To promote building entry design that improves building identity
- To encourage the design of entryways that prevent pollutants from entering the building.

### Controls

- a) Design building entry points to be clearly identifiable and visible from the public domain, provide shelter from elements and assist in defining public and private space
- b) Provide clear sightlines into and out of building entries (consider CPTED)
- c) Building entry points and circulation spaces should be naturally lit and have a source of natural ventilation
- d) Position stairs to provide a convenient and intuitive alternative to mechanical lifts for vertical movement throughout the building
- e) Where ground floor dwellings face street frontages, encourage individual entrances to assist in modulating of the building frontage and to improve passive surveillance
- f) Locate utility services away from building entries and main street frontages to reduce presenting blank walls to public areas
- g) Building signage should contribute to the contemporary architectural expression, rather than detract
- h) A building entrance should include a system to capture pollutants from occupants' shoes and from outdoor air which can be easily maintained e.g. entryway grills, mats and air seals.



## 18. Landscape

### Explanation

Well-designed landscaping of open spaces, gardens, terraces, and rooftops of buildings contributes significantly to our quality of life and experience of spaces. It can also help to reduce the urban heat island effect, maintain a comfortable environment during hotter months and reduce stormwater run-off.

In addition, as the HIAs are located within established residential areas, landscaping will assist the HIAs to integrate within their surroundings and to provide buffers and transitions in building scale, and to heritage items.

Refer to *Sections C2 Medium Density Residential* and *B4 Landscaping and Biodiversity* of the Randwick DCP for further explanation of landscaped area requirements.

### Objectives

- To enhance the quality of life and attractiveness of the HIAs by providing landscaped spaces for shared amenity and green spaces for relief from urban environments
- To bring about environmental benefits such as mitigating the urban heat island effect, reducing flooding impacts and improving localised air quality
- To result in a net gain of vegetation and canopy cover with consideration for the existing vegetation within the HIAs, whether provided horizontally or vertically.

### Controls

- a) The minimum Gross Landscape Area, Deep Soil Permeable Area and Tree Canopy Cover must be met for development proposals, as per Table 2 below.

Table 2: Gross landscape area, Deep soil permeable area and Tree canopy cover requirements

HIA	Gross landscape area	Deep soil permeable area	Tree canopy cover
West Randwick (E1) and Kingsford South (E1)	50%	7%*	25%
High Street	50%	15%	25%
West Randwick (R3), Magill Street (R3), Kingsford South (R3) and Kensington North (R3)	60%	35%	25%

\* Note – Minimum as required by ADG

- b) Green walls can only contribute up to 10% of the total gross landscaped area and will be assessed on the merits of the proposal in terms of quality of green infrastructure and verification from a qualified landscape architect
- c) Green walls require a Maintenance Plan to be provided by a qualified Landscape Architect and/or Horticulturalist at DA stage to identify the method of accessing the wall during the establishment period and ongoing life, including the maintenance regime for the plant material, the ongoing maintenance of any irrigation system and plant media and the regular replacement of sick or dead plants as necessary
- d) Deep soil permeable surfaces must have a width of not less than 900mm

- e) Native species must comprise at least 50% of the plant schedule, incorporating a mix of locally indigenous trees, shrubs and groundcovers appropriate to the area
- f) Rooftops may include communal food farms and food production areas
- g) Technical, structural and ongoing maintenance arrangements of proposed roof top gardens and green walls are to be documented by a qualified Landscape Architect and incorporated into the Development Application (DA) documentation
- h) Where green roofs and green walls are provided, these shall comply with requirements contained in Chapter 4 of *Section B4 Landscaping and Biodiversity* of the Randwick DCP
- i) Despite the provision of a green wall, all facades are to meet design excellence requirements including building articulation and modulation specified in Part 15 of this E7 section of the DCP

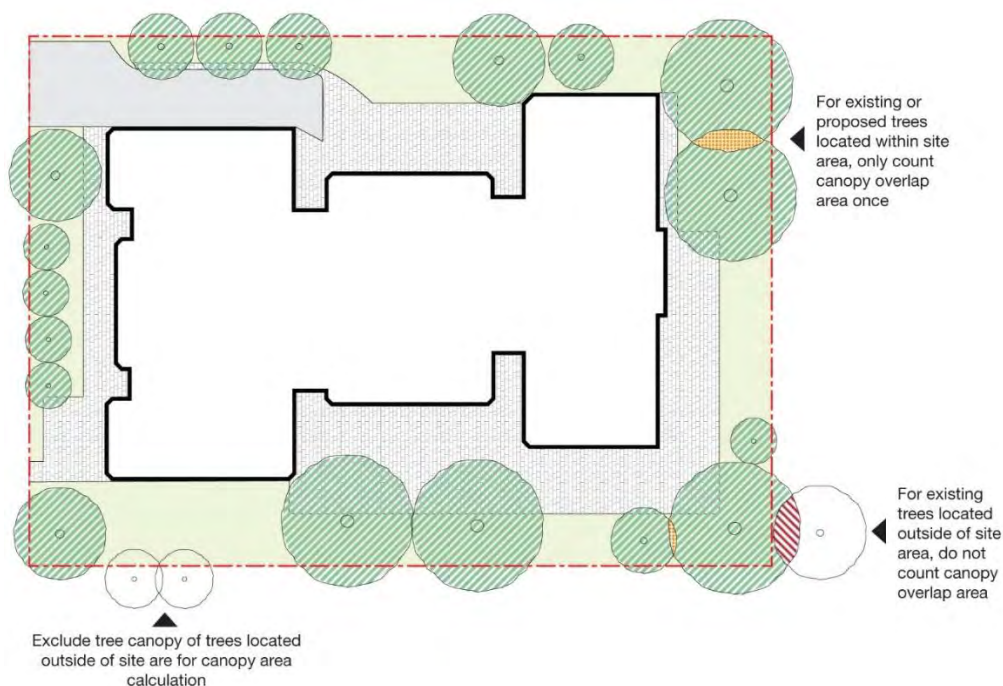
### Definitions:

**Gross Landscape Area** - is the sum of all landscaped areas within a development and may include (but is not limited to) ground plane, gardens, outdoor terraces, planter boxes, sky gardens, roof terraces, and green walls.

**Deep Soil Permeable Surfaces** - include areas used for the growing of plants (including grasses, shrubs and trees) and areas occupied by loose gravels upon soil at the ground level of the site. Deep soil permeable surfaces do not include swimming and spa pools, paved areas, planter boxes, or planted areas above basements, podiums, roofs or slabs.

**Tree Canopy Cover** - includes trees with a minimum mature height of 5m after 10 years from the completion of development, that have trunks located within the site area.

**Figure 63: Calculating canopy cover - typical apartment development with 25% canopy cover**



Source: Randwick City Council 2022

- j) In addition to the requirements of *Section B4 Landscaping and Biodiversity* of the Randwick DCP, all DAs for sites within the HIAs must submit a Landscape Plan addressing the following requirements:
- i) Quantity of landscaping provided on site
  - ii) Scaled drawings of all areas
  - iii) How landscaping would complement the architectural style of the building and assist in its presentation to the streetscape and surroundings
  - iv) Rainwater harvesting and other irrigation methods proposed
  - v) Full construction details of soil profile, method of attachment to the building, and drainage/waterproofing
  - vi) Engineering certification confirming the building can withstand planting and associated structures
  - vii) Where planting is proposed 'on structure' ie. on that part of a basement which extends beyond the building footprint, roof tops or within planter boxes, the space must be designed and constructed to contain a minimum soil depth of:
    - 450mm for grass and ground covers
    - 600mm for shrubs
    - 900mm for small trees
    - 1200mm for large trees.
- k) A minimum of one indigenous canopy street tree that will attain a minimum mature height of 6m, must be planted at maximum spacing of 7.5m, at a minimum distance of 600mm from the kerb and/or footpath, and/or masonry fence or retaining wall. Street trees must be selected in accordance with Council's Street Tree Masterplan.

**Note:**

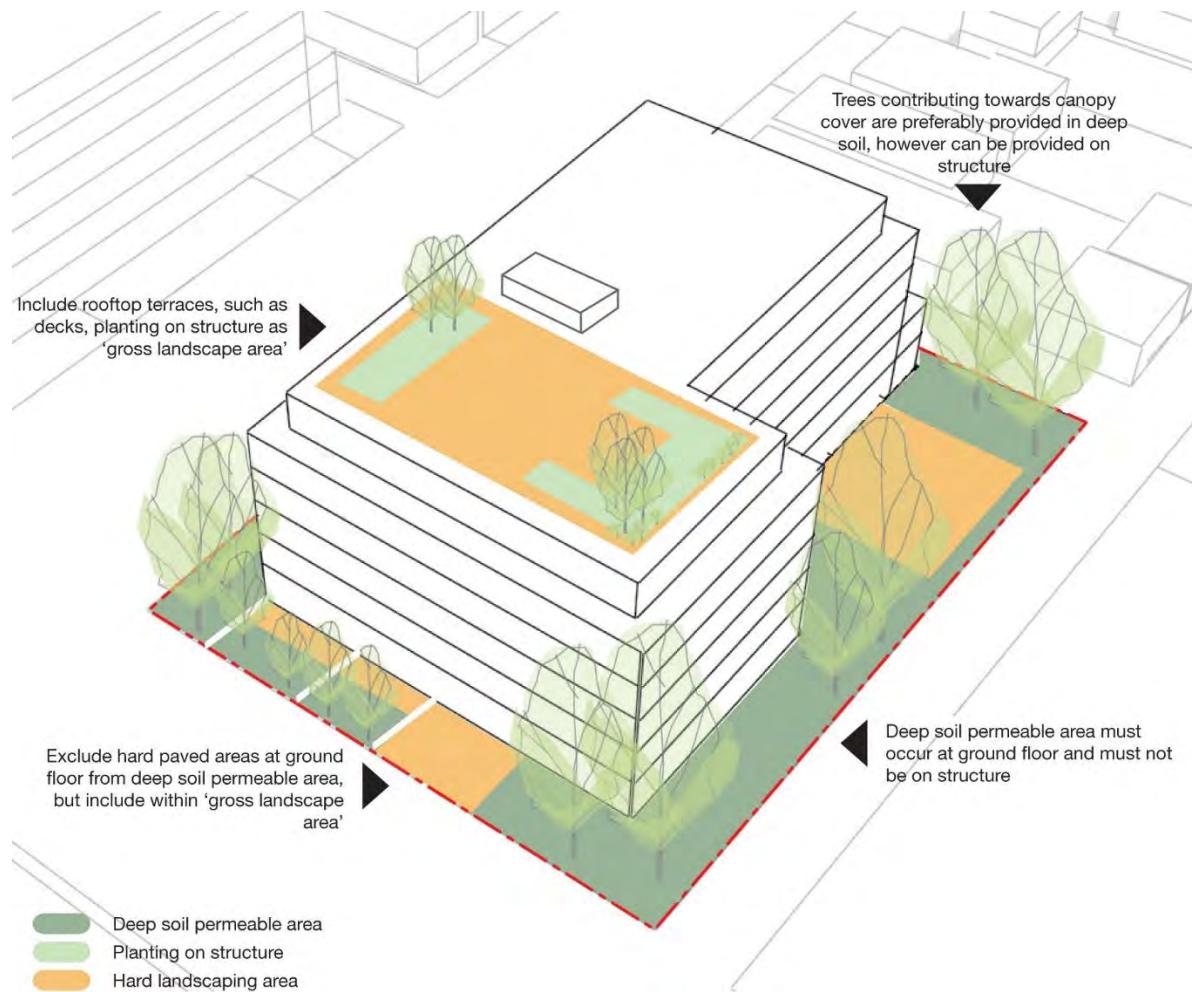
Tree species guidance and average mature dimensions for canopy calculations can be found in Council's Street Tree Master Plan. It can be downloaded from the following link - <https://www.randwick.nsw.gov.au/environment-and-sustainability/trees/preserving-our-trees>

An interactive version of the Precincts and Precinct Palette Species list contained within the Street Tree Master Plan can be accessed here - <https://randwick-council.maps.arcgis.com/apps/webappviewer/index.html?id=5343844065dd44b0adc4d4ea537816d5>

Native / indigenous plant species are required to be provided as they are better suited to the local soils and climate, they support native fauna (through providing food and habitat) and they generally require less water and are more drought tolerant.



**Figure 64: Landscape area components**



Source: Randwick City Council 2022

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## 19. Transport, parking & access

### Explanation

An increase in sustainable transport use, decreases reliance on private vehicles, improves health and well-being outcomes and the efficiency of existing transport networks. It also importantly reduces environmental impacts associated with greenhouse emissions, improves localised air quality and reduces congestion.

The strategic aim for the Housing Investigation Areas (HIA) is to increase sustainable transport use, including walking, cycling, the use of public transport and car sharing initiatives. This aim brings benefits for the HIAs and surrounding areas through reduced car use and the associated environmental benefits.

*Section B7 – Transport, Traffic, Parking and Access* of the Randwick DCP contains relevant objectives, controls and options for development proposals to investigate, design and manage parking demand, access and parking space allocation and provide for alternative modes of transport. In addition to Section B7, the following Objectives, Controls and parking rates apply to the HIAs.

### Objectives

- To promote sustainable transport options for new and existing development
- To improve walking, cycling, active transport options and public transport use
- To encourage reduced car parking, or alternative solutions to car parking, within developments given the proximity of the HIAs to high frequency public transport
- To support integrated transport and land use options which can demonstrate shared and effective car parking provisions with car share facilities, motorbikes / scooters, bikes and links to public transport
- To ensure car parking facilities, service and delivery areas and vehicular access points are designed to enhance streetscape character and protect pedestrian amenity and safety
- To minimise the number of vehicle access points in high intensity pedestrian areas
- To ensure Green Travel Plans accompany DAs to ensure residents, visitors and users are provided with alternative transport options and choice.

### Controls

#### Active transport

- a) Bicycle parking and end-of-trip facilities within the HIA are to be provided in accordance with the rates outlined in Table 3
- b) Where swimming pools and similar amenities are proposed in residential developments, bicycle parking should be co-located to utilise proposed facilities (such as showers and changing rooms) as end-of-trip facilities
- c) At least 25% of bicycle parking spaces should be E-bike charging capable (not elevated rack storage) with suitable power outlets.

Table 3: HIA bicycle parking provision rate

Land use	Residents / Employees	Visitors / Customers	End-of-trip facilities
Multi-dwelling housing / residential building	1 bike space per unit / dwelling	1 bike space per 10 units / dwelling	n/a
Commercial	1 bike space per 2 car parking spaces	1 bike space per 2 car parking spaces	Showers/change cubicles: 1 for up to 10 bike parking spaces, 2 for 11-20 bike parking spaces, 2 additional shower and change cubicles for each additional 20 bike parking spaces.

Source: Local Transport Study, Randwick Junction and Housing Investigation Areas (HIAs) Final Report, January 2022 Issue A

#### Car parking provision

- a) Vehicle parking within the HIAs is to be provided in accordance with the rates outlined in Table 4. These rates are one-third less than the standard TfNSW rates and are consistent with the Kensington and Kingsford Town Centre rates. Parking requirements for all other development types not specified in the table below are contained in *Section B7 Transport, Traffic, Parking and Access, Section 3.2 Vehicle Parking Rates* of the Randwick DCP
- b) Where a variation to the DCP Car Parking rates is sought, the proponent shall provide a justification in accordance with Section B7 Chapter 3.3 Exceptions to Parking Rates of the Randwick DCP
- c) Development must provide one electric vehicle charging point per five car parking spaces and demonstrate appropriate electrical infrastructure and capacity for the remaining Lot Owners (Eligible Lot Owner) to install a vehicle charging point at a later date
- d) Development must install appropriate electrical infrastructure and capacity to allow at least 20% of Lot Owners (Eligible Lot Owner) to charge an electric vehicle at any one time in their own car space. Such infrastructure should:
  - i. Allow for a minimum of 16A single phase charging per Eligible Lot Owner
  - ii. Be easily accessible for any Lot Owner to run a dedicated circuit to their own car space for the purposes of EV charging
  - iii. Be monitored by the Owners Corporation or a 3rd party on behalf of the Owners Corporation
  - iv. Include capacity for a billing system to account for electricity used, time or a flat fee
  - v. Measure electricity used by using utility grade, NMI registered electricity meters.
- e) The installation of two 'Level 2' AC fast charging EV charging points is required in the common parking areas. The circuit is to be suitably located to provide for convenient, shared access for residents (and where relevant, commercial users). The charging point should:



- i. Be equipped with 62196-2 Type 2 socket
  - ii. Provide up to 22kW or 32A three phase charging per port
  - iii. Be installed on a dedicated circuit
  - iv. Allow for monitoring and individual billing payment through an OCPP compatible software back end
  - v. Provide dedicated space for electric vehicles to park and charge
- f) Car share spaces are to be provided in accordance with *Section B7 Chapter 2.2 Car Share* of the Randwick DCP and accessible without the need to enter through a secure car parking area
- g) A Green Travel Plan is required to accompany all DAs for new buildings and substantial alterations to existing buildings. The Green Travel Plan is to set out:
- i) Future travel mode share targets, specifically a reduction in car driver mode share
  - ii) Travel demand management strategies to encourage sustainable travel
  - iii) Initiatives to implement and monitor travel measures such as car and bike share
  - iv) Alignment with Control i) of *Section B7 Chapter 3.3 Exceptions to Parking Rates* of the Randwick DCP.

Table 4: HIA Car parking provision rate

Land use	Minimum requirement
<b>Studio</b>	0.2 spaces per dwelling
<b>1-bedroom</b>	0.6 spaces per dwelling
<b>2-bedroom</b>	0.8 spaces per dwelling
<b>3+ bedroom</b>	1.1 spaces per dwelling
<b>Visitor</b>	0.2 spaces per dwelling
<b>Co-Living (Student accommodation)</b>	0 spaces per room
<b>Business premises</b>	1 space per 125sqm GFA
<b>Restaurants or cafes</b>	1 space per 100sqm GFA

*Source: Local Transport Study, Randwick Junction and Housing Investigation Areas (HIAs) Final Report, January 2022 Issue A*

#### Car parking access

- a) Where practical, parking access and / or loading is to be provided from secondary streets (as opposed to classified roads and / or major roads such as Alison Road, Anzac Parade, Botany Street and High Street)
- b) Parking access and / or loading must be setback at least 6m from an intersection or rear lane boundary to ensure all vehicles are wholly contained on site before being required to stop
- c) Parking access and / or loading areas are to be designed as recessive components of the building elevation to minimise the visual impact on the streetscape
- d) All vehicles should be able to enter and leave the site in a forward direction
- e) Parking is to be accommodated underground where possible
- f) Sub-basement car parking is to be no more than 1.2m above existing ground level

- g) Basement carpark access must comply with the requirements of *Section B8 Water Management* of the Randwick DCP.

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## 20. Sustainability

### Explanation

Environmental sustainability is a fundamental aspect of functional liveable urban areas, and the integration of precinct-wide sustainability initiatives and standards will provide for the physical, mental and social well-being of residents, workers and visitors.

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

### Objectives

- To establish the HIAs as model environmentally sustainable precincts demonstrating excellence in sustainable practices
- To encourage the design of buildings that go beyond current minimum sustainable standards to benefit residents and the broader Randwick community
- To adopt suitable design techniques in lighting, Water Sensitive Urban Design (WSUD), stormwater collection and re-use, and landscaping of the public realm
- To provide innovative best practice waste solutions capable of reducing residential and commercial waste and increasing reuse, recycling and recovery of waste.

### Controls

#### General

- a) New developments with a cost of works of \$3 million or greater are to achieve a minimum 4 Star Green Buildings certification rating
- b) All development must address the requirements of Section B3 – Ecologically Sustainable Development of the Randwick DCP
- c) New development involving the construction of a new building or external alterations to an existing building is to meet the requirements of Clause 6.11 of the RLEP relating to design excellence, particularly sustainable design principles, renewable energy sources and urban heat island effect mitigation.

#### Energy

- d) New developments are to sign up to a minimum three-year 100% renewable power contract with an Australian Government endorsed energy provider and evidence of the future contract provided to Council at DA stage
- e) New developments are encouraged to be 100% electric (no natural gas)
- f) All development is encouraged to incorporate PV rooftop solar and battery storage for the capture and use of energy for lighting, ventilation and services within communal spaces and for residential apartments
- g) Where photovoltaic (PV) panels are proposed it is desirable that the panels be parallel and incorporated into the design of the building
- h) Efficient lighting (LED), rainwater tanks and building insulation are to be included in the design of buildings.
- i) New development must provide a screened outdoor area with an appropriate orientation for the purpose of communal clothes drying
- j) All developments are to incorporate energy efficient fittings and systems for lighting including:

- i. Natural lighting where possible
- ii. Energy efficient lights such as LEDs
- iii. Movement and lighting level sensors and timers to ensure lighting is only used when required

#### Waste

- k) All development must address the requirements of *Section B6 Recycling and Waste Management* of the Randwick DCP
- l) All developments must provide a space for:
  - i) Storage and sorting of problem waste such as E-waste, clothing, and residential hazardous waste
  - ii) FOGO (Food Organics and Garden Organics) household rubbish collection bin storage and handling
- m) New developments must provide an internal bulky waste storage area of 20m<sup>2</sup> for the temporary storage of periodic bulky waste collection. The internal bulky waste storage area must:
  - i) Be situated in a location that is easily accessed by external waste collection services
  - ii) Be weatherproof and screened from public areas
  - iii) Remain visible from general waste / bin storage areas to encourage re-use of items by other residents
- n) New development, other than development that is minor or ancillary in nature, is to incorporate a localised automated waste collection system in accordance with Council's Automated Collection System Guidelines.

#### Materials

- o) New development construction is to be long-life, robust and use durable materials and finishes and utilise reduced carbon materials e.g. low carbon concrete, recycled aggregate, etc.
- p) Use of recycled materials, such as bricks, timber and concrete, are encouraged
- q) All development must specify light coloured roof colours to reduce building heat load and energy use for cooling in summer months. Consideration is required of potential glare impacts on neighbours.

#### Transport

- r) Reduced car parking rates apply to the HIAs to reduce basement parking structure and in recognition of the proximity to public transport. Refer to *Chapter 19 Transport, parking and access* of this DCP for applicable rates
- s) Car share provision is strongly encouraged within a development and HIA car parking rates can be further reduced when car share spaces are provided. Refer to *Section B7 Transport, Traffic, Parking and Access* of the Randwick DCP
- t) Electric Vehicle (EV) and bike charging facilities and electrical infrastructure is required to be provided on common property and must include signage and a fixed bicycle rack or rail in accordance with *Chapter 19 Transport, parking and access* of this DCP section.

#### Design and landscaping

- u) ADG solar access and cross ventilation standards are to be met in the development
- v) All development should incorporate passive and low-tech solutions to managing solar access and heat load and cross ventilation. These may include:
  - iii) Appropriate shading of the building's windows with fixed overhangs
  - iv) Shading blades for respectively north and east facing facades



- v) Limiting openings on the west facing facades of buildings
- vi) Provision of ceiling fans to limit the need for air conditioning
- w) Minimum tree canopy requirements apply to new developments to realise the Randwick City 40% tree canopy target for the LGA by 2036. Refer to *Table 2* in Section 18 of this DCP.

**Notes:**

In anticipation of proposed changes by the Green Building Council in 2026 to achieve a 4 Star Green Buildings certification rating, new developments are encouraged to be 100% electric (no natural gas).

Guidance and details on gaining carbon neutral certification can be obtained from the Australian Government Department of Environment and Energy website:

<http://www.environment.gov.au/climate-change/government/climate-active/certification>

All new development must have regard to the 'Better Practice Guide for Resource Recovery in Residential Developments' (NSW EPA).

Council provides sustainability rebates for electric vehicle charging, hot water systems, insulation, lighting, NABERS Ratings, pool pumps, rainwater tanks, rooftop solar, solar batteries, solar health checks, sustainability checks and waterfix. Refer to:

<https://www.randwick.nsw.gov.au/environment-and-sustainability/get-involved/sustainability-rebates> for further details.

Native plants may be sourced from Council's nursery. Refer to:

<https://www.randwick.nsw.gov.au/environment-and-sustainability/randwick-community-nursery> for further details.

The Australian Government requires a NatHERS 7 Star Rating for all new buildings.

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## 21. Water management

### Explanation

All development within the HIAs will be required to promote the sustainable use of water including minimising potable water consumption, collecting and reusing rainwater, recycling water and improving the quality of stormwater.

Water Sensitive Urban Design (WSUD) is an approach that provides increased rates of water retention and detention and water efficiency. It also can assist in mitigating localised flooding and improve water quality and visual amenity.

### Objectives

- To integrate WSUD for landscaped areas to filter storm water pollutants, reduce localised flooding impacts, protect local waterways and to recharge the aquifer
- To minimise reliance on mains supplied water, encourage water conservation and to reuse alternative water sources
- To ensure that development is appropriately sited and designed to address flood risk and accommodate overland flow
- To ensure that development addresses any relevant flood studies and is consistent with the requirements of any floodplain risk management studies or plans.

### Controls

- a) All new fittings and fixtures are to be installed with the highest Water Efficiency Labelling and Standards (WELS) scheme star rating available at the time of development
- b) Dual piping for future use of greywater or blackwater systems is encouraged to be provided in all new multi-unit residential development
- c) All development must address *Section B8 – Water Management* of the Randwick DCP in relation to water conservation, groundwater and flooding, overland flow paths, on-site detention and Water Sensitive Urban Design (WSUD)
- d) The ground level of a development is to be constructed above the stipulated 1 in 100 year flood level plus freeboard. Additional overall building height will only be considered by Council to the extent of the flood level above natural ground level for flood prone properties, and will be assessed on a site-specific merit basis

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## 22. Aircraft operations

### Explanation

The proximity of Sydney's Kingsford Smith Airport and the high frequency of aircraft movements over the area, triggers the need for development to consider aircraft safety, during the construction phase in relation to cranes and like structures.

Aircraft noise control is addressed in *Section F3 – Sydney Airport and Noise Impacts* of the Randwick DCP. This section relates specifically to the protection of airspace, also referred to as “prescribed airspace” under Commonwealth legislation. Commonwealth approval is required for any proposal within the corridor that exceeds “prescribed airspace”.

### Objectives

- To ensure development does not compromise Sydney Kingsford Smith Airport operations by penetrating the Limitation or Operations Surface for that airport
- To ensure that development is carried out in a manner that protects the community from undue risk from airport operations.

### Controls

- a) Development involving the use of cranes during construction and other structures such as light poles must ensure compliance with Clause 6.8 of the Randwick LEP in relation to Airport Operations
- b) Applications for building cranes or like structures during construction must meet the requirements of *Section F3 – Sydney Airport Planning and Noise Impacts* of the Randwick DCP.

### Note:

Further information can be obtained from the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications, the agency responsible for development approvals that constitute “controlled activities” (under the Airports Act 1996) affecting Sydney Airport.

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## 23. Affordable housing

### Explanation

All new development within the HIAs is required to make a contribution towards affordable housing to cater for a mix of income groups including very low, low and middle income households. Without provision of more affordable forms of housing, the market can be expected to continue to produce more expensive housing in the area, so that housing will only be affordable to households on relatively high incomes.

The HIA Affordable Housing Plan aims to ensure that lower income households continue to live and work locally within the Randwick LGA.

### Objectives

- To increase the amount of affordable rental housing for very low, low and moderate income households
- To encourage housing diversity and choice
- To help retain very low, low and middle income households in the local area including key workers and students

### Controls

- a) All development within the HIAs must contribute towards the provision of affordable housing at a contribution rate of either 3% or 5% as stated in the Plan
- b) Affordable housing contributions are to be provided in accordance with the HIA Affordable Housing Plan 2023
- c) The affordable housing contribution rate is to apply to the total residential floor area component of the development
- d) Contributions towards affordable housing are to be provided through a dedication of affordable housing units on site / 'in-kind' or as a monetary contribution 'in-lieu' of affordable housing units.

For further detail on affordable housing requirements, please see the *Housing Investigation Areas Affordable Housing Plan* prepared by Randwick City Council.



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## 24. Air quality

### Explanation

Air pollution has the potential to cause harm to the natural environment and create adverse effects on human health. Research has shown that long term exposure to air pollution (even low levels of air pollution) may lead to respiratory and inflammatory illnesses and other more serious health conditions. Air pollution along main roads is created by motor vehicle exhausts, including vehicle non-exhaust emissions (particles from road, brake and tyre wear). Incorporating natural ventilation within buildings is important to achieving fresh air flow. Incorporating green walls and indoor planting areas also assists to filter impurities.

The Infrastructure SEPP Clause 101 (c) requires consideration of the impacts of vehicle emissions on land which has a frontage to a classified road. Reference can also be made to the Development Near Rail Corridors and Busy Roads – Interim Guideline (NSW Government, Department of Planning, 2008).

### Objectives

- To encourage both new and existing development to be designed to provide good indoor air quality for occupants
- To protect residents from the harmful effects of air pollution

### Controls

- a) All developments that adjoin a main road and at Council's discretion are to include a report from a suitably qualified air quality consultant that addresses building design solutions and construction measures that reduce air pollution and improve indoor air quality for occupants
- b) Applicants are to submit a statement which explains how the proposal has addressed the NSW Government 'Development Near Rail Corridors and Busy Roads – Interim Guideline'
- c) The air intakes for mechanical ventilation are to be located well away from major roads or the pollution source (e.g. on top of tall buildings) or provided with filtration to remove particulates
- d) DAs for sensitive land uses such as childcare centres, schools or aged care facilities must submit an air quality study prepared by a suitably qualified expert demonstrating how air pollution exposure and health risks will be mitigated
- e) Vegetative screens should be investigated where appropriate to assist in maintaining local ambient air amenity and to improving aesthetics and visual impacts from an adjacent roadway.

